

# **ATTACHMENT 2: AGENCY SCOPING MEETING**

# **AGENCY INVITATION LETTER**

**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](http://www.SAMPenvironmentalreview.org)
- Email: [SAMP@portseattle.org](mailto: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](http://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



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July 30, 2018

# **AGENCY INVITATION LIST**

Name	Agency	Address	Room No.	City, State	Zip Code
David Allnutt	U.S. EPA – Region 10	1200 6 <sup>th</sup> Avenue	Suite 900	Seattle, WA	98101
Eric Rickerson, State Supervisor	U.S. Fish and Wildlife Service	510 Desmond Drive SE	Suite 102	Lacey, WA	98503-1263
Barry Thorm, Regional Administrator	NOAA Fisheries, West Coast Region	7600 Sand Point Way NE		Seattle, WA	98115
Rory Lee, Regulatory Contact	Corps of Engineers, Seattle District	4735 E. Marginal Way S.		Seattle, WA	98134
Jacalen Printz Regulatory Branch Section Chief	US Army Corps of Engineers	P.O. Box 3755		Seattle, WA	98124-3755
Lindsey Handel, Urban Area Engineer	U.S. Federal Highway Administration	711 S. Capitol Way	Suite 501	Olympia, WA	98501-1284
Amy Changchien, Director, Office of Planning and Program Management	U.S. Federal Transit Administration	915 Second Avenue	Suite 3142	Seattle, WA	98174-1002
Sharon Loper, Deputy Regional Administrator, Region 10	Federal Emergency Management Agency (FEMA)	130 – 228 <sup>th</sup> Street SW	Federal Regional Center	Bothell, WA	98201-8627
Virginia Cross, Chair	Muckleshoot Indian Tribe	39015 172 <sup>nd</sup> Avenue SE		Auburn, WA	98092
Leonard Forsman, Chair	The Suquamish Tribe	P.O. Box 498		Suquamish, WA	98392
Bill Sterud, Chair	The Puyallup Indian Tribe of Indians	3009 E. Portland Avenue		Tacoma, WA	98404
JoDe Goudy, Tribal Council Chair	The Yakama Nation	401 Fort Road	P.O. Box 151	Toppenish, WA	98948
Cameron Kukes, Northwest Region Environmental Programs Manager	Washington State Department of Transportation	15700 Dayton Avenue N		Shoreline, WA	98133
Bobb Nolan	Department of Ecology Northwest Regional Office	3190 160th Avenue S.E.		Bellevue, WA	98008
Department of Ecology	SEPA Unit	P.O. Box 47703		Olympia, WA	98504-7703
Department of Fish and Wildlife	SEPA Desk	P.O. Box 43200		Olympia, WA	98504-3155
Gretchen Kaehler	Department of Archeology and Historic Preservation	1063 S. Capitol Way	Suite 106 P.O. Box 48343	Olympia, WA	98504-8343
Steve Bottheim	King County DEPR Permitting	35030 SE Douglas Street	Suite 210	Snoqualmie, WA	98065
Ed Abbasi	King County Industrial Waste Program	201 S. Jackson St.	Room 513	Seattle WA	98104-3855
Peggy Rice	King County Industrial Waste Program	201 S. Jackson St., Room 513	Room 513	Seattle, WA	98104-3855
Kathleen Larrabee, Resource Management Manager	Pierce County	930 Tacoma Avenue S.		Tacoma, WA	98402
Barb Mock, Director Planning and Development Services	Snohomish County	3000 Rockefeller Avenue		Everett, WA	98201
Steven Heacock	Kitsap County Community Development	619 Division Street		Port Orchard, WA	98366
Carol V. Helland, Land Use Division Director	City of Bellevue	450 110 <sup>th</sup> Avenue NE		Bellevue, WA	98004
Chip Davis, Director Community Development Department	City of Burien	400 SW 152 <sup>nd</sup> Street	Suite 300	Burien, WA	98166
Susan Cezar, Chief Strategic Officer	City of Des Moines	21630 11 <sup>th</sup> Avenue S.	Suite A	Des Moines, WA	98198
Robert "Doc" Hansen	City of Federal Way	33325 8 <sup>th</sup> Avenue S.		Federal Way, WA	98003
Charlene Anderson	City of Kent	220 Fourth Avenue S.		Kent, WA	98032
Chad Tibbits, Senior Planner	City of Normandy Park	801 SW 174 <sup>th</sup> Street		Normandy Park, WA	98166
Jennifer Henning, Planning Director	City of Renton	Department of Community & Economic Development, Planning Division	1055 South Grady Way	Renton, WA	98057
Josheph Scorcio, City Manager	City of SeaTac	4800 South 188th Street		SeaTac, WA	98188-8605
Stephanie Haines, Land Use Team Manager	City of Seattle Land Use Division	700 Fifth Avenue	Suite 2000	Seattle, WA 98124	98124-4019
Shirley Schultz	City of Tacoma Planning and Development Services	747 Market Street		Tacoma, WA	98402
City of Tukwila	Department of Community Development	6300 Southcenter Blvd.	No. 100	Tukwila, WA	98188
Erika Harris, Senior Planner	Puget Sound Regional Council	1011 Western Avenue	Suite 500	Seattle, WA	98104
Carole Cenci, Compliance Manager	Puget Sound Clean Air Agency	1904 Third Avenue	Suite 105	Seattle, WA	98101
Don Billen, Executive Director of Planning, Environment and Project Development	Sound Transit	401 S. Jackson Street		Seattle, WA	98104



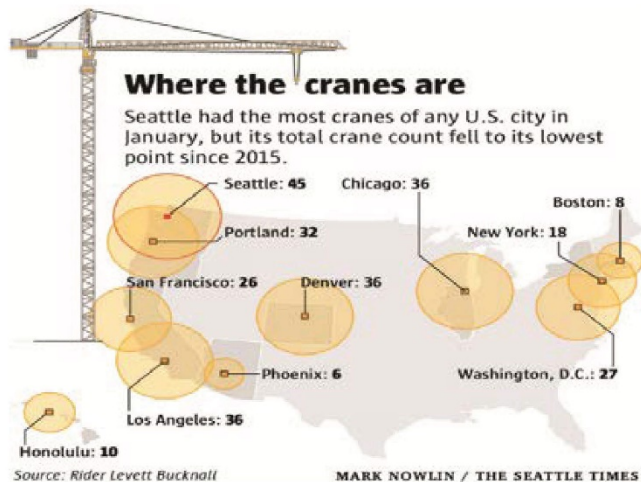
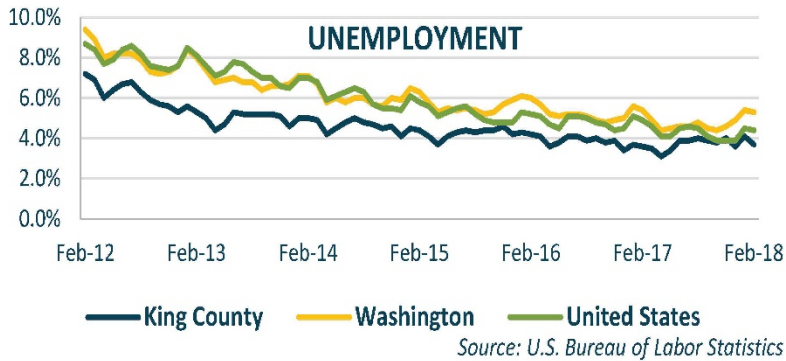
# **AGENCY SCOPING PRESENTATION**

# SAMP Near-Term Projects Environmental Review Agency Scoping Meeting

September 6, 2018

# Regional Growth and Market Demand

Robust regional economy drive Airport demand and sustainable practices

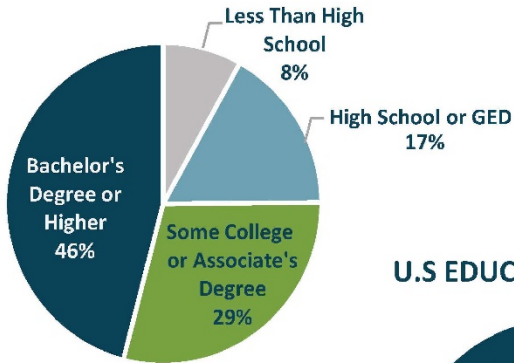


Puget Sound is home to a wide range of employers that contribute to the vibrant growth in the region.



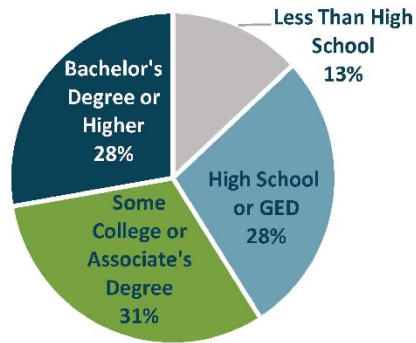
# Puget Sound Demographics

## KING COUNTY EDUCATION LEVELS, 2016

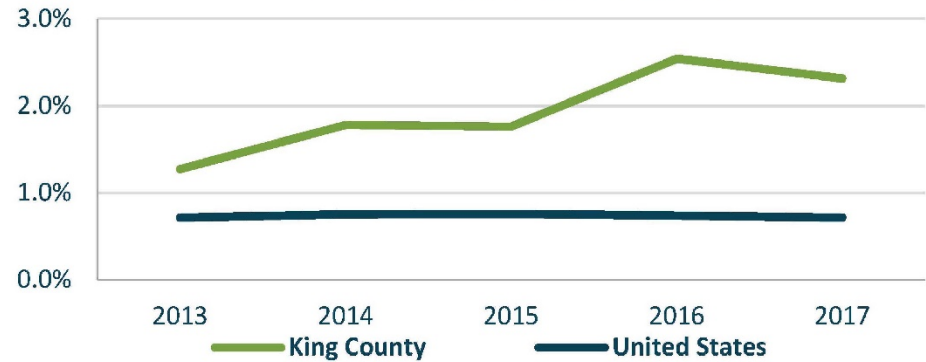


Source: U.S. Census Bureau

## U.S. EDUCATION LEVELS, 2016

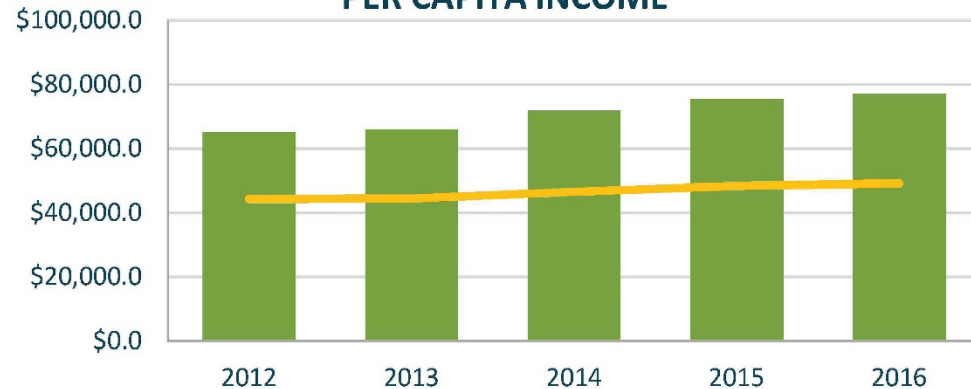


## % CHANGE IN POPULATION

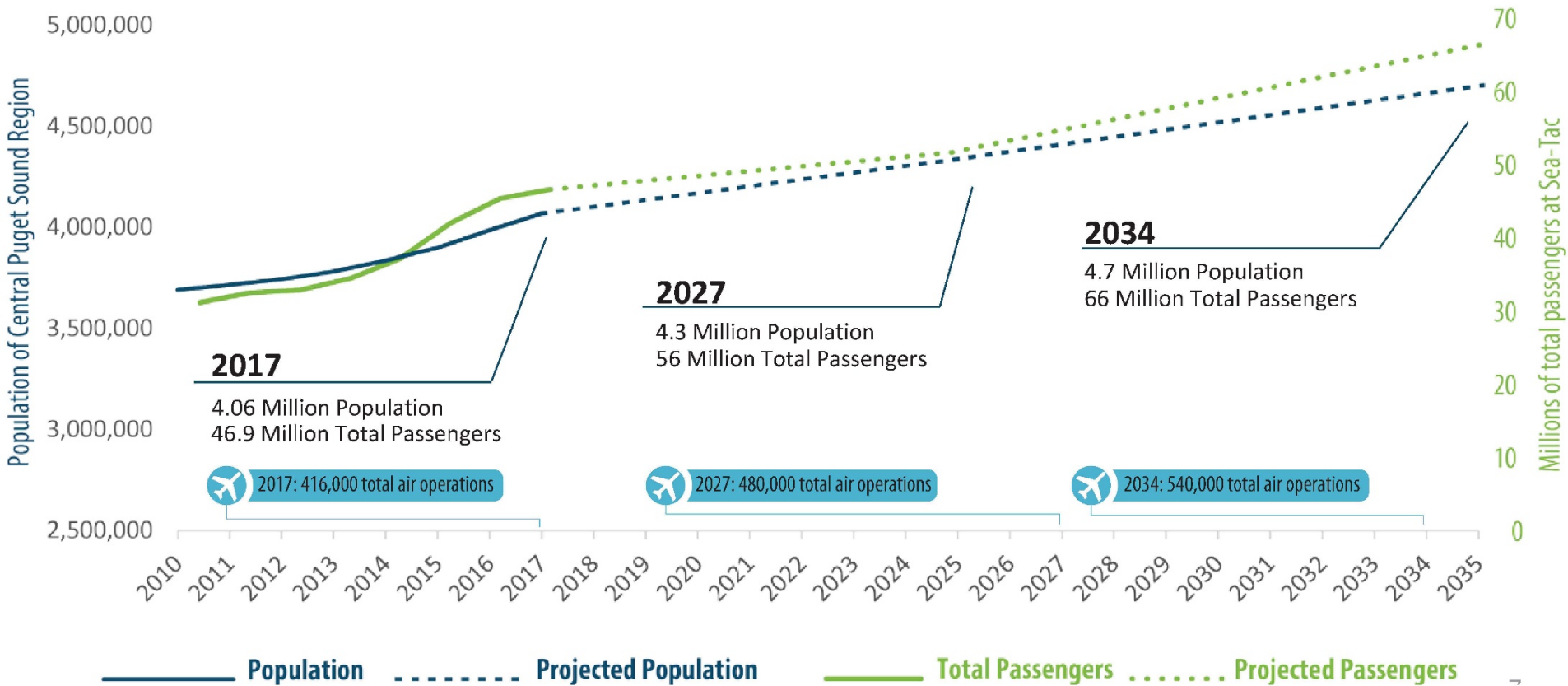


Source: U.S. Department of Commerce and Washington State Office of Financial Management

## PER CAPITA INCOME



# Sea-Tac Airport Growth



# How to Serve Market Demand

## Three Concurrent Strategies

### Current Projects (46.9M Passengers Today)

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

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

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

### Long-Term Vision SAMP (Demand Beyond 2027)

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

# Proposed SAMP Near-Term Projects



- 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

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

**Legend**

- Second Terminal Projects
- Cargo Expansion Projects
- Airfield Operational Projects
- Airfield Safety/Standards Projects
- Sustainable Aviation Fuel Projects

0 500 Feet

The drawing shows a conceptual layout of buildings, structures, parking, and streets. The final approval will be dependent upon the final design, and the overall project's boundary is not expected to change.

# Proposed SAMP Near-Term Projects

## 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

## 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

## 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

## 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

## 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

## 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

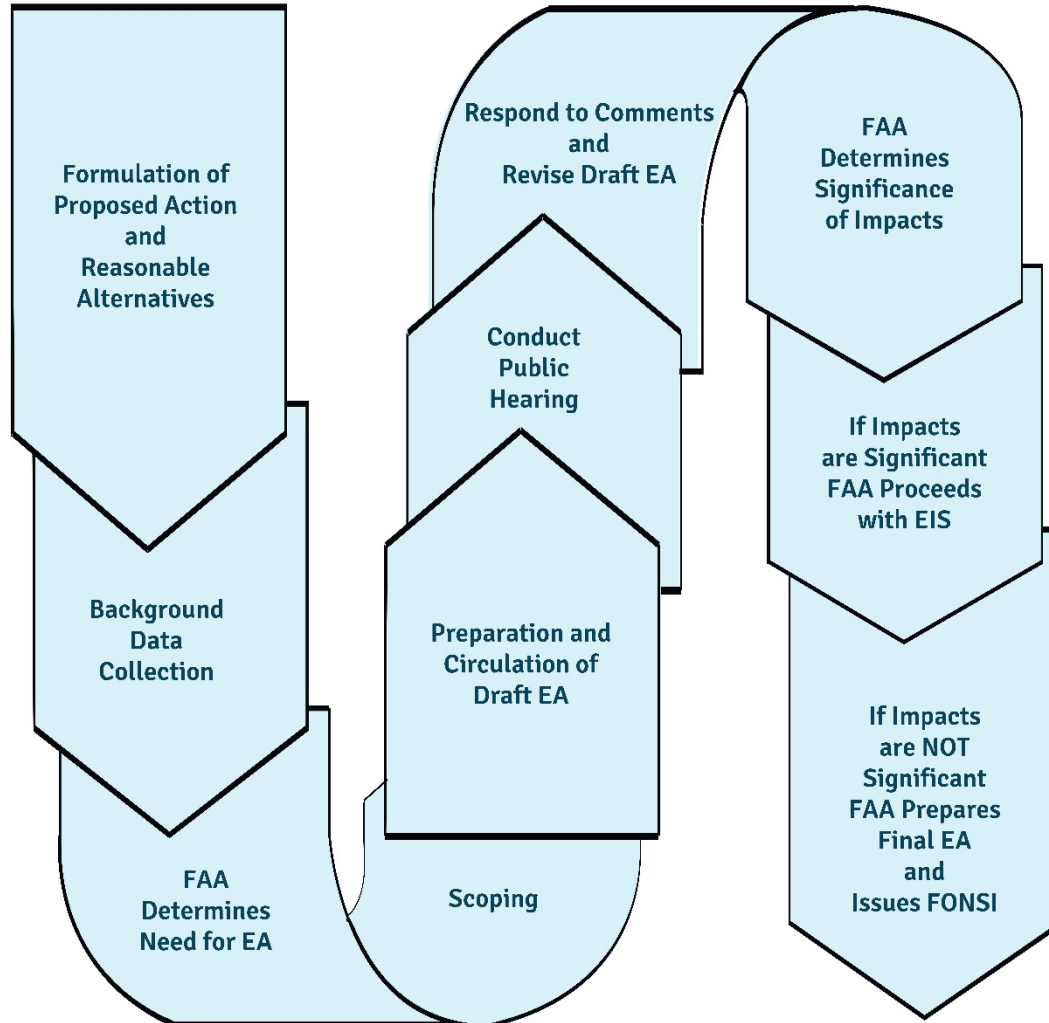
Purpose: Provide Additional Fuel Capacity and Meet Port's Sustainable Aviation Fuel Initiative

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

## SAMP Near-Term Projects environmental review



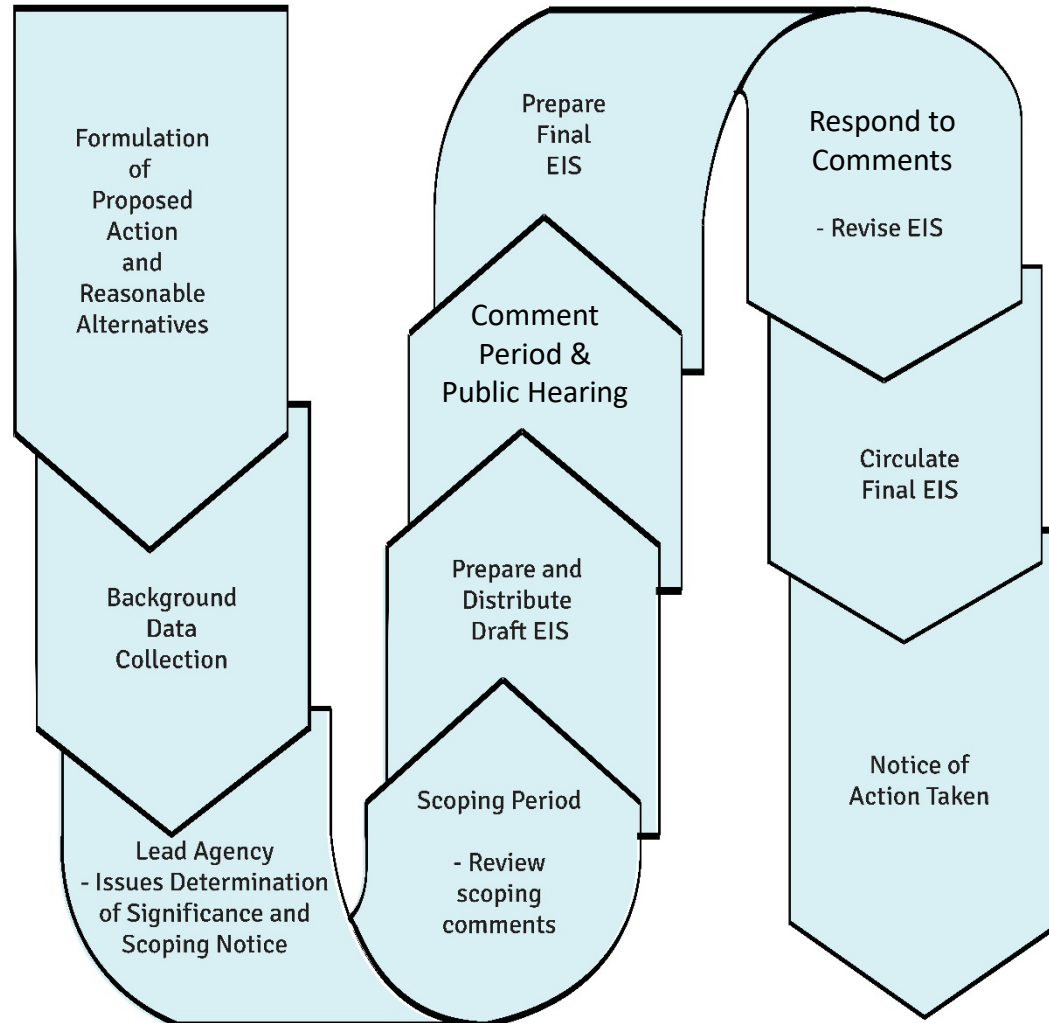
# NEPA Environmental Impact Categories

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



# SEPA Elements of the Environment

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

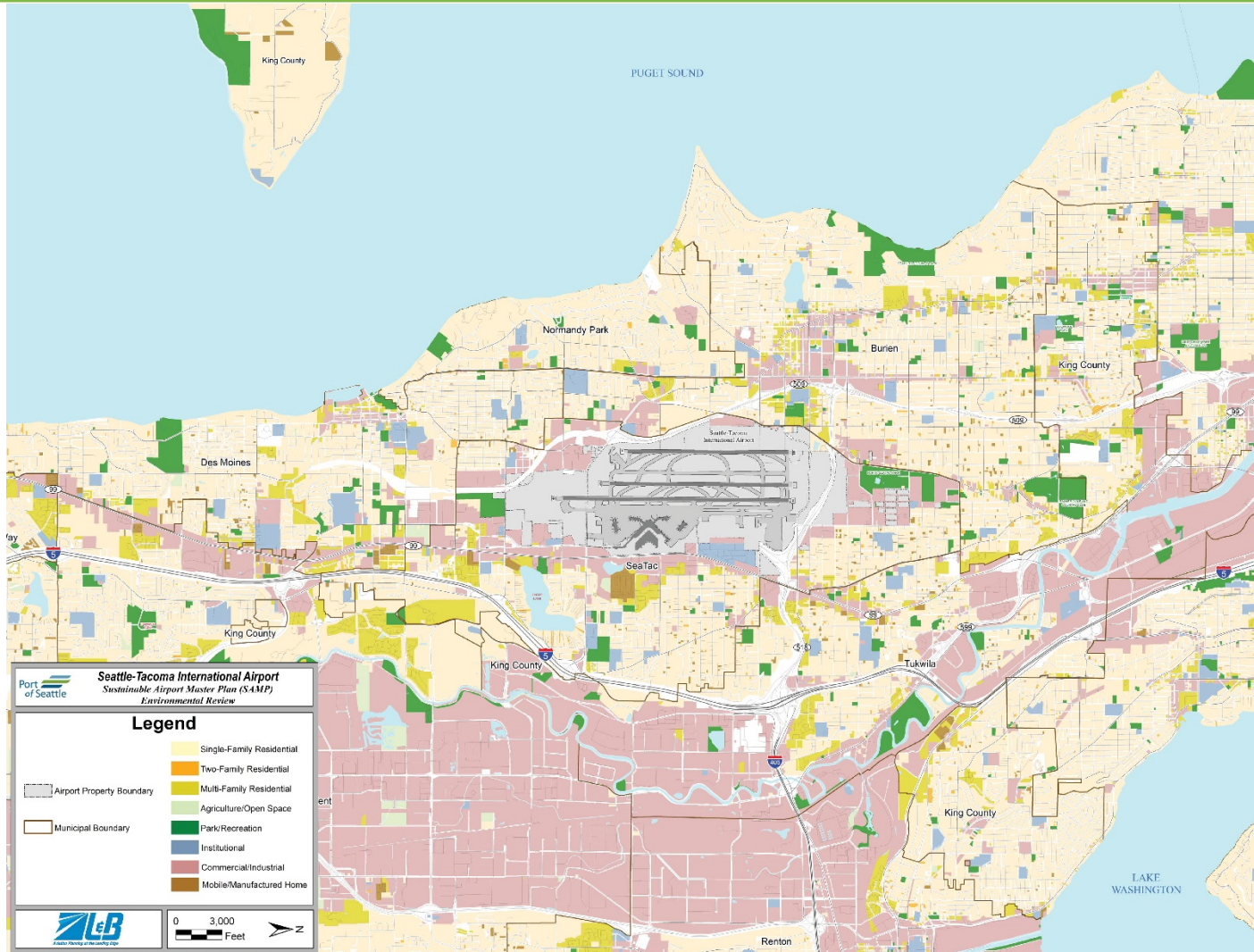
## All to be considered in SAMP NTP Environmental Review

### 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

Study area boundaries to be developed for each resource category



# Air Quality And Climate

## 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

## 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

## 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

## 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

## 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

## 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

## 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

## Regulations and Guidance

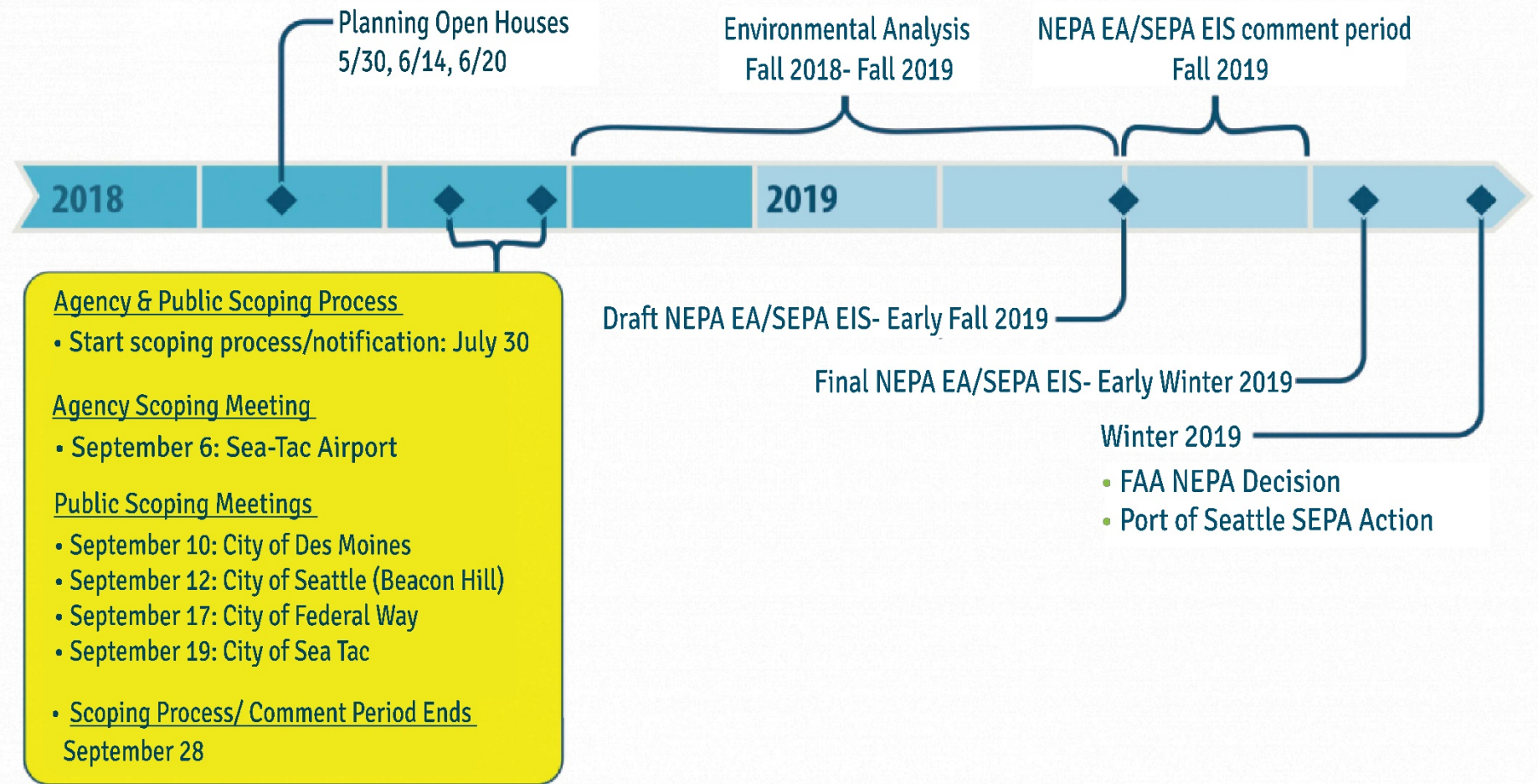
### NEPA

- 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



# How to Comment

- Scoping comments may be submitted via:
  - SAMP Environmental Review website (Click “Participate”):  
[www.SAMPNTPenvironmentalreview.org](http://www.SAMPNTPenvironmentalreview.org)
  - Email: [SAMP@portseattle.org](mailto: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

**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 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

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](http://www.SAMPNTPenvironmentalreview.org)