

FINAL

Environmental Assessment for the Sustainable Airport Master Plan Near-Term Projects

Seattle-Tacoma International Airport

Seattle, Washington

PREPARED FOR

Port of Seattle

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

As lead Federal Agency pursuant to the National Environmental Policy Act of 1969

PREPARED BY

Landrum & Brown, Incorporated

September 2025

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.

KANDICE N KRULL

Digitally signed by KANDICE N
KRULL

Date: 2025.09.24 03:34:54 -06'00'

Responsible FAA Official

Date

ERRATA

Summary of Changes

The impact analysis in this Final Environmental Assessment (EA) considers the same Proposed Action that was analyzed in the Draft EA. The changes noted in this Errata result from several circumstances. First, the Federal Aviation Administration (FAA) considered the comments received from the public as well as state and federal entities on the Draft EA and made revisions and clarifications accordingly. Second, the FAA revised textual errors. Third, the FAA made several revisions based on regulatory changes and new National Environmental Policy Act (NEPA) case law. These revisions involve climate, environmental justice, and cumulative impacts. **Table A** lists changes by chapter and/or section.

Regulatory changes since the publication of the Draft EA includes the revocation of the following Executive Orders (EO): EO 11991, EO 12898, EO 13985, EO 13990, EO 14007, EO 14008, EO 14027, EO 14030, EO 14031, EO 14045, EO 14049, EO 14050, EO 14057, EO 14072, EO 14082, EO 14089, EO 14091, EO 14094, EO 14096, EO 14112, and EO 14124. In addition, Council on Environmental Quality (CEQ) revoked its regulations (40 Code of Federal Regulations [CFR] parts 1500-1508) implementing NEPA, 42 United States Code (U.S.C.) 4321 *et seq.*, as amended, in response to EO 14154, *Unleashing American Energy*.

The Climate Protocol (Protocol) developed by the FAA and the Port of Seattle (Port) in coordination with the Puget Sound Clean Air Agency included the best scientific data and methods available to the FAA at the time the Protocol was developed and relied on FAA Orders 1050.1F and 5050.4B, FAA's Aviation Emissions and Air Quality Handbook, Version 3, Update 1, and the January 2023 CEQ draft Greenhouse Gas (GHG) guidance. After the publication of the Draft EA, EO 13990, which was relied upon for the January 2023 CEQ draft GHG guidance, was revoked. As a result of the revocation of the EO and CEQ regulations, all references to climate and the qualitative climate evaluation that discussed the level of preparedness with respect to the impacts of climate change, the extent to which the alternatives could be affected by future climate conditions, and if the alternatives are consistent with national, state, and local climate goals have been removed from the Final EA.

Regarding the environmental justice analysis, on January 21, 2025, President Trump issued EO 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*. Based on the new EO and the revocation of CEQ regulations, it is no longer a legal requirement or the policy of the federal government to conduct environmental justice analyses. As a result, this Final EA has removed the prior discussion of, and data/analysis related to, environmental justice.

Finally, the CEQ regulations historically had required the consideration of cumulative impacts. In 2023, Congress passed the Fiscal Responsibility Act (FRA) which directed agencies to consider "the reasonably foreseeable environmental effects of proposed agency actions" (42 U.S.C. 4332(2)(C)). In addition, the Supreme Court issued the *Seven County Infrastructure Coalition v. Eagle County*, 605 U. S. 975 (2025) (Seven County) ruling on May 29, 2025. As a result of these actions, it is no longer a legal requirement or the policy of the federal government to conduct cumulative impact analyses. In addition, the Seven County ruling reinforced the limited scope of NEPA reviews, holding that NEPA does not require an agency to consider environmental effects of other activities and projects "separate in time or place" from the proposed action. Therefore, this Final EA has removed the prior discussion of, and data/analysis related to, cumulative impacts.

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TABLE A: CHANGES TO THE DOCUMENT

Location of Revision in Draft EA Document	Revision	Reason for Revision
Entire Document		
	References to the CEQ NEPA regulations were removed from the document: Sections 1.1, 2.2, 4.3.8.1 Footnote 1 Table 3-12	Since the publication of the draft EA, the CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA, 42 U.S.C. 4321 et seq., as amended, in response to EO 14154. This environmental document relied upon the NEPA statute (42 U.S.C. 4321 et seq., as amended) and FAA Orders 1050.1F and 5050.4B. Therefore, the analysis contained in the Draft EA is sufficient for the FAA to determine if the implementation of the Proposed Action will result in significant impacts.
	Removal of following from the document: Table 3-7 – EO 13653 and EO 13693 Table 3-7 – National Environmental Policy Act (NEPA) Guidance on Consideration of Greenhouse Gas Emissions and Climate Change Table 3-36 – EO 13690	EOs were rescinded, revoked, or guidance was withdrawn.
	Added “reasonably foreseeable” Sections 3.2, 4.4.1, 4.3.2, 4.3.2.2, 4.3.5, 4.3.6, 4.3.7.1, 4.3.8, 4.3.9, 4.3.10, 4.3.11, 4.3.12, 4.3.13, and 4.3.14. Chapter 4, introductory paragraph Section 4.3, Table 4-2 title	The CEQ regulations historically had required the consideration of cumulative impacts. In 2023, Congress passed the FRA which directed agencies to consider “the reasonably foreseeable environmental effects of proposed agency actions” (42 U.S.C. 4332(2)(C)). Since the publication of the Draft EA, the CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA in response to EO 14154. This update was made to provide clarity that reasonably foreseeable direct and indirect impacts were evaluated in the EA.

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	Climate was replaced with GHG Emissions Appendix C Sections 3.3.1, 3.3.3, 3.3.3.2, 4.1, 4.3.3, 4.3.3.1, and 4.3.3.3. Section 3.3.3.1, Table 3-7 title Section 4.3, Table 4-2 Chapter 6, Table 6-1	After the publication of the draft EA, EO 13990, which was relied upon for the January 2023 CEQ draft GHG guidance, was revoked. In addition, CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA in response to EO 14154. As a result, all references to climate and the qualitative climate evaluation that discussed the level of preparedness with respect to the impacts of climate change, the extent to which the alternatives could be affected by future climate conditions, and if the alternatives are consistent with national, state, and local climate goals have been removed from the FEA.
	Removed environmental justice analysis and all references to environmental justice. This includes references to minority populations, percent below poverty levels, and EJSCREEN. Appendix K Sections 3.3.12, 3.3.12.2, 4.3.11, and 4.3.11.2 Section 3.3.12.1, Table 3-25 Section 3.3.12.1, Table 3-27 Section 3.3.12.3, Table 3-35 Section 4.3, Table 4-2	Since the publication of the draft EA, EOs 12898, 13985, 14091, and 14096 were revoked. On January 21, 2025, President Trump issued EO 14173. In addition, CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA in response to EO 14154. Consequently, it is no longer a legal requirement or the policy of the federal government to conduct environmental justice analyses. As a result, the prior discussion of, and data/analysis related to, environmental justice has been removed.

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	<p>Removed cumulative impacts analysis and all references to cumulative impacts Section 1.1, Table 1-1 Chapter 5</p>	<p>CEQ regulations historically required the consideration of cumulative impacts. In 2023, Congress passed the FRA which directed agencies to consider “the reasonably foreseeable environmental effects of proposed agency actions” (42 U.S.C. 4332(2)(C)). Since the publication of the Draft EA, the CEQ revoked its regulations (40 CFR parts 1500-1508) implementing NEPA. In addition, the Supreme Court issued the <i>Seven County Infrastructure Coalition v. Eagle County</i>, 605 U. S. 975 (2025) (Seven County) ruling. As a result of these actions, it is no longer a legal requirement or the policy of the federal government to conduct cumulative impact analyses. In addition, the Seven County ruling reinforced the limited scope of NEPA reviews, holding that NEPA does not require an agency to consider environmental effects of other activities and projects “separate in time or place” from the proposed action. Therefore, this FEA has removed the prior discussion of, and data/analysis related to, cumulative impacts.</p>
	<p>Removed “GWP from USEPA, Emission Factors for Greenhouse Gas Inventories, Center for Corporate Climate Leadership, March 2018, https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf.” Section 3.3.3, Table 3-8 Section 4.3.3, Table 4-14, Table 4-15, Table 4-16, Table 4-17</p>	<p>This information was incorporated into FAA’s Aviation Emissions and Air Quality Handbook Version 3 Update 1 and the link to USEPA is no longer required.</p>
Acronyms		
	<p>Added Biological Opinion (BO).</p>	<p>New term added to the document.</p>

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Location of Revision in Draft EA Document	Revision	Reason for Revision
	Added Fiscal Responsibility Act (FRA).	New term added to the document.
Chapter 1		
Table 1-2	The description of L01 in Table 1-2 was updated to include: “The cell phone lot will be relocated to the main parking garage to accommodate the construction of L01.”	Editorial update to address comment (012 WSDOT) received on the Draft EA.
Table 1-2	The description of NTP L03 has been updated to change the on-ramp from westbound to eastbound.	Text revised to address error identified by comment (012 WSDOT) received on the Draft EA.
Section 1.1	Footnote added regarding using FAA Order 1050.1F: FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures, was published on July 3, 2025. Projects that commence after July 3, 2025, are required to comply with FAA Order 1050.1G, while those projects already underway by that date may follow FAA Order 1050.1F. This EA relies upon FAA Order 1050.1F, the Fiscal Responsibility Act of 2023, EO 14173, <i>Ending Illegal Discrimination and Restoring Merit-Based Opportunity</i> , EO 14154, <i>Unleashing American Energy</i> , and the Supreme Court’s decision in <i>Seven County Infrastructure Coalition v. Eagle County</i> , 605 U.S. (2025).	Footnote added to clarify use of FAA Order 1050.1F after the publication of FAA Order 1050.1G.
Chapter 2		
Section 2-6	Revised the description of Alternative 1-E as follows: “Construct a new concourse and gates (T01a) to the north of the Main Terminal connected to Concourse D and a new Second Terminal across the NAE (T02) to provide facilities necessary to accommodate 56 MAP at an optimal LOS.”	Text revised to clarify the differences between Alternative 2 and Alternative 3.
Chapter 3		
Section 3.3.1.1, Table 3-2	Table 3-2 was revised as follows: The “Form of Measurement” column entry for PM _{2.5} 1-year average was listed as “particulate matter” and was corrected to “Annual mean, averaged over 3 years.” The third row for PM was listed as “(PM ₁₀)” and was corrected to “(PM _{2.5})” such that the primary and secondary 24-hour standard for PM _{2.5} is 35 ug/m ³ .	Text revised to address error identified by comment (010 EPA) received on the Draft EA.
Section 3.3.2.2	Text updated to include June 2025 for obtaining species lists.	Updated Biological Evaluation.

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Section 3.3.2.2, Table 3-5	Monarch Butterfly updated from Candidate to Proposed Threatened, including the Federal Register number and date. Suckley's Cuckoo Bumble Bee added to table. Footnotes updated to include information obtained in 2025.	Updated Biological Evaluation.
Section 3.3.10.2	The following text was added: "Off-airport refers to properties north of SR 518 (King County Water District #125), south of 188th Street (Highline Water District #75), and the far west portion of the airport (King County Water District #49)."	Editorial update for clarity.
Section 3.3.11.2	The number of schools that were sound insulated, within the Existing (2022) Condition 65+ DNL noise contour, was revised from two to five and there is one additional school that is in the process of being sound insulated.	Textual error identified between Draft and Final EA.
Section 3.3.11.2, Table 3-22	Added (Closed) to Southern Heights Elementary School.	Textual error identified between Draft and Final EA.
Section 3.3.15.2	The following project was added to the list of NTPs near a floodplain: "westside maintenance campus (S07)"	Textual error identified between Draft and Final EA.
Section 3.3.15.2	The following text was added: "PFAS has been detected in the Tyee Well at levels exceeding the State Action Level, therefore, this well was removed from service."	To address comment (016 WA Department of Health) received on the Draft EA.
Chapter 4		
Section 4.3, Table 4-2	Table 4-2 has been updated to include the following text regarding Water Resources: Would not result in an exceedance of water quality standards, contamination of public drinking water supplies, exceedance of groundwater quality standards, or contamination of an aquifer used for public water supply. "No impacts to floodplains are anticipated."	To address comment (016 WA Department of Health) received on the Draft EA.
Section 4.3.2.2, Table 4-11	Effects Determination of the Monarch butterfly was updated to "No effect" and Suckley's Cuckoo Bumble Bee was added with a "No effect" determination to reflect the latest version of the Biological Evaluation. Note was added to the table regarding NMFS and USFWS conclusions.	Updated Biological Evaluation and consultation completed.

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Section 4.3.2.2	Text was added to document consultation that occurred between the FAA and NMFS and the FAA and USFWS between the Draft and Final EA.	Consultation completed.
Section 4.3.10, Table 4-31	The 2032 No Action “Departures Night” column value was revised from “92.21” to “96.21”.	Textual error identified between Draft and Final EA.
Section 4.3.10.2	The number of schools that were sound insulated, within the Future (2032) No Action, Alternative 2 and Alternative 3 65+ DNL noise contour, was revised from two to five and there is one additional school that is in the process of being sound insulated.	Textual error identified between Draft and Final EA.
Section 4.3.10.3	The number of schools that were sound insulated, within the Future (2037) No Action, Alternative 2 and Alternative 3 65+ DNL noise contour, was revised from two to five and there is one additional school that is in the process of being sound insulated.	Textual error identified between Draft and Final EA.
Section 4.3.10.4	Added the mitigation and minimization measures section to include minimization measures identified in the text.	Textual error identified between Draft and Final EA.
Section 4.3.11.1	Replaced text under minimization measures with “The Port will offer the approximately 25 Doug Fox Lot employees employment assistance.”	Textual error identified between Draft and Final EA.
Section 4.3.14.4	Language was replaced with: “The Action Alternatives would not directly impact any floodplains or adversely affect any beneficial floodplain values. Two of the NTPs, Employee Parking Structure (L07) and CRDC (S10), are near floodplains but would not extend into the adjacent 100- or 500-year floodplain areas. The S. 157 th Place access road included as part of the Westside Maintenance Project (S07) includes replacing a culvert and paving within a 100- and 500-year floodplain. The culvert would be designed to maintain the conveyance and storage capacity of the existing floodplain. Therefore, the Proposed Action would not result in significant impacts to the floodplain because they would not result in (1) a considerable probability of loss of human life, (2) likely future damage associated with the encroachment that could be substantial in cost or extent, or (3) a notable adverse impact on the floodplain’s natural and beneficial floodplain values.”	EO 14030 was rescinded.

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Location of Revision in Draft EA Document	Revision	Reason for Revision
Footnote 71	The referenced appendix was changed from Appendix G to Appendix F.	Textual error identified between Draft and Final EA.
Chapter 7		
Entire Chapter	<p>The following references were removed:</p> <p>Department of Ecology State of Washington. (2022, December). <i>Washington State Greenhouse Gas Emissions Inventory: 1990-2019, Publication 22-02-054</i>.</p> <p>EPA. (2024, April). <i>Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022</i>.</p> <p>King County website: https://kingcounty.gov/en/legacy/services/environment/climate/our-changingclimate/impacts#:~:text=Heavy%20rain%20events%20are%20getting,are%20harmful%20to%20marine%20species.</p> <p>40 Code of Federal Regulations [CFR] § 1508.1, April 20, 2022</p> <p>Leigh Fisher. (2018, May). Technical Memorandum No. 7, Facilities Implementation and Financial Feasibility.</p> <p>Section 102(2)(c), April 20, 2022 was removed from reference: Public Law (P.L.) 91-190, 42 United States Code (U.S.C.) 4321 <i>et. seq.</i>, National Environmental Policy Act, 1969.</p>	Reflects changes made in the document due to changes in laws, regulations, and guidance between Draft and Final EA.
Appendix A		
Constrained Operating Growth Scenario, Section 1	The term environmental justice was removed and climate was updated to GHG emissions from point #3 under the description of the process for conducting the assessment.	See explanations above regarding Environmental Justice and GHG Emissions.
Constrained Operating Growth Scenario, Table 5	Proposed Action Constrained Scenario Passengers for 2037 updated to 64,093,412.	Textual error identified between Draft and Final EA.

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Appendix C		
Entire Appendix	Climate was replaced with Greenhouse Gas and qualitative analysis on climate was removed from the appendix.	See explanations above regarding GHG Emissions.
AQ Technical Report, Table 1	Revised as follows: <ul style="list-style-type: none"> “Form of Measurement” column entry for PM_{2.5} 1-year average was listed as “particulate matter” and was corrected to “Annual mean, averaged over 3 years” The third row for PM was listed as “(PM₁₀)” and was corrected to “(PM_{2.5})” such that the primary and secondary 24-hour standard for PM_{2.5} is 35 ug/m’. 	Text revised to address error identified by comment (010 EPA) received on the Draft EA.
Appendix D		
Biological Evaluation	September 2024 version of the BE was replaced with the June 2025 version. Additional Section 7 correspondence between FAA and NMFS and FAA and USFWS was added.	Updated Biological Evaluation and consultation completed.
Appendix G		
	Additional correspondence between FAA and DAHP regarding the Washington Memorial Park (Cemetery) was added.	Add clarification and documentation to the FAA effects determination.
Appendix J		
Exhibit B-1, Missed Approach Operations”	The appendix was updated to include a higher resolution version of the 44-page memo.	Update to address comment (037 Vashon Island Fair Skies) received on the Draft EA.
Noise Technical Report, Section 7.1.2	The number of schools that were sound insulated, within the Existing (2022) Condition 65+ DNL noise contour, was revised from two to five and there is one additional school that is in the process of being sound insulated.	Textual error identified between Draft and Final EA.
Noise Technical Report, Table 7-30	Updated to include commercial jets and cargo jets under daytime arrivals.	Textual error identified between Draft and Final EA.

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Construction Noise Technical Report	Title updated to Final from Draft.	Textual error identified between Draft and Final EA.
Appendix K		
Appendix Title	Appendix title updated to remove Environmental Justice	See explanation above regarding Environmental Justice.
Environmental Justice Protocol	This report was removed from the Appendix.	See explanation above regarding Environmental Justice.
Appendix M		
	FFRMS information was removed.	EO 14030 was rescinded.
	Additional aquifer reference materials were added to the appendix.	Update to address comment (016 WA Department of Health) received on the Draft EA.
Appendix O		
	Updated to include comments and responses received on the Draft EA.	Update as part of finalizing the EA.

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Acronyms

Acronym	Acronym Definition
AAA	Airport Activity Area
AC	Advisory Circular
ACEIT	Airport Construction Emissions Inventory Tool
ACHP	Advisory Council on Historic Preservation
ACR	Air Cargo Road
AEDT	Aviation Environmental Design Tool
AFFF	Aqueous Film-Forming Foam
AIP	Airport Improvement Program
ALP	Airport Layout Plan
AMF	Aviation Maintenance Facility
AOA	Airport Operations Area
APE	Area of Potential Effect
APU	Auxiliary Power Unit
ARFF	Aircraft Rescue and Firefighting
BO	Biological Opinion
BE	Biological Evaluation
BGPA	Bald and Golden Eagle Protection Act
BMPs	Best Management Practices
BOD	Biochemical Oxygen Demand
BP	British Petroleum
BPA	Bonneville Power Administration
CAA	Clean Air Act
CATEX	Categorical Exclusion
CBRS	Coastal Barrier Resources System
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CH ₄	Methane
CIP	Capital Improvement Plan
CNG	Compressed Natural Gas
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CO	Carbon Monoxide
COGS	Constrained Operating Growth Scenarios
CRDC	Centralized Receiving and Distribution Center
CWA	Clean Water Act
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Act
CZMP	Coastal Zone Management Program
DAHP	Department of Archaeology and Historic Preservation
dB	Decibel

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Acronym	Acronym Definition
DNL	Day-Night Noise Level
DNS	Determination of Nonsignificance
DOE	Department of Energy
DOI	Department of the Interior
DOJ	Department of Justice
EB	Eastbound
EA	Environmental Assessment
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EO	Executive Orders
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FFRMS	Federal Flood Risk Management Standard
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FONSI / ROD	Finding of No Significant Impact / Record of Decision
FR	Federal Register
FRA	Fiscal Responsibility Act
GHG	Greenhouse Gas
GSA	General Study Area
GSE	Ground Support equipment
GT	Ground Transportation
GTC	Ground Transportation Center
GWMA	Groundwater Management Area
GWP	Global Warming Potential
H ₂ O	Water Vapor
HCS	Highway Capacity Software
HFC	Hydrofluorocarbons
HOV	High Occupancy Vehicle
IATA	International Air Transport Association
ILA	Interlocal Agreement
IPCC	Intergovernmental Panel on Climate Change
IWD	Industrial Waste Department
IWS	Industrial Wastewater system
IWTP	Industrial Wastewater Treatment Plant
LOS	Level of Service
LWCF	Land and Water Conservation Fund
LTV	Long-Term Vision
MAP	Million Annual Passengers
MBTA	Migratory Bird Treaty Act
MHI	Median Household Income

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Acronym	Acronym Definition
MOU	Memorandum of Understanding
MOS	Modification of Standards
MOVES	Motor Vehicle Emissions Simulator
MSW	Municipal Solid Wastes
MT	Metric Tons
MTCA	Model Toxics Control Act
MW	Megawatt
NAAQS	National Ambient Air Quality Standards
NAE	North Airport Expressway
NAP	Natural Area Preserves
NAVAIDS	Navigational and Visual Aids
NEPA	National Environmental Policy Act
NEPL	North Employee Parking Lot
NERA	Northeast Redevelopment Area
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOAA	National Oceanographic and Atmospheric Administration
N ₂ O	Nitrous Oxide
NO ₂	Nitrogen Dioxide
NO _x	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Parks Service
NRCA	Natural Resource Conservation Areas
NRHP	National Register of Historic Places
NTPs	Near-Term Projects
O ₃	Ozone
PAPI	Precision Approach Path Indicator
Pb	Lead
PCI	Pavement Condition Index
PFAS	Per- and polyfluoroalkyl substances
PFC	Passenger Facility Charge
PFOA	Perfluorooctanoic Acid
PFOS	Perfluorooctanesulfonic Acid
P.L.	Public Law
PM _{2.5}	Fine Particulate Matter Less than or Equal to 2.5 Microns Aerodynamic Diameter
PM ₁₀	Particulate Matter Less than or Equal to Ten Microns Aerodynamic Diameter
PMP	Pavement Management Program
Port	Port of Seattle
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council

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Acronym	Acronym Definition
PUD	Planned Unit Development
RCRA	Resource Conservation and Recovery Act
RIM	Runway Incursion Mitigation
RNG	Renewable Natural Gas
RON	Remain Over Night
SAF	Sustainable Aviation Fuel
SAMP	Sustainable Airport Master Plan
SCE	South Concourse Evolution
SCL	Seattle City Light
SDS	Stormwater Drainage System
SEA	Seattle-Tacoma International Airport
SEPA	State Environmental Policy Act
SF ₆	Sulfur Hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SPU	Seattle Public Utilities
SR	State Route
STSA	Surface Transportation Study Area
SWMP	Stormwater Management Program
SRKW	Southern Resident Killer Whale
SWPPP	Stormwater Pollution Prevention Plan
THPO	Tribal Historic Preservation Officer
TIP	Transportation Improvement Program
TRACON	Terminal Radar Approach Control Facility
TRB	Transportation Research Board
U.S.C.	United States Code
UMP	Utility Master Plan
USACE	U.S. Army Corp of Engineers
USEPA	U.S. Environmental Protection Agency
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
VCP	Voluntary Cleanup Program
VOC	Volatile Organic Compounds
WA	Washington State
WB	Westbound
WHPA	Wellhead Protection Areas
WSDE	Washington State Department of Ecology
WSDOT	Washington State Department of Transportation