ATTACHMENT 1: SCOPING INFORMATION

SCOPING PACKET

SEATTLE-TACOMA INTERNATIONAL AIRPORT

SUSTAINABLE AIRPORT MASTER PLAN

NEAR TERM PROJECTS

ENVIRONMENTAL REVIEW PROCESS

Scoping
Information Packet

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for:
Port of Seattle
Seattle, Washington
July 2018

I. INTRODUCTION

The Port of Seattle prepared a Sustainable Airport Master Plan (SAMP) to establish a blueprint for changes at Seattle-Tacoma International Airport (Sea-Tac or Airport) to meet future demand. The SAMP was completed in 2018 and identified a Long-Term Vision, as well as a set of Near-Term Projects that are planned for construction by 2027. The Port of Seattle (Port) and the Federal Aviation Administration (FAA) are initiating an environmental review to evaluate and disclose the potential environmental effects of the Near-Term Projects (Proposed Action).

It is important to note that neither the Port of Seattle nor the FAA have issued approvals on the Near-Term Projects (Proposed Action). No approvals or implementation of the proposed action will take place before the completion of the environmental review process that will follow the requirements of the National Environmental Policy Act and the State Environmental Policy Act.

National Environmental Policy Act (NEPA)

Prior to implementation the FAA must comply with the National Environmental Policy Act of 1969 (NEPA) when implementing a Proposed Action involving one or more *federal actions*. In this case, the Port of Seattle is seeking the FAA's unconditional approval of the Near-Term Projects depicted on the Airport Layout Plan for the Airport and may request federal funding to implement the Proposed Action. Because these are *federal actions* that the FAA would undertake, the environmental analysis and documentation must comply with the requirements of NEPA as implemented in the regulations adopted by the Council for Environmental Quality (CEQ), 40 C.F.R. §1500 et seq., as well as FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

Based on coordination and direction from the FAA, a NEPA Environmental Assessment ("NEPA EA") will be prepared to determine if *significant impacts* are likely to occur with the implementation of the Proposed Action. If the analysis indicates *significant impacts that cannot be mitigated* as a result of implementing the Proposed Action, a NEPA Environmental Impact Statement (EIS) would be required.

State Environmental Policy Act (SEPA)

Under Washington's State Environmental Policy Act (SEPA), environmental review is required for any proposal which involves a government "action," as defined in the SEPA Rules (Washington Administrative Code (WAC) 197-11-704), and which is not categorically exempt (Chapter 197-11 WAC PART NINE - CATEGORICAL EXEMPTIONS). Project actions involve an agency decision on a specific project, such as approval of a construction project. As the Port of Seattle is proposing the construction of the Proposed Action, this environmental review will be prepared in accordance with SEPA requirements, WAC 197-11, as well as the Port of Seattle Resolution 3650.

The Port of Seattle, as SEPA 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 Environmental Impact Statement (EIS), known as a "SEPA EIS," will be prepared.

The Port and FAA intend to prepare the NEPA EA/SEPA EIS in a coordinated manner to make review easier by the public, agencies, and potentially affected Tribes.

The SAMP 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. SEPA requires phased review for proposals that are ripe for environmental review and excludes from consideration actions that are not yet ripe for review. The Near-Term projects will be the subject of the first phase of the environmental review process because they are ripe for review. The Long-Term Vision projects will be subject to a later phase of environmental review when they become ripe for review. Phased review is not required under NEPA. The Port and FAA anticipate conducting additional environmental review in the future regarding the longer-term projects identified in the SAMP; however, those potential future actions are not ripe for decision or environmental review at this time.

During the environmental review process, a multi-disciplinary team of experts will study the potential environmental impacts of the Near-Term Projects, determine whether the environmental impacts are significant, and, if so, evaluate ways to mitigate those impacts. Before these studies begin, a 60-day period is reserved for the public to provide input on the range of issues and alternatives that should be studied as part of the environmental review. This 60-day period is known as Scoping and represents the formal kick-off of the environmental review process.

This Agency and Public Scoping Information Packet provides information about Scoping and the Environmental Review Process. The Port has developed user-friendly tools, including public open houses and an "online open house," to make it easier for everyone to provide input to the scope of the environmental review. More information is available about the SAMP at:

www.SAMPenvironmentalreview.org

The following information is presented in this packet for review during Scoping:

- Overview of Scoping (Section II)
- Public Participation in the Environmental Review Process (Section III)
- Purpose and Need, and Proposed Action (Section IV)
- Preliminary Environmental Review Schedule (Section V)

II. OVERVIEW OF 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.

How Will the SAMP Near-Term Project Alternatives be Identified?

In addition to the Proposed Action, the NEPA EA/SEPA EIS will evaluate a range of alternatives to the Proposed Action to ensure other feasible and reasonable solutions have been considered. One of the purposes of the Scoping process is to invite the public and agencies to provide input on the alternatives to be considered in the environmental review process. The identification and evaluation of alternatives will be subject to a three-phased approach:

1. Identify a range of potential alternatives to the Proposed Action.
2. Conduct a qualitative evaluation of the identified alternatives based on their ability to meet the "Purpose and Need" for the Proposed Action.
3. Perform detailed evaluation of the alternatives capable of meeting the Purpose and Need, as well as their feasibility from an operational, cost, and constructability standpoint.

Based on this three-phased approach, feasible and reasonable alternatives will be identified for further evaluation in the NEPA EA/SEPA EIS.

In addition to the development alternatives, a "No Action" scenario will be prepared to describe the environmental impacts that may result if the Proposed Action is <u>not</u> implemented. The No Action scenario will evaluate the same future year as the Proposed Action (2027) and will include only the potential environmental effects of existing facilities and facilities currently under construction, including primarily the International Arrivals Facility, North Satellite Expansion, and the Concourse D Hardstand Holdroom. The No Action scenario is required for both NEPA and SEPA and will be used to compare environmental impacts of the Proposed Action and development alternatives.

What are the Boundaries of the Study Area?

For the purposes of the environmental review, study areas will be developed that reflect the nature of the potential impacts. Study areas may vary from one resource category/element of the environment to another, depending on the nature of the impacts to be assessed. The area disturbed due to construction is expected to remain on Airport property as there is no acquisition of land included in the Proposed Action.

What Will be in the Environmental Review Document?

In the NEPA EA/SEPA EIS, the Proposed Action and reasonable and feasible alternatives, including the No Action alternative, will be evaluated for potential environmental impacts in a number of resource categories/elements of the environment.

The environmental review document will consist of the following sections:

- Purpose and Need for the Proposed Action
- Reasonable Alternatives
- Affected Environment
- Environmental Consequences
- Potential Mitigation Measures

The list below includes resource categories/elements of the environment that the Port will evaluate in the NEPA EA/SEPA EIS to meet federal and state requirements. Within each, environmental analysis will focus on operational activities (such as the operation of aircraft, ground service equipment, automobiles, etc.), stationary sources (such as buildings, boilers, generators, pavement areas, etc.), and associated construction activities. For more information on the specific requirements, thresholds, and methodologies used in an environmental review document, see FAA Order 1050.1F,[1] Desk Reference,[2] FAA Order 5050.4B,[3]and the Department of Ecology's SEPA Rules (WAC 197-11[4]) and SEPA Handbook.[5]

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

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[1] NEPA. FAA Order 1050.1F: http://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf

[2] NEPA. FAA Order 1050.1F Desk Reference: https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_nepa_order/desk_ref/

[3] NEPA. FAA Order 5050.4B: https://www.faa.gov/airports/resources/publications/orders/environmental_5050_4/

[4] Washington State SEPA Rules: http://apps.leg.wa.gov/WAC/default.aspx?cite=197-11

[5] Washington State SEPA Handbook: https://ecology.wa.gov/Asset-Collections/Doc-Assets/Regulations-Permits/Environmental-review/Training-Handout-2017-SEPA-Handbook-Updates

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

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

III. PUBLIC PARTICIPATION IN THE ENVIRONMENTAL SCOPING PROCESS

To ensure that public input is solicited and gathered regarding the Proposed Action, potential alternatives, and the NEPA/SEPA process, comments and suggestions are invited from all interested parties. The following opportunities for public participation will be provided during Scoping for this NEPA EA/SEPA EIS:

Scoping

On July 30, 2018, the Port of Seattle issued a public notice opening the scoping period for the NEPA EA/SEPA EIS. The Scoping period will remain open for 60 days and will close September 28, 2018.

The notice identified the following opportunities for participation during Scoping:

1. **Written Comments.** You are invited to submit written comments on the scope of the NEPA EA/SEPA EIS via:
   - SAMP website (Click "Participate"): www.SAMPenvironmentalreview.org
   - Email: SAMP@portseattle.org
   - Mail to: Mr. Steve Rybolt
     Port of Seattle
     Aviation Environment and Sustainability
     P.O. Box 68727
     Seattle, WA 98168

   Please direct your comments to the scope of the environmental review, potential environmental effects of the Proposed Action, purpose and need, alternatives to be evaluated, and the environmental categories/elements of the environment being assessed. Also, be advised that your entire comment may be made publicly available at any time.

2. **Public Scoping Meetings.** You are invited to attend one or more of the four Public Scoping Meetings scheduled in September 2018. The locations and dates are as follows:
   - Meeting PS1 – 9/10. City of Des Moines
     5:30 PM – 8:30 PM
     Highline College Student Union
   - Meeting PS2 – 9/12. City of Seattle (Beacon Hill)
     5:30 PM – 8:30 PM
     New Holly Gathering Hall

- Meeting PS3 – 9/17. City of Federal Way
  5:30 PM – 8:30 PM
  Federal Way Community Center
- Meeting PS4 – 9/19. City of SeaTac
  5:30 PM – 8:30 PM
  SeaTac Community Center

At the Public Scoping Meetings information regarding the Proposed Action and the environmental review process will be available. 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

There will be opportunities for the public to make formal comments at each meeting.

If you need the assistance of an interpreter, or want to receive a response to a question in your native language, please call the Port's language help line at (206)787-3797. If other accommodations are needed at a Public Scoping Meeting, for assistance please call (206) 787-5725.

3. **Government Agency Scoping Meeting.** A government agency scoping meeting will be held:

   - Meeting AS1 – 9/6. Sea-Tac Airport
     1:00 PM – 4:00 PM
     Central Auditorium

   At this meeting, information regarding the Proposed Action and environmental review process will be available, and agencies will be given an opportunity to comment.

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

At the conclusion of the Scoping process all of the comments received will be reviewed and taken into consideration during the preparation of the NEPA and SEPA analyses and documents. A Scoping summary report will be prepared and made available through the Port's website following the end of the scoping period.

IV. PURPOSE AND NEED, AND PROPOSED ACTION

Preliminary Statement of Need

Seattle-Tacoma International Airport (Sea-Tac) is an essential transportation resource serving as the primary air transportation facility for the Puget Sound region. In that role, it is expected that growth in passengers, aircraft operations, and cargo activity will occur with or without the implementation of the Proposed Action. The evaluation of airport operations and facilities conducted during the SAMP identified needs that could affect the ability of the Airport to maintain its critical air transportation function in the future. These needs included:

1. **Insufficient passenger terminal capacity to accommodate projected passenger levels efficiently**

   An analysis of the existing passenger terminal facilities at Sea-Tac Airport found that they cannot efficiently accommodate future projected passenger demand of 56 million annual passengers (56 MAP) by 2027.

2. **Insufficient facilities to accommodate projected cargo levels efficiently**

   An analysis of the existing cargo warehousing, aircraft parking, and support facilities at Sea-Tac Airport found that they cannot efficiently accommodate cargo demand projected by 2027.

3. **Non-compliance with Federal Aviation Administration airport design guidelines**

   During the SAMP, the Port identified irregular sizes and/or shapes of various taxiway pavements; less than optimal separation between Taxiway B and the adjacent Runway 16L/34R; and entrances to Runway 16L/34R that do not meet the most recent guidance for reducing pilot confusion. None of these issues result in unsafe operation of the Airport.

4. **Excessive aircraft delays on the airfield**

   As part of the SAMP, the Port of Seattle prepared a delay analysis that found that without intervention the Airport will experience average delay per operation (landing or take off) in excess of 20 minutes by 2027. This level of delay results in a severely inefficient airfield operation at the airport.

5. **Lack of fuel storage to meet projected demand and to meet Port of Seattle's Sustainable Aviation Fuel initiative**

   As part of the SAMP, the Port of Seattle identified that the Airport's fuel storage capacity cannot accommodate fuel storage and reserve needs based on projected growth. Additional fuel storage is also needed to meet the goals of the Port's Sustainable Aviation Fuel initiative.

Preliminary Statement of Purpose

The purpose of the Proposed Action is to address the needs described above. The project elements included in the Proposed Action serve to meet future growth in activity, comply with FAA standards, enhance airport efficiency, and meet future demand for fuel.

Proposed Action (2027)

Based on the SAMP forecast of future activity and the related analysis of the Airport's needs prepared in the SAMP, the Port of Seattle developed a suite of Near-Term Projects (see **Exhibit 1, *Near Term Projects - Proposed Action***). Each of the Near-Term Projects (Proposed Action for the environmental review) is described below and organized by its purpose in meeting the identified needs.

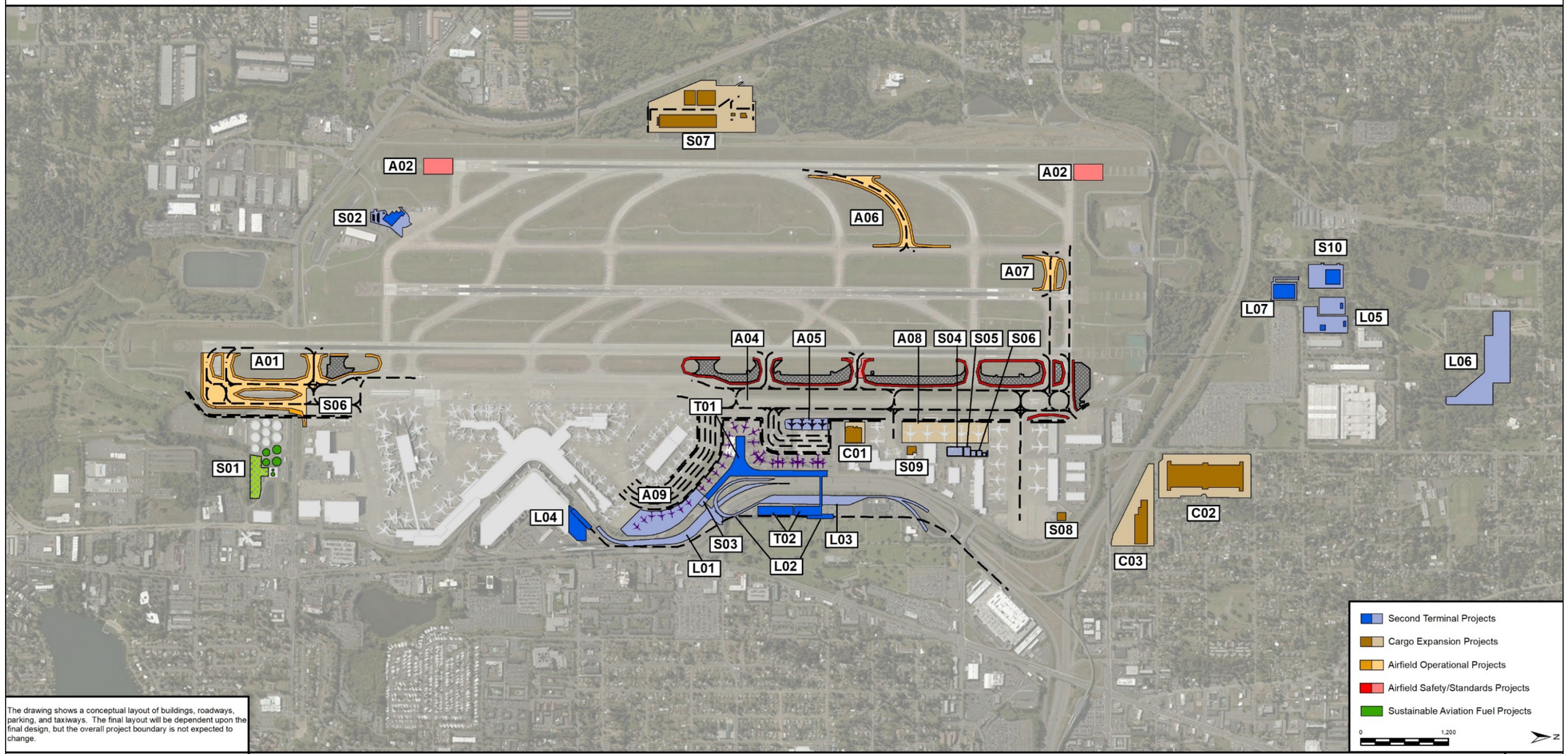
AIRSIDE
A01 - Taxiway A/B Extension
A02 - Runway 16R-34L Blast Pads
A04 - Taxiway B 500' Separation & RIM Mitigation
A05 - North Hold Pad
A06 - Runway 34L Highspeed Exit
A07 - Taxiway D Extension
A08 - Hardstand (north)
A09 - Hardstand (central)
A10 - Taxiway Fillets (not shown)

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



The drawing shows a conceptual layout of buildings, roadways, parking, and taxiways. The final layout will be dependent upon the final design, but the overall project boundary is not expected to change.

Sustainable Airport Master Plan (SAMP) Environmental Review
Port of Seattle — Seattle-Tacoma International Airport

Near Term Projects (Proposed Action)

EXHIBIT: 1

1. 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.
- 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)

- 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)

2. 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)).

3. 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 16R-34L 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)

4. Purpose: Improve Airfield Operational Efficiency

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

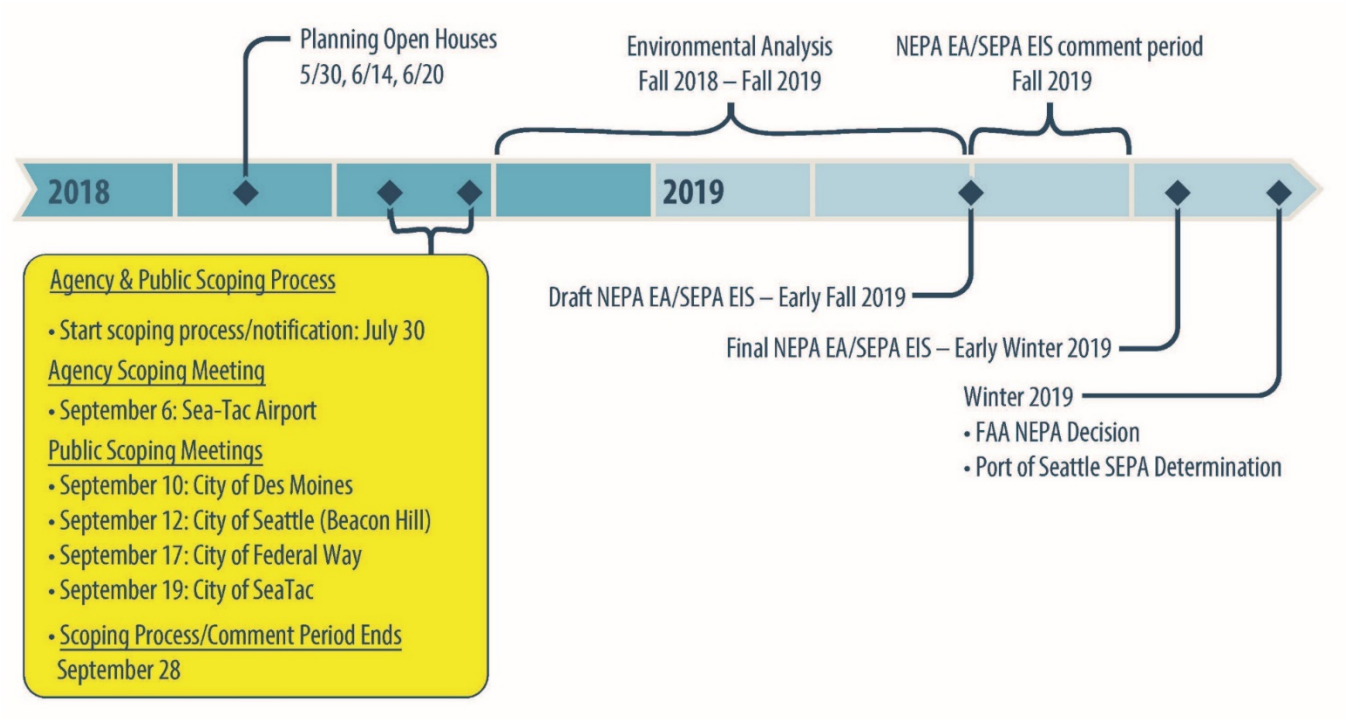
- Taxiway A would be extended south of Taxiway S to provide a parallel taxiway to Taxiway B. This taxiway will help reduce delay by providing additional pavement for ATCT to sequence aircraft.
- To facilitate the taxiway work, the Runway 34R glide slope antenna and shelter may need to be relocated to 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)

5. 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)

V. PRELIMINARY ENVIRONMENTAL REVIEW SCHEDULE



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

Port of Seattle

Seattle-Tacoma
International Airport
P.O. Box 68727
Seattle, WA 98168

www.portseattle.org

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
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  - 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 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

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
(206) 787-6527
P.O. Box 68727
Seattle, WA 98168

July 30, 2018

ONLINE OPEN HOUSE

Sustainable Airport Master Plan (SAMP) Near-Term projects environmental review

View scoping video

"Scoping" is the first step in the SAMP Near-Term Project environmental review. This Online Open House is one way for you to provide input on the scope of issues that will be addressed in the environmental review document, the potential environmental effects of the Near-Term Projects, or reasonable alternatives.

- There are several other ways in which you may provide input. For more information about how to participate, **please click here**.
- Information is also available in አማርኛ, **Soomaali, Español,** and **Tiếng Việt**.
- To read the more detailed, formal Scoping Information Packet, **please click here**.
- The Port of Seattle has issued a SEPA Determination of Significance (DS) for this project. To Read the SEPA Determination of Significance, **please click here**.

UPCOMING PUBLIC SCOPING EVENTS

All open houses will occur from 5:30 p.m. to 8:30 p.m.

September 10th
Highline College Student Union Building 8 (City of Des Moines)
** Attendees can park at Highline College's East, North or South Parking Lot. Port staff will be positioned at each lot's parking pay station to distribute free visitor parking passes to attendees.*

September 12th
New Holly Gathering Hall (City of Seattle – Beacon Hill)

September 17th
Federal Way Community Center (City of Federal Way)

September 19th
SeaTac Community Center (City of SeaTac)

BACKGROUND

What Is The Sustainable Airport Master Plan (SAMP)?

The Central Puget Sound region is expected to grow by another one million people by 2035. The Sustainable Airport Master Plan (SAMP) is the blueprint for changes at the Seattle-Tacoma International Airport to meet future forecasted demand. On May 30 the Port launched a comprehensive, 16-week public awareness campaign to update the region on the status of the Airport's 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. 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, additional planning studies and the appropriate environmental review process will be conducted.*

The Port is now beginning extensive study about potential environmental impacts of SAMP Near-Term Projects, in compliance with State Environmental Protection (SEPA) and the National Environmental Protection Act (NEPA). These laws require public involvement. The Port and FAA invite the public to provide input on the scope of issues that will be addressed in the environmental review document, the potential environmental effects of the Near-Term Projects, and reasonable alternatives. A 60-day scoping comment period is now open to provide public and agency stakeholders the earliest possible opportunity to provide input during the environmental review process.

A complete list of the categories can be found by clicking **here for SEPA** *and* **here for NEPA**.

THE SCOPING PUBLIC COMMENT PERIOD

During the scoping public comment period from July 30, 2018 through September 28, 2018, the Port and FAA asks the public to provide comment provide input on the scope of issues that will be addressed in the environmental review document, the potential environmental effects of the Near-Term Projects, and reasonable alternatives.

PURPOSE AND NEED

The What and the Why

Purpose and Need statements are an essential part of the environment review process. The need defines the issue to be solved. The purpose is the solution to the problem. The purpose and need will be used to guide the development of alternatives to be studied during environmental review.

PURPOSE

Seattle Tacoma International Airport (Sea-Tac) is an essential transportation resource serving as the primary air transportation facility for the region. The purpose of Near-Term Projects is to improve operational efficiency, accommodate future growth, and to provide more capacity for fuel, including sustainable aviation fuel.

NEED

Five primary needs for the Near-Term Projects have been identified:

- Insufficient passenger terminal capacity to accommodate projected passenger levels efficiently
- Insufficient facilities to accommodate projected cargo levels efficiently
- Non-compliance with Federal Aviation Administration airport design guidelines
- Excessive aircraft delays on the airfield
- Lack of fuel storage to meet projected demand and to meet Port of Seattle's Sustainable Aviation Fuel initiative

PROPOSED ACTION

SAMP Near-Term Projects

The Proposed Action is to implement the Near Term projects identified in the SAMP, which include approximately 30 projects that will improve efficiency, safety, access to the airport, and support facilities for airlines and the airport.

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 47,000 annual aircraft operations and 56 million annual passengers.

Near-Term Projects will be complete or under construction by 2027.

IMPACTS

What Should Be Studied?

As part of the National Environmental Policy Act (NEPA) environmental review process and State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS), the Proposed Action will be evaluated for environmental impacts in several different categories. The discussion below summarizes the key considerations for the environmental categories for both NEPA and SEPA.

INSTRUCTIONS:

We have grouped the subjects required by NEPA and SEPA into twelve major categories. If you would like to provide input, click on the category area below and write your suggestion in the space provided. If not, move to the next category.

For more information on the specific requirements, thresholds, and methodology, see **FAA Order 1050.1F Desk Reference, FAA Order 5050.4B,** *and* **NAC 197-11-960**.

- **Air Quality and Climate**
- Biological Resources
- Climate
- 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 Uses
- Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources
- Transportation

The construction and operation of the Near-Term Projects may impact air quality and climate.

What issues related to air quality and climate should be studied in this environmental review?

Are There Any Other Impacts We Should be Looking at?

Name *

Email *

Address

City

ZIP Code

Issues related to Air Quality and Climate

What issues related to air quality and climate should be studied in this environmental review?

Issues related to Biological Resources

What issues related to biological resources should be studied in the environmental review?

Issues related to Climate

What issues related to climate should be studied in this environmental review?

Issues related to Hazardous Materials, Solid Waste, and Pollution Prevention

What issues related to hazardous materials, solid waste, and pollution prevention should be studied in this environmental review?

Issues related to Historical, Architectural, Archeological, and Cultural Resources

What issues related to historical, architectural, archeological, and cultural resources should be studied in this environmental review?

Issues related to Land Use

What issues related to land use should be studied in the environmental review?

Issues related to Natural Resources and Energy Supply

What issues related to natural resources and energy supply should be studied in this environmental review?

Issues related to Noise and Noise-Compatible Land Use

What issues related to noise and noise-compatible land use should be studied in this environmental review?

Issues related to Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

What issues related to socioeconomics, environmental justice, and children's environmental health and safety risks should be studied in the environmental review?

Issues related to Visual Effects

What issues related to visual effects should be studied in this environmental review?

Issues related to Water Resources

What issues related to water resources should be studied in this environmental review?

Issues related to Transportation

What issues related to transportation should be studied in this environmental review?

Additional Comments

Tell us your general thoughts on what the Port should include during the environmental review.

Submit

For More Information

Read detailed document

Participate

Comment in person or in writing

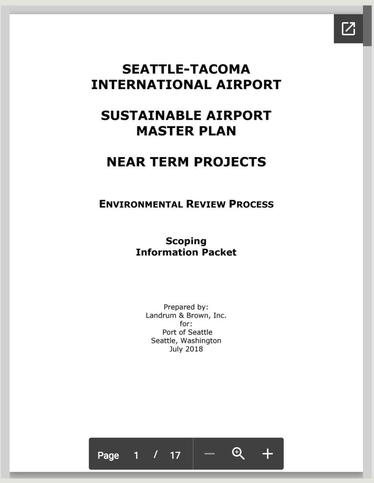
SEA TAC

More Information

Click below to get a full copy of the formal Scoping Information Packet and to find out the ways, in addition to this on-line open house, to provide your scoping input.

DETAILED DOCUMENT

The Formal Scoping Information Packet



SEATTLE-TACOMA
INTERNATIONAL AIRPORT

SUSTAINABLE AIRPORT
MASTER PLAN

NEAR TERM PROJECTS

ENVIRONMENTAL REVIEW PROCESS

Scoping
Information Packet

Prepared by:
Landrum & Brown, Inc.
for:
Port of Seattle
Seattle, Washington
July 2018

Page 1 / 17

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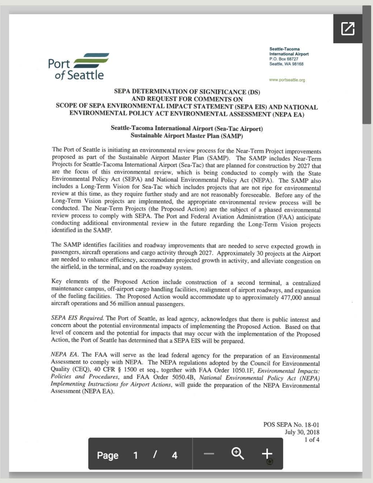
DETAILED DOCUMENT

The Determination of Significance



Port of Seattle

Seattle-Tacoma International Airport
P.O. Box 68727
Seattle, WA 98168

www.portseattle.org

SEPA DETERMINATION OF SIGNIFICANCE (DS)
AND REQUEST FOR COMMENTS ON
SCOPE OF SEPA EIS, 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).

POS SEPA No. 18-01
July 30, 2018
1 of 4

Page 1 / 4

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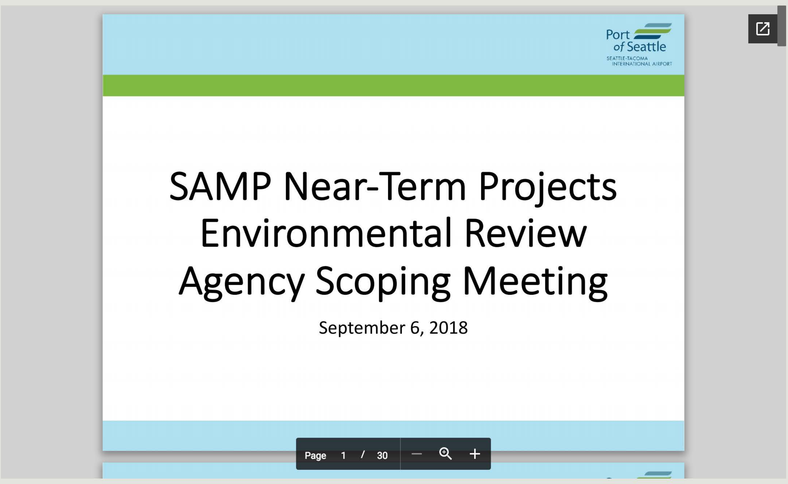
DETAILED DOCUMENT

Agency Scoping Presentation



Port of Seattle
SEATTLE-TACOMA INTERNATIONAL AIRPORT

SAMP Near-Term Projects
Environmental Review
Agency Scoping Meeting

September 6, 2018

Page 1 / 30

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How You Can Participate

Through the Site

Fill out the comment form to provide input on the scope of issues that will be addressed in the environmental review document, the potential environmental effects of the Near-Term Projects, and reasonable alternatives. All NEPA and SEPA comments should be directed to the Port of Seattle.

Send your comment here →

In Writing

Submit written comments on the scope of the NEPA EA/SEPA EIS:

Email at SAMP@portseattle.org →

In Person

Participate in-person by attending an open house. All open houses will occur from 5:30 p.m. to 8:30 p.m.

September 10th
Highline College Student Union Building 8 (City of Des Moines)
** Attendees can park at Highline College's East, North or South Parking Lot. Port staff will be positioned at each lot's parking pay station to distribute free visitor parking passes to attendees.*

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Regular Mail to

Mr. Steve Rybolt
Port of Seattle
Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

DESTINATION SEA-TAC