Seattle - Tacoma International Airport
STUDY ON THE CURRENT AND ON-GOING IMPACTS

Gary Idleburg
SENIOR PLANNER

11/06/2019
We strengthen communities

HOUSING
HOMELESSNESS

INFRASTRUCTURE

BUSINESS
ASSISTANCE

ENERGY

PLANNING

COMMUNITY FACILITIES

CRIME VICTIMS
SAFETY

COMMUNITY
SERVICE
Where are we now?
Background

• The Washington State Legislature enacted Engrossed Substitute Senate Bill (ESSB) 6032 during the 2018 regular session.

• The Washington State Legislature formally asked Commerce on 3/21/2018 to complete a study that evaluates the current and on-going impacts of the Seattle-Tacoma International Airport.

• Commerce must implement provisions of Sections of Engrossed Substitute Senate Bill (ESSB) 6032—Section 127(63).
Policy basis

• Section 127(63) ("the Proviso") provides in part that $300,000 of the general fund—(state appropriation) for fiscal year 2019 and $300,000 (local appropriation) are provided solely for Commerce to contract with a consultant for the study.

• The general fund—state funding provided in this subsection serves as a state match and may not be spent unless $300,000 of local matching funds is transferred to Commerce.
Purpose

• Initiate and complete a study of the current and on-going impacts of the Sea-Tac International Airport (from 1997 to present).

• Report those findings to the Washington State Legislature.

• **Note**: Commerce was responsible for defining the parameters of the study in a statement of work (scope).
Process

• A Technical Advisory Committee (TAC) that includes one public representative and one staff member from each city: SeaTac, Burien, Des Moines, Tukwila, Federal Way and Normandy Park.

• Burien, Des Moines, Federal Way, Normandy Park, SeaTac and Tukwila provided the local matching funds.

• Commerce and TAC developed a statement of work. Commerce selected a consultant (Stantec Consulting Inc.) via a competitive selection process.

• Research: Commerce, via the consultant, must research, collect data and relevant information from all appropriate sources.

• **Commerce must deliver the completed study to the Legislature by June 1, 2020.**
Next Steps?

2) February 2020 – Draft document is delivered to, Commerce, Advisory Committee and Cities.
3) Two to three week review of draft.
4) Meetings with all six cities beginning in March 2020 on draft document.
   • The draft report will be available on the Commerce website:
     • Or; [gary.idleburg@commerce.wa.gov](mailto:gary.idleburg@commerce.wa.gov)
Study of the Current and Ongoing Effects of the Operation of the Seattle-Tacoma International Airport

Public Workshop #2

November 6, 2019 – 7:00 to 9:00 PM

Burien City Hall
400 SW 152nd Street, Burien, WA
PROJECT OVERVIEW

Presenter:
Joseph Pobiner, FAICP, CNU-A
Project Director

Stantec
Agenda

ANALYSIS UPDATES

1. Air Quality
2. Noise & Vibration
3. Mobility
4. Water & Soil
5. Light
6. Socio-Economics, Public Health & Safety
7. Q&A/Discussion
Please Sign In

Please Print Your Name & the City Where You Live

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<th>Name</th>
<th>City Where You Live</th>
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Comment Card

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OPTIONAL: Please Print Your Name & the City Where You Live

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## Who We Are

<table>
<thead>
<tr>
<th>Year</th>
<th>Market Cap ($CAD)</th>
<th>Employees</th>
<th>Continents we operate in</th>
<th>Locations worldwide</th>
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<tr>
<td>1954</td>
<td>$4 billion</td>
<td>23,000</td>
<td>6</td>
<td>400</td>
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<td>STN</td>
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<td>Traded on NYSE &amp; TSX</td>
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<td>Event</td>
<td>Details</td>
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<td>Monthly Technical Advisory Committee</td>
<td>Monthly technical advisory committee meetings.</td>
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<td>June &amp; July Stakeholder interviews</td>
<td>Stakeholder interviews in June and July.</td>
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<td>July 24 Public Workshop #1 Tyee High School (100+)</td>
<td>Public workshop on July 24 at Tyee High School with over 100 attendees.</td>
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<td>November 06 Public Workshop #2 Burien City Hall</td>
<td>Public workshop on November 6 at Burien City Hall.</td>
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What The Project Is Not

The Project is not funded by the Port of Seattle or by the FAA.

The Project is not a continuation of the 1997 Third Runway study.

The Project is not intended to impede the operation of Sea-Tac Airport.
What The Project Is Not

... and the Project is not looking for a site for a new airport.

The Seattle Times

October 31, 2019

The search for a second airport to ease crowds at Sea-Tac has kicked off — again. What do you want to know?

Boeing & Aerospace

By Katherine Khashimova Long

Seattle Times business reporter

Update: Vote here through Nov. 10 to help us decide which of your questions to answer first.

Sea-Tac’s growing pains are clear to anyone who’s recently traveled through the airport.

Standstill freeway traffic. Backups at security. Gate shortages. Lines of planes stalled on the tarmac.

This spring, state lawmakers decreed that enough is enough.

Puget Sound, they said, needs a new airport.

But should the state build a brand new airport close to Tacoma or Olympia? Or should it just add a runway to an existing facility, like Bremerton National Airport, Snohomish County’s Palme Field, Arlington Municipal Airport or McChord Field near Tacoma?
What The Project Is

- **Study Title** – “Study of the Current and Ongoing Effects of the Operation of the Seattle-Tacoma International Airport”.

- Do the Study Area cities experience a disproportionate share of the impacts and not share in the benefits?
What The Project Is

- **Scope** – Independent analysis of existing data between 1997 and the present:
  
  1) Noise & vibration;
  2) Air quality;
  3) Water & soil quality;
  4) Mobility;
  5) Light;
  6) Public health & safety; and,
  7) Socio-economic indicators.
What The Project Is

- **Milestone Years:**
  - 1997: after the Third Runway Study
  - 2009: first full year of operation of the Third Runway; and,
  - Current.
What The Project Is

- Study area established by Department of Commerce contract and includes the following:
  - City of **Burien**;
  - City of **Des Moines**;
  - City of **Federal Way**;
  - City of **Normandy Park**;
  - City of **SeaTac**; and,
  - City of **Tukwila**.

- Separate impacts from Airport operations versus impacts resulting from regional growth.
Growth – 2000 to 2018

- Seattle MSA:
  - 2000: 3,043,878
  - 2018: 3,939,363
  - +29.4%

- King County:
  - 2000: 1,737,034
  - 2018: 2,233,163
  - +28.6%

- Study Area:
  - 2000: 193,476
  - 2018: 237,498
  - +22.8%

- SEA-Passengers:
  - 2000: 27,036,073
  - 2018: 49,894,520
  - +84.4%

- SEA-Total Ops:
  - 2000: 445,677
  - 2018: 438,391
  - -1.6%

- SEA-Carrier Ops:
  - 2000: 236,355
  - 2018: 427,170
  - +80.7%
### Growth – 2000 to 2018

<table>
<thead>
<tr>
<th>Type</th>
<th>Operations</th>
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<tr>
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<td>2000</td>
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<tr>
<td>Air Taxi</td>
<td>203,723</td>
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<tr>
<td>General Aviation</td>
<td>5,446</td>
</tr>
<tr>
<td>Military</td>
<td>95</td>
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What We’ve Heard So Far

Most often raised negatives:

- Noise;
- Air quality;
- Public health;
- Traffic congestion; and,
- Relationship with the Port of Seattle & the FAA.

Most often raised positives:

- Economic benefit;
- Accessibility; and,
- Convenience.
Responsibilities

- **Airlines**
  - Route schedule
  - Pricing & ticketing
  - Flight management
  - Passenger safety
  - Aircraft maintenance

- **Port of Seattle**
  - Airfield
  - Terminal & cargo facilities
  - Parking garages
  - Ground operations
  - Facility maintenance
  - Other support

- **Federal Aviation Administration**
  - Flights aloft
  - Flight safety
  - Flow control
  - Facility certification
  - Rules & regulations
The NPIAS Report

- Sent by the Secretary of Transportation to the Speaker of the House and the President of the Senate every 2 years.

- Required to estimate costs of funding and maintaining national airport system to support needs of:
  - Civil aviation;
  - Department of Defense; and,
  - US Postal Service.

- Most recent report was September 2018.
The national airport system, envisioned when civil aviation was in its infancy, has been developed and nurtured by close cooperation with airport sponsors and other local agencies, as well as Federal and State agencies. Airports are critical to the national transportation system and contribute to a productive national economy and international competitiveness. The enduring principles guiding Federal involvement in the national airport system were articulated more than 25 years ago and were subsequently reaffirmed by the FAA and the aviation industry in 2011 as part of the national review of the airport system. To meet the demand for air transportation, airports and the national airport system should have the following attributes:

- Airports should be safe and efficient, located where people will use them, and developed and maintained to appropriate standards;
- Airports should be affordable to both users and the Government, relying primarily on producing self-sustaining revenue and placing minimal burden on the general revenues of the local, State, and Federal Governments;
- Airports should be flexible and expandable and able to meet increased demand and accommodate new aircraft types;
- Airports should be permanent with assurance that they will remain open for aeronautical use.

Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of residents;

- Airports should be developed in concert with improvements to the air traffic control system and technological advancement;
- The airport system should support a variety of critical national objectives, such as defense, emergency readiness, law enforcement, and postal delivery; and
- The airport system should be extensive, providing as many people as possible with convenient access to air transportation, typically by having most of the population within 20 miles of a NPIAS airport.

In addition to the above listed principles, a guiding principle for Federal infrastructure investment, as stated in Executive Order 12893,² is that Federal investments should be cost beneficial.³ This Executive Order also included other key principles that the FAA supports through its administration of the NPIAS, including support of State and local planning and information management systems; support for private sector participation; and support for effective administration of grant programs like AIP.

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³The FAA implements these principles by using program guidance to ensure the effective use of Federal aid. A national priority system guides the distribution of funds, supplemented when necessary, by specific requirements for additional analysis or justification. Moreover, virtually all development projects must be justified based on existing or reasonably anticipated civil aeronautical activity levels.
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