Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP Near-Term Projects Environmental Review Agency Scoping Meeting

September 6, 2018

Regional Growth and Market Demand

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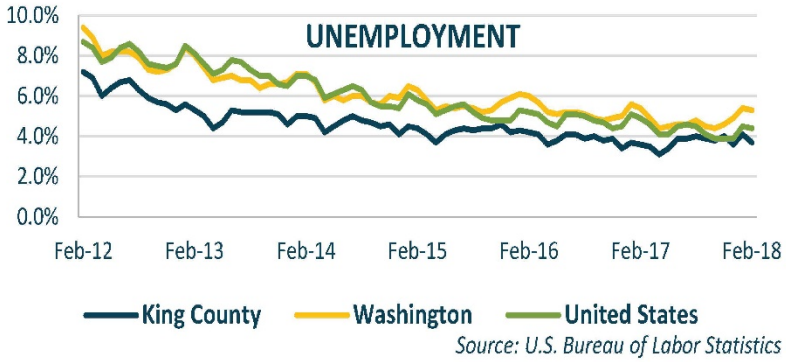
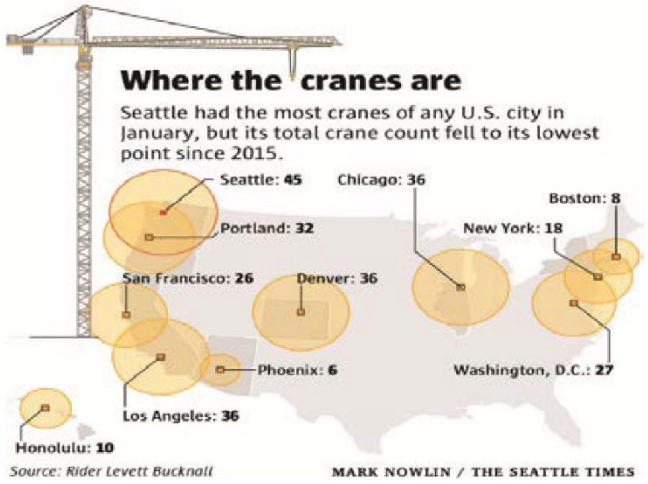
Robust regional economy drive Airport demand and sustainable practices



Source: U.S. Bureau of Labor Statistics



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

T-Mobile
Weyerhaeuser
University of Washington
Boeing
Microsoft
Costco Wholesale
Nintendo
amazon
PACCAR
Nordstrom
Starbucks
Expedia

Puget Sound Demographics

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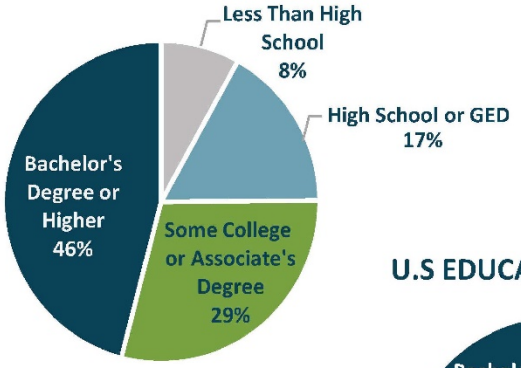
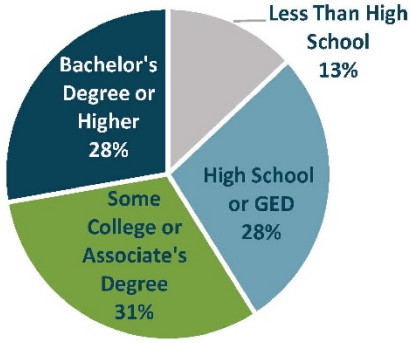
KING COUNTY EDUCATION LEVELS, 2016

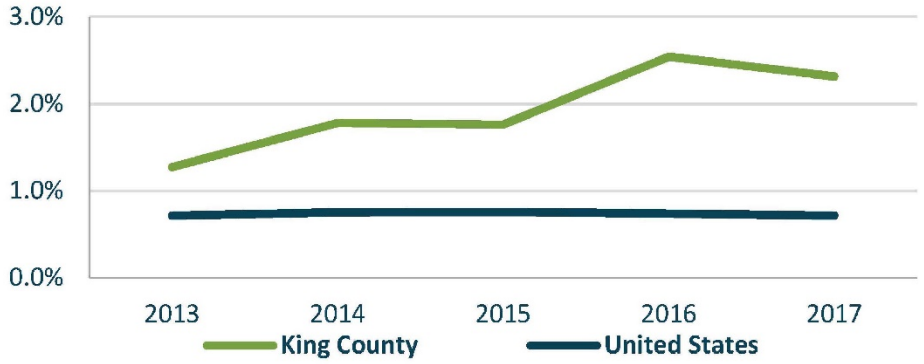


Source: U.S. Census Bureau

U.S EDUCATION LEVELS, 2016

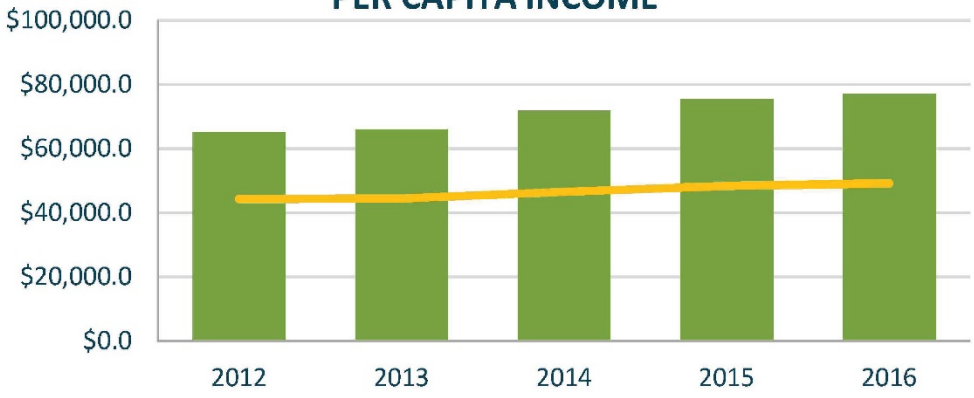


% CHANGE IN POPULATION



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

PER CAPITA INCOME



Sea-Tac Airport Growth

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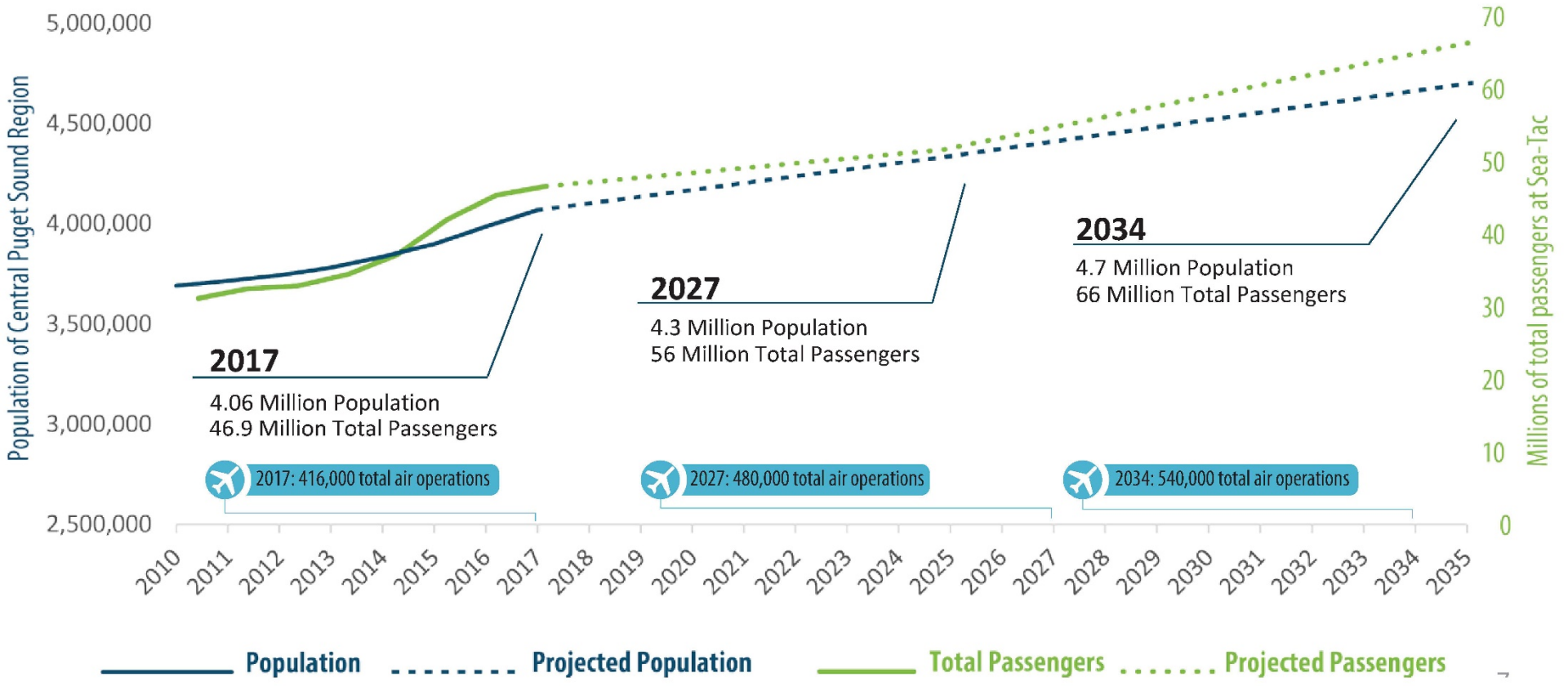

How to Serve Market Demand

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Three Concurrent Strategies

Current Projects (46.9M Passengers Today)	SAMP Near-Term Projects (56M Passengers by 2027)	Long-Term Vision SAMP (Demand Beyond 2027)
• North Satellite • International Arrivals Facility • Concourse D Hardstand Holdroom • Baggage Modernization • Airport dining and retail Development	• Meet market demand • 19 additional gates & second terminal • Cargo facilities • Projects to improve safety, provide support facilities, improve efficiency, and access to the airport.	• PSRC regional aviation baseline study • Sea-Tac Airport airfield and airspace study • Additional environmental review

Scoping is for SAMP NTP environmental review

Proposed SAMP Near-Term Projects

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AIRSIDE

A01 - Taxiway A/B Extension

A02 - Runway 16R-34L Blast Pads

A04 - Taxiway B 500' Separation & RIM Mitigation

A05 - North Hold Pad

A06 - Runway 34L Highspeed Exit

A07 - Taxiway D Extension

A08 - Hardstand (north)

A09 - Hardstand (central)

A10 - Taxiway Fillets (not shown)

CARGO

C01 - Cargo 4 South Redevelopment

C02 - Off-site Cargo PH 1 (L-Shape)

C03 - Off-site Cargo PH 2 (L-Shape)

LANDSIDE

L01 - NAE Relocation (southbound lanes)

L02 - Elevated Busway & Stations

L03 - Second Terminal Roads/Curbside

L04 - Main Terminal North GT Lot

L05 - North GT Holding Lot

L06 - Employee Parking Surface Lot

L07 - Employee Parking Structure

TERMINAL

T01 - North Gates

T02 - Second Terminal & Parking

AIRPORT/AIRLINE SUPPORT

S01 - Fuel Farm Expansion

S02 - Primary ARFF

S03 - Secondary ARFF

S04 - Fuel Rack Relocation

S05 - Triculator

S06 - Consolidated De-icing Tanks

S07 - Westside Maintenance Campus

S08 - Airline Support (north)

S09 - Airline Support (west)

S10 - Centralized Rec. & Dist. Center

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- **New and modified Airport roadways** to access the new Second Terminal (L03 – Second Terminal Roads & Curbside)
- **New parking garage and passenger terminal facilities** for passenger check-in; passenger and baggage screening; airline offices, baggage conveyance and claim; concessions; and restrooms (T02 – Second Terminal & Parking)
- **New terminal concourse** including typical functions such as baggage handling; passenger holdrooms, concessions, restrooms, etc.; office space; and walkway to the passenger terminal walkway (T01 – North Gates)
- **New elevated busway** to provide a way for passengers to transfer among the Main Terminal, New Second Terminal, and Rental Car Facility (L02 – Elevated Busway & Stations)
- **New aircraft parking positions** for aircraft waiting to park at a passenger gate, aircraft needing parking overnight, or remote aircraft gates where passengers are bussed to the airplane (A05 – North Hold Pad & A09 – Hardstand (central))
- **Relocation of the southbound lanes of the North Airport Expressway** to clear the site for construction of A09 Hardstand (central) and T01 North Gates (L01 – North Airport Expressway (NAE) Relocation (southbound lanes)). The southbound lanes would also be widened near the terminal to alleviate congestion.

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- **Construction of a new ground transportation lot** on Port property north of State Route (SR) 518 to accommodate increased demand and replace the S 160th St. parking lot displaced by the L02 - Elevated Busway (L05 – North Ground Transportation Lot)
- **Relocation of the Primary Aircraft Rescue and Firefighting (ARFF) station** to clear the site for the new passenger concourse T01 North Gates (S02 – Primary Aircraft Rescue and Firefighting (ARFF) station & S03 – Secondary ARFF). The new ARFF would be larger than the existing ARFF to accommodate additional personnel.
- **Relocation of the fuel rack** from its current location in the Cargo 6 area to clear the site for construction of the new passenger concourse T01 North Gates (S04 – Fuel Rack Relocation).
- In an effort to consolidate storage of aircraft deicing fluid and to clear a site for the construction of the new passenger concourse T01 North Gates, **sets of deicing fluid tanks are proposed on both the north and south end of the airfield** (S06 – Consolidated De-icing Fluid Storage Tanks)
- **Expansion of the existing north ground transportation lot** to accommodate increased demand for charter and cruise passenger buses (L04 – Main Terminal North Ground Transportation Lot)

Proposed SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Meet Forecasted Passenger Demand

A new Second Terminal would be constructed to provide the necessary facilities to meet the projected passenger demand at the Airport. The Second Terminal would include the following Primary Elements, Connected Actions, and Similar Actions:

- **A new surface parking lot** would accommodate increased demand for employee parking. The surface lot would be constructed on Port-owned property north of SR 518 (L06 – Employee Parking Surface Lot)

- **A new parking structure north of SR 518** would provide additional capacity to accommodate increased demand for employee parking. (L07 – Employee Parking Structure)

- **A new Centralized Receiving & Distribution Center** would be constructed on Port-owned property north of SR 518 to improve security and more efficiently screen and move supplies to concessionaires in the current and proposed future passenger terminals (S10 – Centralized Receiving & Distribution Center)

Proposed SAMP Near-Term Projects

Port of Seattle
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Purpose: Meet Forecasted Cargo Demand

Various cargo-related projects would be constructed to provide the necessary facilities to meet the projected cargo demand at the Airport. These include the following Primary Elements, Connected Actions, and Similar Actions:

- **A new cargo aircraft parking area** would be constructed in the North Cargo area east of Taxiway A. (A08 – Hardstand (north))
- **The Cargo 4 South site would be redeveloped** to address poor existing building conditions and configuration, and a larger building would be constructed to serve future demand. (C01 – Cargo 4 South Redevelopment))
- **Two new cargo warehouse buildings** with truck access would be constructed on the Port-owned L-Shape property. No aircraft would utilize the L-Shape property because it is not located on the airfield.(C02 – Off-site Cargo Phase 1 (L-Shape) & C03 – Off-site Cargo Phase 2 (L-Shape))
- **The Port's Aviation Maintenance Facility (AMF) would be relocated** from its current location in the North Cargo area to clear the site for construction of the A08 Hardstand (north) project. The AMF would be located on the west side of the airport in the West-side Maintenance Campus. (S07 – West-side Maintenance Campus)
- To accommodate displaced Ground Service Equipment (GSE) maintenance and aircraft maintenance functions from the United Airlines maintenance building and Swissport cargo facility, and aircraft maintenance functions from the United Airlines maintenance building, **two airline support buildings/expansions are planned.** The first is a new building located in the far northeast corner of the North Cargo area. The second is an expansion of the existing AMB/AFCO III building to the west. (S08 Airlines Support (north) & S09 – Airline Support (west)).

Proposed SAMP Near-Term Projects

Port of Seattle
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Purpose: Comply With FAA Airfield Standards/Guidance

Various improvements would be constructed to comply with FAA standards and guidance. These include the following elements:

- **A runway blast pad** is a surface adjacent to a runway intended to provide erosion protection from aircraft jet blast. The existing blast pads on RWY 16R34L would be expanded to meet current standard dimensions. (A02 – Runway 16R-34L Blast Pads
- **To provide the standard 500' runway/taxiway separation**, Taxiway B would be moved to the east between Taxiway C (at the north end of the airfield) and the approximate location of the existing Taxiway L. Shifting Taxiway B would also result in Taxiway A being shifted east. (A04 – Taxiway B 500' Separation & RIM Mitigation)
- **Fillets** are essentially rounded corners created with pavement and markings, and are used as part of taxiways to provide adequate distances between aircraft and the pavement edges. Fillets which do not meet current FAA standards would be improved when the fillet/area is in need of a reconstruction or impacted by another project. (A10 – Taxiway Fillets)

Proposed SAMP Near-Term Projects

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Purpose: Improve Airfield Operational Efficiency

Various improvements would be constructed to enhance the operational efficiency of the Airport. These include the following elements:

- **Taxiway A would be extended south of Taxiway S** to provide a parallel taxiway to Taxiway B. This taxiway will help reduce delay by providing additional pavement for ATCT to sequence aircraft.

- **To facilitate the taxiway work, the Runway 34R glide slope antenna and shelter may need to be relocated** to the west side of Runway 16L-34R because it would be displaced by the Taxiway B construction. Additional work that may be required to facilitate the taxiway construction includes a new Vehicle Service Road bridge over S 188 Street. (A01 – Taxiway A/B Extension)

- High-speed exits allow landing aircraft to exit the runway at relatively higher speeds, leading to less time on the runway. **A new high-speed exit would be constructed** for Runway 34L arrivals between Taxiway J and Taxiway E. (A06 – Runway 34L High-speed Exit)

- Taxiway D is currently a short taxiway between Runways 16C-34C and 16L-34R, and is used by aircraft waiting to take off from Runway 16C. This project would **extend Taxiway D from Runway 16C-34C west to Taxiway T.** (A07 – Taxiway D Extension)

Proposed SAMP Near-Term Projects

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SEATTLE-TACOMA INTERNATIONAL AIRPORT

Purpose: Provide Additional Fuel Capacity and Meet Port's Sustainable Aviation Fuel Initiative

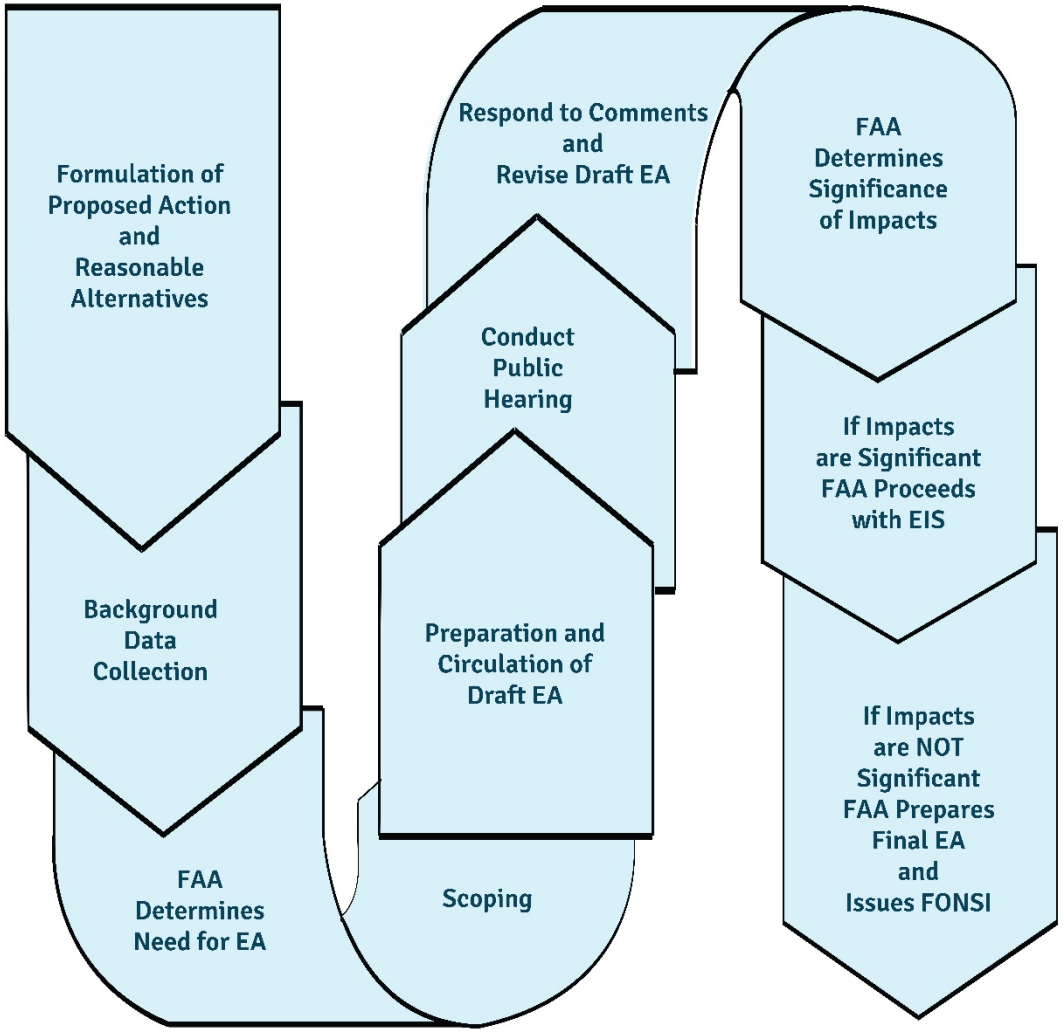
Various improvements would be constructed to enhance the Airport's fueling capabilities. These include the following elements:

- **Expansion of the fuel farm** would include additional settling tank capacity and construction of infrastructure to support the Port's Sustainable Aviation Fuel (SAF) initiative. The addition of four settling tanks adding approximately 10 million gallons of storage capacity would require additional piping, expansion of the spill containment dike, and four above ground storage tanks. (S01 – Fuel Farm Expansion)

NEPA EA Process

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP Near-Term Projects environmental review



NEPA Environmental Impact Categories

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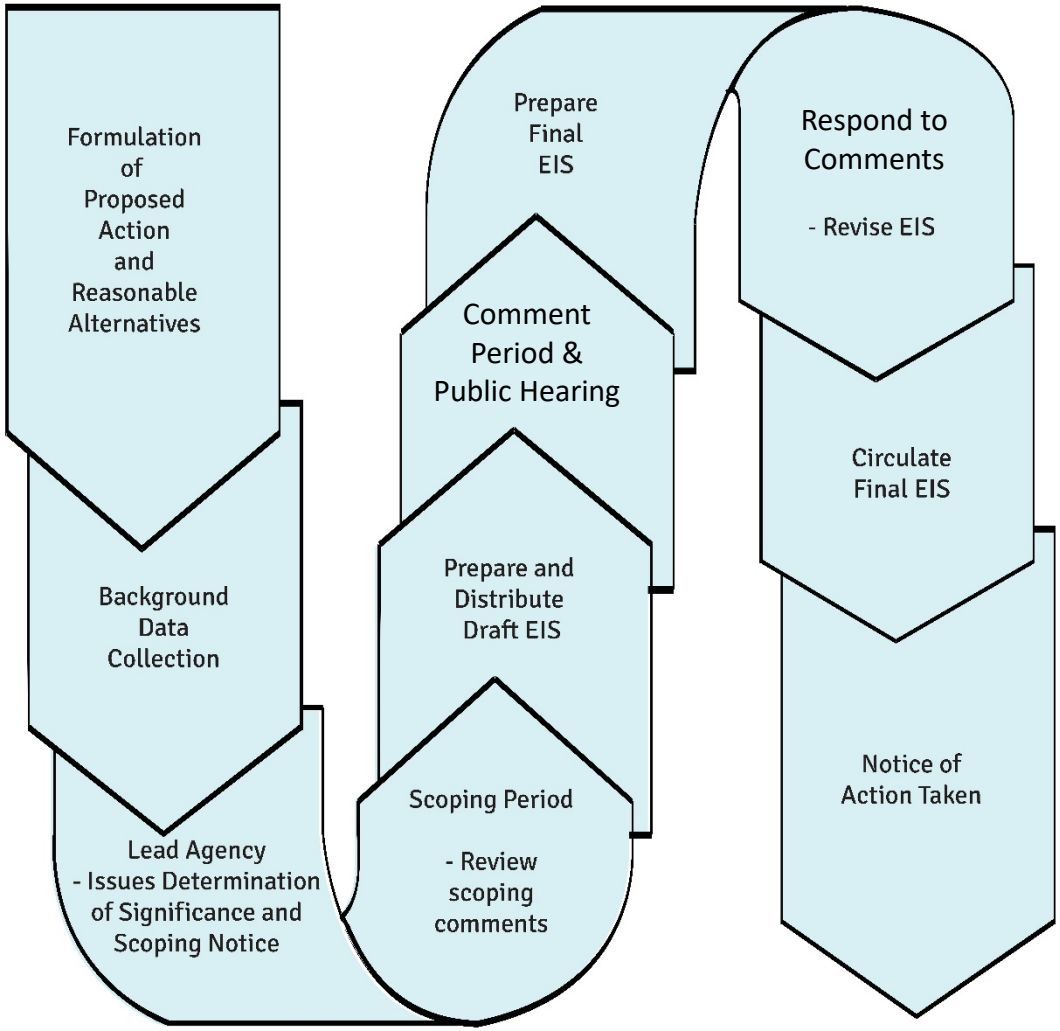
SEATTLE-TACOMA INTERNATIONAL AIRPORT

All to be considered in SAMP NTP Environmental Review

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act Section 4(f) Resources
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety
- Visual Effects
- Water Resources
  - Floodplains
  - Groundwater
  - Surface Waters
  - Wetlands
  - Wild and Scenic Rivers
- Cumulative Impacts

SEPA EIS Process:
SAMP Near-Term Projects

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT



SEPA Elements of the Environment

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

All to be considered in SAMP NTP Environmental Review

Natural environment

- Earth
  - Geology
  - Soils
  - Topography
  - Unique physical features
  - Erosion/enlargement of land area (accretion)
- 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

SEPA Elements of the Environment

Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

All to be considered in SAMP NTP Environmental Review

Built environment

- 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
  - Other governmental services or utilities

Land uses Adjacent to Sea-Tac

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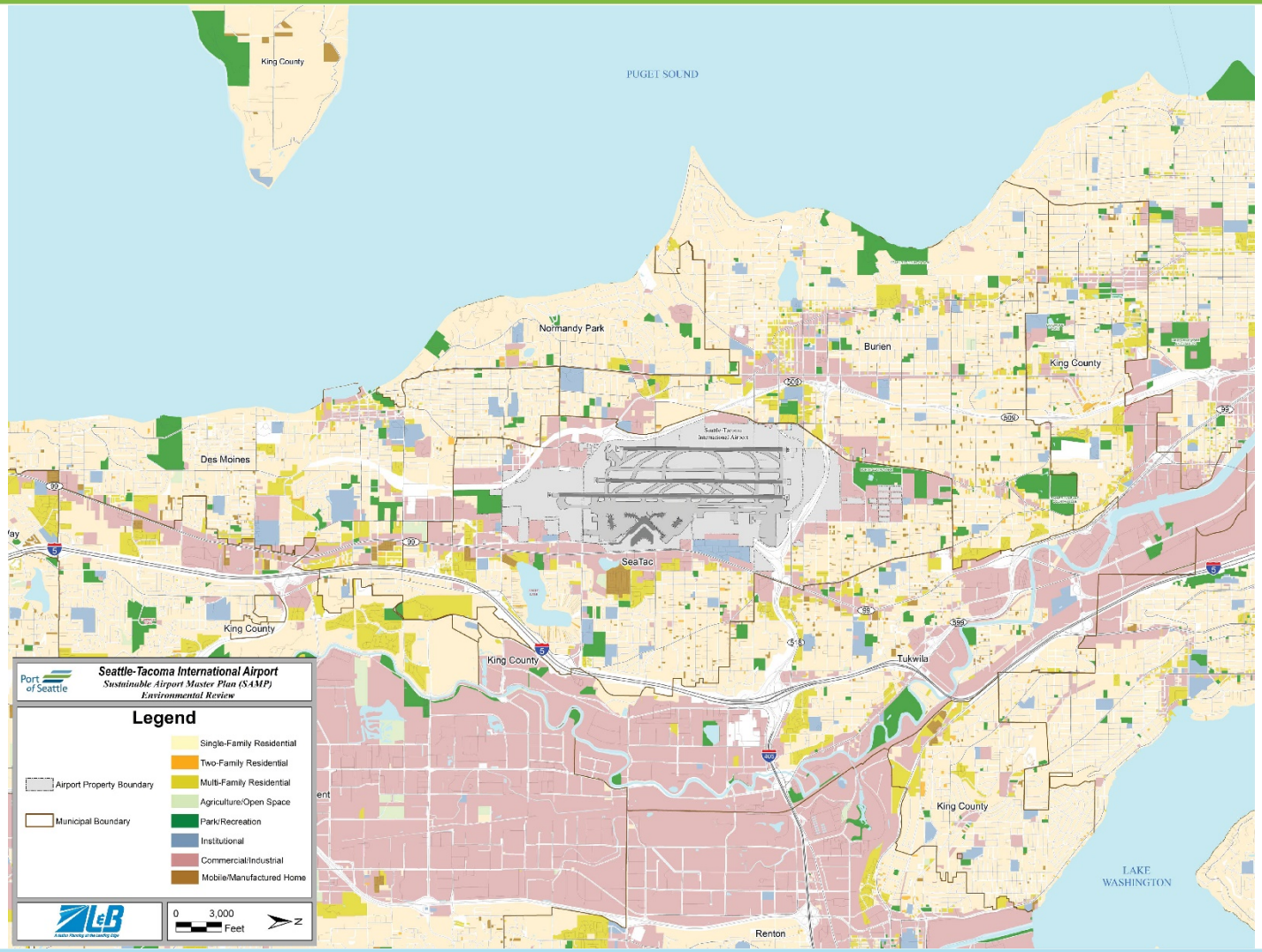
Study area boundaries to be developed for each resource category



Air Quality And Climate

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Regulations and Guidance

NEPA

Air Quality and Climate

- National Environmental Policy Act (NEPA)
- FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions
- FAA Order 1050.1F, Environmental Impacts: Policies and Procedures
- Clean Air Act (1990 Amendments) 42 U.S.C. §§ 7401- 7671

SEPA

Air Quality and Climate

- Washington Clean Air Act
- Puget Sound Clean Air Agency and permit requirements

Aircraft Noise

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Regulations and Guidance

NEPA/SEPA

- FAA Order 1050.1F, Environmental Impacts: Policies and Procedures
- FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
- 14 CFR Part 150 Land Use Compatibility Guidelines
    - Based on Day-Night Average Sound Level (DNL)
    - Noise-sensitive uses are considered non-compatible at or above 65 DNL
    - Residential
    - Schools
    - Places of worship
    - Hospitals
    - Nursing homes
    - Daycare facilities where licensed education occurs
    - Libraries
- FAA provides methodology for preparing noise analyses and determining impacts
    - Required use of Aviation Environmental Design Tool (AEDT)
    - Threshold for significant impacts is 1.5 DNL increase within a 65 DNL noise contour over noise sensitive land uses

Public Properties

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Regulations and Guidance

NEPA/SEPA

- Department of Transportation Act, Section 4(f)
- Land and Water Conservation Fund Act of 1965
- National Historic Preservation Act
- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments
- Executive memorandum, Government-to-Government Relations with Native American Tribal Governments

Water Resources

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Regulations and Guidance

NEPA

Wetlands
- Clean Water Act
- Executive Order 11990, Protection of Wetlands
- Fish and Wildlife Coordination Act

Floodplains
- Executive Order 11988, Floodplain Management
- National Flood Insurance Act

Surface Waters
- Clean Water Act
- Fish and Wildlife Coordination Act
- Rivers and Harbors Act

Ground Water
- Clean Water Act

Coastal Resources
- Coastal Barrier Resources Act
- Coastal Zone Management Act
- National Marine Sanctuaries Act

Wild and Scenic Rivers
- Wild and Scenic Rivers Act

SEPA

- Washington Water Pollution Control Act
- National Pollutant Discharge Elimination System (NPDES) permit
- Growth Management Act
- Washington Hydraulic Code

Biological and Natural Resources

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Regulations and Guidance

NEPA/SEPA

Biological Resources

- Clean Water Act
- Endangered Species Act
- Bald and Golden Eagle Protection Act
- Magnuson-Stevens Fishery Conservation and Management Act
- Marine Mammal Protection Act
- Migratory Bird Treaty Act

Farmlands

- Farmland Protection Policy Act

Natural Resources and Energy Supply

- Energy Independence and Security Act
- Energy Policy Act

SEPA

Biological Resources

- Growth Management Act
- State Priority Habitats & Species
- Shoreline Management Act
- Forest Practices Act

Hazardous Materials, Solid Waste, and Pollution Prevention

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Regulations and Guidance

NEPA/SEPA

- Comprehensive Environmental Response, Compensation, and Liability Act
- Emergency Planning and Community Right to Know Act
- Federal Facilities Compliance Act
- Hazardous Materials Transportation Act
- Oil Pollution Act
- Pollution Prevention Act
- Resource Conservation and Recovery Act
- Toxic Substances Control Act
- Executive Order 12088, Federal Compliance with Pollution Control Standards
- Executive Order 12580, Superfund Implementations
- Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management
- Executive Order 13514, Federal Leadership in Environmental, Energy, and Economic Performance
- CEQ Memorandum on Pollution Prevention and the National Environmental Policy Act

Social and Community

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Regulations and Guidance

NEPA

Socioeconomics

- Uniform Relocation Assistance and Real Property Acquisitions Policy Act

Environmental Justice

- Title VI of the Civil Rights Act
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Environmental Health

- Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks

SEPA

- Land Use and Building Permits
- Traffic and Transportation Approvals

Transportation

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Regulations and Guidance

NEPA

- FAA Order 1050.1F, Desk Reference
- Provides factors to consider when determining impacts
- Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities

SEPA

- SEPA, Chapter 43.21C, RCW
- SEPA Guidelines and Rules, Chapter 197-11, WAC
- WSDOT guidelines and local guidelines.
  - Transportation operations guidelines from WSDOT and local agencies (Cities of Burien, SeaTac, and Des Moines) provide Operational standards and policies that determine levels of significance.
  - State and local transportation plans or comprehensive plans also provide guidance related to analysis of all transportation elements.
- SEPA, Chapter 36.70A, Washington Growth Management Act (GMA)

Anticipated NTP Environmental Review Schedule

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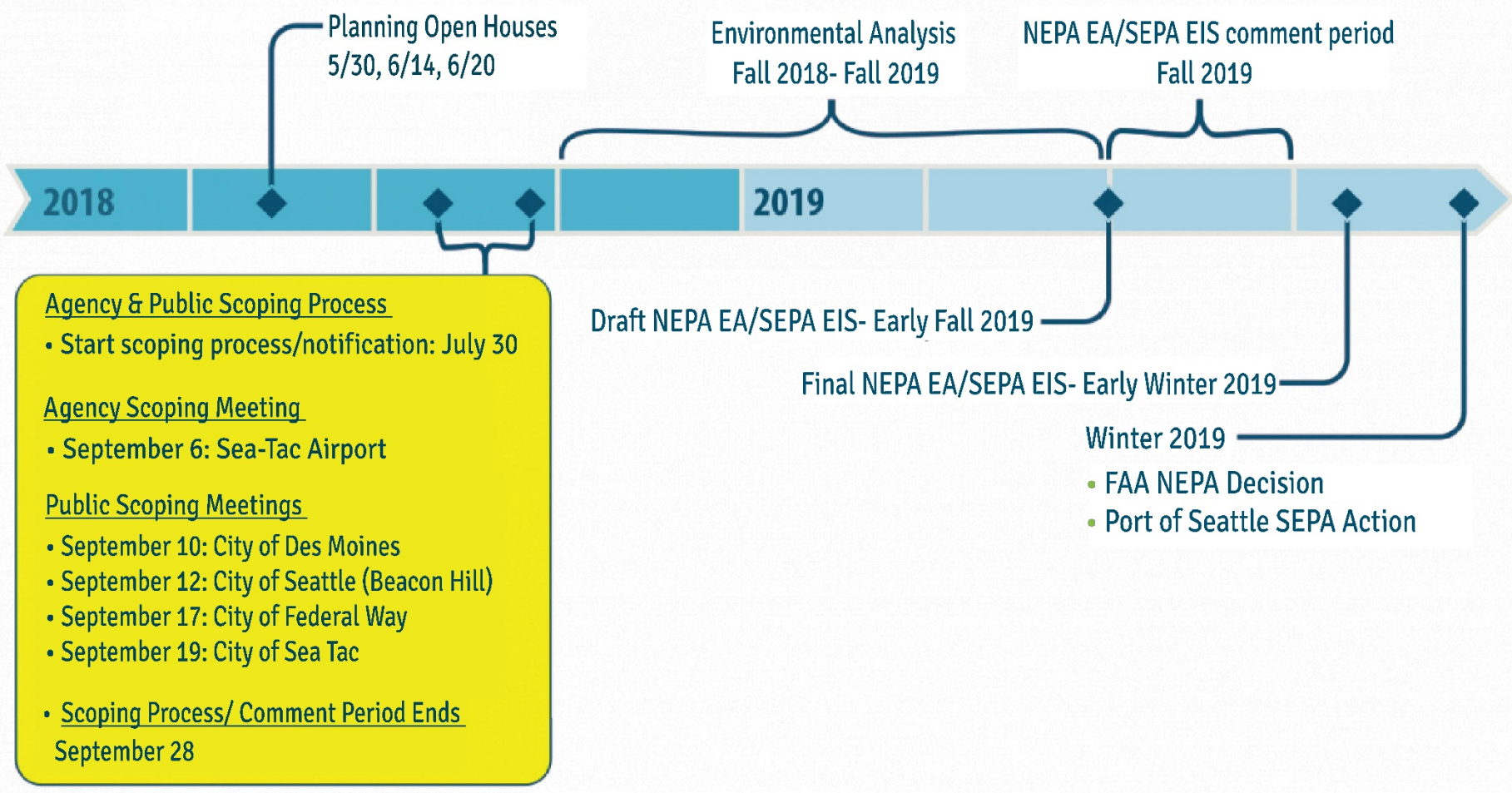

How to Comment

- Scoping comments may be submitted via:
  - SAMP Environmental Review website (Click “Participate”): www.SAMPNTPenvironmentalreview.org
  - Email: SAMP@portseattle.org
- Regular mail to: Mr. Steve Rybolt
  Port of Seattle
  Aviation Environment and Sustainability
  P.O. Box 68727 Seattle, WA 98168
- In person at a Scoping Meeting:
  - Submit written comments
  - Submit oral comments to court reporter
- All comments must be submitted or postmarked by September 28, 2018.

Scoping Meetings

Port of Seattle
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Scoping is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action.

Scoping meetings for the public will be held:

September 10, 2018
City of Des Moines
5:30 PM - 8:30 PM
Highline College Student Union

September 12, 2018
City of Seattle (Beacon Hill)
5:30 PM - 8:30 PM
New Holly Gathering Hall

September 17, 2018
City of Federal Way
5:30 PM - 8:30 PM
Federal Way Community Center

September 19, 2018
City of SeaTac
5:30 PM - 8:30 PM
SeaTac Community Center

At the scoping meetings information regarding the Proposed Action and the environmental review process will be available. For more information or for those unable to attend a Public Scoping Meeting, the same information will be available on the Port of Seattle's website: www.SAMPNTPenvironmentalreview.org