**Require an Environmental Impact Statement for the Port of Seattle Sustainable Airport Master Plan**

**WHEREAS** the Port of Seattle is planning to expand Washington’s largest and busiest airport, Seattle- Tacoma International Airport (SeaTac) as outlined in their Sustainable Airport Master Plan (SAMP). The expansion plan includes one new terminal, nineteen new gates, and a total of thirty one construction projects intended to accommodate the SAMP (1), with a forecasted 56% increase in enplaned (disembarked) passengers and a 32% increase in airport operations from 2023 to 2038 (2), and yet the SAMP Draft Environmental Assessment (EA) erroneously claims there will be no significant impacts on health and climate; and

**WHEREAS** a health study mandated by the legislature in 2019 (3) found significant health problems in near-airport communities, including higher rates of premature births, higher rates of hospitalizations for heart disease, stroke and diabetes, and a 2-5 year shorter life expectancy than the King County average, and found that airport communities are home to a majority of King County’s people of color (4); and

**WHEREAS** this expansion will have numerous negative and costly impacts to surface transportation, traffic wait times, greenhouse gas (GHG) emissions, ultrafine particle (UFP) pollution, storm water pollution, noise pollution, public and environmental health, and environmental justice impacts; and

**WHEREAS** the SAMP is based on the airline industry’s activity forecasts that fail to adequately consider land and water based intrastate and regional interstate transportation and multimodal alternatives to air travel (5); and

**WHEREAS** the Federal Aviation Administration (FAA) acted as the lead agency responsible for assessing the Port of Seattle’s SAMP environmental impacts under the National Environmental Policy Act (NEPA) and issued a Draft Environmental Assessment (EA) (6) which identified just one out of fifteen environmental impact categories, “surface transportation”, as having a “significant impact” when a comprehensive Environmental Impact Study (EIS) should have been conducted likely rendering “a probable significant, adverse environmental impact” and “Determination of Significance (DS)”, (7) triggering regulatory requirements under Washington State’s Environmental Policy Act (SEPA) (8) and a full Environmental Impact Study (EIS) (9).

**THEREFORE BE IT RESOLVED** that the 32nd Legislative District of the Washington State Democratic Party asks the Port of Seattle to delay expansion of SeaTac Airport until land, rail, and water transport alternatives that can reduce the size of the proposed expansion are included and mitigations are implemented that resolve current air quality, noise pollution and health impacts on surrounding neighborhoods, and until the Port has provided effective solutions to restore health equity to near-airport and flight path communities; and

**THEREFORE BE IT FURTHER RESOLVED** that the 32nd Legislative District of the Washington State Democratic Party asks the Port of Seattle and the FAA to conduct a comprehensive Environmental Impact Study (EIS) under NEPA including the airport and its affected environs, and asks Washington’s Department of Ecology to become the lead agency responsible to conduct an EIS under Washington’s State Environmental Policy Act (SEPA) , wherein the EIS’s from both lead agency’s include, but are not limited to, all environmental, public health, environmental justice impacts, and economic cost and benefits, along with an impact analysis that compares the current and future levels of air pollution, noise pollution, and greenhouse gas (GHG) emissions from before and after the SAMP expansion; and

**THEREFORE BE IT FINALLY RESOLVED** that a copy of this resolution be forwarded to the Port of Seattle Commissioners, Director of the Washington State Department of Ecology, Washington State Secretary of Transportation, Washington State Commissioner of Public Lands, Washington State Attorney General, all Democratic legislators, and the Washington State Governor.

**References:**

1. Port of Seattle’s Sustainable Airport Master Plan and Environmental Assessment. Landrum & Brown, Oct 2024, DRAFT Introduction and Purpose & Need, Table 1-2, Proposed Action Projects p. 4-6. [https://www.airportprojects.net/sampenvironmentalreview/wp-](https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Chapter-1-Purpose-and-Need.pdf) [content/uploads/sites/45/2024/10/Chapter-1-Purpose-and-Need.pdf](https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Chapter-1-Purpose-and-Need.pdf)
2. Leigh & Fischer Technical Memorandum No. 6 FINAL, Oct 2017 - APPENDIX A, Sep 2023, Forecast and Airport Operational Assumptions/Aviation Activity Forecast Update (2023) Figure 2-9 p 13 & Figure 4-1 p 15 [https://www.airportprojects.net/sampenvironmentalreview/wp-](https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-A-Forecast-and-Operational-Assumptions.pdf) [content/uploads/sites/45/2024/10/Appendix-A-Forecast-and-Operational-Assumptions.pdf](https://www.airportprojects.net/sampenvironmentalreview/wp-content/uploads/sites/45/2024/10/Appendix-A-Forecast-and-Operational-Assumptions.pdf)
3. Washington State 2019 ESHB 1109, p 175 - Washington State University study results on ultra fine particulate matter[. https://lawfilesext.leg.wa.gov/biennium/2019-](https://lawfilesext.leg.wa.gov/biennium/2019-20/Pdf/Bills/House%20Passed%20Legislature/1109-S.PL.pdf?q=20241212180654) [20/Pdf/Bills/House%20Passed%20Legislature/1109-S.PL.pdf?q=20241212180654](https://lawfilesext.leg.wa.gov/biennium/2019-20/Pdf/Bills/House%20Passed%20Legislature/1109-S.PL.pdf?q=20241212180654)
4. Report to the Legislature, Johnson K, Solet D, Serry K. Community Health and Airport Operations Related Noise and Air Pollution, December 1, 2020. [https://seatacnoise.info/wp-](https://seatacnoise.info/wp-content/uploads/Community-Health-and-Airport-Operations-Related-Pollution-Report.pdf) [content/uploads/Community-Health-and-Airport-Operations-Related-Pollution-Report.pdf](https://seatacnoise.info/wp-content/uploads/Community-Health-and-Airport-Operations-Related-Pollution-Report.pdf)
5. Port of Seattle Sustainable Airport Master Plan Technical Memorandum No. 6 FINAL Alternatives, Leigh-Fisher Oct 2017, p 1-3 thru 9-1 [https://www.airportprojects.net/sampntpenvironmentalreview/wp-](https://www.airportprojects.net/sampntpenvironmentalreview/wp-content/uploads/sites/45/2024/09/TM-No.-6-Alternatives.pdf) [content/uploads/sites/45/2024/09/TM-No.-6-Alternatives.pdf](https://www.airportprojects.net/sampntpenvironmentalreview/wp-content/uploads/sites/45/2024/09/TM-No.-6-Alternatives.pdf)
6. United States Environmental Protection Agency - National Environmental Policy Act review process <https://www.epa.gov/nepa/national-environmental-policy-act-review-process>
7. NEPA <https://www.epa.gov/nepa/what-national-environmental-policy-act>
8. Washington State Environmental Policy Act - RCW 43.21C.031 <https://app.leg.wa.gov/RCW/default.aspx?cite=43.21C>
9. Washington State – Environmental Impact Statement process, [https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/guide-for-](https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/guide-for-lead-agencies/environmental-impact-statements) [lead-agencies/environmental-impact-statements](https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/guide-for-lead-agencies/environmental-impact-statements)

Submitted by Lael White of Legislative District 32 on behalf of the makers, February 5, 2025  
  
Adopted by Legislative District 32 on February 5, 2025.