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SUPERIOR COURT OF THE STATE OF WASHINGTON  
IN AND FOR KING COUNTY

PORT OF SEATTLE, a port district of the State  
of Washington,

Petitioner,

v.

THE POLLUTION CONTROL HEARINGS  
BOARD, an agency of the State of Washington;  
AIRPORT COMMUNITIES COALITION; and  
CITIZENS AGAINST SEATAC EXPANSION;

Respondents,

v.

STATE OF WASHINGTON, DEPARTMENT  
OF ECOLOGY, an agency of the State of  
Washington,

Respondent Below.

**02-2-25658-9SEA**  
NO. \_\_\_\_\_

PORT OF SEATTLE'S PETITION FOR  
JUDICIAL REVIEW OF FINAL ORDER  
OF POLLUTION CONTROL  
HEARINGS BOARD

**I. INTRODUCTION**

1.1 This petition for judicial review is brought under the Administrative Procedure Act, RCW 34.05, to challenge a final order issued by the Pollution Control Hearings Board ("PCHB" or the "Board"). That order, issued August 12, 2002, affirmed the issuance of a water quality certification by the Washington Department of Ecology ("Ecology") to the Port of Seattle in conjunction with the Port of Seattle's Master Plan Update ("MPU") at the Seattle-

PORT OF SEATTLE'S PETITION FOR JUDICIAL  
REVIEW- 1

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1 Tacoma International Airport (the "Airport"). The MPU projects encompass what is generally  
2 referred to as the Port's Third Runway.

3 1.2 The water quality certification Ecology issued, known as a 401 Certification, is  
4 required under federal law before a permit may be issued by the U.S. Army Corps of Engineers  
5 (the "Corps") for the filling of wetlands. It is issued under section 401 of the federal Clean  
6 Water Act, 33 U.S.C. § 1341. The 401 Certification itself does not authorize any construction  
7 or filling of wetlands. Instead, it certifies to the Corps that the proposed project will comply  
8 with state water quality laws.

9 1.3 Ecology issued a 401 Certification on September 21, 2001, which contained 30  
10 pages of conditions Ecology developed for the protection of water quality. An appeal to the  
11 PCHB followed, culminating in a two-week hearing during which documentary evidence and  
12 testimony was presented to the Board. Although the Board affirmed Ecology's issuance of the  
13 certification, it added 16 conditions of its own. Certain of those conditions form the basis for  
14 the Port's present petition for judicial review.

15 **A. Factual Background.**

16 1.4 The Port's MPU projects have been the source of regional planning and  
17 approvals for over a decade. The improvements include the construction of a third runway at  
18 the Airport, new parking and access roads, new terminal facilities, aircraft maintenance areas,  
19 and other support facilities. The new third runway is an important part of the Regional  
20 Transportation Plan, which has been approved by the regional transportation planning agency  
21 Puget Sound Regional Council.

22 1.5 The construction of the MPU improvements will require the placement of fill  
23 material in wetlands that are waters of the United States. As a result, the Port has applied for a  
24 permit from the Corps under §404 of the federal Clean Water Act ("CWA") (33 U.S.C. §1344),  
25 which will be required before undertaking any discharge of fill into waters of the United States.  
26 As part of the §404 approval process, Ecology issued a certification under §401 of the Clean

1 Water Act (33 U.S.C. §1341) that the MPU improvements will meet Washington’s water  
2 quality standards.

3 1.6 Ecology issued an initial 401 Certification on August 10, 2001 and a revised 401  
4 Certification on September 21, 2001. The September 401 Certification was appealed to the  
5 PCHB by the Airport Communities Coalition (“ACC”). Citizens Against SeaTac Expansion  
6 (“CASE”) later intervened in the appeal.

7 1.7 The PCHB held a hearing on the case under PCHB Case No. 01-160 on March  
8 18 through 29, 2002. On August 12, 2002, the PCHB issued its final order, entitled Findings Of  
9 Fact, Conclusions Of Law And Order (“Order”) and served that Order on all parties to the  
10 hearing the same day. While the PCHB upheld the 401 Certification and lifted the stay it had  
11 previously imposed, the PCHB erred by adding conditions to the 401 Certification that are  
12 contrary to controlling law, are unsupported by substantial evidence in the administrative  
13 record, exceed the Board’s authority, and are arbitrary and capricious. In addition, the Board’s  
14 Order includes factual findings that are unsupported by substantial evidence and legal  
15 conclusions that reflect an erroneous interpretation or application of law. These findings and  
16 conclusions exceed the Board’s authority and are arbitrary and capricious. In this action, the  
17 Port seeks judicial review of those illegal, unsupported and arbitrary conditions and the invalid  
18 findings and conclusions on which they are based.

19 **B. The MPU Improvements At The Airport.**

20 1.8 The MPU improvements include a new 8,500-foot parallel air-carrier runway  
21 west of existing runways, a 600-foot extension of existing Runway 34R, extension of existing  
22 runway safety areas, terminal improvements, and construction of the South Aviation Support  
23 Area to accommodate aircraft maintenance and air cargo facilities. Many of the Port’s proposed  
24 MPU projects do not involve the discharge of fill into waters of the United States and, therefore,  
25 do not require a §404 permit from the Corps.

1           1.9     With regard to those aspects of the proposed MPU improvements that do require  
2 discharges of fill material into waters of the United States, the Port has proposed, and Ecology  
3 has required in the 401 Certification, extensive mitigation to restore and address impacts to  
4 existing wetlands, to protect streams, to develop new wetlands, to construct new stormwater  
5 facilities that will detain and treat stormwater, and to retrofit existing stormwater facilities.

6           **C. Ecology's Thorough and Environmentally-Protective 401 Certification**  
7           **Process.**

8           1.10    The Port submitted a Joint Aquatic Resources Permit Application ("JARPA") in  
9 1996 for the MPU improvements. In 1997 the Corps issued a public notice of the Port's  
10 application. In April 1998, the Corps and Ecology conducted the first of three joint public  
11 hearings on the application. A significant number of public comments were submitted to the  
12 Corps and Ecology, and the Port prepared detailed written responses to the comments. In July  
13 1998, following in-depth review of the permit application, Ecology issued a 401 certification for  
14 the project, which included a significant number of conditions.

15           1.11    During this time period, the Port was acquiring properties on the west side of the  
16 Airport that were necessary for construction of the new runway. After acquiring the properties  
17 and conducting on-the-ground wetland delineations, the Port discovered more wetlands than had  
18 previously been estimated from aerial photos and distant observations from nearby rights-of-  
19 way. Accordingly, in September 1999, the Corps issued a revised public notice, which  
20 reinitiated Ecology's review under §401. The Corps and Ecology conducted another public  
21 hearing. Once again, extensive public comments were submitted, and the Port again prepared  
22 detailed written responses to those comments.

23           1.12    Ecology's reinitiated §401 review was even more extensive than its original  
24 review. Ecology contracted with King County to review the Port's proposed stormwater  
25 management plan for compliance with the technical requirements of the King County Surface  
26

1 Water Design Manual. King County conducted a multi-year review of the plan. Following that  
2 review, King County approved the revised stormwater management plan.

3 1.13 Ecology also contracted with Pacific Groundwater Group to conduct a study of  
4 the potential impacts of the proposed runway and the fill on which it will be constructed  
5 (referred to as the “embankment”) on aquifers, wetlands and streams in Miller, Walker, and Des  
6 Moines Creeks basins, culminating in the *Sea-Tac Runway Fill Hydrologic Studies Report*  
7 (2000). During this Ecology review, the Port prepared numerous technical and environmental  
8 reports regarding wetlands and aquatic resources, including but not limited to the following:

9 *Biological Assessment, Master Plan Update Improvements, Seattle-Tacoma*  
10 *International Airport (Parametrix 2000)*

11 *Seattle-Tacoma Airport Master Plan Update Low Streamflow Analysis (Earth Tech,*  
12 *Inc. 2000)*

13 *Wetland Functional Assessment and Impact Analysis, Master Plan Update*  
14 *Improvements, Seattle-Tacoma International Airport (Parametrix 2000)*

15 *Natural Resource Mitigation Plan, Master Plan Update Improvements, Seattle-*  
16 *Tacoma International Airport (Parametrix 2001)*

17 *Subsurface Conditions Data Report 404 Permit Support Third Runway Embankment*  
18 *(Hart Crowser, July 1999)*

19 *Stability Review of RECo 30% Design Third Runway Embankment Project (Draft*  
20 *Memorandum Hart Crowser, November 2000)*

21 *Geotechnical Engineering Analyses and Recommendations Third Runway*  
22 *Embankment (Draft Memorandum Hart Crowser, December 2000)*

23 *Revised Methods and Results of Liquefaction Analysis Third Runway Embankment*  
24 *(Draft Memorandum Hart Crowser, March 2001).*

25 1.14 In December 2000, the Corps issued another revised public notice, inviting  
26 further public comment on the application and studies. In January 2001, the Corps and Ecology  
conducted a third public hearing and accepted additional public comments.

1.15 The 401 Certification was thoroughly reviewed by Ecology and contains more  
than 30 pages of conditions to assure compliance with state water quality standards, including

1 the first imposition of acceptance criteria for fill material ever issued by Ecology. In addition to  
2 conditions governing the construction, operation and monitoring of new facilities, Ecology also  
3 required the Port to retrofit its existing stormwater system. This retrofit will improve the water  
4 quality of the existing stormwater discharges at the Airport.

5 **D. Procedural Background.**

6 1.16 The proposal to construct the MPU improvements at the Airport was the  
7 culmination of years of study, debate, and decisions by governmental bodies and elected  
8 officials in the Puget Sound region to address the region's commercial air transportation needs  
9 and, in particular, to address poor weather delays and increasing demand on facilities at the  
10 Airport. In 1996, the regional transportation planning organization – the Puget Sound Regional  
11 Council (“PSRC”) – adopted resolutions calling for the addition of a third runway at the Airport  
12 as an integral part of the Regional Transportation Plan for the Puget Sound region and  
13 determining that a new major supplemental airport, at a location other than the Airport, was not  
14 feasible. *City of Des Moines v. Puget Sound Regional Council*, 97 Wn. App. 920, 988 P.2d 993  
15 (1999), *review denied*, 140 Wn.2d 1022 (2000).

16 1.17 Prior to Ecology's issuance of the 401 Certification, a number of challenges were  
17 brought to decisions by other agencies related to the Port's MPU improvements.

18 1.18 In 1997, the FAA issued a Record of Decision (“ROD”), which approved the  
19 Port's MPU improvements, concluding that no possible or prudent alternatives to the MPU  
20 projects existed, and concluding that all reasonable steps had been taken to minimize  
21 environmental impacts. ACC appealed the FAA's ROD to the United States Court of Appeals  
22 for the Ninth Circuit. The Ninth Circuit upheld the FAA's decision. *City of Normandy Park v.*  
23 *Port of Seattle*, 165 F.3d 35 (9<sup>th</sup> Cir. 1998).

24 1.19 ACC also appealed the legal adequacy of the Port and FAA's Final  
25 Environmental Impact Statement and the Supplemental Environmental Impact Statement to an  
26

1 independent Hearing Examiner. The Hearing Examiner determined that the FEIS and SEIS for  
2 the Master Plan Update development actions were legally adequate.

3 1.20 The decision of the Port's Hearing Examiner was further appealed by ACC to the  
4 King County Superior Court, which upheld the Hearing Examiner's decision, and to Division  
5 One of the Washington State Court of Appeals. The Court of Appeals upheld the decisions of  
6 both the Hearing Examiner and the King County Superior Court and affirmed that the Port's  
7 environmental review was legally adequate. *Des Moines v. Puget Sound Regional Council*, 108  
8 Wn. App. 836, 988 P.2d 27, *review denied*, 140 Wn.2d 1027 (2000).

9 1.21 The hearing on the merits of the appeal of Ecology's 401 Certification was held  
10 before the PCHB on March 18 through 29, 2002. Direct testimony from witnesses was  
11 submitted in writing prior to the hearing. At the hearing, the parties also presented witnesses for  
12 direct examination and cross-examination. On August 12, 2002, the PCHB issued and served  
13 the Order that is being challenged in this action.

## 14 II. PETITIONER

15 2.1 Petitioner Port of Seattle is a port district of the State of Washington operating  
16 under the laws of the State of Washington. The mailing address of the Port of Seattle is:

17 Port of Seattle  
18 ATTN: Linda J. Strout, General Counsel  
19 Pier 69  
20 2711 Alaskan Way  
Seattle, Washington 98111

## 21 III. ATTORNEYS FOR PETITIONER

22 3.1 The attorneys for Petitioner are:

23 Linda J. Strout, General Counsel, WSBA No. 9422  
24 Traci M. Goodwin, Senior Port Counsel, WSBA No. 14974  
25 Port of Seattle  
26 2711 Alaskan Way  
P.O. Box 1209  
Seattle, Washington 98111

1 Roger A. Pearce, WSBA No. 21113  
2 Patrick J. Mullaney, WSBA No. 21982  
3 Foster Pepper & Shefelman PLLC  
4 1111 Third Avenue, Suite 3400  
5 Seattle, Washington 98101

6 Jay J. Manning, WSBA No. 13579  
7 Gillis E. Reavis, WSBA No. 21451  
8 Brown Reavis & Manning PLLC  
9 1201 Third Avenue, Suite 320  
10 Seattle, Washington 98101

#### 11 IV. AGENCY WHOSE ACTION IS AT ISSUE

12 4.1 The agency whose action is at issue is Respondent Pollution Control Hearings  
13 Board. The PCHB is a part of the Washington Environmental Hearings Office and is an agency  
14 of the State of Washington. The address of the Pollution Controls Hearings Board is:

15 Pollution Control Hearings Board  
16 Rowe Six, Bldg. 2, MS 40903  
17 4224 6th Avenue SE  
18 Lacey, WA 98504-0903

#### 19 V. AGENCY ACTION AT ISSUE

20 5.1 This petition for review is filed to obtain judicial review of the PCHB's Order in  
21 PCHB Case No. 01-160. A true and correct copy of the Order is attached to this petition.

#### 22 VI. PARTIES TO THE ADJUDICATION BELOW

23 6.1 The Airport Communities Coalition ("ACC") was a petitioner in the quasi-  
24 judicial proceeding before the PCHB. The address of the ACC is:

25 Airport Communities Coalition  
26 Kimberly Lockard, Executive Director  
21630 11<sup>th</sup> Avenue South  
Des Moines, Washington 98198

The ACC was represented before the PCHB by Peter J. Eglick, Kevin L. Stock, and Michael Witek of Helsell Fetterman LLP and by Rachael Paschal Osborn.

6.2 The Citizens Against SeaTac Expansion ("CASE") was a petitioner in the quasi-  
judicial proceeding before the PCHB. The address of CASE is:



1 Citizens Against SeaTac Expansion  
2 19900 4<sup>th</sup> Avenue SW  
3 Normandy Park, Washington 98166

4 CASE was represented before the PCHB by Richard A. Poulin and Smith & Lowney, P.L.L.C.

5 6.3 The State of Washington Department of Ecology (“Ecology”) was a respondent  
6 in the quasi-judicial proceeding before the PCHB. The address and mailing address of Ecology  
7 Headquarters is:

8 Washington Department of Ecology  
9 300 Desmond Drive  
10 Lacey, Washington 98503

11 and

12 Washington Department of Ecology  
13 P.O. Box 47600  
14 Olympia, Washington 98504-7600

15 Ecology was represented before the PCHB by Assistant Attorneys General Joan M. Marchioro,  
16 Thomas Y. Young, and Jeff Kray and the Office of the Washington State Attorney General.

17 **VII. FACTS DEMONSTRATING PETITIONER’S**  
18 **RIGHT TO JUDICIAL REVIEW**

19 7.1 Petitioner is entitled to judicial review pursuant to the Washington  
20 Administrative Procedure Act, Chapter 34.05 RCW. The PCHB is an “agency” within the  
21 meaning of RCW 34.05.010(2). The Order is an “agency action” within the meaning of RCW  
22 34.05.010(3). The Order is the final order in the quasi-judicial action under PCHB Case No.  
23 01-160. The Port was a responding party in that quasi-judicial proceeding and is prejudiced by  
24 the Order.

25 7.2 This petition for review is the appropriate means for obtaining judicial review of  
26 the Order pursuant to RCW 34.05.510.

7.3 This petition for review is timely pursuant to RCW 34.05.542(2) and RCW  
34.05.470. The Order was entered and served on all parties on August 12, 2002. On August 22,  
2002, the Port submitted a petition for reconsideration to the PCHB asking for reconsideration

1 of Condition 8 of the Order. The Port withdrew the petition for reconsideration on September 3,  
2 2002. Pursuant to RCW 34.05.470(4), the PCHB entered an order disposing of the petition for  
3 reconsideration on September 6, 2002, prior to the filing of this petition for review.

4 7.4 Venue is proper in King County pursuant to RCW 34.05.514(1)(b) because the  
5 Port's principal place of business is in King County. Venue is also proper in King County  
6 pursuant to RCW 34.05.514(1)(c) because the Port owns and operates the Airport, which is  
7 located in King County. The Airport is the property affected by the Order.

8 7.5 As set forth in more detail below, the Port is aggrieved and adversely affected by  
9 the Order within the meaning of RCW 34.05.530 because certain conditions, incorrect and  
10 unsupported factual findings, and incorrect legal conclusions in the Order directly and  
11 unlawfully affect the Port's operation of the Airport, including without limitation Conditions 3,  
12 5, 6, 7, 8, 11, 13 and 16. Those conditions and the other infirmities in the Order noted below  
13 are not supported by substantial evidence, are arbitrary and capricious, exceed the Board's  
14 authority and are inconsistent with controlling Washington laws and regulations.

15 **VIII. REASONS FOR GRANTING RELIEF**  
16 **UNDER THE ADMINISTRATIVE PROCEDURE ACT**

17 8.1 Several of the factual findings, legal conclusions, and conditions imposed in the  
18 Order are invalid for one or more of the reasons provided under RCW 34.05.570(3). Without  
19 limitation, the invalid provisions of the Order and the bases for their invalidity include the  
20 following:

21 **A. Condition 3.**

22 8.2 The Port's NPDES permit requires periodic Whole Effluent Toxicity (WET)  
23 testing of its stormwater discharges. During a WET test, sensitive aquatic species are exposed  
24 to stormwater collected from an outfall, and the number of mortalities, if any, is measured. The  
25 results of all in-stream testing performed in the receiving waters near the Airport have shown  
26 100 percent survival of those sensitive aquatic organisms.

1           8.3     Condition 3 of the PCHB’s Order requires that future WET testing examine not  
2 just mortality, but “injury” to aquatic organisms. This condition exceeds the PCHB’s authority,  
3 reflects an erroneous interpretation or application of law, and is arbitrary and capricious. In  
4 addition, the factual findings on which Condition 3 is based are not supported by substantial  
5 evidence in the record.

6           **B.     Condition 5.**

7           8.4     Ecology’s 401 Certification prohibited the discharge of any stormwater from  
8 operations on new MPU impervious surfaces until a site-specific water effects ratio or “WER”  
9 study has been completed and approved by Ecology, and appropriate limitations and monitoring  
10 requirements have been established in the Port’s NPDES permit. As the Order recognized, the  
11 WER approach is an approved and accepted means of regulating toxic substances under the  
12 state Water Quality Standards. See WAC 173-201A-040(3)(dd).

13          8.5     Ecology and the United States Environmental Protection Agency (“EPA”) have  
14 recognized that numeric water quality limits are frequently more stringent than necessary for the  
15 protection of specific water bodies. This is because site-specific water quality conditions are  
16 often quite different from those under which the limits were developed (i.e., laboratory water).  
17 A WER study determines a substance’s toxicity in the water to which it will actually be  
18 discharged, and allows the limits to be adjusted in light of this information.

19          8.6     Condition 5 of the Order restricts use of the WER study so it can only make  
20 *more* stringent the limits the Port must meet. This condition conflicts with Ecology’s  
21 regulations, which allow WER study results to make those limits *more or less* stringent.  
22 Condition 5 exceeds the PCHB’s authority, reflects an erroneous interpretation or application of  
23 law, and is arbitrary and capricious. The factual findings on which it is based are unsupported  
24 by substantial evidence in the record. In addition, the legal conclusions on which it is based are  
25 erroneous.

26           ///

1           **C.     Condition 6.**

2           8.7     The MPU improvements will add new impervious surface to the Miller Creek,  
3 Walker Creek, and the Des Moines Creek watersheds. This new impervious surface will cause  
4 small reductions in stream flow in Walker and Des Moines Creeks at certain times of the year.  
5 Ecology’s 401 Certification requires the Port to add water to these creeks during low-flow  
6 periods to mitigate this project impact.

7           8.8     The Port used historical precipitation data to develop a model of historical flow  
8 in the creeks. It then used the model results to determine the mean annual low flows in the  
9 creeks and how much impact the MPU improvements would have on those mean annual low  
10 flows. The PCHB specifically approved the Port’s low flow modeling, which showed that the  
11 mean annual low flow in Des Moines Creek (under existing conditions) was 0.33 cubic feet per  
12 second (“cfs”), and that the Port’s MPU improvements would reduce the flow by 0.08 cfs.

13          8.9     In spite of approving the modeling, the PCHB inserted Condition 6 in the Order.  
14 Condition 6 states that the “level of mitigation flows for Des Moines Creek is 1 CFS, below  
15 which mitigation is required.” This condition is ambiguous. One reading would require the  
16 Port to add water to the creek any time flows fall below 1 cfs, but to add only that amount of  
17 water determined by the Port’s modeling to have been taken from the stream by the Port’s  
18 project. Although there is no evidence to support such a requirement, another reading would  
19 require the Port to maintain a minimum stream flow of 1 cfs even though the Port’s impacts are  
20 much smaller. Under this reading, the Port would be required to mitigate in an amount ten  
21 times its impact. Condition 6 exceeds the PCHB’s authority and is arbitrary and capricious.  
22 Furthermore, the factual findings on which it is based are unsupported by substantial evidence  
23 in the record. Any interpretation of Condition 6 that required the Port to mitigate beyond the  
24 project’s impacts would also exceed the PCHB’s authority and be arbitrary and capricious.

25           ///

26           ///

1           **D.     Condition 7.**

2           8.10 Ecology's 401 Certification imposed conditions on fill material the Port can  
3 accept for use in the Third Runway embankment. These conditions included limits on the  
4 concentrations of 14 metals and of total petroleum hydrocarbons (TPH) in the fill. Where  
5 available, Ecology set these limits at the same levels it uses for cleanup of residential property  
6 for unrestricted use (known as MTCA "Method A" levels). For metals that had no Method A  
7 level, Ecology used a MTCA formula to determine what concentration of the metal could be  
8 contained in fill without threatening water quality. Ecology adjusted these levels in some cases  
9 so that they would be no lower than the level at which a laboratory could reliably measure them.  
10 In a few cases where the levels derived using the formula were lower than "natural background"  
11 concentrations in soil, Ecology adjusted the levels so they were equal to a "natural background  
12 level" set at the 90<sup>th</sup> percentile of naturally-occurring soil in the Puget Sound region. As  
13 evidence at the hearing showed, the numeric fill criteria that Ecology established are fully  
14 protective of water quality.

15           8.11 Condition 7 of the Board's Final Order rewrote the numeric fill criteria, replacing  
16 the protective levels developed by Ecology with levels that are lower than necessary to protect  
17 water quality. For some constituents, the levels set by the Board are lower than "natural  
18 background" levels or lower than levels that laboratories can reliably measure. This may make  
19 it very difficult to find fill that meets Condition 7, but at the same time will not provide any  
20 corresponding environmental benefit. Condition 7 exceeds the Board's authority, reflects an  
21 erroneous interpretation or application of law, and is arbitrary and capricious. In addition, the  
22 factual findings on which Condition 7 is based are not supported by substantial evidence in the  
23 record.

24           **E.     Condition 8.**

25           8.12 Ecology's 401 Certification allowed the Port to use a test known as the Synthetic  
26 Precipitation Leaching Procedure, or SPLP, to determine whether fill that exceeded the numeric

1 fill criteria actually poses a threat to water quality. The SPLP is an EPA-approved method for  
2 evaluating the extent to which constituents in soil will leach out when exposed to water. If the  
3 SPLP shows that the constituents in the fill do not leach when exposed to water simulating acid  
4 rain, and instead remain bound to the soil, then the fill can be used without jeopardizing water  
5 quality.

6 8.13 Ecology permitted use of the SPLP in the 401 Certification, just as the U.S. Fish  
7 & Wildlife Service had done in its Biological Opinion issued after consultation under the  
8 Endangered Species Act. Ecology allowed use of the SPLP because of the conservatism of the  
9 numeric fill criteria, and because soil that passes an SPLP test has been shown by direct analysis  
10 of leaching capability to pose no threat to water quality.

11 8.14 Condition 8 of the Board's Final Order prohibited use of the SPLP. In  
12 combination with Condition 7, which lowered the numeric fill criteria unnecessarily, the  
13 prohibition on use of SPLP may make it impossible to find fill that can be placed in the Third  
14 Runway embankment, yet will not provide any environmental benefit. Condition 8 exceeds the  
15 Board's authority, reflects an erroneous interpretation or application of law, and is arbitrary and  
16 capricious. In addition, the factual findings on which Condition 8 is based are not supported by  
17 substantial evidence in the record.

18 **F. Condition 11.**

19 8.15 The Port's MPU improvements will temporarily affect or permanently fill a total  
20 of 21.34 acres of wetlands. Ecology's 401 Certification requires the Port to mitigate these  
21 wetland impacts in several ways. The Port's Natural Resources Mitigation Plan proposes to  
22 restore and enhance 34.3 acres of existing wetlands, enhance another 54.9 acres of wetland and  
23 riparian buffers, and preserve 23.5 acres of wetlands, all in the same sub-basin where the  
24 impacts will occur. In addition, the Port will enhance existing wetlands and create new  
25 wetlands on 65 acres in Auburn. The Auburn site is located more than 10,000 feet from the  
26 runways, a separation that is required by the Federal Aviation Administration ("FAA") due to

1 concerns regarding aircraft safety resulting from creation of wildlife attractants for waterfowl  
2 and flocking birds near runways. All of this mitigation will provide high quality wetland  
3 functions.

4 8.16 Condition 11 of the Order prohibits granting credit for any buffer restoration and  
5 enhancement, for enhancing Lora Lake, or for preserving Borrow Area 3 wetlands that the  
6 PCHB concluded are “already protected.” Condition 11 also requires the Port to consider  
7 additional in-basin mitigation, even though such mitigation is severely limited by FAA aircraft  
8 safety regulations and even though mitigation at the Auburn site is permitted by state statute.  
9 Condition 11 exceeds the PCHB’s authority, reflects an erroneous interpretation or application  
10 of law, and is arbitrary and capricious. The factual findings on which it is based, as well as the  
11 Board’s factual findings regarding the mitigation credit assigned to various mitigation areas, are  
12 not supported by substantial evidence in the record. In addition, the legal conclusions on which  
13 Condition 11 is based are erroneous.

14 **G. Condition 13.**

15 8.17 Ecology’s 401 Certification requires the Port to monitor runoff and seepage from  
16 fill used to construct the MPU projects. If the monitoring shows any exceedances of water  
17 quality standards, Ecology may revise the fill criteria and/or require corrective action. This  
18 provision appropriately allows Ecology to evaluate the monitoring results and determine  
19 whether changes are needed to protect water quality.

20 8.18 Condition 13 of the Board’s Order replaced the permissive “may” with the  
21 mandatory “shall,” requiring that Ecology “*shall* take action to eliminate the exceedances,” if  
22 any are detected. This directive usurps Ecology’s discretion to decide whether action on its part  
23 is necessary or appropriate. Condition 13 exceeds the Board’s authority and is both contrary to  
24 law and arbitrary and capricious.

25 ///

26 ///

1           **H.     Condition 16.**

2           8.19    Without mitigation, construction of the Third Runway would lower stream flows  
3 in Des Moines and Walker Creeks at certain times of the year. Ecology’s 401 Certification  
4 requires the Port to mitigate this project impact by adding water to the creeks during periods of  
5 low flow. The Port will meet this mitigation requirement in various ways. One of those is by  
6 incorporating low flow mitigation into its stormwater management program. The stormwater  
7 management program requires the Port to capture stormwater that falls at the Airport, store it  
8 temporarily in underground vaults, and then release it to area streams. By detaining a small  
9 amount of the captured stormwater for a longer period, and by controlling the rate of its release,  
10 the Port will mitigate the low flow impacts of the Third Runway project.

11           8.20    Condition 16 of the Board’s Order requires the Port to obtain a water right to  
12 manage its stormwater in such a way that it mitigates low flow impacts. The Board imposed  
13 this condition even though the state water code does not require a water right for stormwater  
14 management, and even though a water right is not necessary to provide reasonable assurance  
15 that the Port will mitigate its impacts. Condition 16 exceeds the Board’s authority, reflects an  
16 erroneous interpretation or application of law, and is arbitrary and capricious. The factual  
17 findings on which Condition 16 is based are not supported by substantial evidence in the record.  
18 In addition, the legal conclusions on which Condition 16 is based are erroneous.

19           **I.     The PCHB’s Order Improperly Interprets the *De Novo* Scope of Review  
20           Applicable to 401 Certifications.**

21           8.21    Both the APA and the PCHB’s rules provide that its scope of review is *de novo*.  
22 In numerous decisions, the PCHB has ruled that this means its review is not limited to the  
23 record before Ecology. Instead, its *de novo* scope of review allows the Board to consider any  
24 admissible evidence that is relevant to the dispute.

25           8.22    In its Order, the PCHB concluded that its review of 401 Certifications must be  
26 based only upon the record before Ecology at the time the Certification was issued “including



1 explanations of that information as may be offered as evidence to this Board” (Order at 96).  
2 This conclusion reflects an erroneous interpretation or application of law and is arbitrary and  
3 capricious.

4 **IX. RELIEF REQUESTED**

5 9.1 For the reasons detailed above, Petitioner requests that this Court set aside or  
6 modify the Order as follows:

7 9.2 Order that Conditions 3, 5, 6, 7, 8, 11, 13, and 16 of the Order be stricken, and  
8 that the invalid factual findings and legal conclusions on which they are based be corrected.

9 9.3 Order that the PCHB’s legal conclusion regarding the *de novo* scope of review be  
10 modified so that the PCHB is not limited to considering only the record before Ecology at the  
11 time it issued the 401 Certification.

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1 9.4 Petitioner further requests that this Court grant such other and further relief as the  
2 Court deems just and equitable.

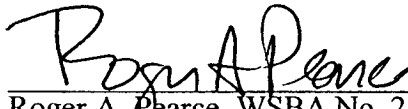
3 DATED this 6<sup>th</sup> day of September 2002.

4 PORT OF SEATTLE

5  
6 

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ATTACHMENT

FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER

PCHB NO. 01-160

**AR 000579**

POLLUTION CONTROL HEARINGS BOARD  
FOR THE STATE OF WASHINGTON

AIRPORT COMMUNITIES COALITION,

Appellant,

CITIZENS AGAINST AIRPORT  
EXPANSION,

Intervenor,

v.

STATE OF WASHINGTON,  
DEPARTMENT OF ECOLOGY; and  
THE PORT OF SEATTLE,

Respondents.

PCHB NO. 01-160

FINDINGS OF FACT, CONCLUSIONS OF  
LAW, AND ORDER

I. INTRODUCTION

This matter came on for hearing before the Pollution Control Hearings Board (Board) on March 18-29, 2002. The Board was comprised of Kaleen Cottingham, presiding, Robert V. Jensen, and William H. Lynch. The Appellant, Airport Communities Coalition (ACC), and Intervenor, Citizens Against Airport Expansion (CASE), challenge the Port of Seattle's (Port) §401 Water Quality Certification issued on September 21, 2001, by the Department of Ecology

1 (Ecology) for the construction of a Third Runway, and related projects at the Seattle-Tacoma  
2 International Airport (Airport).

3 Appellant Airport Communities Coalition (ACC) was represented by Peter Eglick, Kevin  
4 Stock and Michael Witek of Helsell Fetterman, and Rachael Paschal Osborn; Intervenor Citizens  
5 Against Airport Expansion (CASE) was represented by Richard Poulin of Smith & Lowney;  
6 Respondent Washington State Department of Ecology (Ecology) was represented by Joan  
7 Marchioro, Thomas Young, and Jeff Kray, Assistant Attorneys General; and Respondent Port of  
8 Seattle (Port) was represented by Jay Manning and Gillis Reavis of Brown Reavis & Manning,  
9 Roger Pearce and Steven Jones of Foster Pepper & Shefelman, and Port Counsel Linda Strout  
10 and Traci Goodwin.

11 Pre-hearing briefs and pre-filed written direct testimony were submitted, witnesses were  
12 sworn and heard, exhibits were introduced, portions of eight depositions were published, and the  
13 parties presented arguments to the Board. On April 9, 2002, an evidentiary order was issued,  
14 along with a final matrix of exhibits, identifying the exhibits admitted in this case, and for what  
15 purpose. Based upon the evidence presented, the Board makes the following Findings of Fact  
16 and Conclusions of Law.

17 II. STATEMENT OF THE ISSUES

18 The parties stipulated to a list of 22 issues to be presented to the Board for resolution.  
19 The Board granted summary judgment on one of those issues (Issue No. 14) before the hearing.  
20 Another issue (Issue No. 20) was withdrawn following the hearing on the merits, leaving 20

1 issues for resolution by the Board. The remaining issues have been grouped below in topic areas,  
2 both to facilitate the resolution of similar issues, and as an outline for the Findings of Fact and  
3 Conclusions of Law.

4 1. WATER QUALITY AND STORMWATER

5 a. Do the stated limitations on the temporal, operational, and geographic scope of  
6 the certification, including its limitation to "Port 404 projects," violate the requirements of  
7 Section 401 of the Clean Water Act and applicable state water quality law? (Issue No. 3)

8 b. Is there reasonable assurance that the Third Runway and related projects, for  
9 which a Clean Water Act Section 401 certification is required, will not violate §401 and  
10 applicable water quality law? (Issue No. 4)

11 c. Must there be reasonable assurance that a proposed project will not violate §401  
12 and applicable water quality law when a §401 certification is issued? (Issue No. 5)

13 d. Is there reasonable assurance that §401 and applicable water quality law will not  
14 be violated if the certification relies on data, reports, and plans that were not in being at the time  
15 of issuance of the certification? (Issue No. 6)

16 e. Did Ecology have reasonable assurance that §401 and applicable water quality  
17 laws would not be violated when it relied on a stormwater detention system that may require  
18 future compliance with dam safety regulations (chapter 173-175 WAC) and may require a dam  
19 safety permit prior to commencing construction? (Issue No. 22)

20

1 f. Is there reasonable assurance that §401 and applicable water quality law will not  
2 be violated as a result of the stormwater impacts (with the identified mitigation) of the Third  
3 Runway Project? (Issue No. 10)

4 g. Is there reasonable assurance that §401 and applicable water quality law will not  
5 be violated if discharges from the airport have violated water quality standards or the Port's  
6 NPDES (§402) permit? (Issue No. 11)

7 h. May a certification of reasonable assurance that §401 and applicable water quality  
8 law will not be violated be based upon current and future NPDES (§402) permits? (Issue No. 12)

9 i. Is there reasonable assurance that §401 and applicable water quality law will not  
10 be violated if the certification authorizes a mixing zone without compliance with applicable  
11 procedural and substantive requirements for authorization of such a zone? (Issue No. 13)

12 j. Is there reasonable assurance that §401 and applicable water quality law will not  
13 be violated where the certification allows future amendment of its terms "by any future Ecology-  
14 approved NPDES (§402) permit for the Seattle-Tacoma International Airport as determined in  
15 that permit"? (*See, e.g.*, amended certification at 4, § 1.f.) (Issue No. 21)

16 2. LOW FLOW

17 a. Is there reasonable assurance that §401 and applicable water quality law will not  
18 be violated as a result of low flow impacts (with the identified mitigation) of the Third Runway  
19 Project? (Issue No. 8)

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3. WATER RIGHTS

a. Must the Port obtain a water right to implement the low stream flow conditions in the certification and if so:

(1) is there reasonable assurance that §401 and applicable water quality law will not be violated in the absence of such a water right, and

(2) is there reasonable assurance that §401 and applicable water quality law will not be violated in the absence of review of a water right application under the State Environmental Policy Act ("SEPA")? (Issue No. 9)

4. FILL CRITERIA, EMBANKMENT AND MSE WALL

a. Is there reasonable assurance that §401 and applicable water quality law will not be violated as a result of the embankment and fill criteria, including:

(a) the method of determining compliance with the fill criteria,

(b) embankment and wall construction specifications, and

(c) groundwater discharges from the embankment and Mechanically Stabilized Earth ("MSE") wall. (Issue No. 15)

b. Is there reasonable assurance that §401 and applicable water quality law will not be violated as a result of the possibility of MSE wall and embankment failure? (Issue No. 16)



1           5.     GROUNDWATER

2           a.     Is there reasonable assurance that potential migration and discharge of existing  
3 groundwater pollutants originating from the airport (with the identified mitigation) will not  
4 violate §401 and applicable water quality law? (Issue No. 17)

5           b.     Is there reasonable assurance that §401 and applicable water quality law will not  
6 be violated if the Port is in violation of the terms of the MTCA Agreed Order for SeaTac  
7 International Airport (Ecology Order No. 97TC-N122, dated 5/15/99)? (Issue No. 18)

8           c.     Is there reasonable assurance that §401 and applicable water quality law will not  
9 be violated as a result of wetland fill, stream alteration, and identified mitigation activities?  
10 (Issue No. 19)

11           6.     WETLANDS

12           a.     Is there reasonable assurance that §401 and applicable water quality law will not  
13 be violated as a result of wetland fill, stream alteration, and identified mitigation activities? `   
14 (Issue No. 19)

15           7.     MONITORING AND ADAPTIVE MANAGEMENT

16           a.     Is there reasonable assurance that §401 and applicable water quality law will not  
17 be violated if (1) the certification relies on future monitoring, or (2) if the certification fails to  
18 require adequate pre-construction monitoring? (Issue No. 7)

1           8.     PUBLIC PROCESS – NOTICE

2           a.     Did Ecology violate applicable law pertaining to public and agency notice,  
3 hearing, comment, and modification regarding the original §401/404 application and Amended  
4 certification? (Issue No. 1)

5           9.     COASTAL ZONE MANAGEMENT ACT

6           a.     Does Ecology’s concurrence with the Port’s consistency certification, issued  
7 pursuant to the Coastal Zone Management Act (“CZMA”), fail to comply with the requirements  
8 of the CZMA and Washington’s approved Coastal Zone Management Plan? (Issue No. 2)

9     III.   PROCEDURAL HISTORY

10           The proposal to construct the improvements at the Seattle-Tacoma International Airport  
11 (Airport) was the culmination of years of study, debate, and decisions by governmental bodies  
12 and elected officials in the Puget Sound region to address the region’s commercial air  
13 transportation needs and, in particular, to address poor weather delays and increasing demand on  
14 facilities at the Airport. In 1996, the regional transportation planning organization—the Puget  
15 Sound Regional Council—adopted resolutions adding a Third Runway at the Airport to the  
16 Regional Transportation Plan for the Puget Sound region and determining a new major  
17 supplemental airport, at another location, was not feasible.

18           The Plan developed by the Port is called the Master Plan Update (MPU) and includes the  
19 proposed Third Runway and related facilities. Because some of the improvements require filling  
20 waters of the United States, the Port submitted a Joint Aquatic Resource Permit Application

1 (JARPA) to the U.S. Army Corps of Engineers and Ecology in December 1996. A JARPA is the  
2 form used to apply for Hydraulic Project Approvals, Shoreline Management Permits, Approvals  
3 for Exceedance of Water Quality Standards, Water Quality certifications, and U.S. Army Corps  
4 of Engineers §404 and §10 (of the Rivers and Harbor Act) permits.

5 At the time of application, the Port did not have title to a number of properties on the  
6 westside of the Airport necessary for completion of the project. These properties are located in  
7 the area between the embankment for the second runway and State Route (SR) 509. After the  
8 JARPA application was submitted and public notice was issued, the Port began acquiring the  
9 westside properties and gaining access to those properties. Because new wetlands were  
10 discovered after gaining access to the westside properties, a second public notice was issued.

11 The Port also submitted a Coastal Zone Management Act (CZMA) Consistency  
12 Statement to Ecology in December 1999. At Ecology's request, the Port resubmitted its CZMA  
13 Consistency Statement on May 22, 2000. The Consistency Statement was revised on January 22,  
14 2001.

15 Pursuant to 33 C.F.R. §325.2(b)(ii), Ecology must complete its review and issue a §401  
16 certification within one year of the filing of the JARPA application. In response to a request  
17 from Ecology for additional time to complete its §401 review, the Port agreed to withdraw the  
18 JARPA application and resubmitted an application to the Corps on October 25, 2000.

19 The filing of the JARPA constituted an application to the Army Corps of Engineers for a  
20 permit pursuant to §404 of the Clean Water Act (33 U.S.C. 1344) for permission to discharge

1 dredge or fill materials into waters of the United States, i.e., the filling of wetlands necessary for  
2 construction of the Port's proposed Third Runway and other Master Plan Update Improvements.

3 The JARPA application also constituted an application under §401 of the Clean Water  
4 Act (33 U.S.C. 1341) for certification by the State of Washington as to whether or not the Port's  
5 proposal complied with applicable water quality laws.

6 On August 10, 2001, Ecology issued Order No. 1996-4-02325, a §401 certification, and a  
7 Coastal Zone Management Act consistency statement for the Port's proposed Third Runway and  
8 other Master Plan Update projects. The §401 certification was appealed on August 23, 2001, by  
9 ACC, and assigned PCHB Case No. 01-133. On September 10, 2001, the Port of Seattle filed its  
10 own Notice of Appeal of the August §401 certification, which was assigned PCHB Case No. 01-  
11 150. At the same time, the Port filed a Stipulation and Agreed Order signed by Ecology for entry  
12 by the Board to modify the §401 certification and, on that basis, dismiss the Port's appeal. It also  
13 would have potentially mooted ACC's appeal. ACC objected to entry of the Order.

14 After two status conferences before the Board, Ecology indicated it would rescind the  
15 existing §401 certification and issue a new §401 certification in lieu of requesting the Board to  
16 approve the Stipulation and Agreed Order of Dismissal. All parties, including ACC, agreed to  
17 this proposal, which was reflected in an Agreement and Order signed by all parties and entered  
18 by the Board on September 20, 2001.

19 Ecology thereafter withdrew the August §401 certification and issued a new one, on  
20 September 21, 2001, Order No. 1966-4-02325 (Amended-1). Pursuant to the stipulation, the

1 pleadings on ACC's prior appeal and Motion for Stay were transferred to a new appeal file  
2 (PCHB Case No. 01-160) for the September §401 certification.

3 The Board heard oral argument on ACC's Motion for Stay on October 15, 2001. On  
4 December 17, 2001, the Board issued its Order Granting ACC's Motion to Stay the Effectiveness  
5 of the §401 certification. On December 21, 2001, Citizens Against Sea-Tac Expansion (CASE)  
6 was granted Appellant Intervenor status.

7 Prior to the hearing on the merits, the Board considered two motions for summary  
8 judgment. The first was ACC's motion for summary judgment on the water right issue (Issue  
9 No. 9). At the time this summary judgment was decided, the Board consisted of two members,  
10 who split on the disposition of the motion. Based on this split decision, ACC's motion was  
11 denied. Subsequently, a third member was appointed to the Board prior to the March 2002  
12 hearing on the merits. Accordingly, the Board reserved resolution of this issue until the final  
13 decision on the merits.

14 The second summary judgment motion was brought by the Port on the SEPA issue (Issue  
15 No. 14). The Board granted the Port's motion on this issue under a separate order, dated March  
16 14, 2002, finding the environmental documents prepared by the Port and FAA contained a  
17 detailed look at the impacts of the project and proposed mitigation, even though some of the  
18 mitigation plans had become more detailed over time. The decision on this motion for summary  
19 judgment is incorporated into this decision by reference.

1 The hearing on the merits was held before the Board on March 18 through March 29,  
2 2002. For the convenience of the Board and to reduce the time of the hearing, direct testimony  
3 from witnesses was submitted in writing prior to the hearing. At the hearing, the parties also  
4 presented witnesses for direct examination, cross-examination, and questioning by members of  
5 the Board. In addition, the Board allowed Appellants to submit portions of certain deposition  
6 testimony as part of the evidence in the case, and Respondents were allowed to submit counter-  
7 designations of deposition testimony. Rulings on the admissibility of the various exhibits offered  
8 by the parties are contained in a separate order issued by the Board, dated April 9, 2002.

9 After closing arguments on March 29, 2002, the Board left the record open for several  
10 purposes, which have been separately addressed in subsequent orders, which are incorporated  
11 into this decision by reference. The Board also set a schedule for submission by the parties of  
12 proposed Findings of Fact and Conclusions of Law pursuant to RCW 34.05.461(8)(a).

#### 13 IV. FINDINGS OF FACT

##### 14 A. GENERAL

##### 15 1. DESCRIPTION OF THE PROJECT

16 The improvements at the Airport contained in the MPU include a new 8,500-foot parallel  
17 runway approximately one-half mile west of the existing two runways, a 600-foot extension of  
18 existing Runway 34R, extension of existing runway safety areas, terminal improvements, and  
19 construction of the South Aviation Support Area to accommodate aircraft maintenance and air  
20 cargo facilities.

1 The Third Runway portion of the project is to be constructed in the Miller Creek, Walker  
2 Creek, and Des Moines Creek watersheds. In addition, some of the mitigation occurs at a  
3 proposed off-site mitigation area in Auburn, which is outside the individual watersheds impacted  
4 by the project, but within the same administrative Water Resource Inventory Area (WRIA),  
5 WRIA 9. Miller, Walker, and Des Moines Creeks are all classified as Class AA waters of the  
6 state, the highest and most protective category established for state waters. Des Moines Creek  
7 and Miller Creek have been administratively closed for further consumptive appropriation  
8 throughout the entire year.

9 The project would fill all or portions of 50 wetlands. As a result of the filling of these  
10 wetlands, the project cannot proceed without a permit approval under §404 of the federal Clean  
11 Water Act, a permit program administered by the U.S. Army Corps of Engineers. As a  
12 prerequisite to issuance of a §404 permit, the state must issue a Clean Water Act §401  
13 certification. The project would also require filling and reconstruction of portions of Miller  
14 Creek and portions of drainage channels in the Miller and Des Moines Creek basins.

15 The site of the proposed Third Runway is currently a wooded canyon encompassing  
16 Miller Creek, the bottom of which lies approximately 150 feet below the level of the Airport's  
17 existing runways. To provide the site for the Third Runway, the Port proposes to fill the canyon  
18 with over twenty (20) million cubic yards of fill. Under the fill, the Port would construct a  
19 drainfield to capture and transport groundwater.  
20

1 The Port proposes an elaborate system of embankments and retaining structures to keep  
2 the 20 million cubic yards of fill in place. One element of this would be a 135-foot-high  
3 mechanically stabilized earth (MSE) wall with a 20-foot high sloped embankment above the wall.  
4 This section of the wall would run for approximately 1,500 feet. The proposed construction  
5 footprint for the MSE wall comes within approximately 50 feet of Miller Creek.

6 2. DESCRIPTION OF THE §401 CERTIFICATION

7 The Port's JARPA application was first submitted in 1996. In 1997 the Corps issued a  
8 public notice of the Port's application. In April 1998, the Corps and Ecology conducted the first  
9 of three joint public hearings on the application. A significant number of public comments were  
10 submitted to the Corps and Ecology, and the Port prepared detailed written responses to the  
11 comments. In July 1998, following in-depth review of the permit application, Ecology issued a  
12 §401 certification for the project, which included a significant number of conditions.

13 During this time period, the Port was acquiring properties on the west side of the Airport  
14 necessary for construction of the new runway. After acquiring the properties and conducting on-  
15 the-ground wetland delineations, the Port discovered more wetlands than previously estimated  
16 from aerial photos and distant observations from nearby rights-of-way. Accordingly, in  
17 September 1999, the Corps issued a revised public notice, which reinitiated Ecology's review  
18 under §401. The Corps and Ecology conducted another public hearing. Once again, extensive  
19 public comments were submitted, and the Port again prepared detailed written responses to those  
20 comments.



1 Ecology's reinitiated §401 review was more extensive than its original review. Ecology  
2 contracted with King County to review the Port's proposed Stormwater Management Plan for  
3 compliance with the technical requirements of the King County Surface Water Design Manual.  
4 King County conducted a multi-year review of the plan. Following that review, King County  
5 approved the revised Stormwater Management Plan.

6 Ecology also contracted with Pacific Groundwater Group to conduct a study of the  
7 potential impacts of the proposed Third Runway embankment on aquifers, wetlands, and streams  
8 in Miller, Walker, and Des Moines Creeks basins, culminating in the *Sea-Tac Runway Fill*  
9 *Hydrologic Studies Report* (2000). During this period, the Port also prepared numerous technical  
10 and environmental reports regarding wetlands and aquatic resources, including but not limited to  
11 the following:

12 *Biological Assessment, Master Plan Update Improvements, Seattle-Tacoma International*  
13 *Airport* (Parametrix 2000)

14 *Seattle-Tacoma Airport Master Plan Update Low Streamflow Analysis* (Earth Tech,  
15 Inc. 2000)

16 *Wetland Functional Assessment and Impact Analysis, Master Plan Update*  
17 *Improvements, Seattle-Tacoma International Airport* (Parametrix 2000)

18 *Natural Resource Mitigation Plan, Master Plan Update Improvements, Seattle-*  
19 *Tacoma International Airport* (Parametrix 2001)

20 *Subsurface Conditions Data Report 404 Permit Support Third Runway Embankment*  
(Hart Crowser, July 1999)

*Stability Review of RECo 30% Design Third Runway Embankment Project* (Draft  
Memorandum Hart Crowser, November 2000)

1 *Geotechnical Engineering Analyses and Recommendations Third Runway*  
2 *Embankment (Draft Memorandum Hart Crowser, December 2000)*

3 *Revised Methods and Results of Liquefaction Analysis Third Runway Embankment*  
4 *(Draft Memorandum Hart Crowser, March 2001)*

5 In December 2000, the Corps issued another revised public notice, inviting further public  
6 comment on the application and studies. In January 2001, the Corps and Ecology conducted a  
7 third public hearing and accepted additional public comments.

8 The §401 certification was issued on September 21, 2001. As discussed above, the  
9 September §401 certification replaced an earlier version of the certification issued on August 10,  
10 2001. The §401 certification is limited to the work described in the October 25, 2000, JARPA,  
11 as amended. The §401 certification is further subject to the conditions contained in the Order  
12 itself and to the water quality and aquatic resource related conditions of the: 1) Hydraulic Project  
13 Approval (HPA) issued by the Department of Fish and Wildlife, 2) the National Pollution  
14 Discharge Elimination System (NPDES) permit #WA-002465-1 issued by Ecology on February  
15 20, 1998 and modified on May 29, 2001, and 3) the NPDES General Stormwater Permit for  
16 Construction Activity #S03-00491 issued by Ecology on April 4, 2001. The conditions  
17 contained in the §401 certification itself are enumerated in fifteen sections (A through O)  
18 intended to ensure compliance with all appropriate water quality law.

19 Those specific conditions address:

- 20 A. Water Quality  
B. Permit Duration  
C. Notification and Reporting Requirements  
D. Wetland, Stream and Riparian Mitigation

- 1 E. Conditions for Acceptance of Fill
- 2 F. Prevention of Transport of Contaminants
- 3 G. Dam Safety Requirements
- 4 H. Upland Construction Activities
- 5 I. Mitigation of Low Flow Impacts
- 6 J. Operational Stormwater Requirements
- 7 K. Construction Stormwater Limitations and Monitoring Requirements
- 8 L. Emergency/Contingency Requirements
- 9 M. General Conditions
- 10 N. Violations of the Order
- 11 O. Appeal Process

12 Originally the §401 certification (August version) provided "This Order shall be valid  
13 during construction and long-term operation and maintenance of the project." As revised in  
14 September, the current §401 certification provides in pertinent part the Order shall be valid  
15 during construction of the project, with several, but not all, provisions valid during long-term  
16 operation and maintenance of the project. Some of the provisions that are valid for the long-term  
17 are: 1) restrictive covenants protecting the mitigation areas, 2) the Final Natural Resources  
18 Mitigation Plan (NRMP) as amended, and 3) the low streamflow facilities and the revised Low  
19 Stream Flow Plan as amended. Some of the provisions only apply for a fixed duration: 1)  
20 provisions regarding wetland, stream, and riparian mitigating monitoring and reporting, 2) the  
Surface Water and Groundwater Monitoring Plan, and 3) the plan to monitor potential  
contaminant transport via subsurface utility lines. The remainder of the provisions applies only  
during construction.

The provisions of the operational stormwater requirements (condition J), to the extent  
they are incorporated into and superseded by any future NPDES permit for the Airport, shall be

1 superseded as determined in the NPDES permit. If a condition is not incorporated, it shall  
2 remain in effect as provided in condition J.

3 The §401 certification is a one-time opportunity for the State to assure water quality  
4 standards will be met, whereas the §402 permit (the NPDES permit) will be periodically  
5 reviewed and updated to assure water quality standards will be met.

6 B. ISSUE SPECIFIC FACTS

7 1. WATER QUALITY AND STORMWATER

8 a. General

9 The three creeks impacted by the projects at the Airport are Miller, Des Moines, and  
10 Walker Creeks. They are typical of Puget Sound lowland creeks in urbanizing areas. Portions of  
11 these creeks have been channelized, ditched, and straightened. All three creeks have reasonably  
12 abundant fish life.

13 The construction of the proposed projects at the Airport will result in increased  
14 impervious surfaces and increased stormwater runoff. Construction of the projects will add  
15 approximately 305 acres of new impervious surface at the Airport (approximately 103 acres in  
16 the Miller Creek watershed, approximately 6 acres in the Walker Creek watershed, and  
17 approximately 128 acres in the Des Moines Creek watershed). In addition, runoff from  
18 approximately 67 acres of new impervious surface will be directed to the Industrial Wastewater  
19 System (IWS).

20

1 Drainage from most of the areas of industrial activity is routed to the IWS for treatment  
2 prior to discharge to Miller and Des Moines Creek. The other areas of the Airport drain to the  
3 Stormwater Drainage System (SDS), which routes water to various detention facilities prior to  
4 discharge to Miller and Des Moines Creeks. The sub-basins on the northern side of the Airport  
5 route stormwater to Lake Reba, which discharges to Miller Creek. Runoff from the Northeast  
6 Parking lot flows into a vault, which also discharges to Lake Reba. Stormwater from the  
7 southern, eastern, and western portions of the Airport is detained in either Tyee or Northwest  
8 Ponds prior to discharge to Des Moines Creek. One drainage sub-basin, SDS-3, discharges  
9 directly to Des Moines Creek. SDS-3 is the main discharge for the runway. The Airport  
10 contributes 5% of the flow to Miller and Walker Creek and 27% of the flow to Des Moines  
11 Creek.

12 The §401 certification is subject to the Port's National Pollutant Discharge Elimination  
13 System (NPDES) permit. The future NPDES permit can supersede the §401 certification  
14 provisions. The NPDES permit requires the Port to comply with Best Management Practices  
15 (BMPs) for the control and treatment of stormwater. The BMPs are set forth in the Storm Water  
16 Pollution Prevention Plan (SWPPP). The NPDES permit requires the Port to maintain the  
17 existing SWPPP according to the special condition in the NPDES. Numerous source control and  
18 treatment BMPs have been completed at the Airport over the past several years. As part of the  
19 Port's annual SWPPP review and update, the Port reviews existing BMPs and, as appropriate,  
20 identifies and selects new BMPs. Whenever a self-inspection reveals the pollution prevention

1 measures and controls are inadequate to meet water quality standards, due to the discharge of or  
2 the potential to discharge, the SWPPP shall be modified, as appropriate. The Port shall  
3 implement any modifications to the SWPPP in a timely manner.

4 The BMPs shall be selected from the most recently published edition of the Storm Water  
5 Management Manual (SWMM) or manuals deemed equivalent by Ecology, available at least 120  
6 days before the selection of the BMPs. Site-specific BMPs may be selected appropriate for  
7 airport industrial activities with approval of Ecology.

8 The water quality of the Third Runway stormwater runoff is expected to be similar to  
9 the water quality of stormwater discharged through Outfall SDS-3 in recent years. Sub-basin  
10 SDS-3 consists almost exclusively of runways, taxiways, and grass infields. The Third Runway  
11 and new taxiways will add more of the same. Thus, when Ecology and the Port evaluate  
12 expected water quality impacts from construction of the Third Runway, they use SDS-3  
13 discharges as a surrogate for future Third Runway-related discharges. Stormwater from the vast  
14 majority of the airfield is discharged through outfall SDS-3. Stormwater discharges from Outfall  
15 SDS-3 flow through a swale to the Northwest Ponds and into the west tributary of Des Moines  
16 Creek.

17 There are no non-Port contributors of stormwater upstream of SDS-3, and all stormwater  
18 that discharges through SDS-3 is runoff from the Port of Seattle.

19 While some conditions in the §401 certification are standard boilerplate, the §401  
20 certification imposes other conditions where Ecology has uncertainties whether the project will

1 comply with water quality standards. The conditions are aimed at addressing the uncertainties  
2 uncovered in Ecology's reasonable assurance analysis. Each of these conditions addresses  
3 essential components of the Third Runway Project and the proposed mitigation. Many of these  
4 conditions require the Port to submit additional data, plans, and reports. Where the conditions  
5 require the Port to submit new information to Ecology, Ecology reserves the right in the §401  
6 certification to review and approve all new plans. The list of additional information Ecology  
7 seeks through the conditions is very long and includes: a mitigation plan for permanent impacts  
8 to the Wetland 17A complex, a plan to prevent interception of contaminated groundwater and to  
9 monitor potential contaminant transport via subsurface utilities, a revised NRMP, a Surface  
10 Water and Groundwater Monitoring Plan, a revised Low Streamflow Analysis and Low Flow  
11 Offset Proposal, a Construction Stormwater Pollution Prevention Plan and Erosion and Sediment  
12 Control Plan, a Spill Prevention and Containment Plan, a site specific study before stormwater  
13 from new surfaces can be discharged into receiving waters, and a Stormwater Facilities  
14 Operation and Maintenance Plan.

15         These post-certification plans and reports are needed for Ecology to have reasonable  
16 assurance that the project will comply with water quality laws.

17         The Port's NPDES permit covers stormwater discharges from the Airport—both from  
18 construction activities and stormwater associated with industrial activities—including the  
19 proposed improvements. Ecology conditioned the §401 certification on the Port's continuing  
20 compliance with its NPDES permit. Consistent with the existing NPDES permit and the §401

1 certification, the Port has prepared a Comprehensive Stormwater Management Plan to manage  
2 both the peak flow and low flow impacts, which would otherwise result from the improvements.

3 Peak flow impacts, *i.e.*, impacts from stormwater falling on the new impervious surfaces  
4 constructed as part of the improvements, could result in adverse impacts such as erosion,  
5 scouring of area streambeds, and habitat destruction, unless those impacts are appropriately  
6 managed. Under the Port's SMP, peak flow impacts from new and existing impervious surfaces  
7 will be mitigated by capturing all stormwater runoff and detaining it in 344.1 acre-feet of  
8 stormwater detention facilities, including ponds and vaults. As required by the Ecology and  
9 King County stormwater manuals, stormwater collected in the detention facilities will be  
10 released at specifically selected flow rates in order to avoid peak flow impacts.

11 During the drier months of the year, low flow impacts to area streams could also result  
12 because the new impervious surfaces constructed as part of the improvements will change the  
13 groundwater infiltration patterns. As mitigation for these low flow impacts, Ecology has  
14 required some of the stormwater collected in the vaults to be detained and slowly released to  
15 Walker and Des Moines Creeks during the summer months. Not only do Appellants challenge  
16 the absence of a water right for this water use, but also have raised concerns with the quality of  
17 the water held in the vaults. Of particular concern is the potential lack of dissolved oxygen,  
18 contaminants from the stormwater, changed pH from the new concrete, and turbidity from the  
19 first flush of released retained water. The Appellants have not, however, shown these water  
20 quality concerns will not be adequately addressed by the conditions in the §401 certification.



1 The projects will be constructed on Airport-owned property or, in the case of the Third  
2 Runway, on recently acquired residential land. Many existing land uses and sources of adverse  
3 water quality impacts will be removed as a result of the projects. For example, over 400 houses  
4 and businesses will be removed, which had previously contributed stormwater pollutants such as  
5 sediment, metals, pesticides, herbicides, fertilizers, and animal waste. In addition, farms in the  
6 Port's acquisition area will be removed, reducing pollutants commonly associated with farms,  
7 such as sediments, animal waste, and agrichemicals.

8 The §401 certification (Condition J) prohibits any releases of stormwater from the new  
9 impervious surfaces until a site-specific study (Water Effects Ratio Study) is complete and  
10 Ecology sets effluent limits via the NPDES permit.

11 b. Reliance on the NPDES permit

12 Ecology employs numeric water quality standards, narrative standards, and an anti-  
13 degradation standard in order to maintain water quality. Ecology uses BMPs as the primary  
14 method of attaining compliance with water quality standards for stormwater discharges.

15 The Port applied in December 2001 for renewal of its NPDES permit. In connection with  
16 the processing of the renewal application, Ecology will have the opportunity to review the  
17 existing stormwater controls the Port is currently using under its existing permit and require the  
18 Port to implement new and additional Best Management Practices (BMPs) as appropriate and  
19 necessary to control and treat stormwater, including conditions required by the §401 certification.  
20 In addition, the §401 certification requires the Port to retrofit the existing stormwater

1 management system at the Airport. The target flow regime will match the flow from a  
2 theoretical basin in a predevelopment condition, i.e. the volume of water, which would be  
3 expected from pre-Airport conditions: 10% impervious surface, 15% grassland, and 75% forest.  
4 This ratio was derived from the Des Moines Creek Basin Study and is viewed as the most  
5 beneficial type of flow regime/flow control for that stream to adequately recover. All but 80  
6 acres of the existing Airport will be retrofitted for stormwater quality BMPs.

7 A portion of Des Moines Creek—located downstream from the Airport adjacent to Puget  
8 Sound—is listed pursuant to Section 303(d) of the Clean Water Act as exceeding applicable  
9 standards for fecal coliform bacteria. There are no affected Section 303(d)-listed stream  
10 segments for any other pollutant, although the potential exists for Ecology to list copper. There  
11 was no evidence the projects proposed at the Airport would result in the addition of more fecal  
12 coliform to Des Moines Creek. Moreover, the NPDES permit process allows Ecology to place  
13 limitations in the Port's NPDES permit, which can include any legally applicable requirements  
14 necessary to implement total maximum daily loads ultimately established pursuant to Section  
15 303(d). WAC 173-220-130(1)(b)(iii).

16 Stormwater discharges at the Airport have been regulated under a NPDES permit since  
17 1994. The Port's current NPDES permit was issued in February 1998. The Port's NPDES permit  
18 does not authorize a mixing zone for stormwater discharges. As a result, compliance with  
19 surface water quality criteria is at the point of discharge. The NPDES permit requires the  
20

1 preparation of a SWPPP covering areas of industrial aviation activity that drain to the Port's SDS  
2 and to the IWS.

3 There are several non-Port areas that drain to the SDS:

- 4 1. Portions of State Route (SR) 518 (drains to SDN-1)
- 5 2. Portions of SR 99 (International Blvd) (drains to SDE-4)
- 6 3. Portions of south 188<sup>th</sup> Street (drains to SDS-1, SDS-2 and SDS-3)
- 7 4. Portions of 16<sup>th</sup> Ave. South (drains to SDS-2)

8 One of the requirements of the Port's NPDES permit is the Port must monitor its  
9 stormwater discharges. This monitoring is done by taking stormwater samples, using methods  
10 specified in the NPDES Permit, for each of the Port's 14 stormwater outfalls throughout the year,  
11 with sampling frequencies specified by Ecology in the NPDES permit. Because the Port's  
12 NPDES permit addresses stormwater quality primarily through the application of BMPs, the  
13 general purpose of the Port's stormwater monitoring has been to determine the effectiveness of  
14 the applicable BMPs. The sampling is used to assess whether the BMPs required under that  
15 permit are effective, consistent with the adaptive management strategy employed under the Clean  
16 Water Act and the Port's NPDES permit.

17 Most of the sampling locations specified by the NPDES permit are upgradient from the  
18 receiving waters and, in many instances, upgradient from where treatment takes place prior to  
19 discharge. The location of these monitoring points was the result of a stipulation/agreed Order in  
20 another case between ACC/CASE and the Port. The sampling is not instream due to potential

1 contributions from non-Port sources. The current locations better characterize the Port's  
2 discharges, but do not help characterize the condition of the receiving water. Based on this fact,  
3 the sampling results are not truly indicative of the water quality of the stormwater discharges as  
4 they enter the receiving waters, or of the water quality in the receiving streams themselves.

5 The Port has designated monitoring installations. These inspection points and in some  
6 cases monitoring stations appear in many places to be substantially removed from the point at  
7 which the stormwater or pipe discharges into Des Moines Creek or Miller Creek.

8 c. Stormwater Treatment BMPs

9 The Port's NPDES permit requires design and implementation of BMPs to mitigate any  
10 adverse water quality impacts of stormwater runoff. Ecology's approach, as evidenced by  
11 testimony, is a "presumptive approach" to dissolved metals in industrial stormwater. Ecology  
12 assumes that compliance with BMPs will result in no water quality violations, except in certain  
13 situations. To address those certain situations, Ecology created a treatment list of BMP choices  
14 for those Industrial and highway sites where dissolved metals might be present. The primary  
15 water quality "treatment BMP" proposed for the stormwater that will runoff from the new  
16 impervious areas of the Third Runway and taxiways is "filter strips." Filter strips are the existing  
17 treatment BMPs currently in place at SDS-3. While they may be effective to remove suspended  
18 solids including particulate metals, filter strips and biofiltration swales are not effective in  
19 removing dissolved metals from stormwater. This is due to the relative lack of suspended  
20 particulate matter in the Airport's stormwater waste stream, and the difficulty of achieving a level

1 flow-spreading configuration in such facilities. In late June of 1998, Ecology and Port staff  
2 conducted a Reasonable Potential Analysis to determine whether stormwater discharges from the  
3 proposed Third Runway had a reasonable potential to exceed water quality standards. Using data  
4 from Outfall SDS-3 to represent predicted runoff from the Third Runway, determining surface  
5 water quality criteria based on stated hardness values, and considering expected "removal  
6 efficiencies" of various BMPs, the Reasonable Potential Analysis predicted resulting "effluent  
7 pollutant concentrations." The Reasonable Potential Analysis predicted "Copper concentrations  
8 after treatment remained higher than the criteria." As a result, Ecology concluded, "The Port  
9 must go beyond minimum BMPs in order for the project to be certified." However, Ecology's  
10 current §401 certification acquiesces in the Port's proposal to use basic BMPs. In developing its  
11 Storm Water Management Manual for Western Washington (SWMMWW), Ecology found the  
12 basic treatment list of BMPs is not sufficient to assure that the concentrations of dissolved metals  
13 in stormwater discharges from industrial and commercial land uses will comply with water  
14 quality standards. Ecology therefore created an enhanced treatment list of BMP options applying  
15 to industrial and commercial land use sites and high-use road systems, to restrict the available  
16 BMP options to those Ecology has determined have the potential to achieve a higher degree of  
17 dissolved metals removal.

18       Along with infiltration, large sand filters, amended sand filters, and stormwater treatment  
19 wetlands, the SWMMWW's enhanced treatment list recommends the use of "two facility  
20

1 treatment trains" to remove dissolved metals. Filter strips are only available as treatment BMPs  
2 when applied in combination with Linear Sand Filters in a two-facility treatment train.

3 Metals of concern include copper and zinc. The copper may be originating from aircraft  
4 tires and may be coming from vehicle tires and brakes along International Boulevard (also  
5 known as highway 99) or other areas upgradient from the airport. As early as 1999, Ecology and  
6 the Port became aware metals concentrations in untreated stormwater runoff from uncoated,  
7 galvanized metal roofs at the Airport was causing zinc toxicity in discharges from Outfall SDN-  
8 1, which is an in-pipe location upstream from receiving waters and upstream of a water quality  
9 treatment facility at Lake Reba. The Port traced the toxicity to leaching zinc from galvanized  
10 roofing and is committed to implementing BMPs to correct this problem. This existing  
11 galvanized roof issue is not an issue for this §401 certification, as the improvements proposed do  
12 not include that type of roofing material.

13 Any analysis of whether there is an exceedance of the zinc and copper standards in WAC  
14 173-201A-040 requires: (1) hardness data measured in the receiving water, (2) sampling over a  
15 set period of time, (3) the sampling to be conducted in receiving waters (waters of the state), not  
16 upstream of those receiving waters, and (4) measurement of the dissolved fraction of metals.

17 Data provided by the Port show metal concentrations in discharges as total recoverable  
18 metals, which are not directly comparable to the dissolved fraction listed in the water quality  
19 standards. However, this data does serve as an indication of metal concentrations to be expected  
20 in the discharges of stormwater. Median metals concentrations from airfield stormwater

1 typically range from 0.012 to 0.031 mg/l copper, 0.001 to 0.003 mg/l lead, and 0.020 o 0.051  
2 mg/l zinc. These are values, however, sampled at points prior to entering the receiving waters.  
3 Additional treatment as the stormwater continues through the system is expected to result in  
4 lower metal concentrations actually entering the receiving waters. The Board is not, however,  
5 convinced the Port has done an adequate job in sampling to ascertain the status of the receiving  
6 waters.

7 In the Port's previous NPDES permit, which took effect in 1994, Ecology required the  
8 Port to conduct a "Receiving Environment Monitoring Study" evaluating the impact of the  
9 Airport's stormwater discharges to Miller and Des Moines Creeks. The resulting 1997  
10 Stormwater Receiving Environment Monitoring Report confirmed metals concentrations  
11 exceeded federal and state water quality criteria both above and below the Airport's stormwater  
12 outfalls, and in the Airport's stormwater discharges. The Port monitored dissolved metals  
13 concentrations at stormwater outfalls and at in-stream locations upstream and downstream of the  
14 Port's discharges in Miller and Des Moines Creeks. The Port compared the measured metals  
15 concentrations with federal and state water quality criteria and standards. In Des Moines Creek,  
16 copper and zinc were exceeded upstream and downstream of the outfall. In Miller Creek, zinc  
17 exceeded the water quality criterion upstream and downstream, but copper only downstream of  
18 the outfall. In Des Moines Creek, copper and zinc criteria were exceeded in samples from both  
19 upstream and downstream of the discharge, as well as in the stormwater discharge itself.  
20 However, dissolved zinc concentrations downstream of stormwater discharges in Des Moines

1 Creek only exceeded the criterion about 20 percent of the time. The Report shows the high (i.e.,  
2 above-the-standard) levels of dissolved copper discharged from the Airport's outfalls caused the  
3 concentrations of dissolved copper in Des Moines Creek to increase—specifically, the  
4 concentrations downstream from the Port's discharges are greater than the upstream  
5 concentrations, and both exceed the water quality criteria for copper. The 1997 Report also  
6 found in Des Moines Creek, dissolved copper concentrations were highest in samples from the  
7 stormwater outfalls, particularly SDS-3 (45.5 ug/l) and SDE-4 (34 ug/l).

8 Stormwater sampling data presented in the Port's 2001 Annual Stormwater Monitoring  
9 Report also shows copper levels in SDS-3's discharges are higher than the copper levels in other  
10 Airport stormwater discharges. Specifically, the sampling data indicates more than 75% of the  
11 stormwater discharges from "all outfalls" at the Airport exceed the Port-calculated acute  
12 freshwater criteria for copper. The copper levels in stormwater discharges from the "airfield  
13 only" outfalls are higher. And the copper levels in stormwater discharges from SDS-3—the  
14 outfall that drains most of the airfield—are higher still. In 1998, Ecology informed the Port that  
15 Des Moines and Miller Creeks were not meeting water quality standards for copper, zinc,  
16 temperature, as well as fecal coliform. Further, Ecology's current NPDES Permit Fact Sheet for  
17 Sea-Tac reports that concentrations of total recoverable copper in ambient waters both upstream  
18 and downstream of the Port's stormwater discharges generally exceeded the water quality criteria.

19 In February 2001, the City of Des Moines released a report detailing the results of a five-  
20 year, in-stream water quality monitoring program in Des Moines Creek and three other area



1 creeks. After monitoring 25 storm events and 15 base flow events at eight sampling stations in  
2 the four creeks studied, the Report showed the sampling station closest to the Airport—upper  
3 Des Moines Creek station "DM-1"—shared both the highest total copper concentrations, and the  
4 highest storm and base flow dissolved copper concentrations. The Report concluded 40% of the  
5 storm flow samples at sampling station DM-1 exceeded the Washington state Class AA water  
6 quality criterion for dissolved copper—the highest "All Years" percentage of any monitoring  
7 station. The Report further concluded, "runoff carrying pollutants from SeaTac Airport (which is  
8 located upstream of station DM-1) may be responsible for higher dissolved copper  
9 concentrations in upper Des Moines Creek."

10 Site-specific analysis can override minimum requirements. Ecology determined the  
11 Airport was an appropriate place for site-specific analysis. The uses and the size of the Airport  
12 in relation to the watersheds mean the Airport will have a disproportionate impact on the  
13 watershed.

14 The 2001 Stormwater manual does not set a specific performance goal for removal of  
15 dissolved metals because there is not a lot of data nationwide on effective BMPs for dissolved  
16 metal removal. Instead Ecology chose to list BMPs on the enhanced list as doing a better job on  
17 removing dissolved metals. Ecology has been employing a testing protocol to see how well the  
18 BMPs work. However, the §401 certification contains no requirement for the Port to implement  
19 any stormwater treatment measures beyond the King County Basic Water Quality list, despite the  
20 demonstrated problems of dissolved metals in the Port's stormwater discharges.

1 The SWPPP includes both source control BMPs and treatment BMPs. The source control  
2 BMPs include: spill containment and control, elimination of de-icing materials, and re-routing  
3 stormwater to the IWS. The treatment BMPs include facilities such as filter strips, compost/peat  
4 filters, wet ponds, and other facilities, which filter out and remove pollutants from stormwater  
5 prior to discharge into area streams.

6 The primary components of the existing stormwater treatment system at the Airport are  
7 filter strips and bioswales. Filter strips are grassy areas, which slow stormwater runoff rates,  
8 allowing removal of stormwater pollutants through settling of particulates and other processes.  
9 Some stormwater infiltrates into the ground and, as a result, metals and organic compounds are  
10 removed as these pollutants bind to the organic material in the soil. Bioswales are grassy, flat-  
11 bottomed swales, which receive stormwater runoff after it has been collected in a detention  
12 facility. Vaults and ponds also treat stormwater by allowing for additional settling and removal  
13 of particulates.

14 The Appellants argue the Port should have selected more effective BMPs from the  
15 enhanced treatment list of BMPs, including sand, compost, or active medium filters. They argue  
16 filter strips and bioswales alone will not control the dissolved metals. This was confirmed by  
17 Ecology's witness (O'Brien) who said biofiltration swales alone would not control dissolved  
18 metals. He indicated the use of biofiltration should be done in combination with other treatment  
19 options, such as an amended sand filter or a basic sand filter, and some other treatment  
20 combination. The Board agrees and further conditions the §401 certification to require BMPs be

1 selected from the enhanced treatment list for better removal of dissolved metals, to provide  
2 reasonable assurance the Port's stormwater discharges will not violate the relevant water quality  
3 standards. This is particularly important to address the potential listing of copper on the 303(d)  
4 list.

5         The water quality standards for metals in WAC 173-201A-040 are hardness dependent.  
6 Hardness data is the sum of calcium and magnesium in the water. Hardness renders metal ions in  
7 water less toxic by excluding negatively charged exchange sites for the metals to attach  
8 themselves. Knowing the hardness of the water is necessary to determine the criteria for certain  
9 dissolved metals in stormwater. The hardness of the water can change or vary over a short  
10 stretch of time or space (such as following a rain event). As a result of the ability of hardness to  
11 vary, sampling protocols exist. Appellants argue the absence of hardness data makes it  
12 impossible to demonstrate that specific numeric water quality standards are being exceeded. The  
13 Board finds hardness data of the receiving water and the stormwater effluent would make  
14 comparisons between total recoverable metal concentrations in the stormwater effluent with  
15 acute and chronic criteria for metals easier; however, these comparisons are still possible to make  
16 by relying on historic seasonal values for hardness in the same receiving waters.

17         The acute toxicity testing is referred to as Whole Effluent Toxicity (WET) testing and  
18 determines the toxicity of the Port's stormwater to certain sensitive marine organisms. Those  
19 tests indicated acute toxicity in the effluent at the Port's SDN-1 outfall, but at no others. The  
20

1 metal of concern at SDN-1 is zinc. The Port traced the source of the zinc to certain metal  
2 covered roofs in that area and proposed steps to eliminate the pollution source.

3 The water quality standards for copper, lead, and zinc require showing an exceedance of  
4 the numeric criteria on an average basis over time. The acute criteria for copper, lead, and zinc  
5 are expressed as one-hour average concentrations, not to be exceeded more than once every three  
6 years on the average. The chronic criteria are expressed as a four-day average concentration, not  
7 to be exceeded more than once every three years on average.

8 The Port's sampling shows instantaneous exceedances of the numeric water quality  
9 criteria, but they do not show that the criteria were exceeded for the necessary length of time.  
10 Further, the historic sampling data did not present the data in a manner showing exceedances of  
11 water quality standards. In the historic sampling data presented, one or more of the required  
12 elements were missing—either the hardness data (averaged over the correct time period) was  
13 missing, the sampling was done in-pipe rather than in receiving water, the sampling was an  
14 instantaneous reading rather than an average over the time period required in WAC 173-201A-  
15 040, or the sampling showed total recoverable metals rather than the dissolved fraction. Even the  
16 in-stream sampling from 1997 was not done over the proper time period to determine compliance  
17 with numeric criteria, and also did not show what contribution of metals in-stream were from the  
18 Port's stormwater, and what contribution came from other sources such as area highways and  
19 roadways that drain to the same creeks. This appears to be related more to the sampling  
20 methods than to any chemical changes.

1 Further, due to the location of sampling, these exceedances in the monitoring report do  
2 not show concentrations in the receiving waters. These water quality standards apply to the  
3 receiving waters. Ecology and the Port argued in order to establish a violation of the water  
4 quality standards for metals in the receiving waters, it would be necessary for the Port to sample  
5 both upstream and downstream of its discharges. This, they argue, is difficult, if not impossible  
6 because the Airport's discharges pass through pipes, ponds, ditches, and other detention facilities  
7 before reaching the streams.

8 The NPDES permit does not currently require the Port to monitor upstream or  
9 downstream of its stormwater outfalls, nor does the permit require the Port to monitor for the  
10 dissolved fractions of copper, lead, or zinc. The NPDES permit does not currently require the  
11 Port to monitor the hardness of the receiving water. The NPDES does, however, require acute  
12 toxicity testing for stormwater. The Board finds this lack of monitoring to result in, at best,  
13 confusing and, at worst, inaccurate data. Therefore, the Board further conditions the §401  
14 certification to require sampling upstream and downstream from its stormwater outfalls, and to  
15 require the Port to monitor the hardness of the receiving waters.

16 d. Retrofit of existing areas at the Airport

17 In addition to these existing BMPs, the §401 certification requires the Port to retrofit to  
18 currently applicable standards built areas at the Airport and surrounding developed areas recently  
19 acquired by the Port. Ecology imposed the requirement to retrofit existing stormwater  
20 management facilities as Condition J in the §401 certification, including a requirement the Port

1 assure that 20% of the retrofitting is accomplished for every 10% of new impervious surface  
2 added to the project. The Port must maintain this rate of retrofit unless it can demonstrate to  
3 Ecology's satisfaction that such a rate is not feasible. Testimony indicated such a showing does  
4 not alleviate the Port from completing the retrofit. It is assumed, although not set forth in the  
5 §401 certification, by the time 50% of the new impervious surfaces have been constructed, 100%  
6 of the retrofit will be completed as well. The feasibility language allows the rate of retrofitting to  
7 be adjusted based on operational constraints. The Board imposes a further condition on the §401  
8 certification to assure this assumption of 100% retrofit is part of the collective understanding.

9 e. Whole effluent toxicity testing

10 The Port's existing NPDES permit requires periodic whole effluent toxicity (WET)  
11 testing of the Port's principal stormwater discharges. As its name implies, WET tests assess the  
12 aggregate toxicity of the whole effluent sample, which reflects the effect of all constituents  
13 together in addition to toxicity from individual chemical constituents. WET tests use sensitive  
14 aquatic species such as waterfleas or juvenile fathead minnows, which are placed in a whole  
15 effluent sample and then monitored to assess mortality among the test organisms. Testing for  
16 mortality, but not testing for impairment, or loss of function, we find does not measure injury to  
17 existing beneficial uses. Therefore, we add a condition to this certification requiring future toxic  
18 testing for sensitive organisms, related to this certification, to monitor and measure as well, not  
19 only mortality, but impairment and loss of function of the tested organisms.

1 In addition to the WET tests conducted pursuant to the NPDES permit, the Port  
2 undertook instream WET testing during 1999 and 2000. All samples were taken during  
3 qualifying storm events, which are defined in the testing protocols contained in the Port's  
4 NPDES permit.

5 During these qualifying storm events, the Port collected in-stream samples below Port  
6 stormwater discharge points in Miller Creek, Walker Creek, and the east and west branches of  
7 Des Moines Creek. In addition, the Port collected stormwater discharged from the Airport's  
8 stormwater outfalls (prior to the receiving water) including Outfall SDS-3. Outfall SDS-3 was  
9 specifically selected for toxicity testing because it drains a majority of the Airport's airfield and  
10 was therefore considered to be representative of future stormwater runoff from the new Third  
11 Runway project.

12 All samples were tested for toxicity using standard Ecology and EPA test protocols at a  
13 Department of Ecology accredited testing laboratory. The results of all in-stream tests showed  
14 100 percent survival of the organisms used in the WET testing.

15 f. Site specific water quality criteria and Water Effects Ratio Study

16 The §401 certification prohibits the discharge of any stormwater from operations on new  
17 impervious surfaces until a site-specific study (a "water effects ratio study" or "WER study") has  
18 been completed and approved by Ecology and appropriate limitations and monitoring  
19 requirements have been established in the Port's NPDES permit. The WER study determines  
20 how metals are moving from fractions of dissolved metal state or particulate state, and to

1 generally advance the knowledge of metals in the receiving waters. The purpose of the WER  
2 study is to tell Ecology whether there are local effects in the receiving waters that result in  
3 different partitioning of metals. The §401 certification does not establish any deadline for the  
4 study, but requires the Port to consult with Ecology to determine an appropriate time for its  
5 submittal. A site-specific water effects ratio provides an indication of the metal concentration,  
6 which would be expected to actually cause toxicity to aquatic species in a water body. The study  
7 is intended to advance Ecology's knowledge as to exactly how metals in stormwater discharges  
8 would behave in the receiving water. The WER study is intended to determine whether there are  
9 seasonal or local conditions in the local streams that might affect the partitioning of metals in the  
10 receiving waters. The way a WER does this is by determining the ratio between a metal's  
11 toxicity in actual site water, comparing that with the toxicity in laboratory water (which is used  
12 to develop generic numeric water quality standards), and then adjusting the generic numeric  
13 criterion based on that ratio. A median lethal concentration is determined for each water, and the  
14 two are compared to generate a WER. This ratio provides an empirical determination of the  
15 difference in metal bioavailability between the site-water and laboratory water, expressed as a  
16 ratio.

17 This ratio is used to adjust the numeric water quality criterion. The resulting standard  
18 gives the necessary level of protection intended by the more generic (laboratory water) standard,  
19 but with the standard adjusted for the particular characteristics of the water in that particular  
20 stream.



1 The use of a WER study to tailor water quality criteria to site-specific conditions is based  
2 on the fact the amount of metal that is actually “bioavailable” to organisms living within the  
3 receiving waters is what determines whether any specific amount of metal is actually toxic. The  
4 bioavailability (and hence toxicity) of chemicals in receiving streams, creeks, or rivers, is  
5 reduced by the presence of natural constituents such as suspended particles or organic matter.

6 Appellants raised concerns the WER study could result in reduced standards; however  
7 Ecology witnesses indicated that the WER Study would not lessen any of the standards. It will  
8 just provide a more accurate translator as to how the metal is actually behaving in the receiving  
9 water and thus is designed to produce a site-specific standard that is fully protective of the  
10 organisms within the streams.

11 Following the WER Study, under the NPDES (including future NPDES permits),  
12 Ecology can require all necessary source and treatment BMPs. If those are inadequate, Ecology  
13 can have the Port evaluate innovative or new treatment technologies that would control and  
14 reduce the metals in the receiving waters.

15 The Port has already undertaken preliminary screening analyses of stormwater discharges  
16 as part of the preparation of a WER study. Range-finding WER studies have been conducted by  
17 the Port using water collected from multiple sites in Miller, Walker, and Des Moines Creeks.  
18 Range-finding studies are preliminary WER studies used to determine whether a site-specific  
19 ratio for a particular pollutant is possible and, if so, what the “range” of the ratio might be. The  
20 site-specific studies required by the §401 certification will result in WER numbers and will also

1 show whether specific pollutants are attributable to stormwater discharges from the Port, or  
2 whether they are attributable to other sources. When accepted by Ecology, site-specific criteria  
3 developed by the WER study would apply in lieu of the generic numeric water quality criteria.

4 The Port undertook range-finding studies for both copper and zinc, because toxic metals  
5 screening tests had disclosed that these two metals were the metals of concern for the Airport  
6 stormwater discharges. These range-finding studies showed a probable WER for copper for  
7 Miller, Walker, and Des Moines Creeks that ranged from 6 to 28. That is, copper was shown to  
8 be between 6 to 28 times less toxic in site-water than in laboratory water. The data from these  
9 studies suggest the applicable water quality criterion for copper could be increased by a factor of  
10 between 6 and 28 and still remain protective of sensitive species in the Miller, Walker, and Des  
11 Moines Creek systems. Given the sampling concerns raised earlier, the Board does not believe  
12 the water quality criterion should be increased. The WER study results shall only be used if the  
13 data suggests the water quality criterion should be lowered; i.e., made stricter. The Board  
14 therefore further conditions the §401 certification to limit the use of the WER study.

15 g. Glycols

16 Glycols are used to de-ice airplanes during certain weather conditions. The evidence  
17 showed most glycol usage at the Airport is limited to infrequent, one- or two-day winter weather  
18 episodes. There are no numeric state or national water quality standards for glycols. Nearly all  
19 of the glycols used at the Airport are routed to the Industrial Wastewater System ("IWS"),  
20 because all of the application of glycol must take place in the portion of the Airport that drains to

1 the IWS. Accordingly, any glycols appearing in stormwater samples come from drip or shear off  
2 the wings of planes as they taxi or take off outside of the IWS area, or as the planes wait in line  
3 on a runway to take off. There are three types of glycols used at the Airport: Type 1 (de-icing),  
4 Type 2 (Anti-icing), and Type 4 (Anti-icing). The concern is primarily with the additives, which  
5 make the glycols stick to the Aircraft. Types 2 and 4 have more additives and thus are more  
6 toxic than Type 1. Ninety-nine percent (99%) of the glycols applied to commercial aircraft at the  
7 Airport in 1998/1999 were Type I glycols, .8% are Type 2, and .2% are Type 4. None of the  
8 glycol amounts found in streams near the Airport are present in quantities, which cause mortality  
9 to sensitive organisms.

10 h. Mixing Zones

11 The proposed projects at the Airport include work that would occur in water or adjacent  
12 to water along the shoreline. This work includes relocating the channel of Miller Creek, and  
13 numerous instream projects such as demolishing existing bridge abutments. The §401  
14 certification authorizes mixing zones for turbidity resulting from instream and shoreline  
15 construction activities, and requires the Port to demonstrate to Ecology it has minimized any  
16 mixing zone in accordance with WAC 173-201A-100(6). The §401 certification places no  
17 specific limitations on the size or scope of the preauthorized mixing zones. The mixing zones  
18 are intended to authorize the "temporary suspension" of water quality standards for turbidity  
19 during the construction of in-water projects. The §401 certification also contemplates  
20 exceedances of the turbidity standard beyond the mixing zones, describing what actions should

1 be taken in the event that "monitoring indicates turbidity standards are not being met at the  
2 boundary of the mixing zone." The §401 certification does not require the Port to stop work, or  
3 to stop the exceedance of the turbidity standard in such an event, nor does it require the Port to  
4 notify Ecology when such an exceedance occurs.

5 The §401 certification does not require the Port to identify or implement Best  
6 Management Practices before authorizing the mixing zone for turbidity. Instead, it calls for the  
7 Port to submit a "monitoring" plan for review, prior to the start of construction. The §401  
8 certification defers, until the Port submits the monitoring plan, any demonstration the proposed  
9 construction in streams can and will occur in compliance with applicable standards, including the  
10 requirement for minimization in accordance with WAC 173-201A-100(6).

11 Aside from the mixing zones for turbidity resulting from instream and shoreline  
12 construction activities, no other mixing zones are authorized or referenced by the §401  
13 certification.

14 i. Impact on wildlife habitat

15 Miller, Walker and Des Moines Creeks currently support a diverse fish population.  
16 However, these streams are disturbed and have been significantly altered by urban development.  
17 The Port prepared a Biological Assessment for the actions being taken pursuant to the Port's  
18 Master Plan Update, as required by the Endangered Species Act. This Biological Assessment  
19 was submitted to the National Marine Fisheries Service and the U.S. Fish & Wildlife Service  
20 (collectively, the "Services"). The Biological Assessment concluded construction of the

1 improvements at the Airport is not likely to adversely affect the species listed under the  
2 Endangered Species Act. The Services concurred in this conclusion.

3 In addition to the Biological Assessment, an analysis of Essential Fish Habitat was  
4 undertaken as required by federal law. That analysis concluded the Port's projects would have  
5 no adverse effects on Chinook or pink salmon and that no long-term effects will occur to Coho  
6 salmon. While there may be some short-term effects on Coho salmon, the study concluded that  
7 habitat restoration projects undertaken in conjunction with the construction of the Airport  
8 improvements would provide a long-term benefit.

9 j Dam safety

10 The proposed improvements at the airport include stormwater management facilities with  
11 vast storage capacity. The sizes of the vaults were calculated based on the volume of water  
12 necessary to fulfill the required low flow mitigation. The resulting "worst case" volume is 18.5  
13 acre-feet of water for Walker Creek and 13.5 acre-feet of water for Des Moines Creek. Five  
14 different ponds will impound volumes of water between 15.7 acre-feet and 92 acre-feet. The  
15 §401 certification (Condition G) acknowledges some of the Port's proposed stormwater  
16 management facilities will be subject to dam safety regulations (Chapter 173-175 WAC).  
17 Ecology did not require, prior to issuance of the §401 certification, the Port to have the dam  
18 safety permits in hand or to identify stormwater management facilities subject to dam safety  
19 regulations. The §401 certification does, however, require the Port to "obtain a dam safety

1 permit from Ecology prior to commencement of construction” for any facilities meeting the  
2 requirements of Chapter 173-175 WAC.

3 2. LOW FLOW

4 a. General

5 The streams affected by the Port’s Third Runway Project, Des Moines, Miller, and  
6 Walker Creeks, are designated as Class AA streams under state water quality standards. This  
7 classification designates the streams as “extraordinary” waters and confers the highest level of  
8 protection under state water quality regulations.

9 Des Moines, Miller, and Walker Creeks support diverse and abundant fish populations,  
10 including salmon and trout. Maintenance and protection of fish habitat is a characteristic use of  
11 Class AA streams. Des Moines, Miller, and Walker Creeks also support a significant amount of  
12 public recreation, flowing through public parks in Des Moines and Normandy Park, before  
13 finally discharging to Puget Sound. Maintenance of recreational uses is a characteristic use of  
14 Class AA streams.

15 Des Moines, Miller, and Walker Creeks are small streams and flow at very low levels  
16 during the summer months. The removal of even small quantities of water from these streams  
17 poses significant hazards to their aquatic health.

18 The Airport comprises a significant portion of the Des Moines, Miller, and Walker Creek  
19 watersheds. The Third Runway Project will reduce already low flows in Des Moines, Walker,  
20 and Miller Creeks during the summer and early fall season. This reduction is expected to

1 degrade the ability of these creeks to support characteristic uses, and mitigation is therefore  
2 required. The reductions to flows will be caused by the addition of new impervious surfaces to  
3 the Miller Creek watershed (103 acres), the Walker Creek watershed (6 acres), and the Des  
4 Moines Creek watershed (128 acres). Without mitigation, these new impervious surfaces would  
5 increase peak flow rates in area streams during rainstorms, and would reduce flows during  
6 seasonal low flow periods in Walker and Des Moines Creeks.

7         The purpose of stormwater management is to attenuate peak and low flow impacts of, and  
8 water quality degradation from, water running off of impervious surfaces. Stormwater  
9 management often involves the capture of water in detention facilities, which release water  
10 directly to streams or infiltrate water to groundwater.

11         The two major guidance documents for managing western Washington stormwater, the  
12 1998 King County Surface Water Design Manual and the 2001 Ecology Manual, both recognize  
13 stormwater can also be utilized to maintain base flows in streams during low flow periods. The  
14 method described in both manuals involves infiltration of stormwater into the ground, which  
15 eventually re-emerges as base flow in affected streams.

16         In order to identify low flow impacts, the Port modeled both pre- and post-construction  
17 hydrologic conditions in Miller, Walker, and Des Moines Creeks. The difference between the  
18 two conditions is intended to represent the streamflow impacts caused by the Third Runway  
19 project for which mitigation is required.

20

1           The pre-construction model was based on the land use in the area in 1994. Using the  
2 Hydrologic Simulation Program—FORTRAN (HSPF), the Port analyzed how, in the context of  
3 the 1994 land uses, various levels of rainfall (derived from a variable period of record) would  
4 reach the streams through direct runoff, stormwater system drainage, or groundwater infiltration  
5 and flow paths. This analysis was then used to model the lowest seven-day period of low flows  
6 for each year and the seasonal windows within which those low flows occur. From this  
7 information the Port selected the threshold flows below which mitigation would be required  
8 (0.33 cfs for Des Moines Creek, 0.77 cfs for Walker Creek, and 0.73 cfs for Miller Creek), and  
9 the mitigation window (July 24-Oct 24 for Walker Creek and July 30-Oct 31 for Des Moines  
10 Creek). However, the Des Moines Creek Augmentation Preliminary Design is based on data  
11 showing the flow to be 1 cfs at the monitoring station. The 1998 plan also proposed a 1 CFS  
12 flow for Des Moines Creek. The Board finds the correct threshold flow to be 1 CFS, below  
13 which mitigation will be required. The Board further conditions the §401 certification to include  
14 this corrected threshold flow of 1 CFS for Des Moines Creek.

15           For post-construction modeling, the Port projected land uses for the year 2006 (including  
16 the embankment and new runway, but excluding the Industrial Wastewater System (IWS) and  
17 Des Moines basin fill borrow areas). Again, the Port analyzed, using HSPF and two groundwater  
18 models (Hydrus and Slice), how differing levels of rainfall on those surfaces would reach the  
19 streams through infiltration and run-off. Utilizing the results from the various rainfall scenarios,  
20 the Port projected summer streamflows following completion of the Third Runway project.



1 Comparing the 2006 low flow model results to the 1994 low flow conditions, the Port calculated  
2 its mitigation requirements to be 0.11 cfs for Walker Creek, 0.08 cfs for Des Moines Creek, and  
3 0 cfs for Miller Creek. In Walker Creek, the estimated net impact of 0.11 cubic feet per second  
4 (cfs) translates to a decrease of 3 millimeter (mm) in depth and 30 mm in width. In Des Moines  
5 Creek, the average flow reduction of 0.8 cfs translates to a decrease of 9 mm in depth and 101  
6 mm in width. The modeling showed little or no change to total stream flow in Miller Creek  
7 during low flow periods. Given the Board's finding above on the threshold flow for Des Moines  
8 Creek, the mitigation requirement for Des Moines Creek is greater than the estimate of 0.08 cfs.  
9 The Board further conditions the §401 certification to require this greater level of mitigation  
10 flows for Des Moines Creek.

11 The Port proposes to mitigate these low flow impacts using three methods: (1) seepage  
12 of infiltrated stormwater from the new Third Runway embankment (in the Miller and Walker  
13 Creek basins), (2) detention and release of stored stormwater during the summer low flow season  
14 (in the Des Moines and Walker Creek basins), and (3) retirement of existing water uses (in the  
15 Miller Creek basin). Just as with mitigation for peak flow impacts, the purpose of mitigation for  
16 low flow impacts is to mimic pre-development conditions—maintaining streamflows in as close  
17 to pre-development conditions as possible in order to protect habitat and aquatic organisms and  
18 to ensure water quality standards will be met. The maintenance of streamflows is not, however,  
19 the same as an established instream flow level for the length of these creeks. Rather, the  
20 mitigation is required at a point shortly after leaving the Port's project area.

1 The conditions contained in the §401 certification, pertaining to low stream flow  
2 mitigation, are intended to offset the reduction in flow that will occur in Des Moines, Miller, and  
3 Walker Creeks. The Port has prepared a low flow mitigation plan proposing to capture  
4 stormwater in "reserve storage," and release it at precise rates during a specified mitigation  
5 period in Walker and Des Moines Creeks.

6 A portion of the rain falling on the embankment will move into and through the  
7 embankment, rather than run off as stormwater. Some of it will emerge as seeps, which will flow  
8 into Walker and Miller Creeks. The maximum flow of infiltrated stormwater will reach Miller  
9 Creek in July, approximately six to seven months after the maximum rainfall. Because this  
10 seepage will reduce the overall low flow impact on Walker Creek, less mitigation from  
11 stormwater detention is needed.

12 Seepage from the embankment will entirely eliminate the need for low-flow mitigation in  
13 Miller Creek. Detaining stormwater and releasing it during low flow periods will mitigate low  
14 flow impacts in Des Moines Creek and Walker Creek. Detained stormwater will be discharged  
15 continuously into the affected streams during the low stream flow period for each of the streams.  
16 The slow release of detained water will replicate the timing and amount of stormwater base flow.  
17 The amount of low flow releases necessary to mitigate low flow impacts from the Airport  
18 improvements has been determined using hydrologic modeling.

19  
20

1           b.     Analysis of historic flows

2           The Port formulated its low flow mitigation plan based on an evaluation of historical  
3 streamflows. This evaluation was based on analysis of 47 years of precipitation reports. From  
4 these records, the Port identified historical streamflow levels, daily and weekly average flows,  
5 and base flow (groundwater seepage or surface water released from lakes or wetlands).

6           Using this data, the Port's consultants identified a low flow period, *i.e.*, the time of year  
7 when stream flows are typically at their lowest. They also identified a mitigation period and a  
8 volume of water necessary to mitigate the low flow impacts for Walker and Des Moines Creeks.  
9 The Port quantified these effects through hydrologic modeling, using the Hydrologic Simulation  
10 Program — FORTRAN ("HSPF"), Hydrus and Slice hydrologic models.

11           c.     Modeling of low flow impacts

12           The HSPF model was used to model runoff and to account for evapotranspiration into the  
13 atmosphere. For Miller Creek and Walker Creek, this data was then input into the Hydrus and  
14 Slice models to determine the amount of surface runoff expected, the movement of water  
15 infiltrating through the embankment, the amount of water flowing into the drains underlying the  
16 embankment, and the amount seeping into the till layer. The resulting data was then input back  
17 into the HSPF model to determine the timing of flows back to the streams.

18           The HSPF model was the appropriate tool to model low stream flows. The data  
19 generated from the HSPF modeling was used to design facilities to capture, detain, treat, and  
20 release stormwater.

1 Appellants questioned the Port's use of several models to simulate the various phases of  
2 water transport from precipitation to streams and to compare pre-construction and post-  
3 construction conditions. Based on the evidence presented, the Board is satisfied no single model  
4 could have accurately and effectively simulated hydrologic conditions in a project of this  
5 complexity, and the data reflecting the Port's comparison of pre- and post-construction  
6 conditions was accurate within a reasonable margin of error.

7 Appellants also questioned the Port's modeling of flow through the embankment,  
8 criticizing some of the assumptions underlying that modeling and the application of the Hydrus  
9 and Slice models. Based on the evidence presented, the Board finds Appellants have not met  
10 their burden of showing the modeling assumptions were unreasonable or would lead to a  
11 violation of state water quality standards.

12 The evidence presented demonstrated that the Port's application of the Hydrus and Slice  
13 models resulted in modeled data reasonably expected from infiltration through the embankment.  
14 The evidence presented supports the Port's assumptions with respect to the makeup of the fill to  
15 be used in the embankment.

16 The fill used for the embankment will have existing moisture content and will be exposed  
17 to precipitation throughout the estimated six-year construction period. Groundwater already  
18 discharges from the base of fill placed in the embankment, indicating that the moisture content of  
19 the fill and the necessity of a "wetting up" period are not valid concerns.

1           d.     Model calibration

2           Proper calibration of the model gives greater confidence that the modeled results are  
3 those expected to occur. Calibration is a critical step in model development by which the model  
4 output, achieved through simulation of environmental conditions, is compared with actual,  
5 observed data (such as stream gauge records) to determine whether model predictions are valid  
6 and reliable. Model calibration was done for each of the three affected streams.

7           Much of Appellants' challenge to the Port's modeling efforts involve criticisms of the  
8 calibration of certain models or the failure to account for water possibly lost as a result of  
9 improvements to the Port's IWS. The Board finds, while simulated flows did not exactly match  
10 measured flows, no model would produce an exact replication of measured data. A model may  
11 be properly calibrated even though it does not match observed data exactly.

12           While Appellants' witnesses were critical of certain calibrations, they either failed to  
13 quantify the impacts they asserted or their evidence (particularly with respect to impacts from the  
14 IWS system) was speculative. Evidence was also presented showing calibration and modeling  
15 was an iterative process, with each successive effort attempting to provide a better fit than the  
16 last.

17           In addition, conditions imposed by Ecology in the §401 certification mitigate for  
18 potential low flow impacts. These conditions require the Port to monitor streamflows and  
19 seepage from the embankment and, if necessary, implement contingency measures to mitigate  
20 the project's low flow impacts. The evidence shows such contingency measures are feasible and

1 can be accomplished through modification of the times and rates at which detained stormwater is  
2 released, and there will be sufficient stormwater detention to meet any contingencies revealed by  
3 the monitoring. Thus, even if the iterative monitoring process shows changes to the necessary  
4 mitigation, monitoring will provide a means to adjust the stormwater management system to  
5 release sufficient flows to mitigate low flow impacts.

6 e. Target flows

7 The Low Flow Plan indicates that the impacts of the Third Runway Project will reduce  
8 base flows in local streams as early as June each year, when streamflows drop to their seasonal  
9 lows. Mitigation, however, will not commence until July 24 for Des Moines Creek and August 1  
10 for Walker Creek. The §401 certification requires the Port to monitor adverse impacts to aquatic  
11 biota during June and July. Again, the evidence demonstrates contingency measures are in place,  
12 which require modification of the times and rates of release of detained stormwater. Appellants  
13 have not shown that these provisions are inappropriate or inadequate.

14 3. WATER RIGHTS

15 As noted above, the Third Runway Project will significantly alter the hydrology of the  
16 airport property. Because of these impacts, the Port must mitigate through low flow  
17 augmentation in Des Moines and Walker Creeks. The proposed source of water for the low flow  
18 augmentation plan is stormwater from the Port's property. The Port proposes to capture, detain  
19 and then release 19.0 acre-feet of stormwater to Walker Creek at the rate of .11 cubic feet per  
20 second (cfs), continuously between August 1 and October 31 each year. The Port's

1 augmentation plan also involves the release of 13.5 acre-feet of water to Des Moines Creek at the  
2 rate of 0.08 cfs, continuously between July 24 and October 24 each year. The Port does not  
3 propose any low flow mitigation for Miller Creek.

4 To match the peak flows, which would have occurred prior to development, the Port will  
5 detain stormwater in its detention facilities for more than half the year. To avoid low flows, the  
6 Port will detain approximately 9% of the collected stormwater for an additional period of weeks  
7 or months. In both cases, detained stormwater will be slowly released at precise rates to the  
8 affected creeks.

9 It is not uncommon for stormwater management systems to detain water for periods of  
10 weeks or months. What is different in this stormwater management system is the manner in  
11 which the stormwater is released from a detention facility. Here, the water will be used to  
12 augment seasonal low flows in a manner distinct from infiltration.

13 Des Moines and Miller Creeks are presently closed to the issuance of new "consumptive"  
14 water rights. WAC 173-509-040(1). Although applications are pending, neither surface nor  
15 groundwater rights are being issued in this area at this time.

16 4. FILL CRITERIA, EMBANKMENT AND MSE WALL

17 a. General

18 The Third Runway will be constructed west of the two existing airport runways. Moving  
19 west from the existing runways, the ground elevation drops and forms the drainage basins for  
20 Des Moines, Miller, and Walker Creeks. To construct the Third Runway, the existing drainage

1 basins west of the airport would need to be filled with approximately 20 million cubic yards of  
2 fill material. The Third Runway would then be built on an earthen embankment constructed with  
3 imported fill material. In places, the embankment would be retained by a mechanically stabilized  
4 earth ("MSE") wall 135 feet high at its tallest point (and further topped with a twenty-foot-high  
5 sloped embankment for a total height of 155 feet), for a distance of 1,500 feet. The eastern  
6 boundary of the embankment abuts the existing airfield at the Airport, while the western  
7 boundary would either be sloped or bounded by one of three MSE walls. At the base of the  
8 embankment, the Port proposes to construct a drainage layer, which is intended to prevent  
9 groundwater pressures from building up within the embankment when the groundwater table  
10 rises during winter months, and to direct groundwater flow away from the embankment to  
11 prevent geotechnical instability. The drainage layer would be three feet thick and be designed to  
12 collect groundwater seepage through the embankment and transport this water under the MSE  
13 wall to wetlands between the wall and the relocated Miller Creek.

14 Three MSE walls are planned along the embankment: a North Wall about 1,300 feet long  
15 and up to 90 feet high, a West Wall about 1,450 feet long and up to 135 feet high, and a South  
16 Wall about 900 feet long and up to 50 feet high. The three MSE walls along the embankment  
17 would use strips of steel in the compacted fill material and a relatively thin reinforced concrete  
18 facing to form a vertical retaining wall face. The reinforcing strips would extend into the  
19 embankment fill behind the wall, perpendicular to the wall face. Friction between the strips and  
20



1 the layers of compacted soil are designed to prevent the strips from pulling out, and would  
2 support the wall face

3 b. Potential for MSE Wall failure and seismic risk

4 The West MSE Wall is designed to withstand an earthquake with a 10% probability of  
5 occurring in any 50-year period, which on average will occur once every 475 years. This equates  
6 to an average magnitude of 6.7 for the design earthquake. It is also the standard adopted in the  
7 current version of a national code for transportation structures by the American Association of  
8 State Highway and Transportation Officials (AASHTO). In contrast, the designers for the new  
9 Tacoma Narrows Bridge use the more conservative 3% in 75 years design event with an average  
10 return of 2,500 years. Similarly, the design for a new Alaskan Way viaduct in Seattle calls for  
11 use of the 3% in 75 years design event. The Port's selection of the less protective "design  
12 earthquake" standard is based on concluding the Third Runway is not an essential, or lifeline,  
13 facility. A lifeline facility is one that is to be serviceable after an earthquake to assist in the  
14 emergency response. The Port determined this facility, the Third Runway, is not a lifeline facility  
15 and thus the standards for typical commercial high-rise buildings or highways is adequate. The  
16 Board agrees. This facility is not a lifeline facility, as there are two other runways at the Airport  
17 along with other, smaller regional airports nearby. The appropriate standard for this Board is not  
18 whether this facility is an essential facility, but rather will it sustain any environmentally  
19 damaging failure during an earthquake.

1 The Port's analyses of the soils beneath the proposed site of the MSE wall showed the  
2 native soils are soft or loose and will not provide a suitable foundation due to seismic shaking  
3 (termed "liquefaction"). As a result, the Port proposed using in-ground "stone columns" to  
4 support the MSE structure to avoid open excavation immediately adjacent to Miller Creek and  
5 associated wetlands, and to avoid any potential short-term impacts associated with temporary  
6 construction dewatering. After studying stone column field tests, the Port concluded better  
7 construction reliability would be achieved by removing and replacing the poor soils. The proposed  
8 excavation might encroach upon Miller Creek in some locations, requiring relocation of the  
9 stream channel.

10 Part of the analysis undertaken during design of the West MSE Wall was a deformation  
11 analysis, which considered the effect that the design earthquake would have on the wall. The  
12 deformation analyses found a catastrophic failure – *i.e.*, a failure that would cause the wall to fall  
13 down or soil from it to be spilled into Miller Creek – was highly unlikely. Analyses also showed  
14 liquefaction possibly occurring during an earthquake would not clog the underdrain beneath the  
15 West MSE Wall.

16 We find the Port used the appropriate design level earthquake, and that the modeling was  
17 adequate.

18 c. Fill criteria

19 There is a risk surface water runoff from the embankment could transport embankment  
20 contaminants to area wetlands and streams. Further, groundwater percolating through the

1 embankment to wetlands and streams below could transport contaminants to those waters. The  
2 §401 certification proposes to address this risk through imposition of procedures and criteria  
3 concerning placement of fill at the site.

4       The §401 certification generally defines acceptable fill sources as including state-certified  
5 borrow pits, contractor-certified construction sites, and Port of Seattle-owned properties. It  
6 further defines prohibited fill sources as fill sources which “in whole or in part consist of soils or  
7 materials that are determined to be contaminated following a Phase 1 or Phase 2 site  
8 assessment.” State Certified borrow pits are those that the Washington Department of  
9 Transportation has found to have geotechnically suitable material, not necessarily contaminant  
10 free. The Washington Department of Transportation testing does not include testing for  
11 contaminants.

12       The lynchpin of Condition E is numeric fill criteria establishing allowable concentration  
13 limits for certain identified contaminants—metals and components of total petroleum  
14 hydrocarbons—stated in allowable milligrams of contaminant per kilogram of soil. The analysis  
15 described below evaluates whether a particular contaminant is present and if so, can it be  
16 detected, is it mobile, will it bind to the soil and finally, what is the risk?

17       Condition E of the §401 certification requires the Port to undertake a multi-step process  
18 to ensure fill used in the embankment will not threaten water quality, beginning with a limitation  
19 on the sources from which the Port can accept fill.

1 Condition E also requires the Port to conduct an Environmental Site Assessment in  
2 accordance with standards developed by the American Society of Testing and Materials before  
3 accepting fill from any source. Initial "screening" of fill sources occurs through "Phase I"  
4 assessment procedures. This Phase I assessment includes, among other things, a review of  
5 relevant records, maps and aerial photos, interviews with owners, and on-site inspections to  
6 determine whether there might be contamination on the property. Phase II screening occurs  
7 when the potential exists for soil contamination, and includes interviews with site owners and  
8 others with knowledge of site history, site reconnaissance, and sampling and analysis of soil  
9 from the proposed source. The Fill Criteria chart shown on page 17 of the §401 certification has  
10 been superseded by Attachment E (which is the last page of the §401 certification) as a result of  
11 the USFWS Biological Opinion. The fill criteria are as follows:

12  
13  
14  
15  
16  
17  
18  
19  
20

Attachment E/SPLP Workplan Table 1

Table 1  
Criteria for Drainage layer cover and other Port 404 Projects.

Constituent	Ecology special criteria for drainage layer cover (mg/kg)	FWS drainage layer cover criteria (mg/kg)	Final drainage layer cover criteria (most conservative of FWS and Ecology values) (mg/kg)	Ecology criteria for remainder of embankment and other Port 404 Projects (mg/kg)
Antimony		NA	16	16
Arsenic		7	7	20
Barium		12,000	12,000	NA
Beryllium		NA	0.6	0.6
Cadmium		1	1	2
Chromium	42	48	42	2000
Copper		NA	36	36
Lead	220	24	24	250
Mercury		0.07	0.07	2
Nickel	100	NA	48	110
Selenium		5	5	5
Silver		5	5	5
Thallium		NA	2	2
Zinc		NA	85	85
Gasoline		NA	30	30
Diesel	460	NA	460	2000
Heavy Oils		NA	2000	2000

The sampling requirements set forth in Condition E of the §401 certification are a safety net following a Phase I or Phase II Assessment. The §401 certification specifies the minimum number of samples that must be taken when the Phase I Environmental Site Assessment indicates there is no likelihood of contamination. These requirements are to confirm the results of the Phase I and Phase II Assessments and include the number of samples to be collected and the analytes for which testing must be performed. The numbers of samples required are:

Cubic Yards of soil	Minimum number of Samples
<1,000	2
1,000 – 10,000	3
10,000 – 50,000	4
50,000 – 100,000	5
>100,000	6

1  
2 The Appellants argue sampling numbers should be aimed, much like the requirements of the  
3 Model Toxics Control Act (MTCA), at getting 95% chance of meeting the standard. They  
4 further argue the numbers of samples depend on the variability of the site, rather than a fixed  
5 number as indicated in the chart above. If contamination is suspected as the result of a Phase I  
6 Environmental Site Assessment, the Port must consult with Ecology to determine the number of  
7 samples to be taken during the Phase II Site Assessment or other appropriate sampling  
8 requirements. The results of the sampling are then compared to the numeric fill criteria in the  
9 §401 certification to determine the suitability of the fill source for Port 404 projects.

10 Condition E includes numeric criteria for 14 metals and for total petroleum hydrocarbons  
11 (“TPH”). Ecology based some of the numeric fill criteria on MTCA Method A cleanup criteria,  
12 which have been established under legislation for remediation of contaminated sites. Ecology  
13 used MTCA Method A as a starting point for the fill criteria because there was no other guidance  
14 on how to determine fill criteria, except for criteria on contaminated fill or soil.

15 For those constituents for which no Method A level exists, Ecology used the “fixed  
16 parameter three-phase partitioning model” described in WAC 173-340-747 to calculate numeric  
17 fill criteria. This model performs a “back-calculation,” which starts with the numeric water  
18 quality criteria for the receiving water and works backward to derive soil concentrations  
19 protective of water quality. Ecology then compared the soil concentrations derived using the  
20 back-calculations to two other sets of numbers: natural background concentrations (set at the 90<sup>th</sup>

1 percentile, which is a value higher than 90% of the samples taken, but lower than 10% of the  
2 samples taken), and practical quantitation limits (PQLs)<sup>1</sup>. If the back-calculated soil  
3 concentrations were lower than either of these numbers, Ecology adjusted the soil concentrations  
4 so they were equal to the 90<sup>th</sup> percentile natural background concentration or the PQL. Thus, in  
5 some instances the calculated §401 Certificate contaminant limits were adjusted based upon  
6 Ecology Publication 94-115, *Natural Background for Soil Metals in Puget Sound*, or upon the  
7 PQL found in a 1993 Ecology implementation memo.

8         The numeric fill criteria described above apply to the general embankment fill. For  
9 certain constituents, Ecology also set more stringent numeric criteria for fill placed in the  
10 “drainage layer cover,” which is a wedge-shaped portion of the embankment that will directly  
11 overlie the drainage layer. One of the provisions of the §401 certification allows “compliance  
12 options” under Condition E. One of these allows construction of a “wedge” (also called the  
13 “drainage layer cover”) of less contaminated soil 40 feet thick at the face of the embankment  
14 sloping back, at a rate of 2%.

15         Despite the testimony of Ecology witnesses on the calculation numeric fill criteria,  
16 evidence was presented showing the §401 certification allows contamination at levels above the  
17 calculated values derived for the protection of surface water and/or groundwater for seven of the  
18

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19  
20 <sup>1</sup> A PQL is defined in the MTCA Regulations as “the lowest concentration that can be reliably measured within specified limits of precision, accuracy, representativeness, completeness and comparability during routine laboratory conditions, using Department approved methods.” WAC 173-340-200.

1 thirteen contaminants of concern. While it appears a few of the constituents such as beryllium,  
2 copper, and zinc were in fact set to natural background, the §401 certification limits are higher  
3 than natural background<sup>2</sup> for many of the constituents such as arsenic, cadmium, lead and  
4 mercury. In making adjustments up to the PQL, Ecology's expert misread the "thumbs up" icon  
5 in the 1993 Ecology implementation memo. As a result, Ecology failed to recognize other test  
6 methods available with lower PQLs. Actual sampling data supplied by the Port indicates its  
7 testing methodologies are in fact capable of detecting concentration limits for nearly all the  
8 contaminants of concern, at levels below .5 mg/kg--significantly lower than the PQLs utilized in  
9 establishing the numeric fill criteria in the §401.

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16 <sup>2</sup> For example, the §401 limit for antimony is 16 milligrams/kilogram (mg/kg), yet Ecology calculated that the  
17 allowable level of antimony for the protection of ground water should be no more than 5.79 mg/kg. The §401 certification  
18 allows arsenic at concentrations of 29 mg/kg, yet Ecology calculated that no more than 2.92 mg/kg of arsenic should be allowed  
19 for the protection of groundwater. The §401 certification allows 2 mg/kg of cadmium, yet Ecology calculated that to protect  
20 surface water no more than .09 mg/kg of cadmium should be allowed in the soil and no more than .69 mg/kg of cadmium should  
be allowed in the soil to protect groundwater. The §401 certification allows lead at levels of up to 250 mg/kg, yet Ecology  
calculated that no more than 234 mg/kg of lead should be allowed for the protection of surface water. For mercury, the §401  
certification allows 2 mg/kg, yet Ecology calculated that for the protection of surface water the standard should be no more than  
.01 mg/kg. The §401 certification allows 5 mg/kg of selenium in the soil, yet Ecology calculated that for the protection of  
surface water no more than .52 mg/kg of selenium should be allowed in the soil. Finally, the §401 certification allows 5 mg/kg  
of silver, and yet Ecology calculated that no more than .28 mg/kg of silver should be allowed based on the protection of surface  
water.



1 A comparison of the values is presented in the table below:

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Contaminant	401	Surface Water	Ground Water	Natural Background
Antimony	16		5.79	Na
Arsenic	20		2.92	7
Cadmium	2	.09	0.69	1
Lead	250	234		24
Mercury	2	.01		.07
Selenium	5	0.52		Na
Silver	5	0.28		Na

12

13 The numeric fill criteria allow for concentrations of gasoline to be present at 30

14 milligrams/kilogram (mg/kg), and diesel and heavy oil at up to 2,000 mg/kg. Gasoline is a

15 refined petroleum product, which is not found in its refined state in nature. The Port argued

16 man-made petroleum constituents would not be allowed, but some natural occurring TPH (Total

17 Petroleum Hydrocarbons) might show up as part of the sampling, derived from the natural

18 decomposition of organic compounds. The Board is not persuaded by this argument. In fact,

19 Ecology's witness indicated a mistake had been made in keeping the limit for TPH on the chart.

20 The Board therefore finds the acceptable limit for the fill criteria should be based on the natural

1 background levels, when available. When not available, the "back calculations" done by  
2 Ecology to protect groundwater and surface water should be used. Only when neither is  
3 available should the MTCA standards be used. Therefore, the Board finds the appropriate fill  
4 criteria to be as follows:

5	Antimony	5.79 mg/kg
6	Arsenic	7 mg/kg
7	Barium	12,000 mg/kg
8	Beryllium	.6 mg/kg
9	Cadmium	1 mg/kg
10	Chromium	42 mg/kg
11	Copper	36 mg/kg
12	Lead	24 mg/kg
13	Mercury	.07 mg/kg
14	Nickel	48 mg/kg
15	Selenium	.52 mg/kg
16	Silver	.28 mg/kg
17	Thallium	2 mg/kg
18	Zinc	85 mg/kg
19	TPH	0
20		

1 Under the §401 certification, proposed fill criteria are to be applied based on sampling  
2 and testing protocols. The fill source sampling is governed by the chart on page 16 of the §401  
3 certification, which requires no more than six samples from a fill source greater than 100,000  
4 cubic yards. Peter Kmet, Ecology's toxics cleanup program senior engineer, recommended that  
5 ten samples be required for every 2,000 cubic yards for Port-owned properties and construction  
6 sites, with one additional sample for every 500 cubic yards. Even for so-called "native" borrow  
7 pits, Mr. Kmet recommended 15 samples for sites between 50,000 and 500,000 cubic yards plus  
8 one sample for every additional 100,000 yards to ensure protection of water resources. The  
9 Appellants' expert recommended the 401 Certification should have required a determination for  
10 each site of the number of samples needed to reach a "95% confidence level that you will meet  
11 the [contaminant] criteria." The Board finds the minimum number of samples to be inadequate  
12 and thus further conditions the §401 certification to require the same minimum number of  
13 samples as is required for sampling under MTCA.

14 If the fill material exceeds any of the numeric fill criteria, the §401 certification allows  
15 the Port to use the Synthetic Precipitation Leaching Procedure (SPLP) to assess whether a  
16 particular constituent in the tested soil will leach at rates with the potential to threaten water  
17 quality. In the SPLP, fill material is placed in a column, and liquid comparable to acid rain is  
18 passed through it. The laboratory then analyzes the resulting leachate to determine the  
19 concentration of soil constituent chemicals of interest. SPLP analysis results are then used to  
20 determine if the Port may use that fill material, even if it initially exceeded the numeric fill

1 criteria. The SPLP is a test in which fluid is passed through a soil sample with the fluid then  
2 collected and analyzed for contaminants. The results from the SPLP are then compared to fresh  
3 water ambient water quality criteria in WAC 173-201A-040 (adjusted for PQLs). Conflicting  
4 testimony from the Respondents indicated the SPLP procedure could not be used to approve  
5 material that exceeded MTCA Method A standards. However, a Port consultant acknowledged  
6 after site sampling shows a site has failed the MTCA Method A based initial screening criteria,  
7 the Port uses the SPLP to approve the importation of fill material.

8           Concerns were raised the SPLP procedure does not address the complete set of water  
9 quality standards, only the toxic substances surface water standards (WAC 197-201A-040), and  
10 ignores state groundwater standards such as Chapter 173-200 WAC. A second concern is only  
11 one SPLP sample is required to be collected for each original screening sample that exceeds the  
12 screening criteria. The concern is no statistically meaningful test protocol exists for using the  
13 SPLP. A third concern is the SPLP method is in large part incapable of detecting contaminants  
14 of concern at the levels established in WAC 173-201A-040. This is because the freshwater  
15 criteria listed in WAC 173-201A, utilized as a benchmark for the SPLP testing, are hardness-  
16 dependent. Ten of the 13 metals listed in the §401 certification have a hardness-adjusted  
17 freshwater chronic standard lower than 50 micrograms/liter. The SPLP procedure is, however,  
18 ineffective at determining compliance with water quality standards for these metals because the

1 SPLP's reporting limit is higher than the §401 contamination limit.<sup>3</sup> Finally, WAC 173-201A-  
2 040, the surface water toxic substances criteria, do not establish standards for antimony,  
3 beryllium, silver, and thallium, which are all listed as constituents of concern under the §401  
4 certification. Thus, there is no standard in WAC 173-201A-040 for these contaminants by which  
5 to evaluate the SPLP test results.

6 The Port performed a modeling analysis of the numeric fill criteria in the §401  
7 certification to verify they are protective of water quality. The model considered infiltration of  
8 water through the embankment, leaching of compounds in the embankment by infiltrating water,  
9 and transport of those compounds through the embankment. The model assumed the entire fill in  
10 the general embankment contained the maximum concentrations of metals allowed under the  
11 §401 certification. The model results showed water discharging from the toe of the embankment  
12 would not exceed ambient water quality standards for any of the metals listed in the §401  
13 certification at any time over a thousand-year period

14 The Port also performed a sensitivity analysis of these modeling results in which the  
15 embankment was assumed to be made up entirely of soil with the most leachable metal (arsenic),  
16 at a concentration 10 times the concentration allowed in the §401 certification. The results of the  
17 sensitivity analysis showed that the water discharging from the toe of the embankment would not  
18 exceed the ambient water quality standard for arsenic, notwithstanding its presence in the

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<sup>3</sup> The 10 metals with hardness adjusted fresh water chronic criterion less than 50 micrograms/liter include antimony, beryllium, cadmium, total chromium, copper, lead, mercury, selenium, silver and thallium. See Ex. 280. The SPLP is not used to test for petroleum contamination.

1 embankment at 10 times the concentration allowed in the §401 certification at any time over a  
2 thousand-year period.

3           However this testimony was rebutted. The Board is concerned with the intended use of  
4 the SPLP process. Therefore, the Board finds the SPLP process should not be used to allow the  
5 importation of fill above the fill criteria.

6           Finally, nothing in this opinion requires the Port to remove any fill that has already been  
7 imported to the Airport site.

8           5.     GROUNDWATER

9           The majority of the existing wetlands west of the airport are hydrologically maintained by  
10 groundwater and seeps emanating from a shallow groundwater aquifer, which daylights along the  
11 western slope of the plateau abutting the Port's proposed fill. The Port has found contamination  
12 in groundwater beneath the Airport Operations and Maintenance Area ("AOMA"). Jet fuel,  
13 gasoline, industrial solvents, mineral spirits, lubricating oil, and aircraft deicing fluids have all  
14 been found in the soil and groundwater within the AOMA. The AOMA is an area that includes  
15 the passenger terminals and aircraft maintenance hangars, gates, and fueling areas. It is located  
16 to the east of the airfield, taxiways and runways, where planes are not fueled or serviced. The  
17 western border of the AOMA is approximately one-half mile from where the Third Runway will  
18 be located. The contaminated aquifer (the Qva aquifer) flows generally to the west and  
19 northwest from the AOMA in the direction of Miller Creek and the sloped wetlands.

1 In 1999, Ecology issued Agreed Order No. 97TC-N122 under the Model Toxics Control  
2 Act (MTCA) requiring the Port to investigate the nature and extent of this groundwater  
3 contamination. The Agreed Order requires the Port to develop a model to predict groundwater  
4 flow and contaminant fate and transport beneath the Airport. Appellants did not prove the Port  
5 was violating the 1999 Agreed Order. Appellants claim Ecology lacked reasonable assurance  
6 that water quality standards would be met because this contamination could migrate from the  
7 AOMA, and because the Port has not completed all phases of the investigation required by the  
8 MTCA order.

9 The Port and Ecology presented evidence, pursuant to the MTCA order, that the Port has  
10 undertaken a preferential pathways analysis to determine the sources of groundwater  
11 contamination in the AOMA, the lateral and vertical extent of that contamination, and the  
12 direction in which groundwater beneath the AOMA flows.

13 The Port and Port tenants have installed a large array of groundwater monitoring wells in  
14 and around the AOMA, and collect samples from them. These samples, taken over many years  
15 from wells installed both prior to and following the execution of the Agreed Order, indicate there  
16 is contamination from airline fueling and maintenance activities in shallow, perched water zones  
17 beneath the AOMA, and in the deeper Qva aquifer. The monitoring wells also indicate  
18 contamination in both groundwater units has migrated very little.

19 The Port also determined, while groundwater flow in the shallow perched water zones  
20 beneath the AOMA is variable, it frequently moves away from the area of the Third Runway

1 embankment. Groundwater in the deeper Qva aquifer flows generally to the west at depths of  
2 approximately 60 to 90 feet below ground surface.

3 Appellants argue that development activities, such as construction of utility corridors and  
4 dewatering associated with subgrade improvements, could draw the AOMA groundwater  
5 contamination toward the Third Runway embankment.

6 Existing utility corridors at the Airport are close to the ground surface, above the  
7 shallowest contaminated groundwater. The utility corridors are circuitous and complex, with  
8 frequent changes in direction. The evidence showed there has been no significant migration of  
9 groundwater contaminants along these corridors.

10 In addition, under Condition F.1 of the §401 certification, Ecology recently approved a  
11 series of BMPs that the Port will use during construction of subsurface utilities, including  
12 backfilling any new trenches with low permeability material to prevent migration of  
13 contaminated groundwater. No evidence was presented that these BMPs are inadequate to  
14 prevent the movement of contaminated groundwater through utility corridors. Moreover, the  
15 Port's plans are to construct only one new utility line between the AOMA and the Third Runway,  
16 and this line will not intersect contaminated groundwater.

17 Based on the evidence presented, the Board finds, although the Port has not presently  
18 completed all of the work required by the MTCA order, it has completed sufficient work to  
19 demonstrate groundwater contamination is confined to the AOMA and is not likely to migrate  
20 outside of the AOMA or toward the Third Runway embankment. The Board further finds it very



1 unlikely contaminated groundwater would be induced to migrate to the Third Runway  
2 embankment area via utility corridors or other construction activity.

3 Finally, the Board finds it unlikely dewatering activities could cause contaminated  
4 groundwater to migrate any significant distance. The three areas proposed for dewatering during  
5 construction of the Third Runway, are located at the South MSE Wall, the West MSE Wall, and  
6 the North MSE Wall. These areas are between one-half mile and one mile from the AOMA,  
7 where the groundwater contamination is located. The Port presented evidence that dewatering  
8 during excavation could draw water from up to 80 feet beyond the excavation boundary, while  
9 Appellants presented evidence water could be drawn from up to 175 feet beyond the excavation  
10 boundary. Since there is no evidence of any groundwater contamination within 175 feet from the  
11 areas where dewatering will occur, we find dewatering will not affect the movement of  
12 contaminated groundwater.

13 6. WETLANDS

14 a. General

15 The Port's projects at the Airport will permanently fill 18.37 acres of wetlands and 0.92  
16 acres of prior converted cropland, for a total of 19.29 acres of permanent impacts to wetlands.  
17 Construction will temporarily affect 2.05 acres of wetlands. While the 2.05 acres will be  
18 restored, Ecology has considered the 2.05 acres of impact a wetland impact for which mitigation  
19 is required. The total wetland impacts, permanent and temporary, are 21.34 acres. The Port's  
20 plan to mitigate these impacts is outlined in its Natural Resources Mitigation Plan (NRMP).

1 Mitigation is planned both on-site, in the sub-basins on or adjacent to the Airport, and off-site, at  
2 a 65-acre site in Auburn.

3 The mitigation plan for the site conditions (soil, hydrology, vegetation, and landscape  
4 conditions) determines the restoration approaches, which will establish desired ecological  
5 functions in a sustainable manner. The mitigation sites are assured long-term protection by  
6 restrictive covenants legally protecting them from other uses. These approaches are designed to  
7 ensure wetland functions are ultimately replaced and that the duration of temporal impacts is  
8 minimized.

9 In the sub-basins on or adjacent to the Airport, the Port proposes to: (1) restore 11.95  
10 acres of degraded wetlands, (2) enhance 22.32 acres of degraded wetlands, (3) enhance 54.93  
11 acres of wetland and riparian buffers, and (4) preserve 23.55. While siting new wetland creation  
12 in-basin was difficult because of aircraft safety concerns about new wildlife attractants, the goal  
13 of Ecology was to have the Port replace all impacted wetland functions in-basin, with the  
14 exception of the wildlife attractant functions. The following chart shows the actual acres of  
15 mitigation proposed and the mitigation credits assigned to each component of the NRMP:  
16  
17  
18  
19  
20

1 Table 4.1-3. Summary of wetland mitigation credit for Seattle-Tacoma International Airport Master Plan Update  
 2 improvements. (All impacts and mitigation occur in WRIA 9.)

Mitigation ON-SITE	Mitigation Area (ac)	Mitigation Credit
<b>Wetland Restoration - Credit ratio 1: 1</b>		
Remove Fill Adjacent to Lora Lake	1.00	1.00
Remove Fill at Des Moines Way Nursery Site	2.00	2.00
Remove Fill at Wetland A17	0.30	0.30
Vacca Farm (prior converted cropland and other upland)	6.60	6.60
Temporary Impact	2.05	2.05
	<b>Subtotal 11.95</b>	<b>11.95</b>
<b>Wetland Enhancement - Credit ratio 1:2</b>		
Des Moines Way Nursery	0.86	0.43
Vacca Farm (Farmed Wetland, Other Wetlands, Lora Lake)	5.70	2.85
Wetlands in Miller Creek Wetland and Riparian Buffer	10.25	5.12
Type Valley Golf Course	4.50	2.25
Wetland in Des Moines Creek Buffer	1.01	0.51
	<b>Subtotal 22.32</b>	<b>11.16</b>
<b>Buffer Enhancement- Credit ratio 1:5</b>		
Miller Creek Buffer, South of Vacca Farm	40.86	8.17
Vacca Farm	4.58	0.92
Lora Lake	1.81	0.36
Tyee Valley Golf Course Mitigation Area Buffer	1.57	0.31
West Branch Des Moines Creek Buffer	3.38	0.68
Des Moines Way Nursery	2.73	0.55
	<b>Subtotal 54.93</b>	<b>10.99</b>
<b>Preservation - Credit Ratio 1:10</b>		
Borrow Area 3 Wetland	2.35	0.24
Borrow Area 3 Buffer	21.20	2.10
	<b>Subtotal 23.55</b>	<b>2.34</b>
	<b>Total On-Site 112.75</b>	<b>36.44</b>
<b>OFF-SITE</b>		
<b>Wetland Creation - Credit ratio 1:1</b>		
Forest (17.20 acres), shrub (6.0 acres), emergent (6.20 acres), and open water (0.60 acres)	29.98	29.98
<b>Wetland Enhancement- Credit ratio 1:2</b>		
Buffer Enhancement - Credit ratio 1:5	19.50	9.75
	15.90	3.18
	<b>65.38</b>	<b>42.91</b>
<b>Total Off-Site</b>	<b>65.38</b>	<b>42.91</b>
<b>TOTAL</b>	<b>178.13</b>	<b>79.35</b>

1 Further clarification on one aspect of the mitigation, Lora Lake, is provided in Table 5.1-  
2 1 in the NRMP. That chart indicates the 3.06 acres of wetland enhancement credit is given for  
3 the surface of Lora Lake.

4 The §401 certification requires the Port to implement the mitigation detailed in the  
5 NRMP. The NRMP provides for a 2:1 ratio (two acres of mitigation for every one acre of  
6 impact) of wetland mitigation credits and a no net loss of wetland functions. The mitigation sites  
7 are designed to replace the variety of wetland functions impacted by the project. Mitigation for  
8 the 19.29 acres of wetland fill is detailed in the chart shown above.

9 Ecology's wetland guidance (How Ecology Regulates Wetlands, Ecology publication 97-  
10 112) sets forth general mitigation ratios. Ratios help determine equivalency between the wetland  
11 function lost and proposed mitigation. These ratios may be adjusted based on site-specific  
12 factors, including:

- 13 1. The types(s) of wetlands being filled
- 14 2. The likelihood the mitigation action will be successful
- 15 3. The time it will take for the action to be fully successful
- 16 4. The location of the mitigation actions
- 17 5. How well the mitigation wetlands will persist on the landscape

18 This guidance document is silent on Ecology's current practice of granting mitigation  
19 credit for upland buffers, as well as Ecology's recognition of the FAA's concern about wetland  
20 mitigation around airports (due to bird-strike concerns).

1 Ecology argues there are at least two means to apply mitigation ratios. One way is to  
2 give credit 1:1 for every new acre of wetland created or restored, credit of 2:1 for wetland area  
3 enhancement, credit of between 5:1 and 10:1 for riparian/buffer enhancement and preservation,  
4 and require the total mitigation credit equal at least double (2:1) the area being filled. The other  
5 method is to follow the general ratios contained in Ecology's guidance. The Port opted for the  
6 former.

7 The Appellants argue that the Port received "credit" for projects, which are not wetland  
8 restoration. They argue that restoration should cover actions to re-establish wetlands or wetland  
9 functions currently absent, not for restoring degraded wetlands. Further, the Appellants argue  
10 mitigation credit should not have been given for restoring existing wetlands or for open water  
11 (Lake Lora), or for applying credit to preserving wetlands, which are already subject to  
12 protection under existing state and federal laws and regulations. Finally, they contend the Port  
13 did not reasonably exhaust its search for on-site wetland mitigation.

14 The Port's planned in-basin mitigation includes improvement to over 112 acres of land in  
15 the affected basins, including the enhancement of over 1.4 miles of degraded urban streams. The  
16 NRMP also requires preservation of over 2 acres of wetland and 21 acres forest buffer. In  
17 evaluating in-basin mitigation opportunities, the Port did not fully evaluate the headwater  
18 wetland in the Walker Creek basin for its potential to serve as mitigation.

19  
20

1 In addition to these in-basin mitigation measures, the Port proposes to construct wetland  
2 mitigation off-site on a 65-acre parcel in the City of Auburn. This mitigation site would provide  
3 forested, shrub, emergent, and open water wetland habitats and functions to a site where these  
4 functions are currently absent or degraded.

5 The Auburn off-site mitigation involves wetland restoration, wetland creation, and  
6 wetland enhancement. The mitigation establishes 17.2 acres of forested wetland, 6.0 acres of  
7 shrub wetland, 6.2 acres of emergent wetland, 0.60 acres of open water, and 19.5 acres of  
8 emergent wetland habitat. These habitats will be protected with approximately 15.9 acres of  
9 forested upland buffers.

10 The Port proposed to construct the Auburn wetland mitigation site because of serious  
11 concerns regarding aircraft safety from creation of new wildlife attractants, such as waterfowl  
12 and flocking birds, near runways for commercial aviation. The Auburn site is in the same Water  
13 Resource Inventory Area as the Airport (WRIA 9).

14 In addition, the §401 certification requires the Port to execute and record restrictive  
15 covenants to protect the entire 178 acres of mitigation. The covenants require the mitigation  
16 areas be preserved in a natural state, prohibiting future development activity.

17 The Port's proposed wetland mitigation plan will result in the removal of sources of  
18 pollutants to wetlands, and to the Miller, Des Moines, and Walker Creeks by removing land uses,  
19 which contribute excess nitrogen and other pollutants. The replacement of lawns, golf courses,  
20 farmland, streets, driveways, and home sites with natural vegetation will restore a natural pattern

1 of nitrogen cycling to the landscape. The water quality functions in the Miller Creek wetland  
2 and buffer mitigation area will improve with the removal of the urban uses adjacent to the creek  
3 and with the Port's mitigation measures. Houses and buildings, lawns and driveways will be  
4 removed from the mitigation area, thereby removing features and land uses contributing to the  
5 degradation of water quality.

6 A large number of septic systems located near wetlands will be removed or have already  
7 been removed. The project will also remove livestock grazing activities in the Miller Creek  
8 basin and associated wetlands, an activity that contributes to degradation of water quality and  
9 prevents native vegetation from growing in wetlands or buffers. Outside of the mitigation area,  
10 the removal of streets and residential land uses will reduce the amount of pollutant loading to the  
11 wetland and stream system.

12 The Appellants argue the Port's assessment of the various functions of the wetlands used  
13 an improper, non-replicable methodology, and the Port failed to adequately measure the area's  
14 hydroperiod, thus underestimating the success of the mitigation.

15 b. Functional Assessment

16 A functional assessment is a method used to evaluate and quantify the functions that  
17 wetlands afford. To determine whether a wetland mitigation plan is consistent with water quality  
18 standards, it is first necessary to know what functions will be lost and then to assess whether  
19 those functions will be effectively replaced.

20

1 The Port used several functional assessment methodologies in preparing the wetlands  
2 functional assessment. The primary functional assessment used by the Port is based on a process  
3 accepted in the profession of wetland ecology and which has been reviewed by both the U.S.  
4 Army Corps of Engineers and Ecology. Appellants criticize the Port's functional assessment  
5 method as not being a peer-reviewed method. Appellants argue the wetland functional  
6 assessment done by the Port's consultant was largely based on best professional judgment and  
7 not upon a replicable functional assessment method. Appellants also argue leading treatises in  
8 the field of such as "Compensating for Wetland Losses Under the Clean Water Act" from the  
9 National Research Council caution against the use of subjective best professional judgment in  
10 assessing wetland functions, and instead advocate for science-based rapid assessment procedures.

11 The Port did not use the Washington Functional Assessment Method (WFAM) allegedly  
12 because it was not available when the Port was preparing its functional assessment and because  
13 the Port was concerned it would underrate the functions of sloped wetlands. Seventy-seven  
14 percent (77%) of the wetlands are sloped wetlands. The remaining 23% of the wetlands involved  
15 are either riverine or depressional wetlands and would have been acceptable for using the  
16 WFAM as the method to determine their functions.

17 Finally, the Appellants argue because the Port did not use a peer-reviewed published  
18 methodology for its functional assessment, it is not possible for other wetland scientists to  
19 replicate and confirm the Port's assessment. Because of these limitations, Appellants argue the  
20 functional assessment does not accurately represent the existing conditions of the wetlands and



1 wetland functions on-site. While the Board is troubled by the method used by the Port, the Board  
2 finds the Appellants have not shown WFAM should have been used since WFAM does not apply  
3 to sloped wetlands, and would therefore be applicable to only 23% of the wetlands on site. The  
4 evidence at the hearing showed, notwithstanding the inapplicability of the WFAM assessment  
5 technique to the wetlands on the Port site, the Port's consultants ran the WFAM assessment on  
6 wetlands on-site, and the WFAM ratings were equal to or lower than the Port's more  
7 conservative technique.

8 As noted above, the Board is concerned with the lack of a good tool for assessing sloped  
9 wetlands. There was conflicting testimony on whether sloped wetlands function similarly to  
10 depressional wetlands. The predominance of sloped wetlands on the project area warranted  
11 special attention or recognition. However, the Appellants did not present a compelling  
12 alternative.

13 The Appellants further argue the wetland performance standard (groundwater within 10")  
14 is inadequate for several reasons. First, they allege the Port did not do enough data gathering to  
15 capture the full range of the hydrology occurring in the wetlands. Second, the time of year for  
16 measuring this performance should be during the dry time of the cycle. The hydroperiod is from  
17 October to October. The hydroperiod shows the presence of water, either standing or shallow  
18 groundwater, and tracks its pattern over the course of the year. Wetland systems are very  
19 complex and the hydroperiod is just one of the tools to determine and protect the functions. The  
20 performance standard for wetlands (found on page 8 of the §401 certification) includes

1 monitoring to assure “groundwater within the upper 10 inches from at least March to mid-April  
2 in years of normal rainfall.” This measurement occurs during some of the wettest times of the  
3 year and won’t monitor whether the wetland will function during the driest months (August  
4 through October). For this reason, the Board adds a further condition to modify the performance  
5 standard for wetlands to ensure the Port matches the hydroperiods of the wetlands pre- and post  
6 project, in order to maintain and perpetuate wetland characteristics, such as standing or flowing  
7 water, wetland resources, and wetland functions.

8         The concern with the mitigation credits received for Lake Lora is although the Port will  
9 be doing some enhancement work along the perimeter of the lake, such as removing the human  
10 intrusions (lawns, bulkheads, etc.), the Port will not be doing anything to the surface of the water.  
11 The Port received 3.06 acres of mitigation credit for the surface of the Lake. Appellants argue  
12 Ecology should not have granted mitigation for the whole lake simply because there are some  
13 proposed habitat restoration activities along the shoreline.

14         More problematic to the Board is the calculating of buffers as mitigation for wetland  
15 impacts. Riparian buffers may be an appropriate component of a wetlands mitigation plan, but  
16 only as an adjunct to meeting the baseline criteria of no-net loss of aquatic resources. No-net  
17 loss is measured in both acreage and function, so in order to achieve no net loss in acreage,  
18 projects must, at minimum, restore or create an equal area of wetland. Enhancement activities  
19 and upland preservation should not be used in exchange for the baseline acres and are not a  
20 substitute for replacement of actual wetland losses. While the Board supports the concept of

1 buffering wetlands, such buffers should be added to assure the sustainability of the mitigation of  
2 actual wetland mitigation. Thus wetland impacts must be mitigated with restored, enhanced or  
3 created wetlands, not with buffers.

4       The Board is also not persuaded the preservation of the existing wetlands, identified as  
5 adjacent to Borrow Area 3, qualifies for mitigation credit. Ecology and the Port have argued,  
6 without any citation in support of their contention, this wetland is not protected under existing  
7 law. We are not persuaded by this argument. The forested wetland, comprising 2.35 acres is  
8 adjacent to Borrow Area 3. The Port has no plans to modify this wetland as part of the current  
9 project. The wetland lies within the City of SeaTac. Although the Port and SeaTac apparently  
10 have considered marketing this area, they have not reached any final agreement. The area lies  
11 within the jurisdiction of both the Growth Management Act and the Forest Practices Act. Both  
12 of these laws have mechanisms to protect valuable wetlands. This wetland is habitat to the  
13 pacific treefrog. Because the wetland dries out in the fall, it is not subject to invasion from  
14 bullfrogs, an introduced species, which is highly predatory on native amphibians. The wetland  
15 lies across an abandoned road form Des Moines Creek Park. The Port seeks a 10:1 mitigation  
16 credit for preserving 2.35 acres of wetland and 21.2 acres of buffer, representing a total of 23.55  
17 mitigation acres.

18       The 112.75 acres of on-site mitigation, minus the 3.06 acres for the surface of Lora Lake,  
19 equals 109.69 acres of mitigation or 33.38 acres of mitigation credit. Of the 109.69 acres, 54.93  
20 acres are buffer enhancement (counted as 10.99 acres of mitigation credit). If the buffer

1 enhancement and the 23.55 acres for preservation of the forested wetland and buffer are  
2 removed, the NRMP includes 31.21 acres of mitigation or 20.05 acres of mitigation credit. This  
3 amount is insufficient to meet the 2:1 ratio and to mitigate for the 21.34 acres of wetland  
4 impacts. The Board finds the Port has not yet fully mitigated the impacts to the filled wetlands  
5 and wetland functions. Testimony before the Board indicated there were opportunities for in-  
6 basin mitigation, which were apparently overlooked because they were smaller in size. For  
7 example, there appear to be in-basin mitigation opportunities as the headwater wetland in the  
8 Walker Creek basin. There appears to be other in-basin mitigation opportunities in Walker,  
9 Miller, and Des Moines Creek basins that had not been pursued as documented in a February  
10 2000 memorandum. In identifying acreage to meet the 2:1 mitigation ratio, the Board  
11 encourages the Port to evaluate the potential opportunities in the headwaters to Walker Creek.

12 The Port proposes as its key in-basin mitigation site 6.6 acres of what is known as the  
13 Vacca farm property. The Appellants allege the Port gave itself too much credit for this portion  
14 of the mitigation proposal by treating the Vacca Farm site as a "restoration" project when it is, at  
15 best, an enhancement project. Wetland restoration refers to the re-establishment of a wetland in  
16 an area where a wetland historically existed, but which now performs little or no wetland  
17 functions. Enhancement refers to increasing one or more functions of an existing wetland. There  
18 appears to be an effort underway to change the working definitions between these two terms so  
19 "enhancement" means improving or enhancing one or more functions, and "restoration" means  
20 returning a degraded system to a former condition. This new approach would move away from a

1 hard line distinction between enhancement and restoration, and would result in the  
2 characterization of particular actions as restoration or enhancement as a matter of judgment,  
3 which may differ based on the degree to which functions that are degraded are restored or  
4 improved. Thus, in order to qualify as restoration, a wetland does not have to be completely  
5 without functions. Wetlands with degraded functions can be restored. More important than  
6 whether an action is called restoration or enhancement is whether the impacted wetland functions  
7 are being replaced. At the Vacca Farm mitigation site, for example, a degraded wetland area that  
8 has been used for farming and grazing will be restored and will be returned to its historic peat  
9 wetland condition, with a resumption of the peat-forming process.

10 For purposes of the NRMP, the Vacca farm mitigation has been designated "restoration"  
11 and given a 2 to 1 credit. The Port claims it is restoring 6.6 acres of Vacca Farm in Table 4.1-3  
12 (12.3 acres is reported in Table 4.1-2) of the NRMP.

13 The Appellants argue Vacca farm cannot be given restoration credit because it is already  
14 a jurisdictional wetland under the Department of Ecology's guidelines. The Board disagrees.  
15 There is not a hard line distinguishing restoration from enhancement. Depending on the  
16 circumstances, a former wetland may be so degraded that efforts to correct past practices may  
17 qualify as restoration. This distinction is one for best professional judgment. Appellants have  
18 not shown the judgment used was biologically flawed.

19 Finally, the Appellants question the plantings in the mitigation areas as inadequate to  
20 result in the creation of forested wetlands. While it may take time to mature, Appellants have not

1 shown that forested wetlands will not be created by the conditions imposed in the §401  
2 certification and the NRMP.

3 While delineating wetlands is a fairly precise science, determining the functions and  
4 relative importance of each wetland is a combination of science and art, which relies heavily on  
5 professional judgment.

6 The professional judgment is required to evaluate the degree to which the wetland, and  
7 the entire watershed, is currently degraded, and what steps would best protect or enhance the  
8 functioning abilities of the area as a whole. Professional judgment is required to evaluate  
9 whether a large wetland creation would be more beneficial to the flora and fauna of the area than  
10 a series of dispersed smaller wetlands. And finally, professional judgment is required to evaluate  
11 the long-term sustainability of any mitigation. A determination of the risk of success is  
12 necessary and may affect the replacement ratios; the higher the risk of failure, the higher the  
13 requirement for credit to cover the potential risk (1:1 may be appropriate for low risk mitigation,  
14 whereas 10:1 may be appropriate for high risk mitigation). These kinds of evaluations do not  
15 lend themselves to formulaic ratios. The ratios set forth in Ecology's guidance manual are  
16 guidelines. Good reasons must exist to deviate from those guidelines; reasons supported by best  
17 professional judgment.

18 Approximately 65 acres of wetland mitigation are proposed at a site several miles away,  
19 near Auburn, along the Green River (the "Auburn Offsite Mitigation"). The Green River basin is  
20

1 not in the same hydrologic or biologic watershed as Miller, Walker, or Des Moines Creeks,  
2 although it is within the same administratively defined WRIA.

3 The Board finds Ecology's wetland ratios are not rigid rules, but are tools Ecology uses  
4 for guidance. They are, however, an indication of the best available science. For that reason, the  
5 ratios can be adjusted upwards, depending on the facts of the individual case—including the  
6 quality of wetlands being impacted, the functions being impacted, the quality of the mitigation  
7 being provided, and the likelihood of that mitigation's success. Here, the evidence showed the  
8 wetlands being impacted by the Airport projects are not pristine. All of those wetlands have been  
9 significantly degraded by ongoing land uses or past land use practices.

10 Appellants assert that filling wetlands would result in an impact to stream hydrology or  
11 fish habitat. Given the conditions imposed by Ecology and this Board, the filling will not impact  
12 stream hydrology or fish habitat, so as to violate the anti-degradation standard.

13 c. Embankment impacts to wetlands

14 Appellants also argue that a recent revision to the embankment construction plan would  
15 result in the elimination of water predicted to seep to the existing downslope wetlands. The  
16 Board finds this claim is not supported by the evidence. The evidence showed that the plan to  
17 excavate non-bearing soils under the MSE Wall has been analyzed as part of the project for  
18 several years. In addition, the embankment has been designed to deliver water specifically to the  
19 existing, downslope wetlands. The amount of water seeping from the embankment to downslope  
20 wetlands would be no less than under existing conditions. Finally, under the Port's adaptive

1 management plan, the Port can alter the delivery points of the water as needed to provide  
2 adequate hydrology for the existing wetlands.

3         The §401 certification and NRMP contain performance standards to ensure the continued  
4 functioning of the remaining on-site wetlands downslope from the embankment. Appellants  
5 criticized the performance standards and the data on which they were based. The evidence  
6 showed the wetlands had been observed for several years and monitored for over a year. A  
7 performance standard based purely on hydroperiod was not advisable for those sloped wetlands  
8 because the natural hydroperiod would vary significantly from year-to-year. The performance  
9 standards, when combined with the 15 years of combined monitoring and ability to adaptively  
10 manage the downslope wetlands, were adequate and would allow the wetlands to meet the target  
11 functions in the mitigation plan.

12         7.         MONITORING AND ADAPTIVE MANAGEMENT

13         As has been noted above, the Port is subject to an existing NPDES permit issued by  
14 Ecology under §402 of the Clean Water Act, which governs both industrial and construction  
15 stormwater discharges. Ecology required ongoing compliance with all of the terms of the  
16 NPDES permit as one of the conditions of the §401 certification (Condition J).

17         Ecology also required the submittal of a number of plans or revisions to existing plans as  
18 conditions to the §401 certification (e.g., a Revised Low Streamflow Plan, Mitigation Plan for  
19 Wetland A17, proposed BMPs to prevent transport of contamination along utility corridors,  
20 Revised NRMP, and a Stormwater Operations and Maintenance Plan).



1 In addition to these future plans, Ecology imposed monitoring requirements with respect  
2 to a number of conditions, including monitoring of wetland mitigation for a period of 15 years,  
3 surface water and groundwater and monitoring to assure there was no transport of contaminants  
4 via utility corridors for a period of eight years, post-construction monitoring of fill criteria, and  
5 low flow monitoring extending in perpetuity.

6 The Appellants argue Ecology's reliance on submittals, plans, and monitoring developed  
7 after the issuance of the §401 certification precluded a finding Ecology had reasonable assurance  
8 at the time the §401 certification was issued. The Board disagrees. In order to rely on adaptive  
9 management, the required monitoring and subsequent changes must be set forth with specificity  
10 and must meet the reasonable assurance test, which means the future action and outcome must be  
11 reasonably certain to occur. To meet the test, specific enforceable requirements must be  
12 contained in the §401 certification in the event monitoring data indicate water quality standards  
13 are being violated.

14 The Board finds that the post-certification submittals required by Ecology are necessary  
15 for clarification, or provide necessary details to the various plans produced by the Port. The  
16 Board also finds that the fact that additional plans are to be submitted after the date of the  
17 issuance of the §401 certification does not, by itself, call into question whether Ecology had  
18 reasonable assurance of compliance with water quality standards at the time the §401  
19 certification was issued. Rather, whether the additional, future plans or changes brought about  
20

1 following the review of monitoring results provide an adequate basis for reasonable assurance  
2 depends on the specific condition set forth in the §401 certification.

3 Adaptive management is appropriately used when an existing discharger is required to  
4 comply with specific water quality standards, or for Ecology to determine the technology, which  
5 constitutes all known, available and reasonable technology (AKART) for existing and future  
6 dischargers. This tool, however, should not be used to enable a new discharge to delay meeting  
7 existing water quality standards, until after the discharge has commenced. Likewise, adaptive  
8 management may not be employed to avoid enforcement of Washington's rigorous water  
9 pollution laws and regulations.

10 The following future plans or adaptive management provisions found in the §401  
11 certification provide less than specific language assuring that the future plan or changes resulting  
12 from monitoring will occur. Condition D(1)(h) of the §401 certification requires the Port to  
13 delineate the wetlands at intervals of five, ten and fifteen years. If the delineation shows the  
14 boundaries have decreased, "then additional in-basin mitigation may be required." The Board  
15 finds that should the wetlands decrease, additional in-basin mitigation shall be required.

16 Condition E (3) of the §401 certification uses the word "may" rather than a mandatory  
17 requirement to take action based on post-construction monitoring. The Board finds this  
18 condition must have more certainty in the outcome. Therefore, the Board further conditions this  
19 requirement to require Ecology to take action to eliminate the exceedances in the event

1 monitoring detects exceedances of the water quality criteria in either surface or groundwater.

2 This may include a revision to the fill criteria and/or corrective action.

3 Condition B (and its cross reference to Conditions E(3) and F(1)) of the §401 certification  
4 only requires certain monitoring to be performed for a duration no less than eight years. It could  
5 be years following construction of the embankment—which itself will take years to construct—  
6 before the actual fate of water and contaminants infiltrating through the embankment is known.  
7 Thus, as the certification is currently written, monitoring of the embankment seepage could be  
8 discontinued before the embankment has even reached equilibrium and begun discharging water  
9 in a steady state. Therefore, the Board finds the monitoring should continue for at least eight  
10 years from the conclusion of construction and, should monitoring reveal exceedances, Ecology  
11 shall further extend the period of monitoring. This is a further condition on the §401  
12 certification.

13 Condition F(1) of the §401 certification requires the Port to monitor the potential fate and  
14 transport of known contaminants beneath the AOMA, which could migrate to other parts of the  
15 Airport via subsurface utility lines or other preferred pathways. It appears from testimony  
16 Ecology did not intend to include any durational limit. In fact, Ecology's staff indicated, "the  
17 duration should be indefinite, as long as the contaminants are there monitoring should continue."  
18 The Board agrees. Further, Condition F(1) does not specify what corrective action should occur  
19 to address the transport of these contaminants when they are detected by the monitoring that is  
20 required. The Board further conditions this monitoring requirement for as long as there are

1 contaminants in the AOMA. However, the implementation of any corrective measures is  
2 appropriately addressed by the consent decree and/or enforcement actions under MTCA.

3 8. PUBLIC PROCESS—NOTICE

4 As was noted above in the Procedural History, the Port first filed its JARPA Application  
5 in December 1996. Ecology and the Corps issued a public notice on that application on  
6 December 19, 1997, and held a public hearing on that application on April 9, 1998. Comments  
7 on that application were received from members of the public, and the Port responded to those  
8 comments.

9 After the Port's initial JARPA application and public notice were issued, the Port  
10 discovered there would be more wetland impacts than had originally been assumed. Based on  
11 this new information, a revised public notice was issued on September 30, 1999, and a second  
12 public hearing was held on November 3, 1999.

13 In response to a request from Ecology for additional time to complete its §401 review, the  
14 Port agreed to withdraw its application in 2000 and to resubmit a new JARPA to the Corps.  
15 Based on the resubmittal of the Port's JARPA application, the Corps and Ecology issued a  
16 second revised public notice on December 27, 2000.

17 A public hearing was held on the Port's re-issued JARPA application on January 26 and  
18 27, 2001. Public Comments were received during the formal comment period, which ran from  
19 December 27, 2000 to February 16, 2001. Ecology continued to receive and review public  
20 comments submitted after the close of the formal written comment period.

1 Ecology issued its §401 certification on August 10, 2001. ACC filed its notice of appeal  
2 on August 23, 2001. On September 10, 2001, the Port filed a Notice of Appeal of the §401  
3 certification. That same day, the Port and Ecology filed a Stipulation and Agreed Order of  
4 Dismissal, in which Ecology and the Port agreed to certain changes in the §401 certification.  
5 The Board did not accept this stipulation. As a result, the parties reached an agreement by which  
6 Ecology rescinded the existing §401 certification and issued a new §401 certification on  
7 September 21, 2001. Ecology did not issue a new public notice in connection with the rescission  
8 and issuance of the amended §401 certification.

9 Appellants allege between August 10 and September 21, when Ecology rescinded the  
10 August certification and issued a new one, Ecology and the Port engaged in private negotiations  
11 to arrive at the September §401 certification conditions. Along with this, Appellants argue  
12 neither party disclosed to the Board or ACC that such negotiations were taking place. The  
13 Appellants contend, as a result of these actions, the only avenue open to the public was to appeal  
14 the revised §401 decision. The Board does not find that the public has been excluded from the  
15 process.

16 9. COASTAL ZONE MANAGEMENT CONSISTENCY

17 A certification with Washington's Coastal Zone Management Program is required for  
18 U.S. Army Corps of Engineers-authorized projects and other federally licensed or permitted  
19 projects. Unlike other certifications issued by the State, the project proponent prepares the  
20 Coastal Zone certification, which includes a project description, a brief assessment of the

1 impacts, and a statement that the project complies with the Coastal Zone Management Program.  
2 Ecology reviews the certification and the proposed project for consistency with state  
3 environmental requirements. If the project is consistent, Ecology concurs with the certification  
4 in writing. The Port submitted a Coastal Zone Management Act Consistency Statement to  
5 Ecology in December 1999. That Consistency Statement was supported by numerous documents  
6 submitted during Ecology's review, including Clean Air Act consistency statements from the  
7 Governor, the Port and FAA Environmental Impact Statements and SEPA Addenda prepared for  
8 the Airport's projects, and information showing that the streams near the Airport are not  
9 jurisdictional streams for purposes of the Washington Shoreline Management Act.

10 The Consistency Statement was also supported by information showing Shoreline  
11 Management Act exemptions for the wetland mitigation site work proposed in the City of  
12 Auburn, and numerous documents and studies regarding state water quality requirements.

13 At Ecology's request, the Port resubmitted its CZMA Consistency Statement on May 22,  
14 2000. That Consistency Statement was revised on January 22, 2001. The Port did not submit a  
15 new CZMA application after August 10, 2001, and Ecology did not issue a new public notice  
16 relating to the CZMA concurrency process.

17 When it issued the amended §401 certification on September 21, 2001, Ecology also  
18 concurred with the Port's certification that the proposed Improvement Projects at the Airport are  
19 consistent with Washington's approved Coastal Zone Management Program (CZMP). The  
20 CZMP is set forth in *Managing Washington's Coast - Washington's Coastal Zone Management*

1 *Program*, Department of Ecology Publication Number 00-06-029 (February 2001). The  
2 potentially relevant “enforceable policies” of the Washington CZMP include the Clean Air Act,  
3 the Shoreline Management Act, State Environmental Policy Act, and the Clean Water Act.

4 Appellants did not raise any issues with respect to the Clean Air Act in its appeal of  
5 Ecology’s §401 certification. In addition, prior to the hearing on the merits, the Board granted  
6 summary judgment to the Port on the issue of SEPA compliance. The Board’s decision on that  
7 issue is contained in a separate order from the Board. Based on the fact that the area streams are  
8 not within SMA jurisdiction, and because the Port obtained SMA exemptions for wetland  
9 mitigation from the City of Auburn, there are no SMA issues with respect to Ecology’s  
10 acceptance of the Port’s CZMA Consistency Statement.

11 The only remaining issue under the CZMA is compliance with the Clean Water Act.  
12 This Final Order addresses the issue of whether or not the Port’s proposed improvements at the  
13 Airport comply with the Washington’s state water quality standards. The Port’s compliance with  
14 the NPDES permit is deemed to constitute compliance with the Clean Water Act for those  
15 discharges governed by that Permit. With respect to the other water quality standards applicable  
16 to the Port’s proposed plans, those are addressed elsewhere in these findings and conclusions.

17 Any Conclusion of Law deemed to be a Finding of Fact is hereby adopted as such.

18 Based on the foregoing Findings of Fact, the Board enters the following:  
19  
20

1 V. CONCLUSIONS OF LAW

2 A. STANDARD OF REVIEW

3 The Board has jurisdiction over this appeal pursuant to RCW 43.21B.110. The Board  
4 reviews the issues raised *de novo*. WAC 371-08-485(1). *U.S. Dep't of Energy v. Dep't of*  
5 *Ecology*, PCHB No. 97-1157 (1998).

6 Under *de novo* review, the parties are allowed to present all relevant evidence at the  
7 hearing on the merits in order to enable the Board to make an informed and final decision. The  
8 *de novo* review standard does not require the Board to accord deference to Ecology's factual or  
9 legal determination in the §401 certification. *Beuchel v. Dep't of Ecology*, 125 Wn.2d 196, 202,  
10 884 P.2d 910 (1994). The Board has previously relied upon this *de novo* review authority for  
11 purposes of reviewing a §401 certification and determining whether a project complies with  
12 Washington water quality standards. *Barrish & Sorrenson Hydroelectric v. Dep't. of Ecology*,  
13 PCHB No. 94-193 (1995), Conclusion 4 (“[t]he Board must make a decision based on the  
14 proposed project as it is presented to the Board at this hearing”). However, *Barrish & Sorrenson*  
15 *Hydroelectric* involved a project far smaller in scope and complexity than the proposal here and  
16 the parties did not address, nor did the Board consider or analyze, how the Board's *de novo*  
17 review of the §401 certifications is limited as “otherwise provided by law.” WAC 371-08-485.

18 In *Okanogan Highlands Alliance, et al. v. Department of Ecology*, PCHB Nos. 97-146,  
19 97-182, 97-183, 97-186, and 99-019, the Board noted the late submission of information by  
20 respondents as confirming the uncertainty precluding upholding the §401 there. However,



1 Okanogan *Highlands Alliance* did not directly address how the Clean Water Act's requirement of  
2 reasonable assurance prior to the state's §401 certification, defines the scope of the Board's *de*  
3 *novo* review for an even more complex project such as the Third Runway. The question this  
4 Board must now answer is, whether, consistent with the mandate for §401 certification in the  
5 Clean Water Act, it reviews *de novo* Ecology's Third Runway certification based upon the record  
6 at the time Ecology issued the certification, or whether its review can be based upon that record  
7 plus post-certification data, plans and reports. We conclude, because the Clean Water Act and  
8 applicable federal regulations require Ecology to have reasonable assurance in order to issue a  
9 legally defensible water quality certification, this Board's *de novo* review of §401 certifications  
10 must be based upon the record before Ecology at the time the certification is issued. To hold  
11 otherwise would blur the distinction between Ecology and the Board's statutory roles, ignore the  
12 requirements of the Clean Water Act, and foster issuance of speculative and incomplete permits.

13         However, the Board may use that record to impose further conditions on the §401  
14 certification. A finding of reasonable assurance can be made by the Board using the record  
15 available to Ecology at the time Ecology made its decision. The Board may impose further  
16 conditions to Ecology's determination. Without these conditions, there would not be reasonable  
17 assurance. In a previous §402 challenge, the Board imposed further conditions to the permit  
18 issued by Ecology. See: *Marine Environmental Consortium, et al v. Ecology*, PCHB 96-257  
19 (Final Findings of Fact and Conclusion of Law 1998); *San Juan County v. Natural Resources*, 28  
20 Wn. App. 796, 800, 626 P.2d 995 (1981). Further, Ecology and the Board may rely on the

1 conditions, which require completion of post-certification studies, plans, and reports so long as  
2 the implementation and outcome of those post-certification studies, plans, and reports meet the  
3 same reasonable assurance test. This requires that the implementation and outcomes from these  
4 post-certification studies, plans, and reports be set forth in sufficient detail in the §401  
5 certification, including: the study requirements and expected outcomes, specific timeframes for  
6 the initiation and completion of the future studies or plans, and provisions or conditions to assure  
7 that the outcomes, if requiring changes, will be implemented.

8         The Washington Legislature designated the Department of Ecology (not the Board) as the  
9 state water pollution control agency for purposes of the federal Clean Water Act. RCW  
10 90.48.260. In so doing, it mandated Ecology to take all action necessary for Washington “to  
11 meet the requirements” of the CWA. *Id.*; *Dept. of Ecology v. Public Utility Dist. No. 1 of*  
12 *Jefferson County*, 121 Wn.2d 179, 187, 849 P.2d 646 (1993) (“[S]ection 401 required Ecology to  
13 certify that the Elkhorn project would not degrade fish habitat and spawning in the Dosewallips”)  
14 (emphasis added). Ecology’s role under Section 401 is to assure and certify “compliance with  
15 state water quality standards.” *Dept. of Ecology*, 121 Wn.2d at 187.

16         In contrast, this Board was not established by the Legislature to do the work of Ecology,  
17 but rather was to provide “uniform, independent review” of Ecology actions. *Martin Marietta*  
18 *Aluminum v. Woodward*, 84 Wn.2d 329, 332-33, 525 P.2d 247 (1974). As this Board has  
19 previously recognized, the Board “is wholly a creature of statute and thus the scope of our  
20 reviewing authority is statutorily established.” *Tulalip Tribes of Washington v. State of*

1 *Washington*, PCHB No. 87-64 (1988), Order Granting Motion to Dismiss Issues Concerning  
2 Tribal Treaty Rights at 2, citing *Human Rights Commission v Cheney School District*, 97 Wn. 2d  
3 118, 641 P.2d 143 (1982). The Board has also recognized that “the reach of our reviewing  
4 authority is governed by the substantive requirements of the acts under which permits,  
5 certificates, or licenses are issued. No further power is expressed nor implied in our  
6 jurisdictional grant.” *Id.*

7 In the context of the Clean Water Act and §401 certifications, the relevant information  
8 upon which the Board must base its independent *de novo* review of Ecology’s action is the  
9 information relied upon by Ecology, including explanations of that information as may be  
10 offered as evidence to this Board. This is because, as explained more fully below, the Clean  
11 Water Act and applicable federal regulations require Ecology to have reasonable assurance the  
12 project will not result in a violation of state water quality standards when the agency certifies the  
13 project pursuant to Section 401 of the Act. The very essence of a certification is at the time of  
14 issuance “the state has reasonable assurance that there will be compliance with water quality  
15 laws.” *Okanogan Highlands Alliance v. Ecology*, PCHB No. 97-146 (2000), Conclusion 63,  
16 citing *Friends of the Earth v. Ecology*, PCHB No. 87-64 (1988).<sup>4</sup> As a result, the Board’s *de*  
17 *novo* review is necessarily bounded by the CWA as “otherwise provided by law.” WAC 371-08-  
18 485.

20

1 Of course, because it does have independent *de novo* review authority, the Board is not  
2 bound by Ecology's determination of reasonable assurance. *See, e.g., C.R. Johnson, Inc. v. Dept.*  
3 *of Ecology*, PCHB 00-0121 (2000).

4 While respondents Ecology and the Port acknowledge the *de novo* standard of review,  
5 both argue Ecology's certification is entitled to "great deference" by the Board, citing, among  
6 other authorities, *Hillis v. Department of Ecology*, 131 Wn.2d 373, 396, 932 P.2d 139 (1997),  
7 *Federated American Ins. Co. v. Marquardt*, 108 Wn.2d 651, 656, 741 P.2d 18 (1987) and *Kaiser*  
8 *Aluminum v. Dept. of Ecology*, 32 Wn. App. 399, 404, 647 P.2d 551 (Div. 2 1982). None of  
9 these cases support the proposition. Neither *Hillis* nor *Federated* involved Board review at all,  
10 and in *Kaiser*, the court did not address Board deference to Ecology, but stated that an  
11 interpretation "by the agency which promulgated the regulation initially and concurred in by the  
12 Board, is entitled to great weight." *Kaiser, supra*, at 404. The deference the respondents now  
13 demand would be inconsistent with the Board's independent role of reviewing the evidence  
14 presented to Ecology to support the application. In any event, even if deference applied, it would  
15 have its limits, since "an agency's view of the statute will not be accorded deference if it  
16 conflicts with the statute . . . Ultimately it is for the court [or, in this case the Board] to  
17 determine the meaning and purpose of a statute. *Postema* 142 Wn.2d at 77.

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20 <sup>4</sup> *See* Order Granting Stay at 4; 40 CFR §121.2(a)(3); *PUD No. 1 v. Washington Dept. of Ecology*, 511 U.S. 700,  
712 (1994); *See*: 33 U.S.C. §1341(a)(1), (d); *OHA, supra*, Final Findings of Fact, Conclusions of Law and Order  
(January 19, 2000), Conclusion Nos. 62-65.

1 *De novo* means anew; afresh, a second time. *Black's Law Dictionary*, 392 (5<sup>th</sup> ed. 1979).

2 To maintain our independence and the integrity of our role as a quasi-judicial body charged with  
3 the obligation to adjudicate actions of the Department of Ecology, this Board will make its own  
4 independent assessment of the relevant information relied upon by Ecology in granting or  
5 denying a §401 certification.

6 B. BURDEN OF PROOF

7 WAC 371-08-485(2) provides:

8 The issuing agency shall have the burden of proof in cases involving  
9 penalties or regulatory orders. In other cases, the appealing party shall  
have the initial burden of proof.

10 Ecology's issuance of a §401 certification is similar to that of a permit decision and, as a  
11 result, the burden of proof falls on the party challenging a certification. *See, e.g., Bowers v.*  
12 *PCHB*, 103 Wn. App. 587, 597-99, 13 P.3d. 1076 (2000); *Port Townsend Paper Corp. v. Dep't*  
13 *of Ecology*, PCHB No. 98-77 (1999).

14 As the appealing parties, ACC and CASE have the burden of proof. WAC 371-08-  
15 485(2); *Friends of the Earth v. Ecology*, PCHB Nos. 87-63 and 87-64 (Final Findings of Fact,  
16 Conclusions of Law and Order) (May 17, 1988) at Conclusion of Law IV. The reasonable  
17 assurance test is met if the Board finds by a preponderance of the evidence that violations of  
18 water quality standards are not, in fact, likely to occur. *Id.* at Conclusion of Law VI. A §401  
19 certification must be based on a valid finding that "there is a reasonable assurance that the  
20 activity will be conducted in a manner which will not violate applicable water quality standards."

1 40 CFR § 121.2(a)(3); *PUD No. 1 of Jefferson County v. Washington Dep't of Ecology*, 511 U.S.  
2 700, 712, 114 S. Ct. 1900, 128 L. Ed. 2d 716 (1994).

3 In order to overturn a §401 certification, Appellants must establish by a preponderance of  
4 the evidence that there is no reasonable assurance that the applicable provisions of the Clean  
5 Water Act and state water quality standards will be complied with. *Friends of the Earth*, PCHB  
6 No. 87-63. The preponderance of the evidence standard means the ACC must proffer more than  
7 a guess or mere speculation that water quality standards will not be met by the project. *See*  
8 *Friends of the Earth*, PCHB No. 87-63 at 28. "Preponderance of the evidence means evidence  
9 that is more probably true than not true." *In re Sego*, 82 Wn.2d 736, 746, 513 P.2d 831 (1973).  
10 "'Reasonable assurance' means something is reasonably certain to occur. Something more than a  
11 probability; mere speculation is not sufficient." *Airport Communities Coalition v. Dept. of*  
12 *Ecology*, PCHB No. 01-0160, Order Granting Motion to Stay. Thus, in the context of this  
13 appeal, this Board must be persuaded it is more probably true than not Ecology did not have  
14 reasonable certainty when it issued the §401 certification that the proposed project would comply  
15 with applicable provisions of the Clean Water Act and the state water quality standards.

16 C. §401 CERTIFICATION AND REASONABLE ASSURANCE

17 A water quality certification is required of any applicant for a federal license or permit to  
18 conduct any activity, which may result in any discharge into surface waters. This includes  
19 discharge of dredge and fill material into water or wetlands. The federal agency is provided a  
20

1 certification from the state the discharge complies with the discharge requirements of federal law  
2 and the aquatic protection requirements of state law.

3 The §401 certification at issue in this case was issued pursuant to §401 of the Clean  
4 Water Act, 33 U.S.C. §1341, which states:

5 Any applicant for a Federal license or permit to conduct any activity including,  
6 but not limited to, the construction or operation of facilities, which may result in  
7 any discharge into navigable waters, shall provide the licensing or permitting  
8 agency a certification from the State in which the discharge originates or will  
9 originate that any such discharge will comply with the applicable provisions of  
10 1311, 1312, 1313, 1316, and 1317 of this Title.

11 In issuing the §401 certification, Ecology has certified the Port's proposed construction of  
12 the improvements at the Airport pursuant to a §404 permit will comply with applicable water  
13 quality laws. A §401 certification means the state has reasonable assurance that there will be  
14 compliance with water quality laws. *Okanogan Highlands Alliance v. Ecology*, PCHB No. 97-  
15 146 et al. (Final Findings of Fact, Conclusions of Law and Order) (January 19, 2000).

16 Reasonable assurance requires "specific knowledge of the potential impacts from the  
17 development and meaningful means of preventing and protecting against the adverse  
18 consequences of the development." *OHA*, at Conclusion 59.

19 As elaborated in more detail below, the Board concludes, as part of its reasonable  
20 assurance, Ecology may rely on the Port's NPDES permit and revisions made to that permit as  
part of the adaptive management strategy employed in the administration of the permit.  
Likewise, the Board concludes Ecology may incorporate appropriate §401 certification

1 conditions into the Port's NPDES permit, thus allowing for future enforcement of those  
2 conditions.

3 Pursuant to the enforcement authority granted to Ecology in Chap. 90.48 RCW, and by  
4 incorporating certain of the conditions of the §401 certification into the Port's NPDES permit,  
5 Ecology has reasonable assurance the conditions in the §401 certification will continue beyond  
6 the expiration of the §404 Permit. *See Protect the Peninsula's Future et al v. Dept. of Ecology,*  
7 *PCHB No. 96-178 and 179 (Order granting summary judgment and dismissal) (approving §401*  
8 *certification conditioning future discharge from newly constructed outfall on compliance with*  
9 *revised NPDES permit and prohibiting discharge from such outfall until such revised permit was*  
10 *issued).*

11 The Board also concludes Ecology may impose conditions in the §401 certification  
12 requiring preparation and submission of revised plans or require future monitoring. In addition,  
13 Ecology may impose requirements to monitor actions required under the §401 certification as a  
14 means of maintaining reasonable assurance after the §401 certification has been issued.

15 Pursuant to RCW 43.21B.110, this Board has jurisdiction to decide appeals of §401  
16 certifications issued by the Department of Ecology. This appeal process is an integral part of the  
17 State of Washington water pollution control laws. *Friends of the Earth, PCHB No. 87-64,*  
18 *Dissent at IX.* The Board conducts its review of Ecology's §401 certifications with an eye  
19 toward furthering the stated objectives of the Clean Water Act, 33 U.S.C. § 1251, *et. seq.*, and  
20 the State of Washington Water Pollution Control Act, RCW 90.48.010 *et. seq.*



1 The objective of the Clean Water Act is "to restore and maintain the chemical, physical,  
2 and biological integrity of the Nation's waters." 33 U.S.C. §1251(a). Consistent with the  
3 objectives of the CWA, Washington State's legislative enacted policy is:

4 to maintain the highest possible standards to insure the purity of all waters of the state  
5 consistent with public health and public enjoyment thereof, the propagation and  
6 protection of wild life, birds, game, fish and other aquatic life, and the industrial  
7 development of the state, and to that end require the use of all known available and  
8 reasonable methods by industries and others to prevent and control the pollution of the  
9 waters of the state of Washington. Consistent with this policy, the state of Washington  
10 will exercise its powers, as fully and as effectively as possible, to retain and secure high  
11 quality for all waters of the state.

12 RCW 90.48.010.

13 In keeping with the legislative intent of both the CWA and the State Water Pollution  
14 Control Act, this Board will aggressively enforce the State's anti-degradation policy:

15 Waters of the state shall be of high quality. Regardless of the quality of the waters of the  
16 state, all wastes and other materials and substances proposed for entry into said waters  
17 shall be provided with all known, available, and reasonable methods of treatment prior to  
18 entry. Notwithstanding that standards of quality established for the waters of the state  
19 would not be violated, wastes and other materials in the substances shall not be allowed  
20 to enter such waters which will reduce the existing quality thereof, except in those  
situations where it is clear that overriding considerations of the public interest will be  
served.

RCW 90.54.020(3)(b). The Board will invoke and enforce the state's anti-degradation policy "to  
prevent a decline in existing water quality and to insure the application of 'all known, available  
and reasonable methods' to the treatment of discharges." *Friends of the Earth*, PCHB No. 87-64,

Conclusion IX.

1 In the context of §401 certifications, the State's anti-degradation policy dictates  
2 "reasonable assurance that any impacts to aquatic resources will be fully mitigated." *Airport*  
3 *Communities Coalition v. Dept. of Ecology*, PCHB No. 01-0160, Order Granting Motion to Stay  
4 at 4, citing *OHA, supra*.

5 D. SCOPE AND TIMING OF A §401 CERTIFICATION

6 Section 401 of the Clean Water Act requires an applicant for a federal permit for  
7 construction, which will result in a discharge into navigable waters and wetlands, to obtain from  
8 the state where the discharge will occur, a certification that the discharge will comply with  
9 applicable water quality standards. 33 U.S.C. §1341(a). Under Section 401, Ecology has broad  
10 authority to impose geographic, operational, and temporal limitations "on the project in general  
11 to assure compliance with various provisions of the Clean Water Act and with 'any other  
12 appropriate requirement of State law.'" *PUD No.1 of Jefferson County v. Washington Dep't of*  
13 *Ecology*, 511 U.S. 700, 711-712, 114 S. Ct. 1900, 128 L. Ed. 2d 716 (1994). Section 401(d) of  
14 the Act also authorizes the State to impose "additional conditions and limitations on the activity  
15 as a whole once the threshold condition, the existence of a discharge, is satisfied." *Id.* at 712  
16 (emphasis added). This broad scope of Ecology's authority comports with EPA regulations  
17 expressly interpreting Section 401 as requiring the State to find that "there is a reasonable  
18 assurance that the activity will be conducted in a manner which will not violate applicable water  
19 quality standards." *Id.*, citing 40 CFR §121.2(a)(3) (1993) (emphasis added).

1 Ecology itself has consistently and broadly defined the scope of its §401 certifications. In  
2 reviewing an application for a §401 certification, the state can consider the water quality impacts  
3 of the proposed project, not just those of the anticipated discharge. *PUD No. 1 of Jefferson*  
4 *County v. Washington Dep't of Ecology*, 511 U.S.700, at 710-11, 114 S. Ct. 1900, 128 L. Ed. 2d  
5 716. (1994). The conditions in a §401 certification then become conditions of the federal license  
6 or permit. 33 U.S.C. §1341(d).

7 In this case, the Port is seeking a §404 Permit from the Corps and a §401 certification  
8 from Ecology to construct the Airport improvements identified in its JARPA Application. The  
9 §404 Permit and, therefore, the §401 certification, have a limited life. *See* Corps Public Notice;  
10 §401 certification Condition B(2).

11 Based on the limited life of the §404 permit, Ecology issued the §401 certification as an  
12 order under Chapter 90.48 RCW, thereby ensuring some of the conditions, which might  
13 otherwise expire with the §404 Permit, would continue into the future.

14 In addition, consistent with the conclusions the Board has already outlined above, where  
15 an applicant has an individual NPDES permit to operate its facility, Ecology may incorporate  
16 appropriate §401 certification conditions into that permit, thus allowing for future enforcement of  
17 those conditions. Conversely, Ecology may rely on the Port's NPDES permit and adaptive  
18 management to assure the most current BMPs are being employed to ensure compliance with  
19 water quality standards.

20

1 The scope of the §401 certification issued to the Port, and as further conditioned by this  
2 Board, is appropriate and within the authority granted Ecology. The Port operates the Airport  
3 under an individual NPDES permit, which is presently under review for renewal. In that process,  
4 Ecology may include appropriate §401 Conditions into the renewed NPDES permit. *See, e.g.,*  
5 §401 Condition J(2)(a). By utilizing the authority granted under Chapter 90.48 RCW and  
6 incorporating conditions into the Port's NPDES permit, Ecology has guaranteed that conditions  
7 in the §401 certification will continue beyond the expiration of the §404 Permit.

8 Moreover, Section 401 of the CWA explicitly provides that the scope of a §401  
9 certification covers both construction activity and long-term operations of the facility. 33 U.S.C.  
10 §1341(a). Thus, any consideration of whether the project will comply with applicable water  
11 quality standards must consider not only short-term construction impacts, but also the potential  
12 long-term impacts of operating the facility in the long-term.

13 The scope of a §401 certification is based upon both federal and state water quality laws.  
14 Under Section 401 of the CWA, “[t]he applicable provisions include Sections 301, 302, 303, 306  
15 and 307 of the Clean Water Act, which deal with both effluent standards for discrete discharges  
16 and state-created water quality standards for receiving waters.” *Friends of the Earth*, PCHB No.  
17 87-64, Conclusion IV. State “water quality standards are composed of three elements: numeric  
18 criteria for conventional pollutants and toxic substances, WAC 173-201A-030(1)(c) and WAC  
19 173-201A-040; narrative criteria protecting beneficial uses of state waters, WAC 173-201A-  
20 030(1)(a) and (b); and an anti-degradation standard. RCW 90.54.020(3) and WAC 173-201A-

1 070. Washington's water quality standards include procedural and substantive requirements for  
2 determining compliance." *Airport Communities Coalition v. Dept. of Ecology*, PCHB No. 01-  
3 0160, Order Granting Motion to Stay at 5.

4 Section 401(d) of the Clean Water Act specifically provides for the inclusion in a §401  
5 certification of conditions requiring future monitoring necessary to assure the applicant complies  
6 with applicable water quality standards and any other appropriate requirement of state law.  
7 33 U.S.C. § 1341(d). The §401 certification issued to the Port includes monitoring conditions in  
8 compliance with §401(d).

9 In the §401 certification, Ecology required the submittal of revised plans or reports  
10 addressing specific conditions in the certification. *See, e.g.*, Condition D(3), Revised NRMP;  
11 D(4), Conceptual Plan for Wetland A17 Complex; D(7)(a)(iii), Mitigation As Built Report; E(2),  
12 Fill Placement As Built Reports; F(1), Plan to Prevent Transport of Contaminants; I (1), Revised  
13 Low Streamflow Analysis and Summer Low Flow Impact Offset Facility Proposal.

14 In addition, consistent with §401(d), the §401 certification requires the Port to monitor  
15 specific aspects of the project, and directs the Port to develop appropriate monitoring plans for  
16 Ecology's review and approval. *See, e.g.*, Condition A(2), Instream/Shoreline Work Monitoring  
17 Plan; D(7), Annual Wetland Monitoring Report; E(3), Fill Embankment Seepage Monitoring  
18 Plan; I(e), Low Flow Stream Monitoring; K8(3), Stormwater Monitoring Plan for Construction  
19 and Stormwater Discharges.

1 E. SPECIFIC CONCLUSIONS OF LAW

2 1. WATER QUALITY AND STORMWATER

3 Appellants argue Ecology violated the Clean Water Act by not having reasonable  
4 assurance when it issued the §401 certification on August 10, 2001, or when it re-issued the  
5 certification on September 21, 2001. Respondents contend any uncertainty regarding the  
6 project's ability to comply with water quality standards is sufficiently diminished by the  
7 conditions in the §401 certification requiring the Port to submit post-certification data, plans, and  
8 reports even though Ecology has not had an opportunity to review and approve the post-  
9 certification information.

10 The Clean Water Act and the Board's previous decisions regarding what is required of  
11 Ecology before it can issue a certification pursuant to §401 are unequivocal: Ecology must have  
12 reasonable assurance the project will not result in a violation of state water quality standards at the  
13 time Ecology certifies the project pursuant to Section 401 of the Clean Water Act. The very essence  
14 of a certification is that at the time of issuance "the state has reasonable assurance that there will be  
15 compliance with water quality laws." *OHA*, supra, Conclusion 63 (emphasis added) *citing Friends of*  
16 *the Earth v. Ecology*, PCHB No. 87-64 (1988).<sup>5</sup>

17  
18  
19 <sup>5</sup> See Order Granting Stay at 4; 40 CFR §121.2(a)(3); *PUD No. 1 v. Washington Dept. of Ecology*, 511 U.S. 700,  
20 712 (1994); See: 33 U.S.C. §1341(a)(1), (d); *Okanogan Highlands Alliance et al. v Department of Ecology and*  
*Battle Mountain Gold Company*, PCHB Nos. 97-146, 97-182, 97-183, 97-186, and 99-019, Final Findings of Fact,  
Conclusions of Law and Order (January 19, 2000), Conclusion Nos. 62-65 ("OHA").

1 Ecology's regulations for water quality state "the primary means to be used for requiring  
2 compliance with the [water quality] standards shall be through best management practices  
3 required in waste discharge permits, rules, orders, and directives issued by the department for  
4 activities which generate stormwater pollution." WAC 173-201A-160(3)(d). Consistent with  
5 this regulation, the Port's NPDES permit regulates stormwater discharges from the Airport  
6 through the use of BMPs, but does not contain specific effluent limits for stormwater.

7 Ecology has issued a policy defining how decisions will be made for §401 certifications  
8 sought by applicants are already subject to an existing NPDES permit. *WQP Policy 1-22*,  
9 effective March 31, 2000. This policy states, where an applicant is already subject to an NPDES  
10 permit (a §402 permit), water quality standards for stormwater discharges governed by NPDES  
11 permit are to be addressed through the §402 permitting process. The policy further provides  
12 "[w]here both a Water Quality certification under Section 401 . . . and an NPDES permit under  
13 Section 402 of the CWA are necessary, they will be applied in a non-duplicative and  
14 complementary manner." *Id.* at 2.

15 The Board concludes it was reasonable for Ecology to rely on the Port's NPDES permit  
16 and Ecology's NPDES permitting process as one of the bases for providing reasonable assurance  
17 of compliance with state water quality standards when issuing a water quality certification under  
18 §401 of the Clean Water Act. In the §401 certification, Ecology has also gone beyond the  
19 requirements of the NPDES permit in several areas, such as requiring retrofit of existing  
20 stormwater facilities, requiring numeric fill criteria for imported fill, and requiring a site-specific

1 WER study to be completed, and prohibiting any discharge from operations of the Port's new  
2 facilities, until that study is approved and appropriate limitations and monitoring requirements  
3 are established in the Port's NPDES permit. The Board concludes Ecology has not placed sole  
4 reliance on the NPDES permit, but has instead utilized the §401 certification to require measures  
5 not currently specified in the Port's NPDES permit.

6 In order to issue an NPDES permit to the Port, Ecology concluded stormwater discharges  
7 from the Airport would comply with applicable water quality standards under WAC 173-201A-  
8 030.

9 Ecology's decision to condition the §401 certification upon compliance with existing and  
10 future Ecology-issued NPDES permits is consistent with the Board's prior rulings and the CWA.  
11 *See Protect the Peninsula's Future et al v. Dept. of Ecology*, PCHB No. 96-178 and 179 (Order  
12 granting summary judgment and dismissal). In *Protect the Peninsula's Future*, the Board held  
13 that "[c]onsideration of any concerns regarding the water quality impacts from operation of the  
14 extended outfall will have to wait until issuance of the revised NPDES permit." *Id.*

15 This same standard for reasonable assurance was upheld by the Board in *Okanogan*  
16 *Highlands Alliance v. Dept. of Ecology*, PCHB Nos. 97-146 et al (Order denying summary  
17 judgment). In that case, the Board held that the mandates of §401 may be satisfied by  
18 conditioning the certification on the issuance of an NPDES permit.

19 Section 401 establishes procedural requirements for the state to ensure that an applicant's  
20 proposed discharge will comply with applicable water quality limitations. 33 U.S.C. §1341(a).



1 In turn, §402(a)(1) only allows Ecology to permit discharges that comply with the requirements  
2 necessary to meet water quality standards. See 33 U.S.C. §§1342(a)(1) and 1311(b)(1)(C). See  
3 also 40 C.F.R. §122.44(d)(1) (requiring NPDES permits to contain limits necessary to protect  
4 water quality standards).

5 Ecology's NPDES regulations require the same result. WAC 173-220-130(1)(a) and (b)  
6 require that any NPDES permit apply and ensure compliance with all known, available, and  
7 reasonable methods of treatment, including effluent limitations established under §§301, 302,  
8 306, and 307 of the CWA and any more stringent limitations, including those necessary to meet  
9 water quality standards. WAC 173-201A-160(3) states that stormwater discharges shall "comply  
10 with the water quality standards."

11 The purpose of both §401 and §402 is to ensure compliance with water quality  
12 requirements, including water quality standards. As a result, Ecology is entitled to rely on the  
13 Port's current and future NPDES permits to provide that reasonable assurance stormwater  
14 discharges will meet the requirements of §401, since the same water quality standards apply for  
15 both NPDES permits and §401 certifications.

16 The primary means for achieving water quality standards for stormwater discharges is  
17 through implementing site-specific Best Management Practices (BMPs). BMPs are accepted  
18 effluent limitations in a permit regulating stormwater. *Save Lake Sammamish v. Dept. of*  
19 *Ecology*, PCHB 95-141 (1996). See 40 C.F.R. § 122.44. In *Save Lake Sammamish* the Board  
20 stated:

1 The focus of stormwater regulation has been on controlling the source of pollution,  
2 i.e., the head of the pipe as opposed to the end of the pipe as is more typical under  
3 the NPDES program. Implicit in this approach is the need to adjust and refine the  
4 regulation of stormwater over time.

5 As the state proceeds to implement stormwater permits, it is entitled to a  
6 presumption that its regulatory approach is consistent with the anti-degradation policy.  
7 This permit is thus part of a regulatory program that is progressing and refining  
8 stormwater control measures. The department is not required to have perfect knowledge  
9 of the outcome of stormwater regulation before it proceeds. As one court stated, "this  
10 ambitious statute is not hospitable to the concept that the appropriate response to a  
11 difficult pollution problem is not to try all." *Save Lake Sammamish*, PCHB 95-141, at 9  
12 (1996) (quoting *NRDC v. Costle*, 568 F.2d 1369, 1380 (D.C. Cir. 1977) ("When numeric  
13 effluent limitations are infeasible, EPA may issue permits with conditions designed to  
14 reduce the level of effluent discharges to acceptable levels").

15 The Board acknowledges that Ecology has recently issued one NPDES permit in which  
16 numeric effluent limitations were imposed on stormwater discharges, i.e., the Cascade Pole  
17 Lumber Company NPDES Permit. This decision, however, has not been appealed to us, and  
18 therefore is not binding on the Board. *See Buechel v. Department of Ecology*, 125 Wn.2d 196,  
19 210-11, 884 P.2d 910 (1994) (Shorelines Hearings Board affirmed in ruling it was not bound by  
20 local government shoreline decisions, inconsistent with a local shoreline master program, which  
decisions had not been appealed to the Board). The Board is not persuaded that the imposition of

1 numeric water quality standards in the current §401 certification is necessary in order to have  
2 reasonable assurance of compliance with state water-quality standards. After the site-specific  
3 study required by the §401 certification (and prior to any discharge from operations on the new  
4 impervious surfaces at the Airport), Ecology will establish appropriate limitations and  
5 monitoring requirements for zinc and copper. The evidence at the hearing showed adequate  
6 mitigating measures were available should they be required to meet those limits.

7         The Board does find, however, that certain aspects of the BMPs and monitoring require  
8 further conditioning by the Board. Those further conditions are set forth in the Findings of Fact and in  
9 the summary of further conditions at the end of this opinion.

10         In sum, the Board concludes that the water quality standards under both §401 and §402 of  
11 the CWA are the same. Ecology must have “reasonable assurance” that the Port’s stormwater  
12 discharges would comply with water quality standards when it issued the existing stormwater  
13 NPDES permit. Ecology must likewise have the same assurance when it modifies the Port’s  
14 NPDES permit in the near future. Appellants’ contention that reasonable assurance requires  
15 something more in the context of a §401 certification is contrary to the Clean Water Act.  
16 Moreover, Ecology has imposed conditions in the §401 certification (such as the fill criteria and  
17 the retrofit of the existing facilities) over and above what can be required under §402.

18         The development of site-specific water quality criteria for metals using a water effects  
19 ratio is specifically allowed under WAC 173-201A-040(3), which states, “The department may  
20 revise [water quality] criteria on a state-wide or waterbody-specific basis as needed to protect

1 aquatic life occurring in waters of the state and to increase the technical accuracy of the criteria  
2 being applied.” WAC 173-201A-040(3)(dd) states “[m]etals criteria may be adjusted on a site-  
3 specific basis when data are made available to the department clearly demonstrating the effective  
4 use of the water effects ratio approach established by USEPA, as generally guided by the  
5 procedures in USEPA Water Quality Standards Handbook, December 1983, as supplemented or  
6 replaced.” The Board concludes, given the difficulty of regulating stormwater and the multiple  
7 contributors to stormwater pollutants in the area streams, the WER study condition is appropriate  
8 when used to make more restrictive (lower) the water quality criterion. To rule otherwise, under  
9 the facts of this case, would be contrary to the clear objectives of the state and federal water  
10 pollution laws of eliminating pollution to the nations waters from all discharges, including those  
11 of stormwater. As conditioned by the Board, the WER study will provide reasonable assurance  
12 that the improvements at the Airport will meet state water quality standards.

13 The presence of known and existing contaminants at the Airport and within the embankment  
14 fill make monitoring of surface and groundwater an imperative for reasonable assurance. Ecology’s  
15 own toxics cleanup coordinator testified “the duration should be indefinite; as long as the  
16 contaminants are there, monitoring should continue.” Where the condition began running in  
17 September and construction of the proposed project is expected to last four years, a monitoring plan,  
18 which allows the Port to cease monitoring for contaminants whose presence is acknowledged is  
19 insufficient. Therefore, as noted earlier, the Board further conditions the §401 certification to extend

20

1 the period of monitoring at least eight years from the conclusion of construction and further if the  
2 monitoring reveals exceedances.

3 The §401 certification does not authorize a mixing zone without compliance with  
4 procedural and substantive requirements of the state water quality standards at WAC 173-201A-  
5 100. Condition A.2 in the §401 certification recognizes the existing mixing zone for turbidity  
6 afforded to in-water and shoreline construction under the water quality standards. WAC 173-  
7 201A-110(3). The §401 certification further conditions the regulatory mixing zone for  
8 construction-related turbidity by requiring submission and approval of a monitoring plan for each  
9 in-water or shoreline construction project. The plan must include provisions to: 1) ensure that  
10 qualified Port staff or contractors are on-site during construction to implement the plan, 2) the  
11 plan minimizes any mixing zone in accordance with WAC 173-201A-100(4) and (6), 3)  
12 corrective action is taken if the numeric turbidity standard is not being met at the boundary of the  
13 mixing zone, and 4) the Port submits monitoring reports to Ecology.

14 Under the §401 certification, any construction mixing zone would presumably be 100 feet  
15 downstream of any construction where the stream flow is less than 10 cfs, WAC 173-201A-  
16 110(3)(a), or such smaller area determined in the monitoring plan. No other mixing zone is  
17 authorized or permitted by the §401 certification. Appellants have failed to prove that these  
18 conditions are unlawful, or otherwise fail to fully provide reasonable assurance that in-water and  
19 shoreline construction will be in compliance with water quality standards.

1 Consistent with its findings on timing and monitoring, the Board finds Ecology was  
2 entitled to issue the §401 certification in the absence of a dam safety permit. Ecology was aware  
3 some of the Port's proposed stormwater facilities would require a dam safety permit. In  
4 accordance with this knowledge, Condition G requires the Port to obtain the necessary dam  
5 safety permits prior to construction of any facility to which this condition would apply. There  
6 was no evidence at the hearing showing obtaining a dam safety permit was infeasible. Ecology  
7 was entitled to require the Port to obtain dam safety permits, where necessary, as a condition of  
8 the §401 certification.

9 The purpose of the dam safety regulations is to "provide for the design, construction,  
10 operation, maintenance, and supervision of dams in a manner consistent with accepted  
11 engineering practice." WAC 173-175-010. The term "dam" is broadly defined under the  
12 regulations and includes "any artificial barrier and/or any controlling works, together with  
13 appurtenant works that can or does impound or divert water." WAC 173-175-030. As the  
14 regulations reflect, they are specifically concerned with storage of water in impoundments, which  
15 could result in failure and release:

16 Dams which can impound a volume of 10 acre feet or more of water as measured  
17 at the dam crest elevation. The 10-acre-feet threshold applies to dams which can  
18 impound water on either an intermittent or permanent basis. Only water that can  
19 be stored above natural ground level and which could be released by a failure of  
20 the dam is considered in assessing the storage volume. The 10-acre-feet threshold  
applies to any dam which can impound water of any quality, or which contains  
any substance in combination with sufficient water to exist in a liquid or slurry  
state at the time of initial containment.

1 WAC 173-175-020(1).

2 Many of the proposed stormwater management facilities exceed the 10-acre-feet threshold—  
3 some by several multiples—and will be in proximity to project-area streams.

4 In *Friends of the Earth v. Ecology*, PCHB Nos. 87-63 and 87-64 (1988), Appellants argued  
5 the Navy proposal (and its §401 certification) was unlawful because the Navy had not obtained an oil  
6 discharge permit pursuant to RCW 90.48.343. The Board declined to issue a declaratory ruling on the  
7 applicability of a legal provision which is distinct from the water quality certification approval  
8 process. In the case before us, the §401 certification is appropriately conditioned to require that dam  
9 safety permits be obtained, as necessary. Those permits do not need to be obtained in order for  
10 reasonable assurance to exist. Failure to obtain those permits, if required, is a violation of the terms of  
11 the §401 and can be addressed at some future time.

12 There is also reasonable assurance water quality standards will not be violated because  
13 Ecology appropriately sized the stormwater facilities for stormwater collection purposes.  
14 Ecology also required, if any of the stormwater facilities change during final design, the Port is to  
15 provide Ecology with those changes for its review and written approval. Condition G is an  
16 appropriate component of Ecology's reasonable assurance determination.

17 As set forth above and pursuant to the requirements of the Clean Water Act, the Board's  
18 independent *de novo* review of Ecology's §401 certification is based upon the record relied upon  
19 by Ecology to conclude it had reasonable assurance that the proposed project would comply with  
20 applicable water quality laws. Respondents argue that Ecology's reasonable assurance is based,

1 in part, upon conditions in the §401 certification, which allow the Port to submit additional data,  
2 plans, and reports on the assumption they will satisfactorily resolve outstanding uncertainties.  
3 Consistent with our *de novo* review as defined by the Clean Water Act and as a matter of simple  
4 logic, we conclude post-certification data, reports, and plans that were not in being at the time of  
5 issuance of the certification and which at the time of certification had yet to be reviewed,  
6 considered, and approved by Ecology can form the basis of Ecology's determination of  
7 reasonable assurance. This does not mean Ecology and other applicants are free to build a case  
8 while a §401 certification is on appeal to this Board. This would leave §401 certifications as  
9 moving targets and make Board review of such moving targets unmanageable.

10 This Board has previously held that Ecology cannot have reasonable assurance for §401  
11 certifications where it "defers the entire analysis to the NPDES permit application process":

12 That would be tantamount to writing a blank check for extensive construction related to  
13 the mine without ever knowing whether it is feasible to comply with water quality laws in  
14 its operation. It would be in derogation of section 401 and defy common sense to  
15 proceed without reasonable assurance that discharges can be regulated under an NPDES  
16 permit.

17 *OHA*, Order Denying Summary Judgment on Waste Rock Discharges at 2, 1999.

18 However, as noted above, if the post-certification actions meet the reasonable assurance  
19 test (reasonably certain to occur), Ecology and this Board may rely on those future occurrences  
20 to certify that the proposed project will comply with applicable water quality laws.

Under Washington law, BMPs are not a substitute for strict compliance with water  
quality standards, but rather must be applied so as *to assure compliance* with water quality



1 standards. Under Washington's water quality standards, activities causing pollution of  
2 stormwater "shall be conducted so as to comply with the water quality standards." WAC 173-  
3 201A-160(3)(d). This is particularly so in the context of a §401 certification.

4 While BMPs are the "primary means" to be used for requiring compliance with the  
5 standards, the standards further require the "consideration and control procedures" in WAC 173-  
6 201A-160(3)(b) and (c) "apply to the control of pollutants in storm water." Subpart 160(3)(b)  
7 further requires:

8 Best management practices shall be applied so that when all appropriate  
9 combinations of individual best management practices are utilized, violation of  
10 water quality criteria shall be prevented. \* \* \* Best management practices  
11 established in permits, orders, rules, or directives of the department shall be  
12 reviewed and modified, as appropriate, so as to achieve compliance with water  
13 quality criteria.

14 WAC 173-201A-160(3)(b) (emphasis added). On the basis of these provisions of the water  
15 quality standards, we conclude where BMPs are adequate to assure compliance with water  
16 quality standards, reliance on a BMP-based permit can satisfy the requirements of CWA §401(d).  
17 The Board, as noted earlier, has conditioned the §401 certification to require selection of BMPs  
18 from the enhanced list.

19 2. LOW FLOW

20 In Washington, projects that impact stream flows and instream uses are subject to special  
scrutiny in the permitting process. Class AA streams, such as Des Moines, Miller, and Walker  
Creeks, "shall markedly and uniformly exceed the requirements" for designated characteristic

1 uses, including fish migration, spawning and rearing, recreational use, including primary human  
2 contact, and aesthetic use. WAC 173-201A-030(1).

3 To obtain §401 certification, the Port must demonstrate that legal and practical means were  
4 (and are) in place to permanently mitigate low flow impacts. *Ecology v. PUD No. 1 of Jefferson*  
5 *County*, 121 Wn.2d 179, 185-192, 849 P.2d 656 (1993), *aff'd*, 511 U.S. 700 (1994).

6 Ecology's §401 certification provides that reasonable assurance low flow impacts will be  
7 mitigated because it requires the Port to implement and revise the July 2001 Low Flow Plan.  
8 The Port is continuing to refine the modeling, which forms the basis of the plan in response to  
9 ongoing review by Ecology's consultant. This iterative process of continuous review by  
10 technical experts and further refinement by the Port in response to that review, provides  
11 reasonable assurance that low flow impacts will be mitigated.

12 The Board concludes the Port's low flow mitigation plan is sufficient to provide Ecology  
13 with reasonable assurance that low flow impacts from the MPU improvements will be mitigated.  
14 The evidence indicated the models used to predict low flow impacts and to establish the  
15 mitigation levels for those impacts were appropriately calibrated. In addition, the weight of the  
16 evidence demonstrated that the Port's low flow mitigation plan was feasible and constructable.

17 The Board concludes the model preparation and calibration is an iterative process and, as  
18 such, there is reasonable assurance that low flow impacts could be effectively mitigated,  
19 notwithstanding the need for some additional fine-tuning and refinements to the low flow  
20 models. Moreover, should the actual performance of the project require additional low flow

1 mitigation, the required monitoring will reveal this fact and the testimony showed that additional  
2 mitigation is feasible.

3 As noted above, the Board imposed a further condition to set the threshold flow for Des  
4 Moines Creek at 1 CFS, below which mitigation will be required.

5 3. WATER RIGHTS

6 All waters of the state are public waters and subject to appropriation for beneficial use  
7 under the processes set forth in the state Water Code. RCW 90.03.010; RCW 90.03.250. All  
8 uses of state waters require a permit. RCW 90.03.010; 90.03.250. Two exceptions to the water  
9 code permitting requirements do exist, but neither apply here. RCW 90.44.050 (small domestic  
10 wells exempt) and RCW 90.03.252; 90.46.150 (reclaimed wastewater exempt).

11 Stormwater is a public water resource and therefore constitutes water of the state. The  
12 capture of stormwater absent beneficial use does not require a water right. However, the capture  
13 of stormwater, under these circumstances, is a beneficial use, as defined by the water code, and  
14 does require a water right.

15 Beneficial use is a term of art under the water code and encompasses two principal  
16 elements of a water right: purpose and quantity. *Grimes v. Ecology*, 121 Wn.2d 459, 468, 852  
17 P.2d 1044 (1993). When referring to purpose, beneficial use is defined to mean productive, “end  
18 use” of water. The legislature has defined beneficial uses of water to include “fish and wildlife  
19 maintenance and enhancement . . . and preservation of environmental and aesthetic values, and  
20

1 all other uses compatible with the enjoyment of the public waters of the state[.]” RCW  
2 90.54.020(1); see also RCW 90.14.031(2).

3 Flow augmentation and the use of water for stream flow mitigation are beneficial uses of  
4 water for which a water right is required. See, *Conifer Ridge Enterprises v. Ecology*, PCHB No.  
5 96-11 (1998); *Okanogan Highlands Alliance v. Ecology*, PCHB No. 97-146, *et seq.*, Summary  
6 Judgment on Stipulated Issues Nos. 20, 21 and 22 (10/23/98); see also *Bevan v. Ecology*, PCHB  
7 No. 48 (1972).

8 The facts presented here are unlike familiar instances in which stormwater is not  
9 purposefully captured to be put to a beneficial use. Several of the Respondents’ experts  
10 acknowledged this distinction, conceding they had never seen a plan like that proposed by the  
11 Port included in a stormwater management plan. Further, low flow augmentation as proposed by  
12 the Port contains all the classic elements of a water right, including instantaneous and annual  
13 quantities and season of use. RCW 90.03.260, .290; see *Ecology v. Theodoratus*, 135 Wn.2d  
14 582, 957 P.2d 1241 (1998).

15 Here, where the capture is for a specific beneficial purpose, and a purpose that must be  
16 maintained in perpetuity, the basic principles of water law enumerated above govern. Capture of  
17 stormwater for use as low flow augmentation requires a water right because it is materially  
18 different under the law from familiar stormwater management activities. Stormwater infiltration  
19 facilities *per se* do not fall within this rule. Although such facilities may as an incident of their  
20 function enhance base flows, they are not purposefully designed—and required—to create an

1 instream flow right in perpetuity.

2         The diversion and impoundment system combined with the subsequent application of  
3 water to a beneficial use takes the Port's plan beyond simple "management" of stormwater to an  
4 appropriation triggering water code requirements. In doing so, no conflict arises between  
5 stormwater management goals, e.g., RCW 90.54.020(11) and the permitting requirements of the  
6 state Water Code, Chapter 90.03 RCW. It is possible to manage and use water at the same time;  
7 stormwater management and water code requirements are not mutually exclusive.

8         The Water Code is intended to be a complete system for the distribution and regulation of  
9 the waters of the state. Neither the Board nor Ecology can create an exemption in the water code  
10 that is not expressly set forth by the legislature. *See Kim v. Ecology*, PCHB No. 98-213, Order  
11 on Summary Judgment (1999).

12         As noted earlier, the low flow plan is not the establishment of a minimum flow in the creek for  
13 its entire length. Rather, it is the establishment of a mitigation amount of flow, which must be present  
14 at a particular point at the edge of the project area.

15         The water right will give the state clear enforcement authority, rather than relying on the  
16 inclusion of a condition in the 404 permit with enforcement by the Corps, whose usual duties do not  
17 include regulating or controlling water quantity.

18         In the Okanogan Highlands, the Board ruled "[w]ater right changes should be issued to clearly  
19 record the right and priority of water necessary to implement the [low flow mitigation plan]."  
20 *Okanogan Highlands Alliance v. Ecology*, PCHB Nos. 97-146 *et al.* (Summary Judgment on

1 Stipulated Issues Nos. 20, 21 and 22) (October 23, 1998). The same need exists here to assure the  
2 perpetual nature of the mitigation.

3 Appellants have shown, absent a water right, the Port cannot demonstrate that legal means are  
4 in place to permanently mitigate the low flow impacts of the Third Runway Project. Therefore, the  
5 Board further conditions the §401 certification to require the Port to obtain a water right. With this  
6 further condition, the Port has shown that reasonable assurance water quality standards will not be  
7 violated.

8 Finally, the closure of Miller and Des Moines Creeks are only for consumptive rights. The  
9 use of the water here is not consumptive and therefore not excluded by the regulatory closure.

10 Ecology does not need the Port to receive the water right to find reasonable assurance. Rather,  
11 much like the Dam Safety condition, the Port must obtain the water right before any beneficial use of  
12 the water may be made.

13 The concern raised of the potential for Miller and Des Moines Creek to be open to further  
14 consumptive appropriation in the future is speculative, and thus the Board does not find that it impairs  
15 the ability of Ecology to render a reasonable assurance determination.

16 Appellants also argue that the Port should obtain an instream flow right, which would  
17 prevent withdrawals downstream from the point of discharge, protecting the discharged water  
18 from that point to the mouth of the streams where they enter Puget Sound. This argument  
19 assumes the Port is required to protect the mitigation water after it has been released to the  
20 stream. The §401 certification does not require this, and we conclude such a requirement would

1 exceed the reach of §401. Under §401, the Port must mitigate the impacts of its own project, not  
2 impacts caused by activities other than its project. The Port will mitigate the impacts of the  
3 improvements at the Airport by discharging water at the locations and in the amounts it would  
4 have been discharged if the project were never built. The Port is not required to protect the water  
5 after discharge any more than it is currently required, under predevelopment conditions, to  
6 protect water that discharges naturally to the stream.

7 Moreover, a private water right to maintain instream flow is not recognized under  
8 Washington law. In Washington, instream flows are recognized as beneficial uses, but the right  
9 to establish instream flows rests exclusively with Ecology. RCW 90.03.247. When an instream  
10 flow is created, it is a right held by the state and not by an individual permittee. *Id.*; see also  
11 RCW 90.42.040 (requiring trust water rights to be held by the state).

12 In other Western states, the existence of such an "exclusive" process has led the courts to  
13 conclude that private parties may not appropriate water for instream flows, because to do so  
14 would be contrary to the statutory scheme. A. Dan Tarlock, *Law of Water Rights and Resources*,  
15 §5.07(3), 5-35 (1996); 2 *Waters and Water Rights* § 13.05(a) (2001). *Bevan v. Department of*  
16 *Ecology*, PCHB No. 48 (1972) is an early PCHB decision ruling an applicant could obtain a right  
17 to a certain flow in surface water to support fish propagation research. Even in that decision, the  
18 Board was clear that its ruling was "*sui generis*" and "not in any sense the establishment of a  
19 minimum flow by private action."  
20

1 We therefore conclude that a private instream flow right is not available to the Port, and  
2 is not necessary to provide reasonable assurance.

3 In sum, we conclude that a water right is necessary here to implement the low flow plan  
4 and thus is necessary to provide reasonable assurance that water quality standards will be met.

5 4. FILL CRITERIA, EMBANKMENT AND MSE WALL

6 For there to be reasonable assurance the Third Runway project will comply with  
7 applicable water quality standards, there must be reasonable assurance that surface water run-off  
8 from the embankment and water flowing through and out of the drainage layer will not degrade  
9 the Class AA ratings of Des Moines, Miller, and Walker Creeks and will not result in violation of  
10 Washington's toxic substance water quality standard. For Class AA waters, "water quality of  
11 this class shall markedly and uniformly exceed the requirements for all or substantially all uses."  
12 WAC 173-201A-030(1)(a). Washington's toxic substances water quality standard states:

13 Toxic substances shall not be introduced above natural background levels in waters of the  
14 state which have the potential either singularly or cumulatively to adversely affect  
15 characteristic water uses, cause acute or chronic toxicity to the most sensitive aquatic  
16 biota dependent upon those waters, or adversely affect public health, as determined by the  
17 Department.

18 WAC 173-201A-040(1); *see also* WAC 173-201A-030(1)(c)(vii).

19 It is undisputed that absent appropriate conditions there is a risk that contaminants in the fill  
20 could cause violations of groundwater or surface water standards. For these reasons, as noted above,  
the Board further conditioned the §401 certification by the modification of the fill criteria.



1           5.     GROUNDWATER

2           The Board concludes there is reasonable assurance that construction of the proposed  
3 improvements at the Airport will not cause contaminated groundwater beneath the AOMA to  
4 migrate to the Third Runway area and discharge in violation of applicable water quality  
5 standards. The Board concludes, for purposes of determining whether there is reasonable  
6 assurance, that the Port does not need to complete the entire groundwater study set forth in the  
7 MTCA Agreed Order. Sufficient information is available, based on the work performed to-date,  
8 to conclude that the contaminated groundwater that is the subject of the MTCA order is confined  
9 to the AOMA, and construction of the Third Runway will not result in any significant migration.

10           Appellants argued that a certification that Governor Locke provided to the Secretary of  
11 Transportation in 1997, required completion of the MTCA groundwater study before the §401  
12 certification could be issued. We do not read the Governor's certification to impose this  
13 requirement. The Governor's certification, which was written pursuant to 49 U.S.C. §47101,  
14 stated "there is reasonable assurance that the airport development project involving the Sea-Tac  
15 Third Runway will be located, designed, constructed and operated so as to comply with  
16 applicable air and water quality standards" if, among other things, the Port "complete[s] a ground  
17 water evaluation at the airport as defined in the MTCA Agreed Order."

18           Nothing in the Governor's certification sets a deadline for completing the MTCA  
19 groundwater evaluation, or prohibits issuance of a §401 certification until the groundwater  
20 evaluation is done. Moreover, we note the Governor found he had reasonable assurance water

1 quality standards would be met as of 1997, even though the groundwater study would not be  
2 performed until sometime in the future. If it were necessary to complete all aspects of the  
3 Agreed Order's groundwater study before reasonable assurance could exist, then the Governor  
4 would not have issued his certification in 1997. Our conclusion is consistent with the Attorney  
5 General's Office in an informal opinion issued to Representative Shay Schual-Berke dated  
6 August 14, 2001. The opinion states the Governor's letter did not "promise that the ground  
7 water evaluation in question will be completed before any permits or certifications are granted in  
8 connection with the Port's proposal to construct a Third Runway."

9           6.    WETLANDS

10           The purpose of water quality standards is to prevent water quality from falling below  
11 acceptable levels. *PUD No. 1 of Jefferson County, et al., v. Washington Department of Ecology,*  
12 *et al.*, 511 U.S. 700, 704, (1994), 114 S. Ct. 1900, 128 L. Ed. 2d 716 (1994). Waters of the state  
13 include "lakes, rivers, ponds, streams, inland waters, salt waters, *wetlands*, and all other surface  
14 waters of the state and water courses within the jurisdiction of the State of Washington." WAC  
15 173-201A-020 (emphasis added). Thus, wetlands are waters of the state protected by the state's  
16 water quality standards. For there to be reasonable assurance the Port's Third Runway proposal  
17 complies with water quality standards, there must be reasonable assurance that impacts to  
18 wetlands will be mitigated in a manner consistent with Washington State's anti-degradation  
19 policy:  
20

1 Existing beneficial uses shall be maintained and protected and no further  
2 degradation which would interfere with or become injurious to existing beneficial  
uses shall be allowed.

3 WAC 173-201A-070(1). The anti-degradation policy as applied to wetlands mandates that  
4 impacts be avoided, minimized, and compensated. *Okanogan Highlands Alliance v. Dept. of*  
5 *Ecology*, PCHB No. 97-146, 97-182, 97-183, 97-186, 99-014 (2000) at Conclusion of Law 67.

6 Ecology's own guidelines under these standards provide:

7 the primary means for protecting water quality in wetlands is to implement the  
8 anti-degradation section of the water quality standards. The anti-degradation  
9 policy in the water quality standards establishes the bottom line for water quality  
10 protection in Washington's waters: 'existing beneficial uses shall be maintained  
and protected and no further degradation which would interfere with or become  
injurious to beneficial uses shall be allowed.'

11 Water Quality Guidelines for Wetlands, Dept. of Ecology Publication No. 96-06 (April 6, 1996).

12 In applying the anti-degradation policy to wetlands, the Board has explained:

13 the anti-degradation policy is expressed in terms of a goal that there be no net loss  
14 of wetlands. In regulating activities impacting wetlands the Department requires a  
staged analysis and mitigation ratio.

15 *Okanogan Highlands, supra*, at Conclusion 66 (citing *O'Hagen v. DOE*, PCHB No. 95-25  
16 (1995)). Here, the Port's proposal does not comply with the anti-degradation standard because it  
17 adequately compensates for or replaces lost resources.

18 The NRMP's wetland mitigation proposal provides appropriate ratios for mitigating  
19 impacts, except as noted earlier for buffers, for the surface of Lora Lake and for preservation.

1 The Port's NRMP outlines the mitigation taking place both on-site (in the sub-basins  
2 adjacent to the Airport) and off-site (at a 65-acre site in Auburn). The NRMP provides  
3 mitigation, which does not meet Ecology's 2:1 mitigation target for the project.

4 As defined by Ecology guidance documents, mitigation means reducing the total adverse  
5 impacts of a project to an acceptable level, which means no net loss of wetland functions, and  
6 can be accomplished through a variety of methods or actions. Consistent with the policy of the  
7 Corps, Ecology's definition of mitigation includes avoiding, minimizing, rectifying, reducing,  
8 and compensating for impacts.

9 Ecology has established mitigation credit ratios as tools to be used to determine when  
10 mitigation adequately compensates for wetland impacts. The mitigation credit ratios are not  
11 requirements, and are not intended to be rigidly applied. Rather, credit ratios are "general  
12 guidelines" and recommendations, which are intended to be used with flexibility and best  
13 professional judgment, taking into account the replacement and/or improvement in wetland  
14 functions, as well as the likelihood of success of the proposed mitigation plan. Here, Ecology  
15 did not apply the mitigation ratio guidance documents in an appropriate manner. Ecology erred  
16 in using upland buffers to mitigate for wetland impacts, counting lake surface area, and allowing  
17 preservation of areas already protected under existing state laws and regulations, to be counted as  
18 mitigation.

19 Washington law specifically allows out-of-basin mitigation. RCW 90.74.020 (for public  
20 infrastructure projects, "the departments of ecology and fish and wildlife may not limit the scope

1 of options in a mitigation plan to areas on or near the project site, or to habitat types of the same  
2 type as contained on the project site”). This is consistent with the requirements of the Corps.  
3 See 33 C.F.R 320(r) at n.1. Off-site mitigation is also consistent with Ecology’s guidance on  
4 wetland mitigation. However, out-of-basin mitigation should occur only after all reasonable in-  
5 basin options have been evaluated. Acceptable reasons for choosing out-of-basin options include  
6 whether available options in-basin are sustainable and/or in-basin opportunities conflict with  
7 important public health or safety policies, as here with the need to minimize bird-strike potentials  
8 at the airport.

9 The evidence presented at the trial showed the Port was somewhat limited in its ability to  
10 create new wetlands in-basin due to the FAA’s requirement forbidding the creation of new  
11 wetlands within 10,000 feet of a runway. Under FAA rules, wildlife attractants, such as  
12 wetlands, may be sited no closer than 10,000 feet from turbine aircraft movement areas. The  
13 FAA imposed this requirement as a condition of its 1997 Record of Decision approving the new  
14 Third Runway. With the exceptions noted above and in consideration of the FAA requirement  
15 the Port and Ecology worked to devise a mitigation plan, which replaces all impacted wetland  
16 functions in the impacted basin. In addition, the Port is creating high quality wetlands at the 65-  
17 acre Auburn site, which includes open water for waterfowl habitat.

18 The Board also concludes the Port’s functional assessment of wetlands was sufficient to  
19 provide Ecology with reasonable assurance. The Board finds use of WFAM was not necessary,  
20

1 based on the fact WFAM does not apply to sloped wetlands, and would therefore be applicable to  
2 only 23% of the wetlands on site.

3 In sum, the Board concludes the Port's proposed wetland mitigation plan, as outlined in  
4 the NRMP, and as further conditioned by the Board, provides reasonable assurance there will be  
5 no loss of wetland functions and no violation of water quality standards as a result of the wetland  
6 fill, stream alteration, or wetland mitigation activities associated with the construction of the  
7 improvements at the Airport.

8 7. MONITORING AND ADAPTIVE MANAGEMENT

9 Consistent with its Findings as outlined above and with its prior rulings, the Board  
10 concludes both Ecology and the Board may rely on adaptive management processes, including  
11 post-certification studies, plans, and reports in making a determination of whether reasonable  
12 assurance exists. The Board has taken great care, in creating additional conditions governing  
13 monitoring, to ensure the ultimate goal of adaptive management-based processes is that they lead  
14 to specifically enforceable requirements in compliance with state water quality standards. This is  
15 the overriding principle that shall govern these processes. Adaptive management shall not be  
16 used to defer or delay implementation of state water quality standards, but rather may be used  
17 when information or technology is unknown or uncertain

18 The Board also concludes Ecology may impose appropriate conditions in the §401  
19 certification that require submission of revised plans or the requirements for future monitoring,  
20 and Ecology's conditions, as further conditioned by the Board, were appropriate in this case.

1 In addition, Ecology may require monitoring of actions required by conditions to the  
2 §401 certification that takes place after the §401 certification is issued, and proceeds for either a  
3 finite period of time into the future, or, if appropriate, continues in perpetuity. *Cf. Anderson v.*  
4 *Pierce Cy*, 86 Wn. App. 290, 293 n.2, 936 P.2d 432 (1997). Here, the monitoring requirements  
5 in the §401 certification are appropriate.

6 The §401 certification requires monitoring to ensure that required and effective  
7 mitigation is provided, and to identify potential problems, which may need further mitigation.  
8 Many of these conditions are part of the adaptive management approach Ecology used in order to  
9 be certain mitigation measures would be successful. Such monitoring allows the project  
10 mitigation to adapt as state of the art technology and AKART are being applied.

11 Washington and federal courts have specifically approved this adaptive management  
12 approach. *West 514, Inc. v. Spokane Cy.*, 53 Wn. App. 838, 844-849, 770 P.2d 1065 (1989)  
13 (upholding approval of shopping mall that depended on future air quality monitoring to “confirm  
14 that the project will not have a significant adverse environmental impact”); *Friends of the*  
15 *Payette v. Horseshoe Bend Hydroelectric Co.*, 988 F.2d 989, 993 (9<sup>th</sup> Cir. 1993) (upholding  
16 condition, which required water quality monitoring to determine compliance with state water  
17 quality standards and additional mitigation if monitoring disclosed any problems). Moreover,  
18 §401 of the Clean Water Act itself expressly states the state can include monitoring conditions in  
19 its certification. 33 U.S.C. § 1341(d).

1 In addition, as has already been noted above, the Board concludes it was appropriate for  
2 Ecology to rely on the Port's existing and future NPDES permits as one of its bases for  
3 reasonable assurance of compliance with water quality standards.

4 8. PUBLIC PROCESS—NOTICE

5 Public notice is triggered by the submission of an application for a §401 certification or  
6 CZMA consistency concurrence. WAC 173-225-030; 15 CFR § 930.61(a). In compliance with  
7 these provisions, public notice of the project was provided by means of the joint Corps and  
8 Ecology Public Notice issued by the Corps on December 27, 2000. The Corps and Ecology  
9 received and considered public comments and held a joint public hearing regarding the project on  
10 January 26 and 27, 2001. These activities constitute full compliance with applicable public  
11 notice and comment requirements.

12 Ecology was not required to conduct additional public notice when it issued the Amended  
13 §401 certification on September 21, 2001, because the amendment did not result in changes to  
14 the proposed project and, thus, no new application was required. See WAC 173-225-030; 15  
15 CFR §930.61(a). The Amended §401 certification adjusted only the conditions applicable to the  
16 project and, because the project itself was not changed, submission of a new application was not  
17 warranted.

18 Ecology had previously determined on August 10, 2001, that the project was consistent  
19 with Washington's Coastal Zone Management Program (CZMP), and due to the fact only the  
20 project conditions were adjusted, additional public notice was not required. Accordingly, the



1 Board concludes the public notice and comment process that Ecology followed for the §401  
2 certification complied with WAC 173-225-030 and 15 CFR § 930.61(a).

3 Appellants argue in their pre-hearing memorandum that Ecology's rescission and  
4 reissuance of the Amended §401 certification was invalid because EPA had not reviewed the  
5 changes to the §401 certification. Appellants' position is contrary to applicable law, which does  
6 not require EPA review prior to amendment of a §401 certification by Ecology. *See Roosevelt*  
7 *Campobello International Park Commission v. Environmental Protection Agency*, 684 F.2d  
8 1041, 1056 (1st Cir.1982) (Both EPA and the federal courts have interpreted §401(d) of the  
9 Clean Water Act as removing authority from either federal courts or agencies to review the  
10 validity of requirements imposed under state law or in a state's §401 certification); *U.S. v.*  
11 *Marathon Development Corp.*, 867 F.2d 96, 100 (1st Cir. 1989).

12 9. COASTAL ZONE MANAGEMENT CONSISTENCY

13 The Port's project will occur in Washington's coastal zone. As a result, the Port is  
14 required to obtain a CZMA consistency concurrence statement from Ecology.

15 The Port submitted an application for certification of Consistency with Washington's  
16 CZMP. In reviewing the Port's application, Ecology verified the Port had complied with the  
17 enforceable policies of Washington's CZMP. In that review, Ecology verified (a) the Port had  
18 completed its SEPA review, (b) the Port obtained a shoreline exemption from the City of Auburn  
19 for the proposed wetland mitigation site, (c) the Port had a valid individual NPDES permit for  
20 the airport site, had obtained a general NPDES stormwater permit for construction of the Auburn

1 mitigation site, and was issued a §401 certification for the proposed project, and (d) the Port had  
2 the appropriate discharge permits from the Puget Sound Clean Air Agency, and the scope of the  
3 project had not changed to alter Ecology's determination that the SeaTac area was in compliance  
4 with National Ambient Air Quality Standards for carbon monoxide and nitrous oxide.

5 The sole outstanding issue for CZMP consistency is whether there is reasonable  
6 assurance that the project as proposed and conditioned will meet applicable water quality  
7 standards. As is elaborated throughout this order, the Board concludes Ecology's issuance of the  
8 §401 certification was appropriate and, therefore, Ecology properly concurred that the Port's  
9 project is consistent with Washington's CZMP.

10 V. CONCLUSIONS

11 Based on the Findings of Fact and Conclusions of Law above, the Board concludes,  
12 Ecology's issuance of the §401 certification, with the imposition of the conditions in the §401  
13 certification and with the conditions imposed by this Board, provide reasonable assurance that  
14 state water quality standards will be met.

15 As noted throughout this order, the Board imposes the following additional conditions of  
16 the §401 certification:

- 17 1. BMPs shall be selected from the enhanced treatment list for better removal of  
18 dissolved metals;
- 19 2. The Port shall sample of stormwater above and below stormwater outfalls and a  
20 monitor the hardness of the receiving waters;

1           3.     Water quality testing for toxicity to sensitive organisms, by the Port and approved  
2 by Ecology, shall measure injury, as well as mortality of those organisms;

3           4.     100% of the stormwater management facility retrofit shall be completed by the  
4 time 50% of the impervious surfaces have been constructed;

5           5.     Use of the WER study is limited so that the study results shall only be used if the  
6 data suggests the water quality criterion should be lowered;

7           6.     The level of mitigation flows for Des Moines Creeks is 1 CFS, below which  
8 mitigation is required;

9           7.     The fill criteria are modified as follows:

10	Antimony	5.79 mg/kg
11	Arsenic	7 mg/kg
12	Barium	12,000 mg/kg
13	Beryllium	.6 mg/kg
14	Cadmium	1 mg/kg
15	Chromium	42 mg/kg
16	Copper	36 mg/kg
17	Lead	24 mg/kg
18	Mercury	.07 mg/kg
19	Nickel	48 mg/kg
20		

Selenium	.52 mg/kg
Silver	.28 mg/kg
Thallium	2 mg/kg
Zinc	85 mg/kg
TPH	0

8. The SPLP process may not be used to authorize the importation of fill that exceeds the modified fill criteria;

9. The minimum number of samples of the proposed fill shall be increased to reflect the number of samples required under MTCA;

10. The performance standard for wetlands is modified so that the Port matches the hydroperiods of the wetlands pre- and post project, in order to assure the long-term maintenance and perpetuation of wetland characteristics, such as standing or flowing water, wetland resources, and wetland functions.

11. The Port shall mitigate for on-site wetland loss at the ratio of no less than 2:1. This ratio shall not include wetland buffers or preserving wetlands that are already protected. In order to meet this ratio, the Port is urged to consider enhancing the Walker Creek headwaters wetlands

12. Condition (D)(1)(h) is modified so that if the future wetland delineations show the wetland boundaries have decreased, additional in-basin mitigation shall be required.

1           13.    The language in the monitoring requirement of Condition E(3) is modified so that  
2 in the event monitoring detects exceedances of the water quality criteria in either surface or  
3 groundwater, Ecology shall take action to eliminate the exceedances. This may include a  
4 revision to the fill criteria and/or corrective action;

5           14.    The monitoring duration in Condition B (and its cross references to E(3) and F(1))  
6 shall continue for at least 8 years from the conclusion of construction and, should monitoring  
7 reveal exceedances, Ecology shall further extend the period of monitoring;

8           15.    The monitoring in Condition F(1) is modified so that monitoring continues for as  
9 long as there are contaminants in the AOMA;

10          16.    The Port shall obtain a water right to use water as proposed mitigation under the  
11 Low Flow Plan.

12           Any Finding of Fact deemed to be a Conclusion of Law is hereby adopted as such.

13 **IX.    ORDER**


14           Based on the Findings of Fact and Conclusions of Law outlined above, the Board  
15 concludes, with the further conditions imposed by the Board, there is reasonable assurance the  
16 construction of the Port's proposed improvements at the Airport will comply with state water  
17 quality standards. Accordingly, the Board affirms Ecology's §401 certification for the Port's  
18 projects as modified by the conditions established by the Board in this Order. In addition, the  
19 Board's stay entered on December 17, 2001, is lifted.  
20

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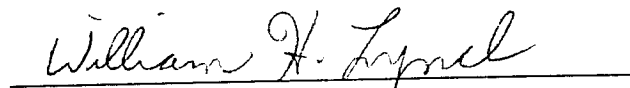
IT IS SO ORDERED.

Dated this 12<sup>th</sup> day of August, 2002.

Pollution Control Hearings Board

  
Kaleen Cottingham, Presiding

  
Robert V. Jensen, Board Member

  
William Lynch, Board Member

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ENVIRONMENTAL  
HEARINGS OFFICE

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Cashier Section  
Superior Court Clerk

SUPERIOR COURT OF THE STATE OF WASHINGTON  
IN AND FOR KING COUNTY

PORT OF SEATTLE, a port district of the State  
of Washington,

Petitioner,

v.

THE POLLUTION CONTROL HEARINGS  
BOARD, an agency of the State of Washington;  
AIRPORT COMMUNITIES COALITION; and  
CITIZENS AGAINST SEATAC EXPANSION;

Respondents,

v.

STATE OF WASHINGTON, DEPARTMENT  
OF ECOLOGY, an agency of the State of  
Washington,

Respondent Below.

NO. **02-2-25658-9SEA**

DECLARATION OF SERVICE

DECLARATION OF SERVICE

I, Holly Simmelink, Certified PLS, declare as follows:

I am employed as a legal secretary by Foster Pepper & Shefelman PLLC, in Seattle,  
Washington. I have personal knowledge of the facts set out below and am competent to testify  
about them.

DECLARATION OF SERVICE - 1

FOSTER PEPPER & SHEFELMAN PLLC  
1111 THIRD AVENUE, SUITE 3400  
SEATTLE, WASHINGTON 98101-3299 ♦ 206-447-4400

1 On September 6, 2002, a copy of Port Of Seattle's Petition For Judicial Review Of Final Order  
2 Of Pollution Control Hearings Board, Case Assignment Designation and Case Information  
3 Cover Sheet and this Declaration of Service was sent as service to the following persons by the  
4 means specified below:

5  
6 Kimberly Lockard, Executive Director  
7 Airport Communities Coalition  
8 21630 11<sup>th</sup> Avenue South  
9 Des Moines, Washington 98198  
10 **By First Class Mail**

11  
12 Kelly Evans, Administrator  
13 Airport Communities Coalition  
14 21630 11<sup>th</sup> Avenue South  
15 Des Moines, Washington 98198  
16 **By First Class Mail**

17  
18 Peter J. Eglick  
19 Kevin L. Stock  
20 Helsell Fetterman LLP  
21 1500 Puget Sound Plaza  
22 1325 Fourth Avenue  
23 Seattle, WA 98101-2509  
24 **By Messenger**

25  
26 Rachael Paschal Osborn  
2421 W. Mission Avenue  
Spokane, WA 99201  
**By First Class Mail**

Citizens Against SeaTac Expansion  
19900 Fourth Avenue SW  
Normandy Park, Washington 98166  
**By First Class Mail**

Richard A. Poulin  
Smith & Lowney, P.L.L.C.  
2317 East John Street  
Seattle, WA 98112  
**By Messenger**

Tom Fitzsimmons, Director  
Department of Ecology  
300 Desmond Drive  
Lacy, WA 98503  
**By First Class Mail**

DECLARATION OF SERVICE - 2

**FOSTER PEPPER & SHEFELMAN PLLC**  
1111 THIRD AVENUE, SUITE 3400  
SEATTLE, WASHINGTON 98101-3299 ♦ 206-447-4400



1 Joan M. Marchioro  
2 Thomas J. Young  
3 Jeff B. Kray  
4 Department of Ecology  
5 2425 Bristol Court S.W., 2nd Floor  
6 Olympia, Washington 98502  
7 **By Mail**

8 Jean M. Wilkinson  
9 Assistant Attorney General  
10 1125 Washington St. S.E.  
11 P.O. Box 40100  
12 Olympia, WA 98504-0100  
13 **By Mail**

14 Christine O. Gregoire  
15 Attorney General  
16 State of Washington  
17 1125 Washington Street SE  
18 Fifth Floor  
19 P.O. Box 40100  
20 Olympia, WA 98504-0100  
21 **By Mail**

22 Kaleen Cottingham  
23 Pollution Control Hearings Board  
24 Rowe Six, Bldg. 2, MS 40903  
25 4224 6th Avenue SE  
26 P.O. Box 40903  
Lacey, WA 98504-0903  
**By Messenger**

I declare under penalty of perjury under the laws of the state of Washington that the foregoing is true and correct.

Executed this 6<sup>th</sup> day of September 2002, at Seattle, Washington.

  
Holly Simmelink, Certified PLS

DECLARATION OF SERVICE - 3

FOSTER PEPPER & SHEFELMAN PLLC  
1111 THIRD AVENUE, SUITE 3400  
SEATTLE, WASHINGTON 98101-3299 ♦ 206-447-4400

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ENVIRONMENTAL  
HEARINGS OFFICE

**IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON  
FOR THE COUNTY OF KING**

**02-2-25658-9SEA**

vs.

Petitioner(s),

ORDER SETTING CASE SCHEDULE  
(Administrative Appeal)

Respondent(s).

ASSIGNED JUDGE: **BRUCE HILYER**

TRIAL DATE: **Mon 4/07/03**

SCOMIS CODE: \*ORSCS

On Fri 9/06/02, a notice of appeal has been filed. The King County Superior Court issues an *Order Setting Case Schedule (Administrative Appeal)* when a decision of an administrative agency or appeal board is appealed to the King County Superior Court.

**I. NOTICES**

**THE PERSON APPEALING A DECISION OF AN ADMINISTRATIVE AGENCY/APPEAL BOARD MUST:**

1. File a *Notice of Appeal* with the administrative agency/appeal board within the time frames as instructed by applicable statutes.
2. Serve a copy of the *Notice of Appeal* and this *Order Setting Case Schedule (Administrative Appeal) (Schedule)* (including these Notices) on all other parties to this action. You, as the person who started this appeal, must make sure the other person and/or agency is notified of your action and gets a copy of the Schedule. You may choose certified mail, personal delivery by someone other than you, or a "process serving service" (see telephone directory). Your signature must appear on this form showing that you understand that you must make sure the other person and/or agency gets a copy of this form.
3. Pay the statutory filing fee to the Clerk of the Superior Court in which the *Notice of Appeal* is filed, unless the party filing the *Notice* first secures an "Order of *In Forma Pauperis*" from the Presiding Judge of the Superior Court, or is exempt from paying fees by statute.

**"I understand that I am required to give a copy of these documents to all parties in this case."**

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Sign Name

**I. NOTICES (continued)**

**NOTICE TO ALL PARTIES:**

All attorneys and parties should make themselves familiar with the rules of the court – especially those referred to in this Schedule. In order to comply with the Schedule, it will be necessary for attorneys and parties to pursue their appeals vigorously from the day they are filed. All events must occur promptly. If they are late, the Superior Court Clerk is authorized by the *King County Superior Court Local Rules* to schedule the appeal for a dismissal hearing.

**PENDING DUE DATES CANCELED BY FILING PAPERS THAT RESOLVE THE CASE:**

When a final decree, judgment, or order of dismissal of all claims is filed with the Superior Court Clerk's Office, and a courtesy copy delivered to the assigned judge, all pending due dates in this *Schedule* are automatically canceled, including the scheduled Trial Date. It is the responsibility of the parties to 1) file such dispositive documents within 45 days of the resolution of the case, and 2) strike any pending motions by notifying the bailiff to the assigned judge.

Parties may also authorize the Superior Court to strike all pending due dates and the Trial Date by filing a *Notice of Settlement* pursuant to KCLR 41, and forwarding a courtesy copy to the assigned judge. If a final decree, judgment or order of dismissal of all claims is not filed by 45 days after a *Notice of Settlement*, the case may be dismissed with notice.

**If you miss your scheduled Trial Date**, the Superior Court Clerk is authorized by KCLR 41(b)(2)(A) to present an *Order of Dismissal*, without further notice, for failure to appear at the scheduled Trial Date.

**NOTICES OF APPEARANCE OR WITHDRAWAL AND ADDRESS CHANGES:**

*All parties to this action must keep the court informed of their addresses.* When a Notice of Appearance/Withdrawal or Notice of Change of Address is filed with the Superior Court Clerk's Office, parties must provide the assigned judge with a courtesy copy.

**NOTICE OF NON-COMPLIANCE FEES:**

All parties will be assessed a fee authorized by King County Code 4.71.050 whenever the Superior Court Clerk must send notice of non-compliance of schedule requirements and/or Local Rule 41.

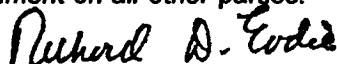
## II. CASE SCHEDULE

CASE EVENT	DEADLINE or EVENT DATE
Notice of Appeal/Petition for Review Filed and Schedule Issued	Fri 9/06/02
✓ Affidavit of Service or Confirmation of Service	Fri 10/04/02
✓ Filing of Notice of Appearance (if applicable)	Fri 10/04/02
✓ Filing of Administrative Agency Record	Fri 11/08/02
✓ Filing of Jury Demand (if applicable)	Mon 12/02/02
✓ Filing of Petitioner's Trial Brief	Tue 2/18/03
<b>DEADLINE to Comply with Settlement Conference Requirement</b> [See attached Order]	
✓ Filing of Respondent's Trial Brief	Mon 3/10/03
✓ Filing of Petitioner's Reply Brief	Mon 3/24/03
Review Hearing or Trial Date [See KCLR 40]	Mon 4/07/03

✓ Indicates a document that must be filed with the Superior Court Clerk's Office by the date shown.

## III. ORDER

Pursuant to King County Local Rule 4 (KCLR 4), It is ORDERED that all parties involved in this action shall comply with the schedule listed above and that failure to meet these event dates will result in the dismissal of the appeal. It is FURTHER ORDERED that the party filing this action **must** serve this *Order Setting Case Schedule (Administrative Appeal)* and attachment on all other parties.



**Richard D. Eadie**

PRESIDING JUDGE

DATED: 9/06/2002

#### IV. ORDER ON ASSIGNMENT TO INDIVIDUAL CALENDAR

##### READ THIS ORDER PRIOR TO CONTACTING YOUR ASSIGNED JUDGE

This case has been assigned to the Individual Calendar (I.C.) Judge whose name appears in the caption of this *Schedule*. The I.C. Judge will preside over and manage this case and will conduct trials, motions, and conferences in this matter until completion of all issues.

**COMPLEX LITIGATION:** If you anticipate an unusually complex or lengthy trial, please notify the assigned court as soon as possible.

The following procedures hereafter apply to the processing of this case:

**Applicable Rules:**

Except as specifically modified below, all the provisions of KCLR 4-26 shall apply to the processing of civil cases before I.C. Judges.

**I.C. Schedule and Requirements:**

A. **Trial:** Trial is confirmed for 9:00 a.m. on the date on the *Schedule*. The Friday before trial, the assigned court will contact the parties to determine the status of the case and inform the parties of any adjustments to the Trial Date.

B. **Joint Status Report:** 120 days before the Trial Date, parties shall prepare and file, with a copy to the assigned judge, a joint status report setting forth the nature of the case, whether a jury demand has been filed, the expected duration of the trial, the status of discovery, the need to amend pleadings or add parties, whether a settlement conference has been scheduled, special problems, etc. Plaintiff's/Petitioner's counsel is responsible for proposing and contacting the other parties regarding said report.

C. **Pretrial Conference:** A pretrial conference will be scheduled by the assigned judge. Approximately thirty (30) days before the conference, you will receive an *Order Setting Pretrial Conference* that will set the specific date and time for the conference. The conference will be held in the courtroom of the assigned judge, and the following nonexclusive list of matters will be addressed at that time:

- 1) Status of settlement discussions;
- 2) Jury trial – selection and number of jurors;
- 3) Potential evidentiary problems;
- 4) Potential motions *in limine*;
- 5) Use of depositions;
- 6) Deadlines for nondispositive motions;
- 7) Procedures to be followed with respect to exhibits;
- 8) Witnesses – identity, number, testimony;
- 9) Special needs (e.g. interpreters, equipment);
- 10) Trial submissions, such as briefs, Joint Statement of Evidence, jury instructions, voir dire questions, etc.
- 11) Receipt of Public Assistance Payments (Domestic Cases) – If any party is on public Assistance, notify the Prosecutor's Office of this proceeding now at 296-9020.

D. **Settlement/Mediation/ADR:**

1) 45 days before the Trial Date, counsel for plaintiff shall submit a written settlement demand. Ten (10) days after receiving plaintiff's written demand, counsel for defendant shall respond (with a counteroffer, if appropriate).

2) 30 days before the Trial Date, a settlement/mediation/ADR conference shall have been held.

**FAILURE TO COMPLY WITH THIS SETTLEMENT CONFERENCE REQUIREMENT MAY RESULT IN SANCTIONS.**

3) 20 days before the Trial Date, counsel for plaintiff shall advise the assigned judge of the progress of the settlement process.

SEE NEXT PAGE

AR 000725

I.C. Motions Procedures:

A. Noting of Motions

1) Dispositive Motions: All Summary Judgment or other motions that dispose of the case in whole or in part will be heard with oral argument before the assigned judge. The moving party must arrange with the bailiff a date and time for the hearing, consistent with the court rules.

2) Nondispositive Motions: These motions, which include discovery motions, will be ruled on by the assigned judge without oral argument, unless otherwise ordered. All such motions must be noted for a date by which the ruling is requested; this date must likewise conform to the applicable notice requirements. Rather than noting a time of day, the *Note for Motion* should state "Without Oral Argument."

3) Motions in Family Law Cases: Discovery motions to compel, motions in limine and motions relating to trial dates shall be brought before the assigned judge. All other motions should be noted and heard on the Family Law Motions Calendar.

4) Emergency Motions: Emergency motions will be allowed only upon entry of an *Order Shortening Time*. However, emergency discovery disputes may be addressed by telephone call, and without written motion, if the judge approves.

B. Filing of Papers All original papers must be filed with the Clerk's Office on the 6th floor. *The working copies of all papers in support or opposition must be marked on the upper right corner of the first page with the date of consideration or hearing and the name of the assigned judge. The assigned judge's working copy must be delivered to his/her courtroom or to the judges' mailroom. Do not file working copies with the Motions Coordinator, except those motions to be heard on the Family Law Motions Calendar, in which case the working copies should be filed with the Family Law Motions Coordinator.*

1) Original Proposed Order: Each of the parties must include in the materials submitted on any motion an original proposed order sustaining his/her side of the argument. Should any party desire a copy of the order as signed and filed by the judge, a preaddressed, stamped envelope shall accompany the proposed order.

2) Presentation of Orders: All orders, agreed or otherwise, must be presented to the assigned judge. If that judge is absent, contact the assigned court for further instructions. If another judge enters an order on the case, counsel is responsible for providing the assigned judge with a copy.

Proposed orders finalizing settlement and/or dismissal by agreement of all parties shall be presented to the assigned judge or in the Ex Parte Department. Formal Proof in Family Law cases must be scheduled before the assigned judge by contacting the bailiff, or Formal Proof may be entered in the Ex Parte Department. If final orders and/or Formal Proof are entered in the Ex Parte Department, counsel is responsible for providing the assigned judge with a copy.

C. Form: Memoranda/briefs for matters heard by the assigned judge may not exceed 24 pages for dispositive motions and 12 pages for nondispositive motions, unless the assigned judge permits over-length memoranda/briefs in advance of filing. Over-length memoranda/briefs and motions supported by such memoranda/briefs may be stricken.

IT IS SO ORDERED. FAILURE TO COMPLY WITH THE PROVISIONS OF THIS ORDER MAY RESULT IN DISMISSAL OR OTHER SANCTIONS. PLAINTIFF/PETITIONER SHALL FORWARD A COPY OF THIS ORDER AS SOON AS PRACTICABLE TO ANY PARTY WHO HAS NOT RECEIVED THIS ORDER.

*Richard D. Eadie*  
Richard D. Eadie

JUDGE

revised 1/10/2000

AR 000726

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KING COUNTY SUPERIOR COURT  
CASE ASSIGNMENT DESIGNATION  
and  
CASE INFORMATION COVER SHEET  
(cics)

In accordance with LR82(e), a faulty document fee of \$15 will be assessed to new case filings missing this sheet pursuant to King County Code 4.71.100.

CASE NUMBER: 02-2-25658-9SEA

CASE CAPTION: Port of Seattle v. Pollution Control Hearings Board, et al

I certify that this case meets the case assignment criteria, described in King County LR 82(e), for the:

X Seattle Area, defined as:

All of King County north of Interstate 90 and including all of the Interstate 90 right-of-way; all the cities of Seattle, Mercer Island, Bellevue, Issaquah and North Bend; and all of Vashon and Maury Islands.

           Kent Area, defined as:

All of King County south of Interstate 90 except those areas included in the Seattle Case Assignment Area.

\_\_\_\_\_  
Signature of Petitioner/Plaintiff

\_\_\_\_\_  
Date

of Ray A. Deane  
\_\_\_\_\_  
Signature of Attorney for  
Petitioner/Plaintiff

Sept 6, 2002  
\_\_\_\_\_  
Date

21113  
\_\_\_\_\_  
WSBA Number

AR 000727

02-2-25658-9SEA

KING COUNTY SUPERIOR COURT  
CASE ASSIGNMENT DESIGNATION  
and  
CASE INFORMATION COVER SHEET

Please check one category that best describes this case for indexing purposes. Accurate case indexing not only saves time but helps in forecasting judicial resources. A faulty document fee of \$15 will be assessed to new case filings missing this sheet pursuant to Administrative Rule 2 and King County Code 4.71.100.

**APPEAL/REVIEW**

- Administrative Law Review (ALR 2)\*  
 Civil, Non-Traffic (LCA 2)\*  
 Civil, DOL (DOL 2)\*

**CONTRACT/COMMERCIAL**

- Breach of Contract (COM 2)\*  
 Commercial Contract (COM 2)\*  
 Commercial Non-Contract (COL 2)\*  
 Meretricious Relationship (MER 2)\*  
 Third Party Collection (COL 2)\*

**DOMESTIC RELATIONS**

- Annulment/Invalidity (with dependent children? Y N )(INV 3)\*  
 Child Custody (CUS 3)\*  
 Dissolution With Children (DIC 3)\*  
 Dissolution With No Children (DIN 3)\*  
 Legal Separation (with dependent children? Y N )(SEP 3)\*  
 Mandatory Wage Assignment (MWA 3)  
 Modification (MOD 3)\*  
 Modification - Support Only (MDS 3)\*  
 Out-of-state Custody Order Registration (OSC 3)  
 Reciprocal, Respondent in County (RIC 3)  
 Reciprocal, Respondent Out of County (ROC 3)  
 Registration of Out of State Support Court Order (FJU 3)  
 Relocation Objection/Modification (MOD 3)\*

**DOMESTIC VIOLENCE/ANTHARASSMENT**

- Civil Harassment (HAR 2)  
 Confidential Name Change (CHN 5)  
 Domestic Violence (DVP 2)  
 Domestic Violence with Children (DVC 2)  
 Foreign Protection Order (FPO 2)  
 Vulnerable Adult Protection (VAP 2)

**ADOPTION/PATERNITY**

- Adoption (ADP 5)  
 Confidential Intermediary (MSC 5)  
 Establish Parenting Plan (MSC 5)\*  
 Initial Pre-Placement Report (PPR 5)  
 Modification (MOD 5)\*  
 Paternity (PAT 5)\*  
 Paternity/UIFSA (PUR 5)\*  
 Registration of Out of State Support Court Order (FJU 5)  
 Relinquishment (REL 5)  
 Relocation Objection/Modification (MOD 5)\*  
 Termination of Parent-Child Relationship (TER 5)

**PROBATE/GUARDIANSHIP**

- Absentee (ABS 4)  
 Disclaimer (DSC4)  
 Estate (EST 4)  
 Foreign Will (FNW 4)  
 Guardianship (GDN 4)  
 Guardianship/Estate (G/E 4)  
 Limited Guardianship (LGD 4)  
 Minor Settlement (MST 4)  
 Non-Judicial Filing (MSC 4)  
 Non-Probate Notice to Creditors (NNC 4)  
 Trust (TRS 4)  
 Trust Estate Dispute Resolution Act/POA (TDR 4)  
 Will Only (WLL 4)

**PROPERTY RIGHTS**

- Condemnation/Eminent Domain (CON 2)\*  
 Foreclosure (FOR 2)\*  
 Land Use Petition (LUP 2)\*  
 Property Fairness (PFA 2)\*  
 Quiet Title (QTI 2)\*  
 Unlawful Detainer (UND 2)

AR 000728



**KING COUNTY SUPERIOR COURT  
CASE ASSIGNMENT DESIGNATION  
and  
CASE INFORMATION COVER SHEET**

**JUDGMENT**

- Confession of Judgment (MSC 2)\*
- Judgment, Another County, Abstract (ABJ 2)
- Judgment, Another State or County (FJU 2)
- Tax Warrant (TAX 2)
- Transcript of Judgment (TRJ 2)

**OTHER COMPLAINT/PETITION**

- Action to Compel/Confirm Private Binding Arbitration (MSC 2)
- Change of Name (CHN 2)
- Change of Birth Date (MSC 2)
- Deposit of Surplus Funds (MSC 2)
- Emancipation of Minor (EOM 2)
- Frivolous Claim of Lien (MSC 2)
- Injunction (INJ 2)\*
- Interpleader (MSC 2)
- Malicious Harassment (MHA 2)\*
- Non-Judicial Filing (MSC 2)
- Seizure of Property from the Commission of a Crime (SPC 2)\*
- Seizure of Property Resulting from a Crime (SPR 2)\*
- Structured Settlements (MSC 2)\*

**TORT, MEDICAL MALPRACTICE**

- Hospital (MED 2)\*
- Medical Doctor (MED 2)\*
- Other Health Care Professional (MED 2)\*

**TORT, MOTOR VEHICLE**

- Death (TMV 2)\*
- Non-Death Injuries (TMV 2)\*
- Property Damage Only (TMV 2)\*

**TORT, NON-MOTOR VEHICLE**

- Asbestos (PIN 2)\*\*
- Implants (PIN 2)
- Other Malpractice (MAL 2)\*
- Personal Injury (PIN 2)\*
- Products Liability (TTO 2)\*
- Property Damage (PRP 2)\*
- Wrongful Death (WDE 2)\*

**WRIT**

- Habeas Corpus (WHC 2)
- Mandamus (WRM 2)\*\*
- Review (WRV 2)\*\*

\* The filing party will be given an appropriate case schedule.

\*\* Case schedule will be issued after hearing and findings.

**IF YOU CANNOT DETERMINE THE APPROPRIATE CATEGORY, PLEASE  
DESCRIBE THE CAUSE OF ACTION BELOW:**

---

**AR 000729**