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HEARINGS OFFICE

BEFORE THE POLLUTION CONTROL HEARINGS BOARD
STATE OF WASHINGTON

AIRPORT COMMUNITIES
COALITION,

Appellant,

CITIZENS AGAINST SEA-TAC
EXPANSION,

Intervenor/Appellant,

v.

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

Respondents.

PCHB No. 01-160

OFFER OF PROOF RE: EXCLUDED
STATEMENTS FROM DAVE
GARLAND'S TESTIMONY

On March 21, 2002, the Board ordered Ecology to redact portions of Dave Garland's testimony and submit revised direct testimony on behalf of Dave Garland. Ecology has submitted Mr Garland's revised testimony under separate cover as "Revised Direct Testimony of Dave Garland Submitted on Behalf of the Department of Ecology. Ecology submits this document to memorialize the excluded statements from Mr. Garland's testimony. The excluded statements are as follows:

4. Most recently, I reviewed PGG's updated modeling of the embankment for the December 2001 Low Stream Flow Analysis and Summer Low Flow Impact Offset Facility

OFFER OF PROOF RE: EXCLUDED
STATEMENTS FROM DAVE
GARLAND'S TESTIMONY

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AR 002044

ORIGINAL

1 Proposal submitted by the Port of Seattle. The results of my reviews have been documented
2 in memos to Ann Kenny and others dated March 9, 2001, May 5, 2001, August 7, 2001, and
3 ~~March 6, 2002.~~

4 11. The report by Pacific Groundwater Group (PGG) of November 27, 2001 titled,
5 "*Port of Seattle Sea-Tac Third Runway Embankment Fill Modeling in Support of Low-*
6 *Streamflow Analysis*", which occurs as Appendix B in Low Streamflow Analysis and Summer
7 Low Flow Impact Offset Facility Proposal (Port of Seattle, December 2001) presents
8 significant drainage estimate improvements for the proposed runway fill embankment over
9 drainage estimates presented in "*Sea-Tac Airport Master Plan Update Low Streamflow*
10 *Analysis*" (Earth Tech, 2000).

11 12. The improvement contained in the current report is a 'fill-depth sensitive'
12 integration of the proposed embankment fill hydrology, which sums the drainage contribution
13 from the embankment over the entire length of the runway. PGG accomplished this
14 integration by using Hydrus and Slice models operating on three hydrogeologic cross sections,
15 which were representative of the range of proposed embankment geometries.

16 V. Conclusions

17 20. In summary, although I have not reviewed the computations of the Hydrus-
18 Slice model in detail, it is my opinion based on my familiarity with the model's development,
19 my experience as a hydrogeologist, and my previous reviews, that the assumptions used in the
20 model are reasonable. Further, PGG's December 2001 version of the Hydrus-Slice
21 embankment fill model contains significant improvements over the December 2000 Low
22 Streamflow Analysis offered by the Port. With the above mentioned improvements to the
23 embankment hydrology model, I have reasonable assurance that drainage from the proposed

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26 **AR 002045**

1 fill embankment is adequately characterized for modeling purposes to protect low streamflows
2 in Miller and Walker Creeks.

3 DATED this 26 day of March, 2002.

4 CHRISTINE O. GREGOIRE
5 Attorney General

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