

**SEPA DETERMINATION OF SIGNIFICANCE (DS)
AND REQUEST FOR COMMENTS ON
SCOPE OF SEPA ENVIRONMENTAL IMPACT STATEMENT (SEPA EIS) AND NATIONAL
ENVIRONMENTAL POLICY ACT ENVIRONMENTAL ASSESSMENT (NEPA EA)**

**Seattle-Tacoma International Airport (Sea-Tac Airport)
Sustainable Airport Master Plan (SAMP)**

The Port of Seattle is initiating an environmental review process for the Near-Term Project improvements proposed as part of the Sustainable Airport Master Plan (SAMP). The SAMP includes Near-Term Projects for Seattle-Tacoma International Airport (Sea-Tac) that are planned for construction by 2027 that are the focus of this environmental review, which is being conducted to comply with the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA). The SAMP also includes a Long-Term Vision for Sea-Tac which includes projects that are not ripe for environmental review at this time, as they require further study and are not reasonably foreseeable. Before any of the Long-Term Vision projects are implemented, the appropriate environmental review process will be conducted. The Near-Term Projects (the Proposed Action) are the subject of a phased environmental review process to comply with SEPA. The Port and Federal Aviation Administration (FAA) anticipate conducting additional environmental review in the future regarding the Long-Term Vision projects identified in the SAMP.

The SAMP identifies facilities and roadway improvements that are needed to serve expected growth in passengers, aircraft operations and cargo activity through 2027. Approximately 30 projects at the Airport are needed to enhance efficiency, accommodate projected growth in activity, and alleviate congestion on the airfield, in the terminal, and on the roadway system.

Key elements of the Proposed Action include construction of a second terminal, a centralized maintenance campus, off-airport cargo handling facilities, realignment of airport roadways, and expansion of the fueling facilities. The Proposed Action would accommodate up to approximately 477,000 annual aircraft operations and 56 million annual passengers.

SEPA EIS Required. The Port of Seattle, as lead agency, acknowledges that there is public interest and concern about the potential environmental impacts of implementing the Proposed Action. Based on that level of concern and the potential for impacts that may occur with the implementation of the Proposed Action, the Port of Seattle has determined that a SEPA EIS will be prepared.

NEPA EA. The FAA will serve as the lead federal agency for the preparation of an Environmental Assessment to comply with NEPA. The NEPA regulations adopted by the Council for Environmental Quality (CEQ), 40 CFR § 1500 et seq., together with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, will guide the preparation of the NEPA Environmental Assessment (NEPA EA).



The lead agencies (FAA for NEPA and Port of Seattle for SEPA) have identified the following areas for discussion in the NEPA EA/SEPA EIS. In accordance with NEPA and SEPA, the environmental review will consider the potential effects of the Proposed Action and a range of alternatives on each of the environmental factors below.

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

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
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- 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

Scoping. 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 Proposed Action and reasonable alternatives, and for identifying concerns regarding the potential environmental effects of the Proposed Action. Comments received during Scoping will be reviewed and taken into consideration during the preparation of the NEPA and SEPA analyses.

Agencies, potentially affected tribes, and members of the public are invited to comment on the scope of the SEPA EIS/NEPA EA. A Scoping Information Packet has been prepared and is available at the website listed below. You may comment on the resource categories/elements of the environment that will be evaluated, alternatives to the proposed action, and licenses, permits, or other approvals that may be required.

It is requested that all comments include your name and address. Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information - may be made publicly available at any time. Comments may be submitted via:

- SAMP Environmental Review website (Click "Participate"):
www.SAMPenvironmentalreview.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

All comments must be submitted or postmarked by September 28, 2018.

In addition to submitting comments on the website, or via email or regular mail, you may also submit comments in person at one of the scoping meetings listed below.

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 17, 2018

City of Federal Way

5:30 PM – 8:30 PM

Federal Way Community Center

September 12, 2018

City of Seattle (Beacon Hill)

5:30 PM – 8:30 PM

New Holly Gathering Hall

September 19, 2018

City of SeaTac

5:30 PM – 8:30 PM

SeaTac Community Center

A scoping meeting for government agencies will be held:

September 6, 2018

Sea-Tac Airport

1:00 PM – 4:00 PM

Central Auditorium

Tribes. FAA will conduct Government to Government Consultation with the potentially affected Tribes as part of this environmental review process.

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.SAMPenvironmentalreview.org.

Responsible Official:

Ms. Arlyn Purcell

Port of Seattle

Director, Aviation Environment and Sustainability

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July 30, 2018