

StART

MEETING SUMMARY

APRIL 29; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- Update on the Sustainable Airport Master Plan (SAMP) Near-Term Project's environmental review and how the SEPA Environmental Impact Statement differs from the NEPA Environmental Assessment.

I. Facilitator Welcome, Meeting Management, Introductions, Opening Comments

Andrés Mantilla, Facilitator, Uncommon Bridges;

Wendy Reiter, Airport Managing Director, Port of Seattle (POS)

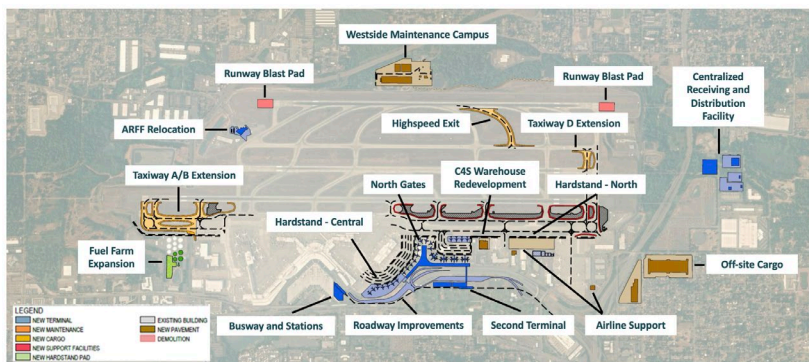
- Release of the draft SEPA EIS on May 22nd
- Detailed presentation available at May 27th Highline Forum
- StART members will be invited to May 27th Highline Forum
- Question:
 - Information requested on who gets to provide input regarding meeting notes

II. SAMP (Sustainable Airport Master Plan) Near-Term Projects (NTP) Update and SEPA (State Environmental Policy Act) Next Steps

Presentation by Steve Rybolt, Environmental Program Manager, POS;

Clare Gallagher, Capital Projects Delivery Director, POS

SAMP Near-Term Projects



Key Reminders:

There are currently 31 SAMP NTP's

Some of the big projects include:

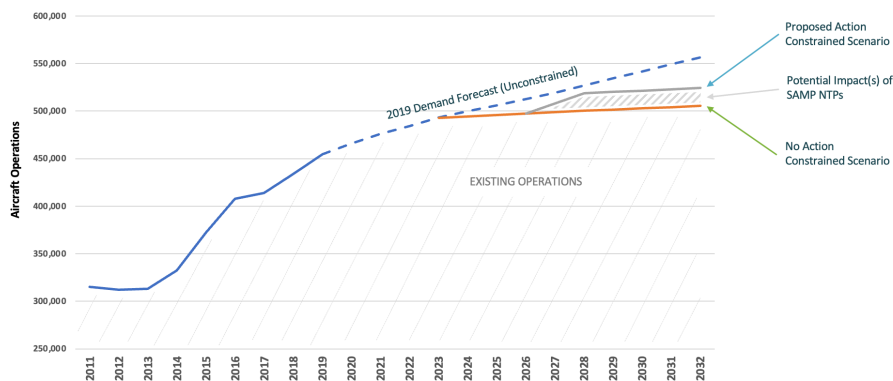
- 19 gate North terminal (would require movement of roadways)
- Additional cargo facilities
- Extension of taxiways Alpha and Bravo

- Additional facilities moving or being built based on displacement of existing facilities
- New westside maintenance campus
- Firefighter Station
- Expanded fuel farm

Purpose of Environmental Reviews

- Purpose: To assess the potential environmental impacts of a proposed project (e.g., SAMP NTP's) before it is undertaken and inform decision makers.
- Process: Assess how proposed projects may impact the environment in a variety of categories as determined by the federal government (NEPA- National Environmental Policy Act) and the state government (SEPA- State Environmental Policy Act).
- Impacts: If impacts are identified, the analysis evaluates the extent of those impacts, and if required, identifies ways to reduce or avoid them.

How Environmental Review Impacts are Analyzed



Environmental Review Leads

NEPA

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

SEPA

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

FINAL NEPA Environmental Assessment



Conditions in the FAA Record of Decision

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

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
- Cost: ~\$40M in transportation improvements

Comments:

- Question: I thought NEPA is supposed to be completely finished before SEPA review begins?
- Response: NEPA is done. We had two appeals, but once the final record of decision is issued, FAA considers it complete. SEPA is now moving forward. Since it is under appeal, how quickly or slowly those appeals move will dictate any changes that need to happen.
- Question: I don't understand how the EIS can say there is not a significant noise impact to people living under the flight path and in these communities?
- Response: There were minimal impacts identified in the noise category. Specific to noise, the FAA uses the 65 day/night level metric. There were no additional noise mitigation or minimization measures required.

Additional Analyses and Requirements in SEPA

SEPA technical analyses were conducted to complement the rigor of the NEPA EA

- Additional required analyses:
 - GHGs and Climate, Earth, Transportation, Housing, Plants, Animals, and

Cumulative Impacts

- Additional voluntary analyses:
 - Air Quality, Noise, Human Health, and Environmental Justice

Comments:

- Request: I would like more information on cumulative impacts and how it is defined in SEPA.
- Response: Cumulative impacts is not very well defined in SEPA.
- Question: How are we choosing to define it?
- Response: Through past, present, and future. 5 years back, 5 years forward, and all the projects that are known and reasonably foreseeable -- assessing them in addition to the current near-term projects.
- Question: I presume that cumulative impacts would be looked at through the SEPA Elements of the Environment categories?
- Response: That's correct. Where we identify any impacts that occur, a cumulative impact will be looked at holistically.

SEPA Elements of the Environment



Agency & Public Comment Period

- 30-day Public Notice
 - April 22
- Public comment period
 - Begins May 22 (minimum 30 days- exact duration still being decided)
- In-person Public Meetings
 - SeaTac, Des Moines, Federal Way, Burien

Comments:

- Question: Why no meetings for the cities of Tukwila or Normandy Park?
- Response: We are staying with the same format we use for NEPA. There was a meeting close to Normandy Park, so we just stayed with that area, and Tukwila didn't request a public meeting.
- Comment: If you determine how long that comment period is going to be before May 22nd, we would appreciate any advance knowledge rather than waiting until the very last day.
- Question: The same format for NEPA had a 45 day comment period, not 30. Why are some of the public meetings outside of the 30 day comment period?
- Response: Yes, the FAA started with a 30 day comment period, moved it to 45 days, and in the end, had a 52 day public comment period. So, we would like to emphasize that the minimum public comment period will be 30 days, and we will let everyone know when we

finalize the total comment period.

- Question: At the very beginning, we were discussing the baseline, and then the unconstrained line. Regarding one SEPA category, let's say air quality. How do you determine what air quality will be like in 2032?
- Response: Please read the Air Quality Analyses to find more specific details. The air quality looks at the total amount of area emissions at SEA. Then if we consider building these projects, we use a tool used during NEPA called AEDT that develops an inventory. Those emissions can't exceed the national ambient air quality standards. If they do, it requires mitigation. We essentially forecasted the future using the numbers of cars, aircraft, aircraft types, passengers, etc. and then we input it into an AEDT Program that pumps out a number. Under SEPA, we took it a step further by using dispersion modeling, which shows us air emissions per individual measurement point at different points in the airport and community. It is extremely detailed.
- Question: Are these "no impacts" carved in stone? What happens if further down the line, the air quality is worse than what was predicted?
- Response: In the SEPA documentation, the port has identified minimization measures that you can read about.
- Question: You are referencing against national standards, and there are several issues that exist that are not yet under federal standards, such as a noise standard adjustment, jet emission nanoparticles, microplastics, etc. If these are not considered, then does it fall under no impact, which is a problem for future forecasting?
- Response: There is a lot more information on these topics in the SEPA documentation. There are programmatic elements of the regulatory programs that will continue to adapt to new laws and regulations.
- Question: I was sent over an appendix that was very dense written by traffic engineers for traffic engineers. As a novice, I noticed that it focused on travel time to the airport and it said that future travel problems would be addressed through signalization. There was not an analysis of non-airport traffic of people trying to go places outside of the airport. That seems to be the actual type of traffic that impacts Des Moines residents and is the real source of the problem. Will this be analyzed further in the SEPA?
- Response: Please reach out for us to discuss transportation issues. The airport was not the central focus of the traffic analysis that was conducted. It was around delay times in and around the airport based on what is happening in the area, not what's coming to and from..

Next Steps



Outreach & Engagement

- Use plain, accessible language when communicating about the plan
- Communicate via multiple tools to reach as many audiences as possible
 - Website
 - Email updates
 - Presenting at community meetings
 - In-person and virtual meetings
- Remove barriers to participation
 - Use translation tools online and provide printed materials in ten languages
- Partner with community leaders
 - Briefings at community meetings
 - Present to area cities
 - Partner with community-based organizations
- Public Meetings: Four in-person public meetings across airport communities
- Virtual Meetings: Virtual meetings in different formats, with translation capabilities
- Media: Social media, press releases, and existing Port email newsletters
- Online Resources: SAMP- and SEPA-specific website

Comments:

- Comment: Even if we move beyond a 30 day public comment period, public perception is that its 30, and that will prevent the public from making thoughtful engaging comments because they think the deadline is near.
- Response: The Port's first interest is in being responsive to public comment and not setting up any hurdles for the public. I will report back when I have more specific information.
- Question: Will the public meeting be presentations with Q&A or an open house format? I prefer presentation style.
- Comment: I agree with Jeff. A presentation and Q&A is much more effective at educating people than an open house.
- Response: The four in-person meetings will be in workshop format with over 30 stations with boards, technical experts, staff, and consultants. This will allow more time to respond to every individual's unique area of interest and allow them to have one-on-one time with staff. For the virtual offerings, we will have webinars with a live chat, and we will be answering questions in real time.
- Comment: I really hope you reconsider. The value to the communities is if everyone can hear all of the other issues that different people want to raise. Doing it the current way will prevent that from happening, and from receiving the benefit of what everyone else knows.
- Comment: Sometimes with stations you often do not know what questions to ask, because you are not informed enough yet. So, an overview presentation would be really helpful with this.
- Response: With SEPA, we are moving away from NEPA jargon and are focusing on making materials easier to access and comprehend to the general population.
- Comment: The Port has spent an exceptional amount of time preparing the SEPA document. It seems to respect their efforts, there should be sufficient time for the public to digest and comprehend the analyses and provide equally reasoned comments and questions. Even a 45 day period seems to be too short to achieve this goal.

- Comment: I agree with all comments that it's interesting and helpful to hear others thoughts and questions, but I also think there are people with limited time who want to get in and get out quickly and want direct access to the experts, in other words, don't want to listen to every person's personal question. I like the variety of meeting formats. One idea might be to have the expert at each station to have an easel and list the subject questions that are asked.
- Response: Thanks for reminding me of that technique of flip charts at stations.
- Comment: Can you send everybody those notes? We can't wait two months for the final minutes.

III. Roundtable of Airport Roundtables

Marco Milanese, Community Engagement Manager, POS;

Joe Dusenbury, Des Moines Community Representative

- November 13th, 2025- the very first meeting of the Roundtable of Roundtables led by Maria Becce and facilitated by Strategy Matters and sponsored by the Quiet Communities Inc.
- Marco Milanese & Ryan McMullen with Noise Programs, attended that 1st meeting as a representative of StART's chair, the Airport Director.
- They want to explore ways that roundtables might benefit from connecting with each other- sharing, learning, experience, and expertise.
- There are representatives from airports and roundtables in Boston, Chicago, Washington D.C., Los Angeles, Minneapolis, New York City and Seattle.
- Maria Becce and Erin Toffler (from Boston's Massport Community Advisory Committee) spoke at the December 17th 2025 StART meeting.
- The Roundtable of Roundtables met again on February 12th, with Joe Dusenbury (Des Moines Community Representative) in attendance.
- Spoke about several proposed collaborative directions
- Examples: Strategies working with FAA, fly quiet programs, legislative advocacy, and serving as a depository for data and monitoring results related to air and noise.
- Once the Roundtable of Roundtables settles on a path forward, we will come back to StART and confirm that the direction taken aligns with what StART's direction and priorities are. We will also confirm whether StART wants to continue as an active member of that group.
- Joe Dusenbury's summary of the February 12th meeting:
 - It was a great experience and they share our concerns.
 - They had a session titled "What are you working on now?" and we have a lot of common issues.
 - Minneapolis and JFK Airports spoke about emissions and ultra fine particles- which confirms this is becoming a nationwide issue.
 - LaGuardia and Minneapolis Airports told us about efforts to reduce nighttime noise, and about studies linking noise levels and health impacts and learning.
 - LAX brought up cargo flights, and their outsized impact on the noise level around LAX.
 - No one was happy with the 65 DNL.
 - O'Hare's main issue was noise becoming a health hazard because of the dense population around their airport.

- Spillover traffic from LAX into nearby neighborhoods was causing lots of angst and discussion.
- LaGuardia Airport told us about a bill in Congress- The Quiet Communities Act.
- Maria advised us to keep in contact with the FAA, and the legislators from our area.
- Massport is trying to get tax credits for sustainable airport fuel.
- Maria talked about tracking emerging technologies and how important that will be for the discussions going forward.
- There was a session on strategies to engage the FAA.

Comments:

- Question: Can you discuss more about whether we will join this group or not?
- Response: StART will not take any action until we have StART's blessing and that they are in full agreement with what the Roundtable of Roundtables has decided to do.
- Response: That will be through StART's Steering Committee
- Question: How often do they meet? What will the procedure be for StART's involvement?
- Response: They are in their very early stages of organization. So, there are no answers to these questions just yet. But when we know more, we will take that information to StART's Steering Committee.
- Comment: I have been researching airports across the country, and each airport has unique characteristics, so hard to speak for everyone, especially as politics become involved. It's a big country, big industry, a lot of differences, but there are a lot of commonalities too. I hope we stick with it.
- Comment: We were concerned about whether our StART Roundtable has the same kind of clout with the Port or the state legislature that these other roundtables seem to have. We need a broader mix of elected officials to help us out.
- Response: Similar conversations are planned for the next Steering Committee meeting about looking at StART's operating procedures.

IV. Public Comment

- One person signed up.
- David Goebel:
 - David Goebel is President of Vashon Fair Skies- a 501c3.
 - Regarding meeting styles for public comment:
 - If you are acting in good faith, there are really good compromises you can have. It is valuable to have people ask questions that everybody can hear.
 - You can implement strong rules such as 20 seconds to ask a question with no follow-up.
 - Sometimes the most concise and direct questions that are uncomfortable are the best ones. If they are based in fact and they are concise and direct, that can be very valuable and illuminating to everyone.

V. Wrap Up/Next Steps

Comments:

- Question: How many people are watching this?
- Response: At this moment: 22 panelists and 14 attendees= 36 participants

- Question: Are we allowed to ask questions at the Highline Forum meeting?
- Response: We will see what can be done.
- Question: Could we perhaps have another StART meeting next month so that we can get more information on the public meetings since the SAMP will be out?
- Response: We will discuss this with the Steering Committee.

VI. Adjourn

Andrés Mantilla, Facilitator, Uncommon Bridges

- TENTATIVE NEXT MEETING: JUNE 24 – 5:00 - 7:00 PM VIA ZOOM

MEMBERS	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	
ALETA BEST	FAA (EX OFFICIO)	
ALETHIA MILLER	ALASKA AIRLINES	X
AMY ARRINGTON	NORMANDY PARK - CITY	X
BARTON DELACEY	DES MOINES – COMMUNITY REPRESENTATIVE	
BILL VADINO	FEDERAL WAY – CITY	X
BRANDON MILES	TUKWILA - CITY	
BRYAN TOMICH	NORMANDY PARK – COMMUNITY REPRESENTATIVE	X
EVAN MAXIM	SEATAC -CITY (ALT)	X
JACK DOVEY	FEDERAL WAY – COMMUNITY REPRESENTATIVE	X
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	X
JENNIFER REDDING	FAA	
JOE DUSENBURY	DES MOINES – COMMUNITY REPRESENTATIVE	X
JOSEPH BERT	FAA	
JONATHAN YOUNG	SEATAC – CITY	
KAREN VELORIA	BURIEN – COMMUNITY REPRESENTATIVE	X
KATHLEEN WILSON	TUKWILA – COMMUNITY REPRESENTATIVE	
KATHERINE CAFFREY	DES MOINES - CITY	X
LAUREL HUMPHREY	TUKWILA – CITY (ALT)	
MICHAEL BRUGATO	FEDERAL WAY – COMMUNITY REPRESENTATIVE	X
MOIRA BRADSHAW	NORMANDY PARK – COMMUNITY REPRESENTATIVE	X
PETER SCHILLING	TUKWILA – COMMUNITY REPRESENTATIVE	X
REBECCA DEMING	DES MOINES – CITY (ALT)	
ROGER KADEG	SEATAC – COMMUNITY REPRESENTATIVE	X
SARAH COX	PORT OF SEATTLE – CHAIR (ALT)	X
SCOTT INGHAM	DELTA AIR LINES (ALT)	X
SCOTT KENNEDY	ALASKA AIRLINES	
WENDY REITER	PORT OF SEATTLE - CHAIR	X
WILL BOOTH	SEATAC – COMMUNITY REPRESENTATIVE	X
RESOURCES		
PARIS EDWARDS	PORT OF SEATTLE	X
TOM FAGERSTROM	PORT OF SEATTLE	X
RYAN McMULLAN	PORT OF SEATTLE	X
STEVE VITTNER	PORT OF SEATTLE	X
JOHN FLANAGAN	PORT OF SEATTLE	
PRESENTERS		
MARCO MILANESE	PORT OF SEATTLE	X

STEVE RYBOLT	PORT OF SEATTLE	X
CLARE GALLAGHER	PORT OF SEATTLE	X
CONSULTANTS		
ANDRÉS MANTILLA	UNCOMMON BRIDGES	X
JULIA MARTINEZ	UNCOMMON BRIDGES	X
VINCE MESTRE	CONSULTANT	
PUBLIC COMMENT		
DAVID GOEBEL		X
AUDIENCE		
AJ McCLURE		X
ANTHONY HEMSTAD		X
ARIF KHATRI		X
BRIAN DAVIS		X
DAVE KAPLAN		X
DAWSON FRANK		X
JC HARRIS		X
JEN SANS CRAINTE		X
LAURA HOLTHUS		X