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Record of Decision should include an analysis and discussion of both fuels.

Your letter asked for confirmation on the adequacy of evaluating four intersections using the CAL3QHC model to determine CO concentrations. In discussions with your agency, EPA did raise concerns that additional intersections should have been evaluated with a switch to non-oxygenated gasoline and its concomitant higher CO emissions. Again, we believe that a more conservative analysis would have evaluated additional intersections. A strict reading of EPA's modeling guidance on intersection

information from recent meetings with the Port and FAA and the discuss cumulative impacts in the ROD will adequately show the future projects planned in the Sea-Tac area and will, therefore, concerns on the model. We appreciate the Port's willingness to provide information to local, state and Federal agencies to support a thorough cumulative impacts from this and other projects.

I would like to acknowledge the work by the Port of Seattle with the local, state and federal regulatory agencies to develop an interagency monitoring project that is designed to provide all parties and the general public with a better understanding of air quality conditions in and around the airport.

I hope this letter has answered your questions. If you have additional questions, please feel free to call me at 260/553-2983.

Sincerely,

S/ Frankel

Anita Frankel, Director
Office of Air Quality