

## **MEETING NOTES**

The second and third open houses for the Port of Seattle's Sustainable Airport Master Plan (SAMP) were held on Thursday, June 14, 2018 at the South Seattle College Georgetown Campus and Wednesday, June 20, 2018 at Bellevue City Hall. The meetings were held from 4:30 pm to 7:00 pm. At the Georgetown Campus meeting, 33 people signed in and at the Bellevue City Hall Meeting, 24 people signed in. The public meetings consisted of six stations where attendees could learn more about different aspects of the SAMP process and have conversations with Port staff and a representative from the Puget Sound Regional Council (PSRC). After learning about the SAMP process at the stations, Aviation Managing Director, Lance Lyttle, and Aviation Director of Environment and Sustainability, Arlyn Purcell, gave a presentation. Following the presentation, Port staff answered questions from the public. These questions and their responses are shown below.

Commissioner Peter Steinbrueck attended the June 14<sup>th</sup> public meeting and Commissioner Fred Felleman attended the June 20<sup>th</sup> public meeting.

Comment cards were also provided to attendees so that they could share additional thoughts in writing. A total of seven comment cards were submitted between these two meetings. A summary of the responses to the comment cards is below and scanned copies of the original comment cards are in Attachment A.

### **Open House**

The open house portion of the meetings was held from 4:30 pm to 6:00 pm and was organized around six stations:

1. Why SAMP?: Responding to Our Region's Growth
2. SAMP: Body of Work
3. SAMP: Serving Near-Term Demand
4. SAMP: Long-Term Vision
5. SAMP: Environmental Review
6. Sustainability: the "S" in SAMP

Attendees were able to look at poster boards at each station, learn information about different aspects of the SAMP process, and have discussions with Port staff and outside experts.

### **Presentation**

At 6:00 pm, after some introductions, Aviation Managing Director, Lance Lyttle, launched the presentation and was followed by Arlyn Purcell who provided additional context:

- Why Are We Here? (Lance Lyttle)
- Regional Growth & Market Demand (Lance Lyttle)
- Concurrent Strategies to Serve Market Demand (Lance Lyttle)
- SAMP Overview (Lance Lyttle)
- Environmental Review (Arlyn Purcell)

### **Question & Answer**

Following the presentation, Lance Lyttle was joined by Jeffrey Brown, Aviation Director of Facilities and Capital Programs (June 14); Arlyn Purcell (June 14 and June 20); Clare Gallagher, Public Affairs Director Capital Projects Delivery (June 14 and June 20); and Tom Hooper, Aviation

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Planning Manager (June 14<sup>th</sup> and June 20<sup>th</sup>), to respond to attendees' questions about the SAMP process and airport activity.

Questions from Attendees of the June 14<sup>th</sup> Meeting at the South Seattle College  
Georgetown Campus

***Is there going to be an extension of the runway closest to the terminal? How big is that extension and what is it going to accommodate?***

To help ease congestion on the airfield, a small extension of taxiway A/B is being planned as one of SAMP's near term projects. No runways will be extended under SAMP.

***How are you planning to work with the FAA whose charter does not direct them to support the local community or the local environment? Will it be in the SAMP that you will work to mitigate for environmental impacts?***

The Port, through a consultant team, will prepare the environmental process document on behalf of both the Port and the FAA. The consultants are widely recognized experts in environmental review and they will comprehensively analyze the full range of environmental issues and impacts.

The FAA has recognized that Sea-Tac is increasingly busy and that trend shows no sign of abating. The FAA provided a grant to the PSRC to do a study on aviation capacity within the region. While the Port doesn't have jurisdictional control over other airports and their activity, Sea-Tac is certainly supportive of this effort. The master plans being completed by other regional airports including Sea-Tac's will all contribute to this regional aviation capacity study.

***How do you view the idea of sustainability when it comes to neighboring communities and how does sustainability intersect with capacity?***

The Port views sustainability through what is called the triple bottom line: people, planet, and profit. The Port has an extensive track record and Sea-Tac leads the nation in environmental resource stewardship. If you have more questions about the extent of the airport's environmental commitment, Port staff would be happy to discuss with you separately.

In terms of the SAMP and sustainability, sustainability shapes the SAMP through three lenses: what to build, how to build it, and where to build it. When the Port decided what to build, staff applied environmental resource factors to evaluate different alternatives. In deciding where to build, one of the sustainable decisions the Port made is to stay within the current footprint of the airport. For how to build, the airport has been a leader in sustainable and environmental design, attaining what is known as LEED Silver at a number of its facilities. The Port Commissioners also continue to encourage sustainability in all Port efforts and programs.

In terms of the people part of the triple bottom line, a recent economic study indicated that each of the cities around the airport is benefiting economically from the airport. For example, there are currently 120 paid interns working at the Port who are being exposed to a variety of career opportunities. The airport has policies on priority hiring for minorities and people in underserved communities. And, each year, the airport hires six military veterans to help them transfer from active duty back to civilian life.

When it comes to capacity, the goal of the SAMP is to provide capacity at the airport to accommodate regional demand. The airport is working to balance capacity in all areas of the airport with sustainability.

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***Ultimately, the FAA controls the airspace, right? I live under a flight path that has seen a huge increase in traffic. I now call the noise hotline daily. Why has there not been a noise and airspace study as part of the SAMP?***

Yes, the FAA controls the airspace. The airport did airside modeling that takes into consideration existing airspace conditions to ensure that demand can be met for the near-term projects. The environmental review of the near-term projects will include a noise analysis. For the long term vision of Sea-Tac, the airport will work with the FAA to study the airspace near the airport. The upcoming regional capacity study, conducted by the Puget Sound Regional Council and funded by the FAA, may consider and identify airspace needs.

***Are the FAA and airport going to pay for SAMP? Are we going to be taxed more?***

You will not be taxed more. No tax money is used for airport operations. Funding will be coming from four main sources: passenger facility charges, bonds, airline tenants and FAA grants.

***Doesn't the Port collect property tax from every private property owner in King County? Are they increasing allocations to schools that are now in the flight path?***

The Port does collect taxes from private property owners. The Port has held the total amount it collects steady despite increasing property values. Residents pay the same amount as in previous years. None of the tax funds we do collect go to airport capital projects or operations.

The school allocation question has not been raised before, but an idea to certainly share with Commissioners.

Questions from Attendees of the June 20<sup>th</sup> Meeting at Bellevue City Hall

***I moved to the Des Moines/Redondo Beach area about three years ago and the flights have been non-stop. Chemical pollutants emanating from aircraft are leading to the destruction of the area. I am able to move but many cannot. Are carbon emissions something that will be evaluated as part of the environmental scoping process?***

An analysis of greenhouse gas emissions is something expected to be included as part of the SAMP environmental scoping process. The Port urges you to come back during scoping and provide public comment about your desire that it be part of the analysis. The Port also urges you to attend upcoming Sea-Tac Airport Stakeholder Advisory Roundtable (StART) meetings where the Port, the airlines, the FAA and community members are studying ways to possibly reduce airport-related impacts on the surrounding communities.

***Can you explain the taxiway/runway separation project that is part of the SAMP near-term projects and what will happen to the cell phone lot?***

Future projects included in the SAMP Long-Term Vision comply with FAA separation requirements between runways and taxiways. The SAMP also identifies the need for additional study of the airfield and airspace to better understand potential capacity constraints and to evaluate any operational trade-offs for increasing the separation from 400 to 500 feet between Taxiway B and Runway 16L/34R. The cell-phone lot is unfortunately going to be displaced in the near-term and a permanent location has not been identified. Moving this type of use to the parking garage is being considered as a possible temporary location.

***Can you tell me more about the alternatives associated with the NEPA/SEPA process and the no action alternative?***

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No alternatives associated with the NEPA/SEPA process have been developed as of yet and this includes the no action alternative. The Port is still in the information gathering process and official public input on the scoping commences on July 23-30. (Updated as of July 10)

***How will the SAMP process improve transportation connections to and from the airport?***

Advanced planning is currently underway on a number of strategies to improve access including initiatives to reduce congestion on the airport roadways and incentivize the use of mass transit. The Port is also working with other agencies on potential collaborative efforts. One idea that recently took shape is a remote check-in option but that concept is in the very early stages and will need to be studied further and in coordination with the Transportation Security Administration (TSA).

***When conducting the noise analysis, please move beyond the conventional areas north and south of the runways and extend out the analysis to cover all areas that are within the flight paths. And analyze the flight paths as flown – not just how they are published.***

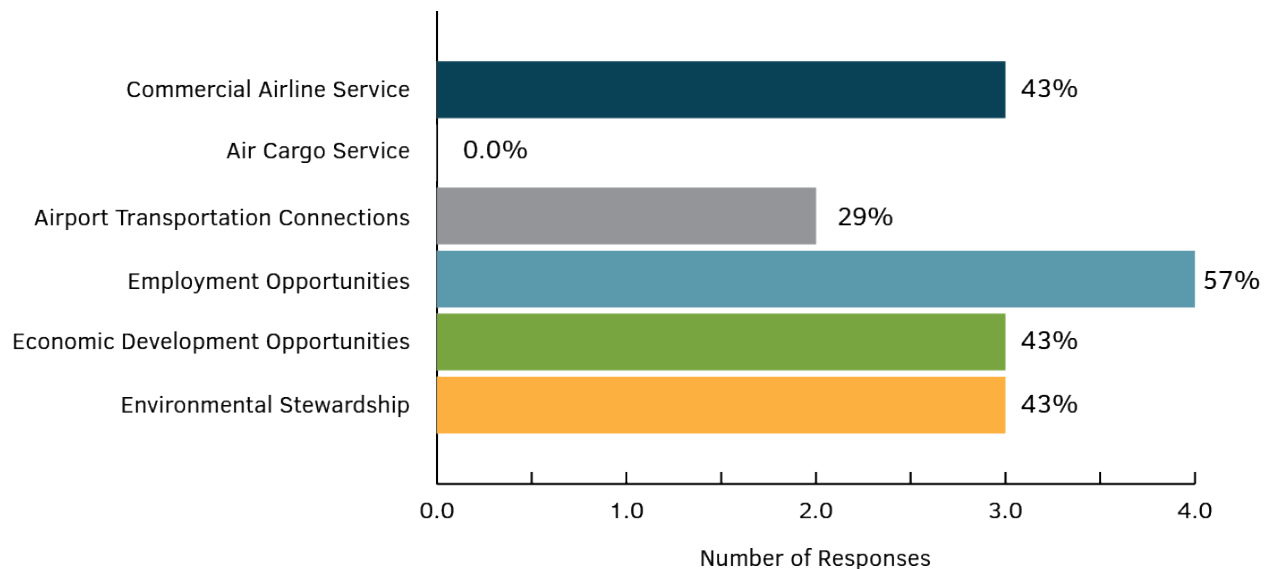
These are exactly the kind of comments that Port hopes to receive during environmental scoping. So, please come back during the official public comment period to reiterate these comments.

**Comment Cards**

A total of seven written comment cards were submitted at the Georgetown Campus and Bellevue City Hall meetings. It should be noted that this is a 12% response rate, so the input on these cards may not be representative of the total 57 attendees. The comment cards included three multiple choice questions and two open ended questions. Below is a summary of the responses. Scanned copies of the original comment cards are available in Attachment A.

The most respondents (four out of seven) said that employment opportunities are the most important airport function. The next most important functions rated by respondents were commercial airline service, economic development opportunities, and environmental stewardship (see Figure 1).

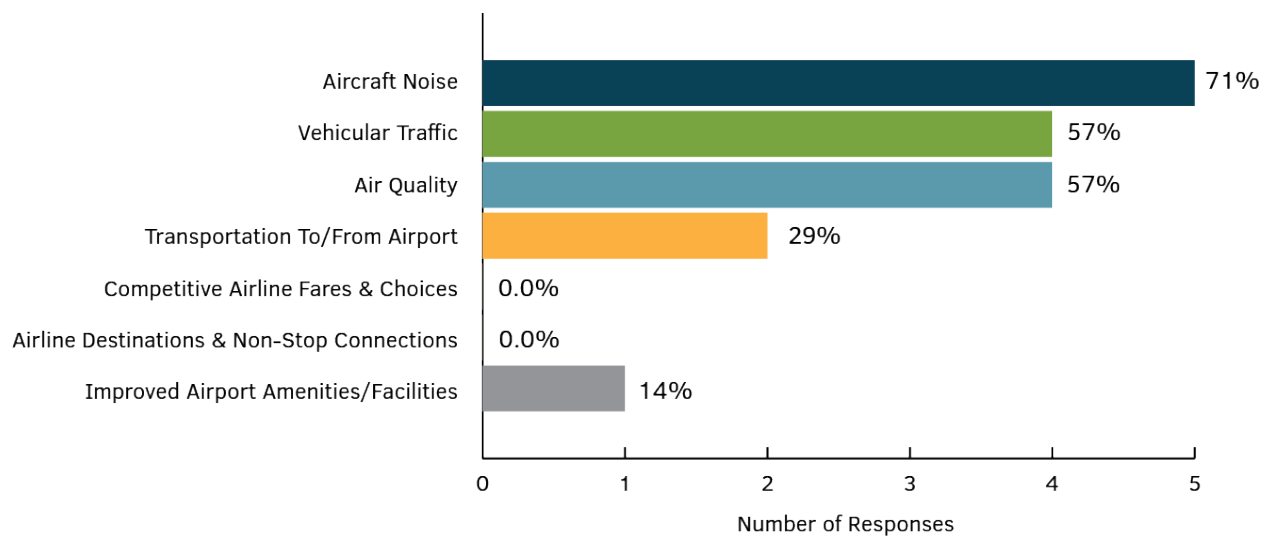
**Figure 1. Which airport function(s) is most important to you and why?**



*Note: Respondents were allowed to select multiple answers, so percent response total is greater than 100 percent.*

Respondents believe that Sea-Tac should prioritize aircraft noise (five out of seven), air quality (four out of seven), and vehicular traffic (four out of seven; see Figure 2).

**Figure 2. What issue(s) should Sea-Tac prioritize and why?**



*Note: Respondents were allowed to select multiple answers, so percent response total is greater than 100 percent.*

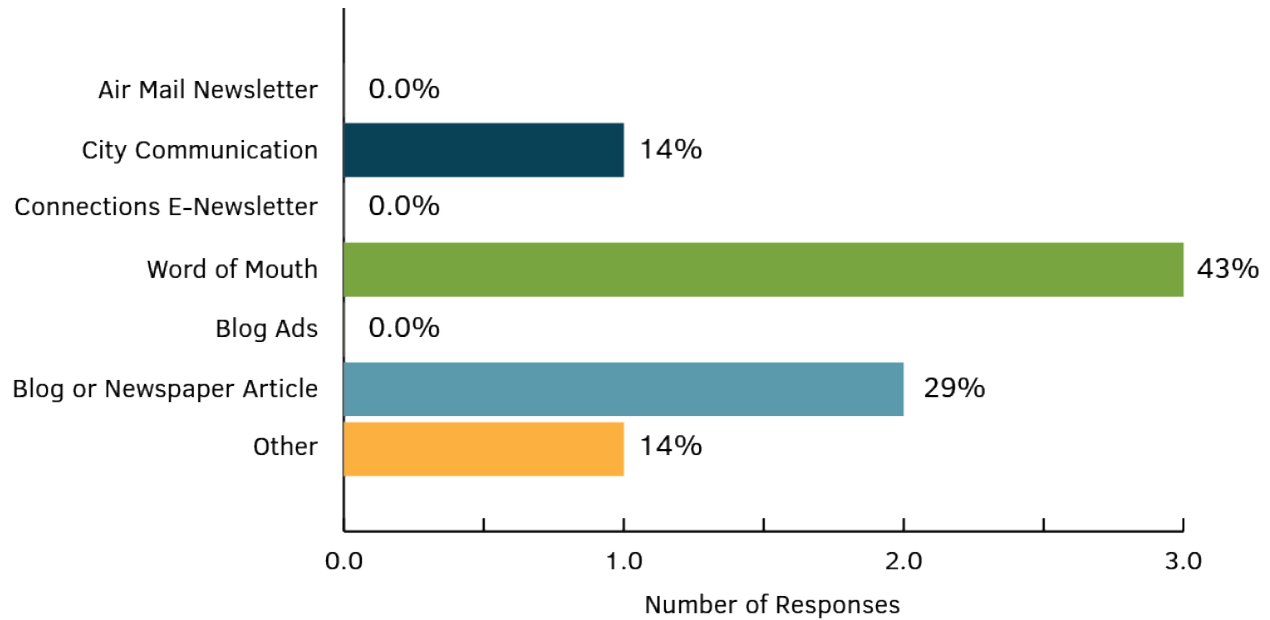
In response to the open-ended question about specific issues respondents would like the Port to consider, two of the seven responses mentioned noise impacts and the need for mitigation such as soundproofing homes and businesses. Three of the seven responses mentioned environmental impacts. One of these responses advocated for incorporating an environmental justice assessment into the Environmental Impact Statement process. One respondent said they believed Port tax rates should be reduced for properties impacted by Sea-Tac.

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Three of the respondents heard about the meeting through word of mouth, two through a blog or newspaper article, and one through City communications (see Figure 3).

**Figure 3. How did you hear about today's meeting?**



*Note: Respondents were allowed to select multiple answers, so percent response total is greater than 100 percent.*