

Sustainable Airport Master Plan Near-Term Projects

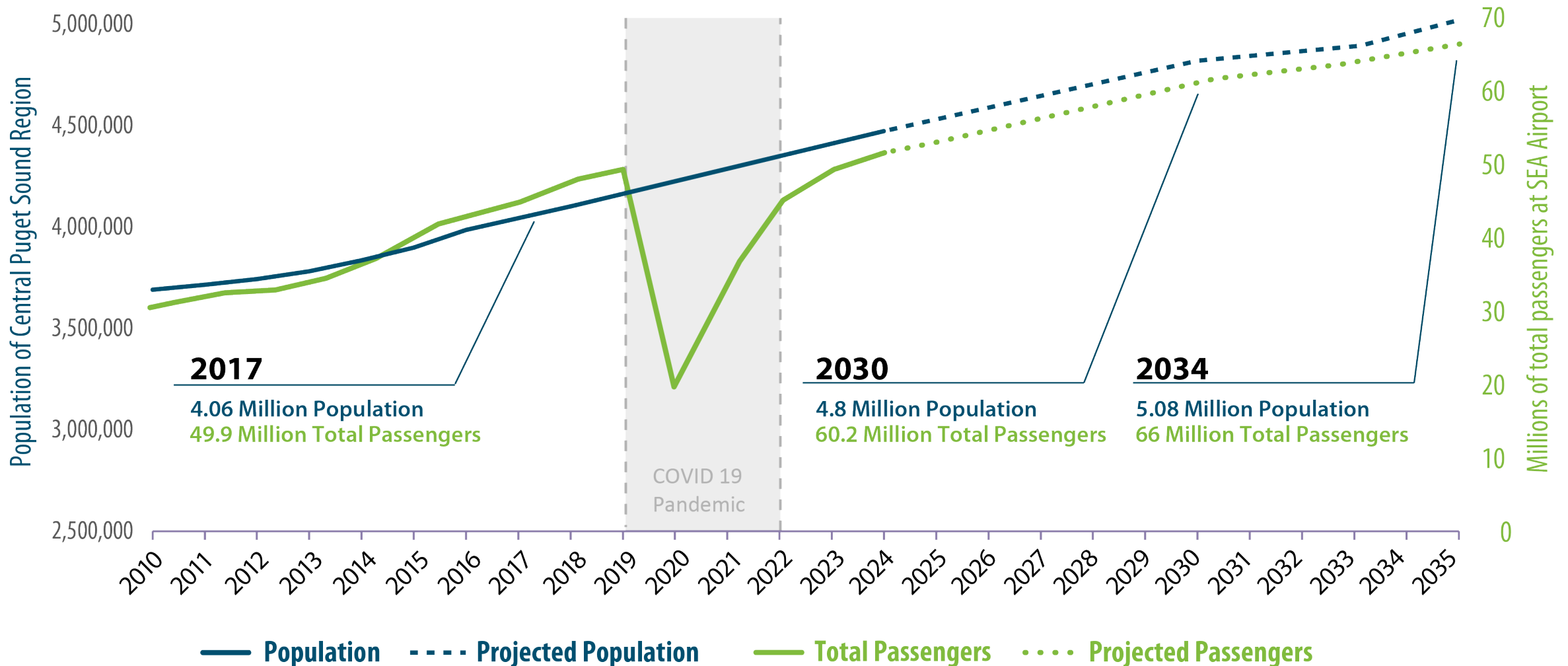
StART Meeting
October 22, 2025



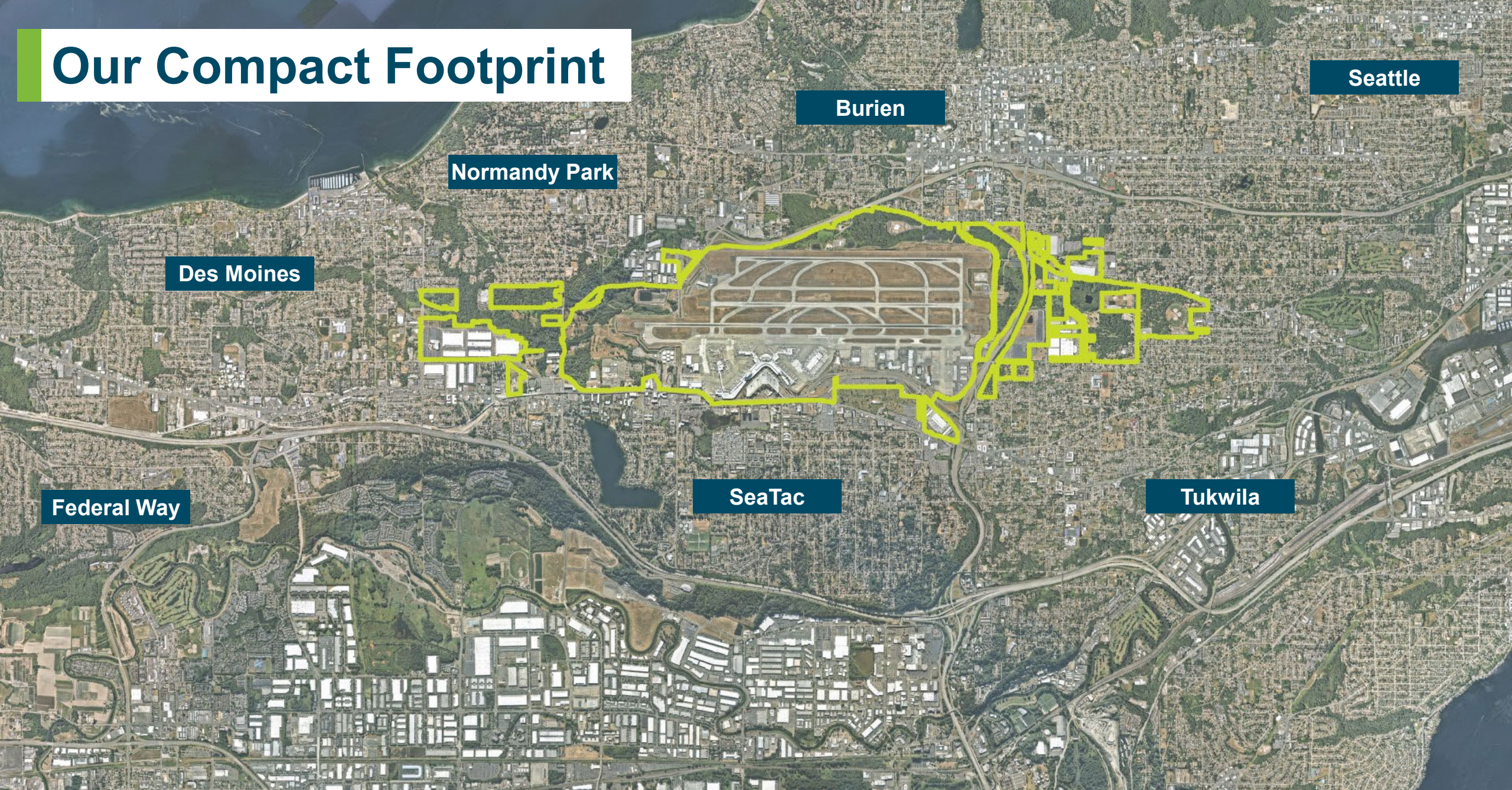
FAA Completes Federal Environmental Assessment

- This is an important milestone in an ongoing process to evaluate the environmental impacts of the 31 proposed SAMP projects.
- The FAA has released their NEPA Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) Record of Decision (ROD). It found that completing these projects would have no significant impact.
- Today's presentation will describe:
 - 1) why the Port is planning for future demand
 - 2) what the 31 projects are
 - 3) the FAA's NEPA findings
 - 4) next steps, including a Port-led environmental review, public engagement, and future Port process.

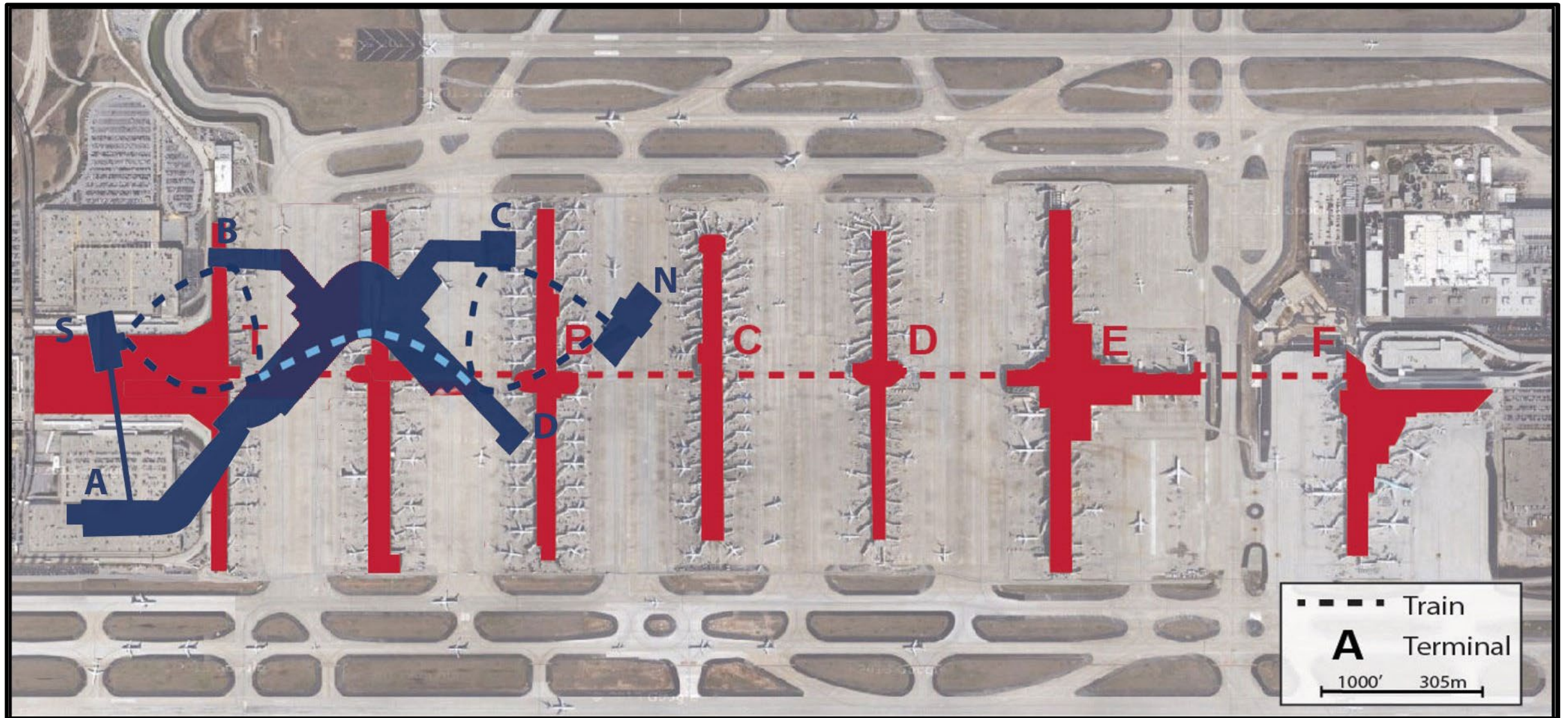
Regional Growth Drives Air Travel Demand at SEA



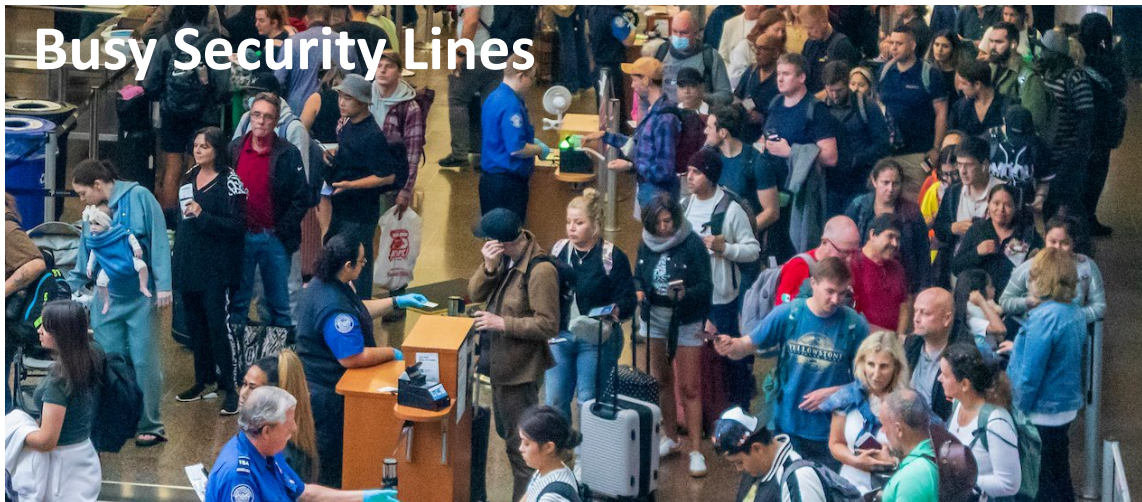
Our Compact Footprint



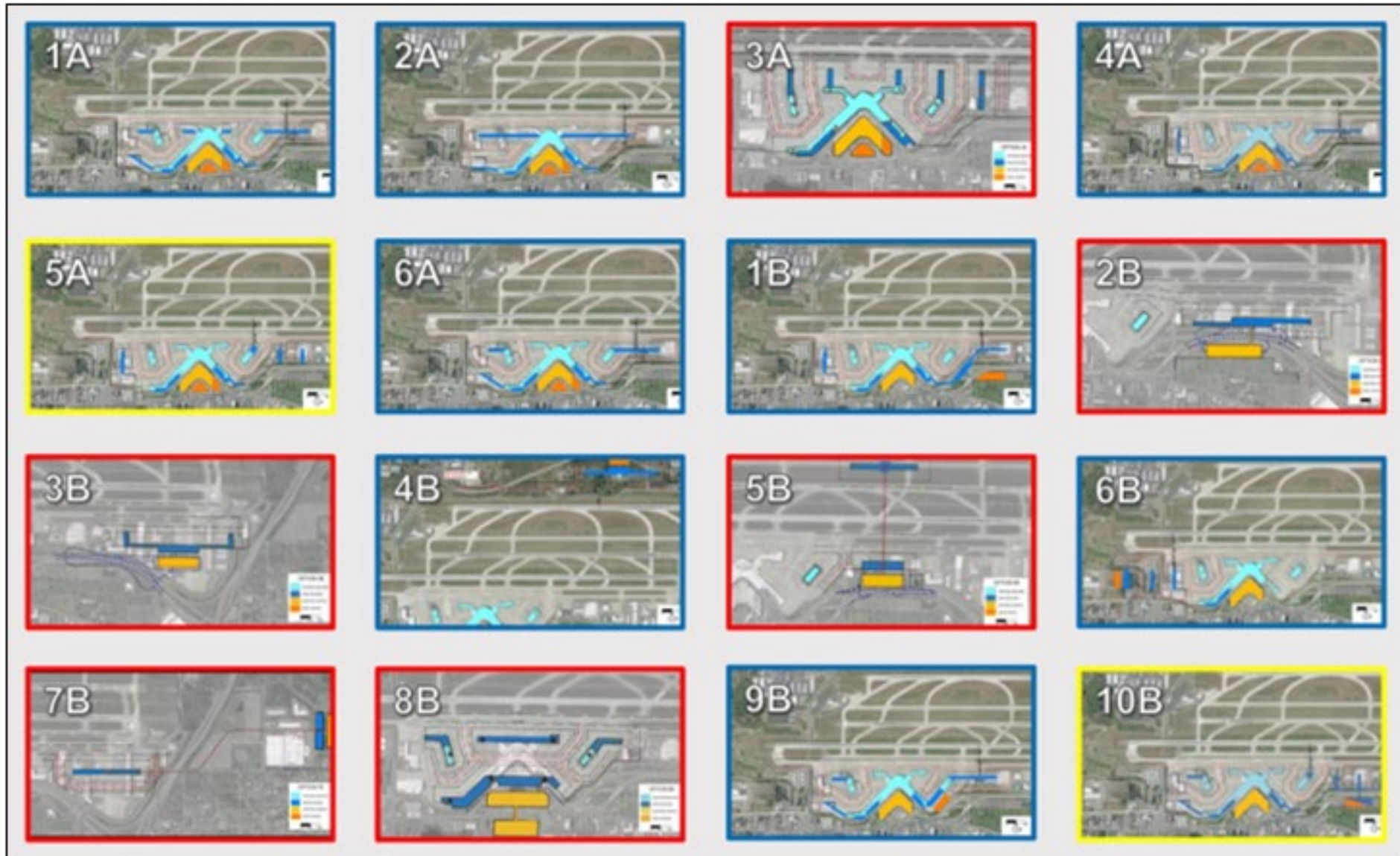
SEA Does More with Less: Contrast to ATL



SAMP NTPs Aim to Address Airport Congestion and Delay



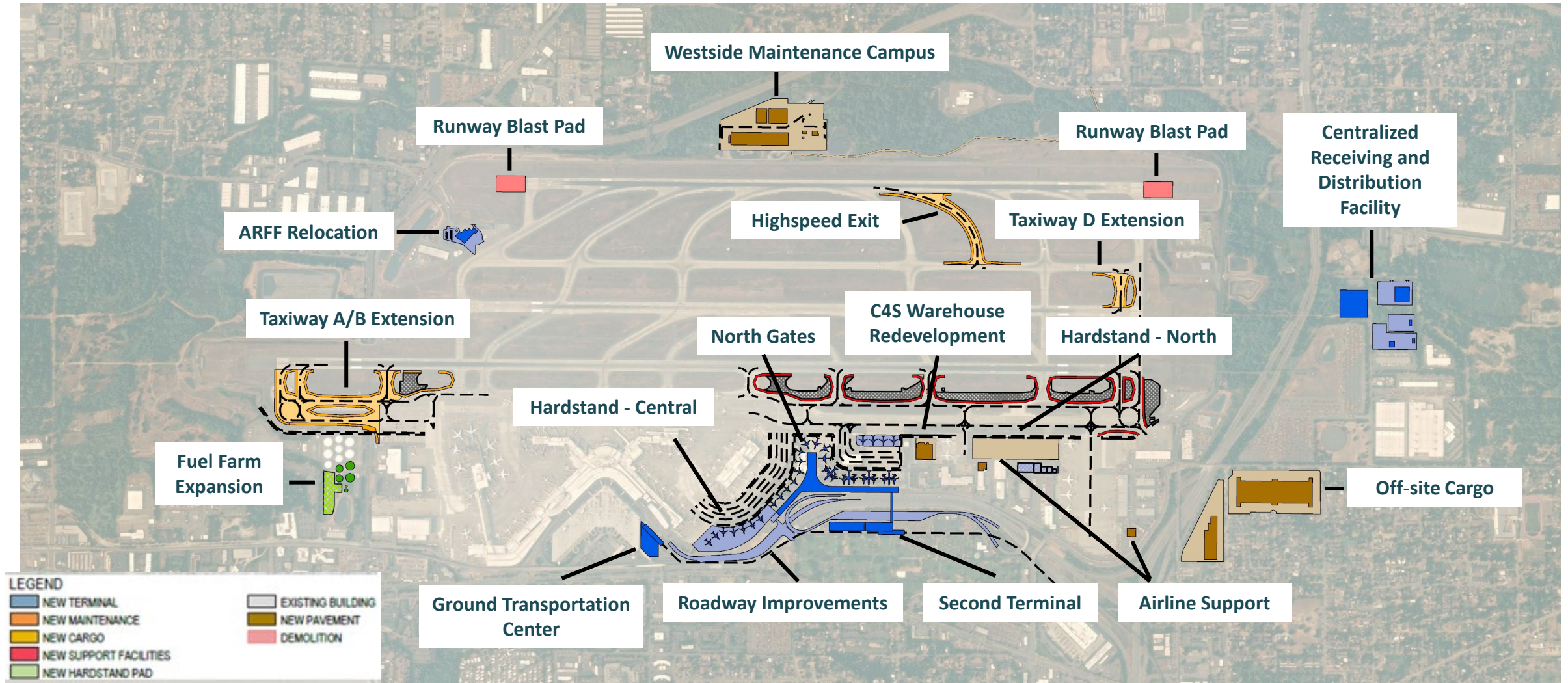
Early Work Evaluated Many Options To Address Needs



The Result Is Our Proposed 31 Near-Term Projects



SAMP NTPs Address Airfield, Landside and Terminal Needs



Once Planning Was Completed, Environmental Review Began



Purpose

To assess the potential environmental impacts of a proposed project before it is undertaken



Process

Assess how proposed projects may impact the environment in a variety of categories as determined by federal (NEPA) and state government (SEPA)



Impacts

If impacts are identified, the analysis evaluates the extent of those impacts, and if required, identifies ways to reduce or avoid them

Environmental Review Leads



National Environmental Policy Act (NEPA)

- Lead Agency: Federal Aviation Administration (FAA)
- Sponsor: Port of Seattle/SEA
- Document: Environmental Assessment (EA)



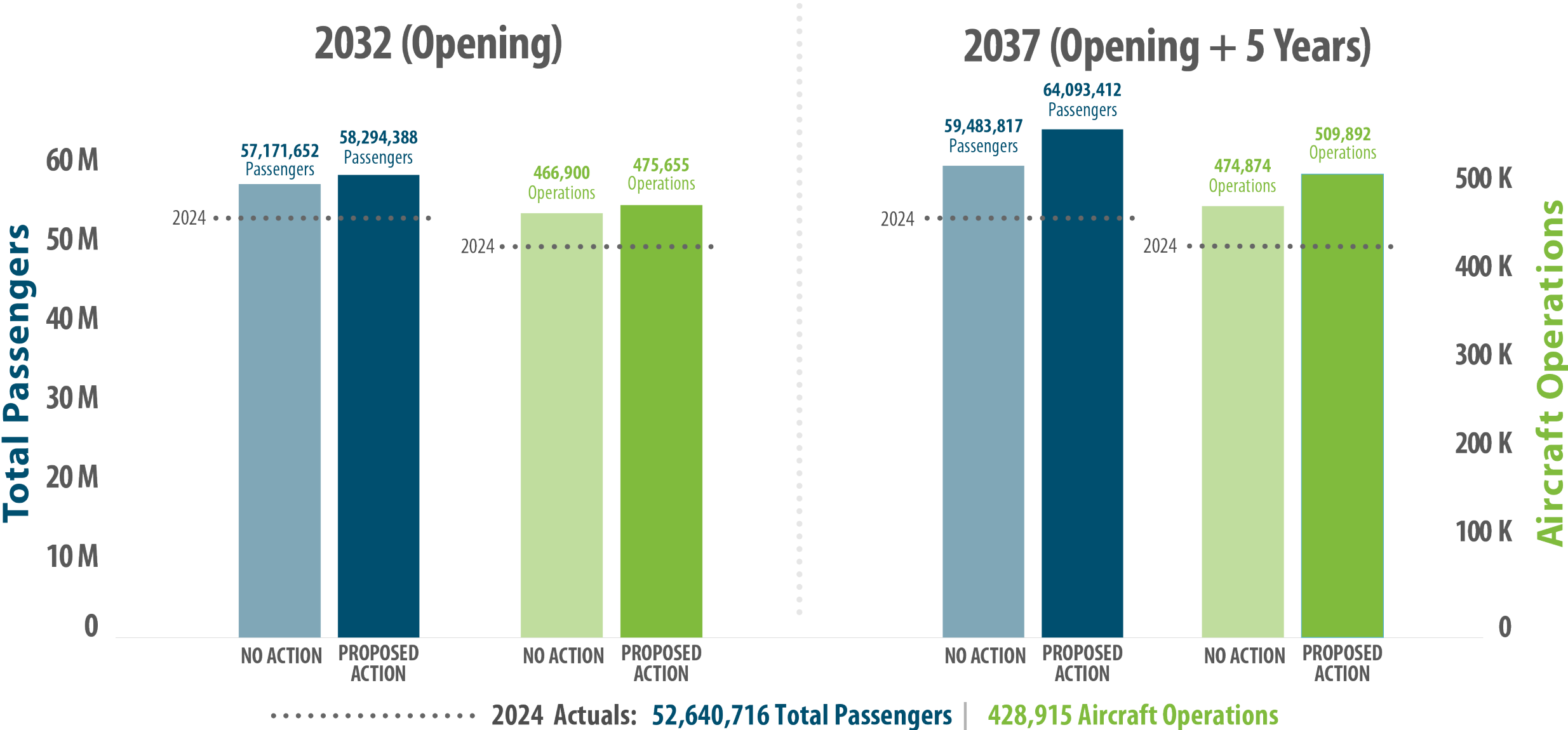
State Environmental Policy Act (SEPA)

- Lead Agency: Port of Seattle
- Responsible Official: Port's Director of Aviation Environment & Sustainability
- Document: Environmental Impact Statement (EIS)

Developing a Defined Purpose and Need for SAMP Projects

Need (Problem)	Purpose (Solution)
Insufficient passenger processing facilities and gates to accommodate 56 million annual passengers (MAP) at an optimal level of service (LOS)	Accommodate 56 MAP at an optimal LOS
Insufficient facilities to accommodate projected cargo levels	Accommodate projected cargo levels
Portions of the airfield no longer meet current FAA airport design standards	Provide airfield infrastructure that meets current FAA airport design standards
Inefficient/inadequate taxiway layout	Enhance the efficiency of the overall taxiway layout
Lack of fuel storage to meet projected demand and the Port's Sustainable Aviation Fuel (SAF) initiative	Meet projected fuel storage demand including SAF initiatives

Key to the Analysis is that Air Travel Demand Will Increase Regardless



The Environmental Review Evaluated 3 Alternatives

No Action

- None of the proposed SAMP NTP projects would occur
- Would not implement actions to resolve current and future needs

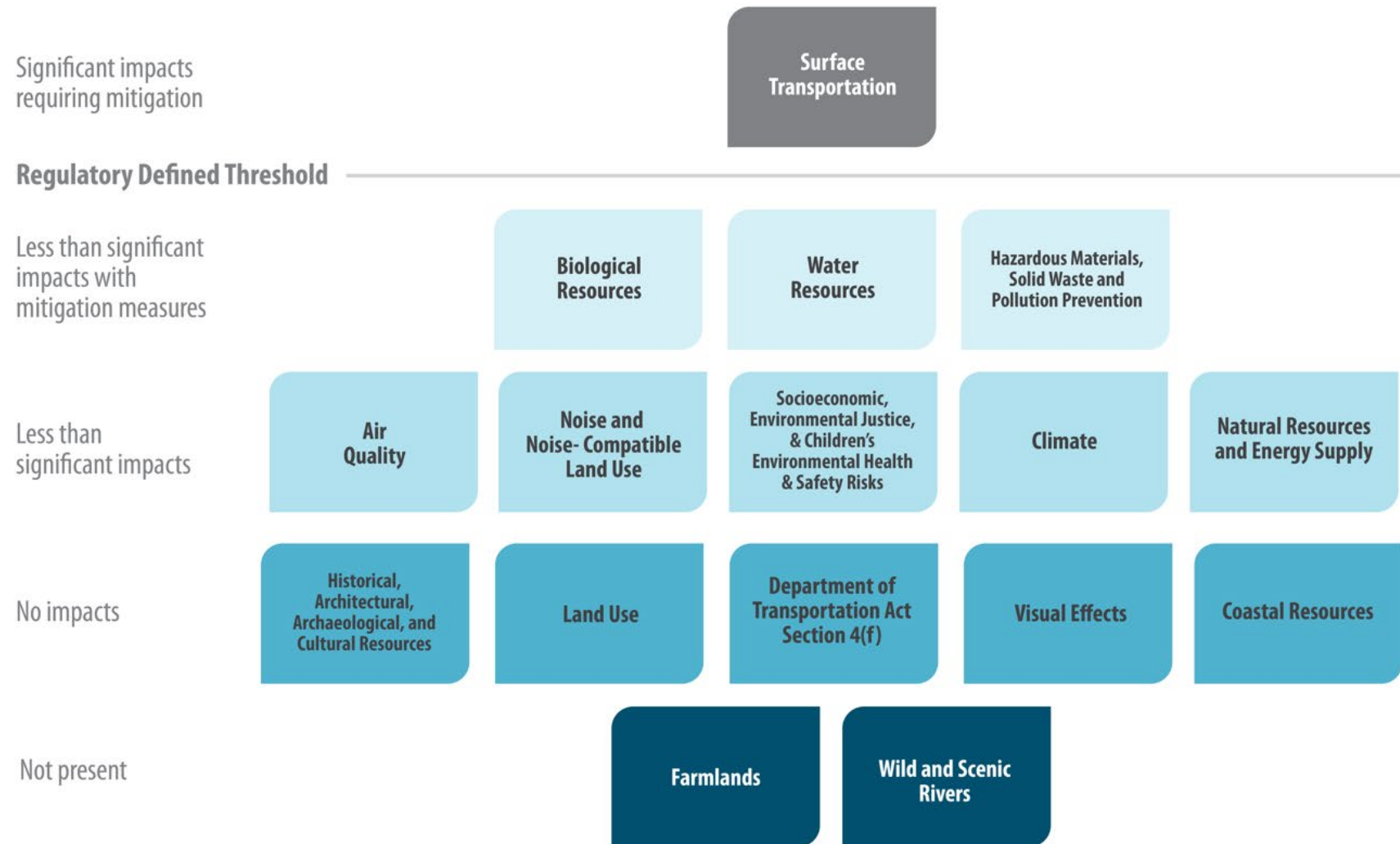
Hybrid Terminal Option

- New gates are connected to Concourse D and includes the second terminal.
- Includes all other proposed SAMP NTP elements

Proposed Action

- Implements elements that best meets current and future needs while minimizing environmental impacts
- 31 airside, cargo, landside, terminal, and airport/airline support projects

First, FAA Released a *Draft* NEPA Environmental Assessment



Port Ensured Significant Comment Opportunity to the FAA's NEPA Draft

- Duration (10/21 – 12/13/24): 53 days
- Open houses (4): 230+ attendees
- Community presentations: 42
- Outreach:

Postcards

Project Website

Local Newspaper

Local Online Media

Videos

Community Events

Social Media

Media Advisories

Tours & Presentations



Extensive Outreach Helped Drive Comments to FAA



591

Comment Letters



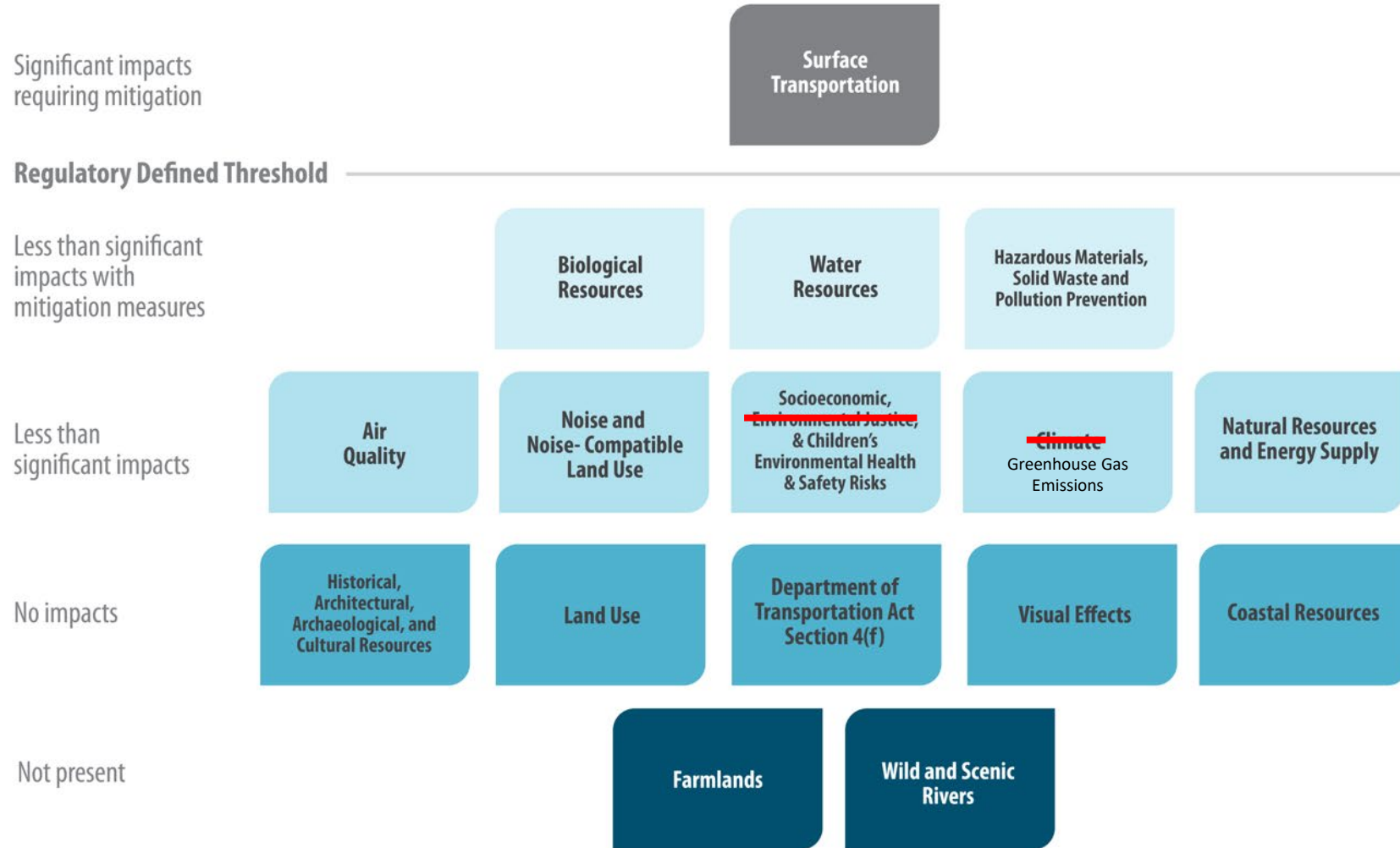
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Unique Comments

Themes:

- Prepare an NEPA EIS
- Comment Period
- Alternatives
- Air Quality/Climate
- Cumulative Impact
- Limit Growth
- Environmental Justice
- Study Area
- Purpose of NEPA
- New Airport
- Human Health
- Trees
- Alternative Transportation
- Children's Health and Safety Risks Analysis
- Outreach
- Mitigation
- Other Airports
- Noise
- Connected Actions

In the FINAL EA, A Few Items Changed



18 Conditions Were Noted in the FAA's FONSI ROD

18 conditions were identified that must be adhered to in the following resource categories:

- Surface Transportation
- Historical, Architectural, Archeological and Cultural Resources
- Biological Resources
- Water Resources
- Hazardous Materials, Pollution Prevention, and Solid Waste

Surface Transportation Mitigation Identified for ~\$40 Million

Mitigation identified for Category 1 and 2 intersections according to each jurisdiction's requirements by 2032

- 10 Category #1 Intersections – Physical improvements
- 16 Category #2 Intersections – Physical improvements, payment (proportionate), or improvements planned

Surface Transportations Intersections That Will Be Improved

Intersections with Category 1 Impacts	Jurisdiction/Agency
Des Moines Memorial Dr. at S. 168th St.	City of Burien
Des Moines Memorial Dr. at S. 144th St.	City of SeaTac
24th Ave. S at S 146th St.	City of SeaTac
8th Ave. S at S. 156th St.	City of SeaTac
16th Ave. S at S. 144th St.	City of SeaTac
S. 152nd St. at Des Moines Memorial Dr. S.	City of SeaTac
SR 518 Westbound Off-ramp at Des Moines Mem. Dr.	WSDOT
SR 518 Eastbound Off-ramp & 51st Avenue S.	WSDOT
Military Rd. S. at Southbound I-5 Ramps at S. 200th St.	WSDOT
Military Rd. S. at Northbound I-5 Ramps	WSDOT

Now We Transition from NEPA to SEPA

- The release of the FAA NEPA ROD starts a 60-day appeal period (as of 9/26/25).
- In the meantime, the Port will begin work on the SEPA analysis.
- That will include community outreach and a public comment period

SEPA Includes Additional Analyses

- Earth
- Air
- Water
- Plants and animals
- Energy and natural resources
- Environmental health
- Land and shoreline use
- Transportation
- Public services and utilities
- Climate*
- Environmental Justice*
- Cumulative Impacts*

**Removed from NEPA Final EA*

SEPA Will Include Enhanced Outreach and Engagement

- Provide 30+ days notice before publishing Draft EIS
- Materials and translation provided in seven languages
- Outreach to airport-area stakeholders & public meetings in different locations to capture official comments as well as virtual meeting(s)
- Targeted engagement with BIPOC and historically underrepresented communities with an emphasis in South King County
- Outreach to public sector and regional leaders

FAA NEPA FEA & ROD Are One Step In A Continuing Process

