

POLLUTION CONTROL HEARINGS BOARD
FOR THE STATE OF WASHINGTON

AIRPORT COMMUNITIES COALITION and
CITIZENS AGAINST SEA-TAC EXPANSION,

Appellants,

v.

DEPARTMENT OF ECOLOGY and
THE PORT OF SEATTLE,

Respondents.

No. PCHB 01-160

PREFILED TESTIMONY OF ELIZABETH
M. LEAVITT

Table of Contents

13 Identification of Witness.....1
14 Port of Seattle’s Aviation Environmental Program1
15 Port of Seattle’s Commitment to the Interlocal Agreement with the Department of Ecology2
16 Joint Aquatic Resources Permit.....2
17 The Scope of the Joint Aquatic Resources Permit Application and the Port’s Master Plan Update
18 Projects.....2
19 No Master Plan or 404 Projects Are Proposed in the Gilliam Creek Watershed4
20 Location of Impacted Wetlands Shown in the JARPA.....4
21 The Port’s Coastal Zone Management Act Consistency Statement4
22 Consultation with the Federal Resource Agencies Under the Endangered Species Act5
23 Biological Opinion from FWS Concludes Master Plan Update Projects Are Not Likely to Adversely
24 Affect Listed Species and Requires Ultra-Clean Fill Layer5
25 Fill Acceptance Requirements Under the 401 Certification and the FWS Biological Opinion – Multi-
26 Level Confirmation System to Evaluate Compliance with the Fill Criteria.....6
Phase I Environmental Site Assessment.....6

PRE-FILED DIRECT TESTIMONY OF
ELIZABETH M. LEAVITT- i

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

ORIGINAL

1	Phase II Environmental Site Assessment.....	6
2	Numeric Fill Criteria Under the 401 Certification and the FWS Biological Opinion.....	7
3	Numeric Fill Criteria Are Applied Based on Where Fill Is To Be Placed	8
4	Upper Three Feet of the Embankment.....	8
5	Drainage Layer Cover.....	8
6	Remainder of Embankment and Other 404 Projects.....	9
7	Port May Use SPLP Testing to Demonstrate Fill Suitability	9
8	Results are Documented and Analyzed by the Port and Ecology.....	10
9	Monitoring Requirements	10

10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

PRE-FILED DIRECT TESTIMONY OF
ELIZABETH M. LEAVITT- ii

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

1 1. I am over the age of 18, have personal knowledge of the facts set forth in this declaration,
2 and am competent to testify to the matters set forth in this declaration.

3 2. Identification of Witness. I am the Manager, Aviation Environmental Programs for the
4 Port of Seattle. I have over 22 years of experience in the environmental field, including experience as a
5 regulator for projects under the Clean Water Act, an environmental consultant, and as the environmental
6 manager for a federal facility and for the Port of Seattle. My responsibilities include the development,
7 management and implementation of a comprehensive environmental program for the Seattle-Tacoma
8 International Airport (the "Airport"). In that capacity, I manage the Port of Seattle staff who perform
9 environmental work at the Airport. I am also responsible for the Port's pending permit application to the
10 U. S. Army Corps of Engineers ("ACOE") under §404 of the Clean Water Act and the related request to
11 the Washington State Department of Ecology pursuant to §401 of the Clean Water Act.

12 3. Port Of Seattle's Aviation Environmental Program. The Port of Seattle's Aviation
13 Environmental Program includes a staff of eleven, with additional environmental services provided by
14 up to six staffmembers from the Port's Office of Corporate Environmental Services and from numerous
15 outside consultants. The Aviation Environmental Program is comprised of six program areas, which
16 include Water Resources, Soil and Groundwater Resources, Air Quality, Hazardous Materials Handling
17 and Disposal, Capital Program Coordination, and SEPA and NEPA review. The Port has also authorized
18 additional full time equivalent ("FTE") positions that are specific to implementation of the 401, which
19 include a 401 Environmental Manager, a data manager, and a stormwater capital program manager.
20 Implementation of the mitigation described in the plans and in the 401 will be conducted by a large
21 capital program staff, with oversight by the Aviation Environmental Program. The Aviation
22 Environmental Program directly reports to Michael Feldman, Director, Aviation Facilities and
23 Environmental Programs. Mr. Feldman also acts the airport's designated official under SEPA and for
24 the NPDES permits held by the airport.

25
26
AR 016570

PRE-FILED DIRECT TESTIMONY OF
ELIZABETH M. LEAVITT- 1

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

1 4. Port of Seattle's Commitment to the Interlocal Agreement with the Department of
2 Ecology. On November 9, 2001, the Port of Seattle Commission authorized the Port to enter into an
3 Interlocal Agreement ("ILA") with the Washington Department of Ecology to fund the Ecology staff
4 and consultants necessary to oversee the Port's implementation of the conditions in the §401
5 Certification. Because of the large scope of this public project, and the resource constraints present
6 within the state Department of Ecology, the ILA was entered into to ensure that the state had the
7 resources necessary to oversee the project's implementation. The ILA funds up to five FTEs and
8 consultants in an approximate amount of \$677,000.

9 5. Joint Aquatic Resources Permit. This declaration addresses the Joint Aquatic Resources
10 Permit Application ("JARPA") which was submitted to the ACOE and Ecology for the §404 permit
11 application and associated review by Ecology pursuant to §401 of the Clean Water Act.

12 6. The JARPA was originally submitted in December 1996. At that time the Port did not
13 have title to, or access to, the properties on the west side of the Airport (the area between the
14 embankment for the Airport's second runway and SR 509). A portion of this area is required for
15 construction the proposed third runway, and the FAA has required buyout of the residences in the area
16 for noise mitigation. At that time the area to the west of the Airport was primarily developed with single
17 family and multi-family residential uses and a farming operation.

18 7. After the application and full public notice was issued, the Port began acquiring the
19 westside properties and gaining access to those properties. Because new wetlands were discovered after
20 gaining access to the westside properties, a second public notice was issued.

21 8. In response to a request from Ecology for additional time with regard to its § 401 review,
22 the Port agreed to withdraw its application in 2000 and to resubmit the JARPA to the ACOE. A copy of
23 the cover letter and application form for that resubmitted JARPA is attached as Exhibit A.

24 9. The Scope of the Joint Aquatic Resources Permit Application and the Port's Master Plan
25 Update Projects. As set forth in the amended JARPA, the Airport in its current configuration is unable
26

1 to efficiently meet existing and future regional air travel demands. The airfield operates inefficiently
2 during poor weather because it accommodates aircraft in a single arrival stream only. As a result,
3 significant arrival delay occurs during poor weather. Aircraft are either held on the ground in their
4 originating city, slowed en route, or they are placed in holding patterns to await clearance to land at the
5 Airport. These conditions result in the inefficient operation of the Airport.

6 10. The goals of the Port's Master Plan Update projects are also identified in the JARPA, and
7 include the following:

- 8 a. Improve the poor weather airfield operating capability of the Airport;
- 9 b. Provide sufficient runway length to accommodate warm weather operations and
10 payloads for aircraft operating to the Pacific Rim;
- 11 c. Provide runway safety areas that meet Federal Aviation Authority (FAA)
12 requirements; and
- 13 d. Provide efficient and flexible landside facilities to accommodate future aviation
14 demand.

15 11. Many of the Master Plan Update ("MPU") projects do not involve the discharge of fill
16 into the waters of the United States and, therefore, do not require either a §404 permit from the ACOE
17 nor §401 certification by Ecology. A map showing the scope of the MPU projects is included in the
18 JARPA and attached as Exhibit B (a larger copy of this same drawing appears in the project Natural
19 Resources Mitigation Plan as Figure 1.3-1 and is also attached at Exhibit B for the Board's
20 convenience). The MPU projects are shown as diagonal lines on the Exhibit B drawing. As shown, the
21 MPU projects include the North Employee Parking Lot, new air cargo areas, Airport Garage
22 improvements, Northwest Hangar, North entry drive improvements, North Terminal improvements,
23 South Terminal expansion, taxiway improvements for the inboard runway (the runway closest to the
24 Airport terminal), a runway extension for one of the existing runways at the Airport, new runway safety
25 areas for the Airports existing runways (in order to meet FAA requirements), the South Aviation
26

1 Support Area detention pond, the South Aviation Support Area, proposed on-site borrow sources, and
2 the new third runway and associated taxiways. Only the new third runway, the relocation of South 154th
3 associated with the construction of the new third runway, the runway safety areas needed to meet FAA
4 requirements, the development of the South Aviation Support Area, and the potential borrow sources
5 (for fill material for the new third runway embankment) involve discharge of fill material to waters of
6 the United States.

7 12. No Master Plan or 404 Projects Are Proposed in the Gilliam Creek Watershed. The
8 Airport property includes portions of the watersheds of several creek systems: Miller Creek; Walker
9 Creek (which is a tributary of Miller Creek); Des Moines Creek; and Gilliam Creek (a tributary of the
10 Green/Duwamish River watershed). Figure 1.2-2 from the Natural Resources Mitigation Plan showing
11 these local creek basins is attached as Exhibit C. As shown, the Gilliam Creek (Green/Duwamish)
12 watershed is in the extreme northeast corner of the Airport, on the other side of the Airport Drive. None
13 of the Port's Master Plan Update projects are located in the Gilliam Creek watershed. None of the
14 projects for which a §404 permit is required (which includes only a portion of the Master Plan Update
15 projects) are located in the Gilliam Creek watershed.

16 13. Location of Impacted Wetlands Shown in the JARPA. The JARPA application also
17 contains general maps showing the location of the wetlands in the Miller Creek/Walker Creek basin and
18 the wetlands in the Des Moines Creek basin that would be impacted by the construction of those MPU
19 projects requiring fill in waters of the U.S. A copy of those figures are attached as Exhibit D.

20 14. The Port's Coastal Zone Management Act Consistency Statement. The Port submitted a
21 Coastal Zone Management Act ("CZMA") Consistency Statement to Ecology in December 1999. That
22 CZMA Consistency Statement was supported by numerous documents submitted during Ecology's
23 review, including Clean Air Act consistency statements by the governor of Washington, the Port and
24 FAA Environmental Impact Statements and SEPA Addenda prepared for the overall Master Plan Update
25 projects, information showing that the streams near the Port were not jurisdictional streams for purposes
26

1 of the Washington Shoreline Management Act ("SMA") (the streams in the area of the Airport are far
2 below the 20 cfs jurisdictional limit under the SMA), information showing SMA exemptions for the
3 wetland mitigation site work proposed in the City of Auburn, and numerous documents and studies
4 regarding state water quality requirements, which is the heart of Ecology's §401 review. At Ecology's
5 request, the Port resubmitted its CZMA Consistency Statement on May 22, 2000. That Consistency
6 Statement was revised on January 22, 2001. A copy of the May 22, 2000 and January 11, 2001 CZMA
7 Consistency Statement forms are attached as Exhibit E.

8 15. Consultation With the Federal Resource Agencies Under the Endangered Species Act.

9 Pursuant to the requirements of the Endangered Species Act, the Federal Aviation Authority and the
10 U.S. Army Corps of Engineers consulted with the National Marine Fisheries Service ("NMFS") and the
11 U.S. Fish & Wildlife Service ("FWS"). NMFS and FWS are the agencies with responsibility for
12 protection of species listed under the Endangered Species Act. As part of the consultation, the Port
13 prepared a Biological Assessment for the actions being taken pursuant to the Port's Master Plan Update
14 at the Airport. The Biological Assessment concluded that the Master Plan Update projects at STIA will
15 not be likely to adversely affect the listed species under the Endangered Species Act. The National
16 Marine Fisheries Service issued a letter of concurrence with the finding that the project will be not likely
17 to adversely affect chinook salmon.

18 16. Biological Opinion from FWS Concludes Master Plan Update Projects Are Not Likely to
19 Adversely Affect Listed Species and Requires Ultra-Clean Fill Layer. The U.S. Fish & Wildlife Service
20 issued a Biological Opinion indicating concurrence with the finding that the Master Plan Update projects
21 are not likely to adversely affect their listed species. As part of the FWS Biological Opinion, FWS
22 required the Port to construct a 40-foot wedge of "ultra-clean" fill along the western edge of the planned
23 embankment for the third runway that tapers along the natural contours of the underlying soil. FWS
24 required that the fill used in this drainage layer comply with numeric criteria more stringent than that
25 used in the remainder of the embankment. The September §401 Certification requires the Port to
26

1 comply with the more stringent of the numeric criteria set forth in either the Biological Opinion or the
2 §401 Certification itself, so all of the “ultra-clean” FWS criteria are preserved in the September §401
3 Certification unless there are more stringent criteria in the §401 Certification, in which case those more
4 stringent criteria apply.

5 17. Fill Acceptance Requirements Under the 401 Certification and the FWS Biological
6 Opinion - Multi-Level Confirmation System to Evaluate Compliance with the Fill Criteria. Under the
7 Ecology 401 Certification and Fish and Wildlife Service (“FWS”) Biological Opinion fill acceptance
8 processes, the Port implements a multi-level confirmation system to evaluate compliance with the fill
9 criteria, both prior to acceptance and during placement of accepted material. Generally, the 401
10 Certification details requirements for conducting Phase I and Phase II Environmental Site Assessments
11 on proposed source sites to determine the suitability of fill for use at the Third Runway and other
12 appropriate 404 Projects. Review of proposed fill material relative to specific numeric criteria is one of
13 many components of this review designed to identify assess the environmental suitability of the fill.

14 18. Phase I Environmental Site Assessment. Fill materials for 404 Projects must come from
15 one of three types of sources: (1) state certified borrow pits; (2) contractor-certified borrow pits; or (3)
16 Port of Seattle owned properties. The initial step in reviewing fill from a potential source is the
17 performance of a Phase I Environmental Site Assessment conducted by an environmental professional in
18 general conformance with the American Society of Testing and Material Standards (ASTM) E 1527-00
19 Standard Practice for Environmental Site Assessments. The purpose of a Phase I assessment is to
20 determine whether there is a potential for contamination in the prospective fill source. This assessment
21 must include, at a minimum, a fill source description, records review (e.g., agency databases, airphotos,
22 property ownership records), and a site reconnaissance. Either the Port *or* Ecology may determine that a
23 fill source is unsuitable for use as fill based solely on the Phase I results.

24 19. Phase II Environmental Site Assessment. The next step in the evaluation of a potential
25 fill source is the performance of a Phase II Environmental Assessment conducted by an Environmental
26

1 Professional in general conformance with ASTM E1903-97. The Phase II analysis includes the
2 collection and evaluation of samples from the proposed fill sources. If the results of the Phase I
3 Environmental Site Assessment identify suspected contamination or if a fill source has complex site
4 conditions, the Port is required to consult with Ecology regarding sampling requirements for the site.
5 For fill sources with no likelihood of environmental contamination, as determined under the Phase I, the
6 401 Certification identifies *minimum* sampling requirements. In the event initial sampling identifies
7 significant variability in results across samples, the Port will consult with Ecology regarding additional
8 sampling requirements.

9 20. At a *minimum*, all fill sources will be evaluated for the constituents set out in Condition E
10 of the 401 Certification and the Biological Opinion (TPH and fourteen (14) metals) and any other
11 constituents of potential concern identified in the Phase I Environmental Site Assessment. The results of
12 the Phase II Environmental Site Assessment sampling and testing will be compared to the numeric fill
13 criteria in the 401 Certification and the Fish and Wildlife Service Biological Opinion (using the most
14 stringent criteria where the 401 Certification and Biological Opinion do not agree), to determine the
15 suitability of a proposed fill source. If no criterion exists for a given constituent, Ecology shall be
16 consulted for the proper criterion.

17 21. Under the 401 Certification, fill consisting in whole or in part of soils or materials that
18 are determined to be contaminated or that have been treated to be considered remediated are prohibited
19 for use as fill (Condition E.1.d). The Port will work closely with Ecology to determine if a particular fill
20 source is prohibited under these conditions.

21 22. Numeric Fill Criteria Under the 401 Certification and FWS Biological Opinion. Numeric
22 fill criteria in both the 401 Certification and the FWS Biological Opinion are applicable to fill proposed
23 to be placed at the Third Runway. Where numeric criteria have been proposed under both the 401
24 Certification and Biological Opinion and these criteria differ, the more stringent numeric criteria will
25 apply. See Exhibit F (diagram of Third Runway Embankment: Fill Criteria Acceptance Process)

26 **AR 016575**

1 23. Numeric Fill Criteria are Applied Based on Where Fill is to be Placed. Depending on
2 where in the Third Runway embankment the fill is proposed to be placed, different numeric criteria
3 apply, as discussed below.

4 24. Upper Three Feet of the Embankment. The FWS Biological Opinion requires that the
5 soil in the surficial three feet of embankment fill be evaluated relative to protection of terrestrial
6 ecological receptors. The numeric criteria for certain metals in the upper three feet are identified in the
7 Biological Opinion, Table 9, and were developed using procedures identified in MTCA regulation WAC
8 173-340-7490, Terrestrial Ecological Evaluation Procedures. The 401 Certification does not propose
9 criteria exclusively for the upper three feet of the embankment, however, the Port will apply the more
10 stringent criteria as between the Biological Opinion's surficial three-foot criteria and the 401
11 Certification criteria applicable to the main part of the embankment.

12 25. Drainage Layer Cover. The FWS Biological Opinion and the Ecology 401 Certification
13 identify criteria for a portion of the embankment referred to as the embankment drainage layer cover.
14 This layer is immediately above the drainage layer that underlies the embankment in the area of the
15 embankment closest to potential aquatic receptors. The criteria for this layer are more stringent than the
16 criteria for the remainder of the embankment. In accordance with the 401 Certification, Condition E.1.b,
17 the Port will construct this layer which “will measure at least (40) feet thick at the face of the
18 embankment and will reduce in height to the east at a rate of two (2) percent.” The two percent slope is
19 required for consistency with the embankment construction design, which has been developed to allow
20 for appropriate drainage and runoff control during construction. The Port will evaluate fill proposed for
21 the Drainage Layer Cover to satisfy the more stringent of the FWS Biological Opinion and the Ecology
22 401 Certification numeric fill criteria for the drainage layer cover. *See* 401 Certification, Attachment E,
23 Table 1, column 4.

24
25 **AR 016576**

1 26. The use of a drainage layer cover is an alternative provided for in the 401 Certification
2 and selected by the Port that requires the application of more stringent criteria to the drainage layer
3 cover instead of to the first six feet (above existing ground surface) of embankment fill.

4 27. Remainder of Embankment and Other 404 Projects. The 401 Certification identifies
5 criteria for the remainder of fill that is not within the drainage layer cover or upper three feet of the
6 embankment. These criteria also apply to fill placed on other 404 projects. See 401 Certification,
7 Attachment E, Table 1, column 5.

8 28. Port May Use SPLP Testing to Demonstrate Fill Suitability. If proposed fill does not
9 meet the soil numeric criteria (for either the drainage layer cover or the rest of the embankment or other
10 404 Projects), the Port may choose to demonstrate the suitability of that fill by employing a Synthetic
11 Precipitation Leaching Procedure (SPLP). The purpose of the SPLP is to evaluate the potential for
12 metals and organic constituents to mobilize and move through soils in fluid form, using site-specific
13 information to evaluate this potential.

14 29. When the SPLP is performed, material proposed to be used as fill is collected, then
15 exposed to water simulating acid rain, and the concentrations of any leaching constituents are measured.
16 If the SPLP results for a specific fill sample, analyzed in accordance with the SPLP Work Plan
17 requirements, exceed water quality criteria, the fill will be rejected for use in the embankment.
18 However, if the SPLP results for a fill sample meet water quality criteria, that fill may be acceptable for
19 use in the embankment. This is appropriate because the constituent(s) at issue cannot leach from that fill
20 soil at a rate sufficient to cause or even threaten to cause violation of applicable water quality standards.

21 30. The SPLP procedure cannot be used to justify the placement of fill in the embankment if
22 it exceeds the upper bound limits described in the SPLP Work Plan. In addition, Ecology reserves the
23 right to disapprove the use of fill analyzed under the SPLP method. Additional details on SPLP
24 procedures are identified in the SPLP Work Plan (401 Certification, Attachment E) and described in the
25 pre-filed testimony of Linn Gould.

AR 016577

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

31. Results are Documented and Analyzed by the Port and Ecology. The Port reviews the Phase I and Phase II Environmental Site Assessment documentation. Based on the documentation, site observations, test results, and an understanding of the site history and current usage, the Port of Seattle evaluates the suitability of the material for use as fill. If the documentation complies with the conditions of the 401 Certification, the Port then submits the environmental documentation to Ecology. The 401 Certification requires that the documentation be provided no later than five (5) business days prior to accepting any fill materials or ten (10) business days prior to accepting any fill materials for which SPLP testing was conducted. For proposed fill sources not documented as being in compliance with the 401 Certification, the Port will reject the material as unsuitable. If sites have insufficient documentation, the Port will either reject the site or request additional documentation to determine if the fill is suitable for acceptance.

32. Under the 401 Certification, the Port submits monthly reports to Ecology that include a summary of material brought to the Third Runway during the previous month along with the location of placement of that material. Ecology, per Condition E.2. of the 401 Certification, may require additional compliance conditions and/or corrective actions upon their review of as-built documents.

33. Monitoring Requirements. The 401 Certification requires monitoring of seepage from the embankment during construction and post construction. Ecology may revise the fill criteria and/or require corrective action if this monitoring detects exceedances of the water quality criteria.

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

Executed at Seattle, Washington, this 7th day of March 2002.


Elizabeth M. Leavitt

AR 016578

PRE-FILED TESTIMONY OF ELIZABETH M. LEAVITT

EXHIBITS

- A Cover Letter And Application Form For Resubmitted JARPA
- B A Map From The Jarpa Showing The Scope Of The MPU Projects And A Larger Copy Of This Same Drawing That Appears In The Project Natural Resources Mitigation Plan As Figure 1.3-1
- C Figure 1.2-2 From The Natural Resources Mitigation Plan Showing Local Creek Basins
- D General Maps Showing The Location Of The Wetlands In The Miller Creek/Walker Creek Basin And The Wetlands In The Des Moines Creek Basin That Would Be Impacted By The Construction Of Those MPU Projects Requiring Fill In Waters Of The U.S.
- E The May 22, 2000 And January 11, 2001 CZMA Consistency Statement Forms
- F Diagram Of Third Runway Embankment: Fill Criteria Acceptance Process

AR 016579

A



October 25, 2000

Jonathan Freedman
Regulatory Branch, Seattle District
U.S. Army Corps of Engineers
P.O. Box 3755
Seattle, WA 98124-2255

RE: Clean Water Act Section 404 Permit for Master Plan Update Projects, Seattle-Tacoma International Airport (Corps of Engineers Project No. 96-4-02325)

Dear Jonathan:

Recently, in response to a request from the Washington Department of Ecology for additional time with regard to its Clean Water Act (CWA) section 401 certification, the Port of Seattle agreed to withdraw and resubmit its CWA section 404 permit application to the U.S. Army Corps of Engineers. Enclosed is the Port's new Joint Aquatic Resources Permit Application (JARPA) that the Port is hereby submitting to the Corp.

Please feel free to contact me at (206) 433-7203 if you have questions concerning this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Leavitt'.

Elizabeth M. Leavitt
Manager, Aviation Environmental Programs

Cc w/encl:

Ray Hellwig, Department of Ecology (3 copies)
Phil Schneider, Department of Fish & Wildlife
Lee Daneker, Environmental Protection Agency
Dennis Ossenkop, Federal Aviation Administration
Paul Krauss, City of Auburn

Seattle-Tacoma
International Airport
P.O. Box 68727
Seattle, WA 98168 U.S.A.
TELEX 703433
FAX (206) 431-5912



AR 016581

AGENCY USE ONLY

Agency Reference #:

Date Received:

Circulated by:

(local govt. or agency)

JOINT AQUATIC RESOURCES PERMIT APPLICATION FORM (JARPA)

(for use in Washington State)

PLEASE TYPE OR PRINT IN BLACK INK



I am applying for a Fish Habitat Enhancement Project per requirements of RCW 75.20.350. You must submit a copy of this completed JARPA application form, and the (Fish Habitat Enhancement JARPA Addition) to your local Government Planning Department and Washington Department of Fish & Wildlife Area Habitat Biologist on the same day.
NOTE: LOCAL GOVERNMENTS – You must submit any comments on these projects to WDFW within 15 working days.

Based on the instructions provided, I am sending copies of this application to the following: (check all that apply)

- Local Government for shoreline: Substantial Development Conditional Use Variance Exemption Revision
 Floodplain Management Critical Areas Ordinance
- Washington Department of Fish and Wildlife for HPA (Submit 3 copies to WDFW Region)
- Washington Department of Ecology for 401 Water Quality Certification Nationwide Permits (to Regional office-Federal Permit Unit)
- Washington Department of Natural Resources for Aquatic Resources Use Authorization Notification
- Corps of Engineers for: Section 404 Section 10 permit
- Coast Guard for Section 9 Bridge Permit
- US Fish & Wildlife Service or National Marine Fisheries Service for Endangered Species Act (ESA) Consultation

SECTION A - Use for all permits covered by this application. Be sure to ALSO complete Section C (Signature Block) for all permit applications.

1. APPLICANT

Port of Seattle c/o Elizabeth Leavitt

MAILING ADDRESS

17900 International Blvd., Suite 402, Seattle-Tacoma International Airport, SeaTac, Washington 98188-4236

WORK PHONE

206 433 7203

E-MAIL ADDRESS

Leavitt.e@portseattle.org

HOME PHONE

FAX #

206 988 5636

If an agent is acting for the applicant during the permit process, complete #2.

2. AUTHORIZED AGENT

MAILING ADDRESS

WORK PHONE

E-MAIL ADDRESS

HOME PHONE

FAX #

3. RELATIONSHIP OF APPLICANT TO PROPERTY: OWNER PURCHASER LESSEE OTHER: See Box 4

4. NAME, ADDRESS, AND PHONE NUMBER OF PROPERTY OWNER(S), IF OTHER THAN APPLICANT:

See Attachment A. The applicant owns property where wetland filling for construction of Master Plan Projects will occur. Properties subject to mitigation are owned by the applicant, or, in the case of several parcels, subject to on-going negotiations for purchase.

5. LOCATION (STREET ADDRESS, INCLUDING CITY, COUNTY AND ZIP CODE, WHERE PROPOSED ACTIVITY EXISTS OR WILL OCCUR): Activity will occur at 2 general locations:

- a) Master Plan Update projects and mitigation sites in the cities of SeaTac and Des Moines, King County; and
- b) An off-site wetland mitigation site in the City of Auburn, King County.

LOCAL GOVERNMENT WITH JURISDICTION (CITY OR COUNTY) a) City of SeaTac (subject to conditions of inter-local agreements),
 b) City of Auburn

AR 016582

WATERBODY a) Miller Creek, Walker Creek, Des Moines Creek, and Gilliam Creek b) Green River and adjacent wetlands					TRIBUTARY OF a) Puget Sound b) Green River, Puget Sound	WRIA # a & b WRIA 9
¼ SECTION See Attachment B	SECTION See Attachment B	TOWNSHIP See Attachment B	RANGE See Attachment B	GOVERNMENT LOT	SHORELINE DESIGNATION a) N/A b) Green River: Conservancy	
a) LATITUDE & LONGITUDE IF KNOWN: a) Approximately Lat 47° 26' 36", Long 122° 18' 1" b) Approximately Lat 47° 21' 00", Long 122° 12' 30"					ZONING DESIGNATION	a) Airport operations; Residential b) R2
TAX PARCEL NO: See Attachment C					DNR STREAM TYPE, IF KNOWN a) Miller, Walker, Des Moines, and Gilliam Creeks are all Type 3 b) Type 1 (Green River)	

6. DESCRIBE THE CURRENT USE OF THE PROPERTY, AND STRUCTURES EXISTING ON THE PROPERTY. IF ANY PORTION OF THE PROPOSED ACTIVITY IS ALREADY COMPLETED ON THIS PROPERTY, INDICATE MONTH AND YEAR OF COMPLETION.

a) Seattle Tacoma International Airport – Property consists of abandoned residential neighborhoods, a golf course, farmland, and airport-related development. Structures on the site include airport facilities, single-family houses, garages, etc. Demolition of structures (houses, garages) has occurred and is ongoing. Placement of embankment fill in non-wetland areas has occurred since 1998, and is ongoing. Some access roads and a stormwater treatment facility have been constructed in non-wetland areas. On-going preparation of sites for contractor staging areas is also occurring in upland locations. Some of the taxiways that connect the proposed runway to the existing airfield were completed in 1999. The North Employee Parking Lot was constructed in 1998. Terminal improvements are ongoing.

b) Auburn – The site is abandoned agricultural land. No structures are located on the property. Shallow groundwater monitoring wells have been installed since 1995.

7a. DESCRIBE THE PROPOSED CONSTRUCTION AND/OR FILL WORK FOR THE PROJECT THAT YOU WANT TO BUILD THAT NEEDS AQUATIC PERMITS: COMPLETE PLANS AND SPECIFICATIONS SHOULD BE PROVIDED FOR ALL WORK WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE, INCLUDING TYPES OF EQUIPMENT TO BE USED. IF APPLYING FOR A SHORELINE PERMIT, DESCRIBE ALL WORK WITHIN AND BEYOND 200 FEET OF THE ORDINARY HIGH WATER MARK. ATTACH A SEPARATE SHEET IF ADDITIONAL SPACE IS NEEDED.

The proposed work includes Master Plan Update projects, as well as on-site and off-site compensatory wetland mitigation projects. These projects are described in the Final Supplemental EIS (1997), as well as in the *Stormwater Management Plan* (2000), the *Natural Resource Mitigation Plan* (1999), the *Revised Implementation Addendum* to the Mitigation Plan (2000), and the *Biological Assessment* (2000).

7b. DESCRIBE THE PURPOSE OF THE PROPOSED WORK AND WHY YOU WANT OR NEED TO PERFORM IT AT THE SITE. PLEASE EXPLAIN ANY SPECIFIC NEEDS THAT HAVE INFLUENCED THE DESIGN.

a) Please see Chapter 1 of the Final Environmental Impact Statement (FEIS) (FAA 1996), Chapter 2 of the Final Supplemental Environmental Impact Statement (FSEIS) (FAA 1997), and the 36 sheets (attached). In response to growth forecasts for passenger and cargo volumes at Seattle-Tacoma International Airport (STIA), a variety of facility improvements are planned to meet travel demands in the Puget Sound Region and to reduce the aircraft arrival delays during poor weather. These improvements were developed through a master planning process, then later updated as growth forecasts. Some of the planned improvements will cause unavoidable impacts to wetlands, streams, floodplain, and drainage channels, located near the airport. The mitigation actions described in this plan will be implemented upon receipt of and according to any special conditions of Clean Water Act (CWA) Section 404 Permit approval and Section 401 Water Quality Certification (WQC).

As currently configured, STIA is unable to efficiently meet existing and future regional air travel demands. The airfield operates inefficiently during poor weather because it accommodates aircraft in a single arrival stream only. As a result, significant arrival delay occurs during poor weather. Aircraft are either held on the ground in their originating city, slowed en route, or they are placed in holding patterns to await clearance to land at STIA. These conditions result in the inefficient operation of the existing airfield, as described in Chapter 1 of the FEIS (FAA 1996).

Before and during preparation of the proposed Master Plan Update, regional officials identified the following needs for STIA:

- Improve the poor weather airfield operating capability (over 85 percent of total STIA delays are incurred by aircraft arriving during poor weather).
- Provide sufficient runway length to accommodate warm weather operations and payloads for aircraft types operating to the Pacific Rim.
- Provide Runway Safety Areas (RSAs) that meet FAA standards.

AR 016583

- Provide efficient and flexible landside facilities to accommodate future aviation demand.

A third parallel runway, located 2,500 ft west of existing 16R/34L runway, would permit staggered dual-stream arrivals in poor weather conditions. It would decrease average arrival delays and result in substantial reductions in delay costs.

The Master Plan Update improvements include construction activities that fill approximately 18.37 acres of wetlands in the Miller Creek and Des Moines Creek watersheds. Elements of the project that will result in wetland, floodplain, stream, and drainage channel impacts include the following:

- Adding an 8,500-ft-long third parallel runway (16X/34X) with associated taxiway and navigational aids
- Establishing standard RSAs for existing Runways 16R/34L and 16L/34R
- Relocating S 154th St. north of extended RSAs and the new third runway
- Developing the South Aviation Support Area (SASA) for cargo and/or maintenance facilities
- Using on-site borrow sources for the third runway embankment

b) Mitigation necessary to compensate for potential wetland and stream impacts will alter, enhance, or restore wetlands near the airport and at the Auburn site.

7c. DESCRIBE THE POTENTIAL IMPACTS TO CHARACTERISTIC USES OF THE WATER BODY. THESE USES MAY INCLUDE FISH AND AQUATIC LIFE, WATER QUALITY, WATER SUPPLY, RECREATION, and AESTHETICS. IDENTIFY PROPOSED ACTIONS TO AVOID, MINIMIZE, AND MITIGATE DETRIMENTAL IMPACTS, AND PROVIDE PROPER PROTECTION OF FISH AND AQUATIC LIFE. ATTACH A SEPARATE SHEET IF ADDITIONAL SPACE IS NEEDED.

The Natural Resource Mitigation Plan addresses specific actions to:

- Avoid wetlands.
- Enhance and preserve stream habitat through buffer restoration and habitat enhancement.
- Protect instream habitat functions and aquatic life by managing stormwater quantity and quality.
- Restore on-site wetlands and stream habitat where compatible with airport operations and where restoration will reduce wildlife attractants near the airport.
- Create new, high quality wetlands at an off-site location in compliance with Federal Aviation Administration (FAA) Advisory Circular 150/5200-33.

Wetlands and streams potentially affected by the project are described in the *FEIS* (FAA 1996), *FSEIS* (FAA 1997), and the *Wetland Delineation Report* (Parametrix 1999). Impacts to wetlands and wetland functions are addressed in the *FEIS*, *FSEIS*, *Wetland Functional Assessment and Impact Analysis* (Parametrix 1999), *Natural Resource Mitigation Plan* (Parametrix 1999), and the *Sea-Tac Runway Fill Hydrologic Studies Report* (Ecology 2000). The *FEIS*, the *FSEIS*, and *Natural Resource Mitigation Plan* identify wetland impact avoidance, mitigation sequencing, on-site compensatory mitigation, and off-site compensatory mitigation. Potential stormwater impacts to creek hydrology and water quality are addressed in the *Preliminary Comprehensive Stormwater Management Plan* (Parametrix 2000). The *Biological Assessment* (Parametrix 2000) addresses potential impacts to species protected under the Endangered Species Act.

Potential direct impacts to characteristic uses of the waterbodies include, for wetlands, permanent fill of 18.37 acres of seasonally saturated, palustrine wetlands dominated by emergent, forest, and shrub plant communities. Temporary impacts, occurring during project construction, could potentially impact 2.05 acres of wetland. About 38.34 acres of wetland will be subject to mitigation activities. Without the planned mitigation (enhanced stream buffers, on-site wetland restoration, off-site wetland creation, and other mitigation) the biological and physical functions of these wetlands would be eliminated. For non-wetland Waters of the U.S., 980 linear feet of a previously channelized section of Miller Creek will be relocated. Several ditches and drainage ways that convey ground water and stormwater will be filled by the project. The physical and biological functions of these features are replaced through mitigation.

In-stream enhancement projects result in work below the OHWM of Miller Creek to improve fish habitat. About 1,585 linear feet of in-stream enhancement will occur in 4 locations. This work will involve placement of approximately 58 cubic yards of gravel substrate.

Potential indirect impacts to wetlands and streams from proposed development include alteration of hydrologic regimes, changes in water quality, and disturbance of biological functions. Enhanced stream buffers, on-site wetland restoration, in-stream enhancement projects, and extensive stormwater management are designed to mitigate potential indirect impacts to wetlands and streams.

For all federally listed species that may be present within the action area, the *Biological Assessment* concludes that the projects "may affect" but are "unlikely to adversely affect" listed species. (Note the determination for marbled murrelet was modified from a "no effect" determination by correspondence between FAA and USFWS [August 15, 2000]).

PREPARATION OF DRAWINGS: SEE SAMPLE DRAWINGS AND GUIDANCE FOR COMPLETING THE DRAWINGS. ONE SET OF ORIGINAL OR GOOD QUALITY REPRODUCIBLE DRAWINGS MUST BE ATTACHED. NOTE: APPLICANTS ARE ENCOURAGED TO SUBMIT PHOTOGRAPHS OF THE PROJECT SITE, BUT THESE DO NOT SUBSTITUTE FOR DRAWINGS. THE CORPS OF ENGINEERS AND COAST GUARD REQUIRE DRAWINGS ON 8-1/2 X 11 INCH SHEETS. LARGER DRAWINGS MAY BE REQUIRED BY OTHER AGENCIES.

8. WILL THE PROJECT BE CONSTRUCTED IN STAGES?

YES NO

PROPOSED STARTING DATE: Ongoing construction is occurring in non-wetland areas. The overall schedule (which may be revised) is shown in Figure 3-2 of the *Biological Assessment* (June 2000). Wetland filling is proposed to occur in the spring of 2001.

ESTIMATED DURATION OF ACTIVITY: 7-10 years

9. CHECK IF ANY STRUCTURES WILL BE PLACED:

WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE FOR FRESH OR TIDAL WATERS; AND/OR

WATERWARD OF MEAN HIGH WATER LINE IN TIDAL WATERS

10. WILL FILL MATERIAL (ROCK, FILL, BULKHEAD, OR OTHER MATERIAL) BE PLACED:

WATERWARD OF THE ORDINARY HIGH WATER MARK OR LINE FOR FRESH WATERS?
IF YES, VOLUME (CUBIC YARDS) approximately 58 / AREA 0.10 (ACRES) **AR 016585**

WATERWARD OF THE MEAN HIGHER HIGH WATER FOR TIDAL WATERS?
IF YES, VOLUME (CUBIC YARDS) _____ AREA _____ (ACRES)

11. WILL MATERIAL BE PLACED IN WETLANDS? YES NO

IF YES:

A. IMPACTED AREA IN ACRES: 18.37

B. HAS A DELINEATION BEEN COMPLETED? IF YES, PLEASE SUBMIT WITH APPLICATION. YES NO

C. HAS A WETLAND REPORT BEEN PREPARED? IF YES, PLEASE SUBMIT WITH APPLICATION. YES NO

D. TYPE AND COMPOSITION OF FILL MATERIAL (E.G., SAND, ETC.): a) Engineered fill using various grades of fill material; all fill material will meet criteria agreed to between the Port and the Department of Ecology.
b) Gravel, crushed road surfacing material, and shoulder ballast. Some organic soil amendments would also be used.

E. MATERIAL SOURCE: a) Various commercial sources and three on-site borrow areas. Trucking is the most likely method for transporting fill material; transport by conveyor belt is also under consideration.
b) On-site soil, imported compost, bentonite mixtures, and crushed rock materials from commercial sources.

F. LIST ALL SOIL SERIES (TYPE OF SOIL) LOCATED AT THE PROJECT SITE, & INDICATE IF THEY ARE ON THE COUNTY'S LIST OF HYDRIC SOILS. SOILS INFORMATION CAN BE OBTAINED FROM THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS): a) Miller and Des Moines Creek basins: non-hydric soils are Arents, Alderwood, Everett, Indianola; hydric soils are Bellingham, Norma, peat soils
b) Auburn soils are Briscott, Renton, and Oridia

12. WILL PROPOSED ACTIVITY CAUSE FLOODING OR DRAINING OF WETLANDS? YES NO

IF YES, IMPACTED AREA IS <1 ACRES.

The proposed action will not cause draining of wetlands. Restoration of the Vacca farm area will increase the 100-year flood storage capacity in farmed wetlands and prior converted cropland.

13. WILL EXCAVATION OR DREDGING BE REQUIRED IN WATER OR WETLANDS? YES NO

IF YES:

A. VOLUME: unknown (CUBIC YARDS) / AREA: up to 33.40 (ACRES)
a) In wetlands impacted by fill, structurally unsuitable soils will be excavated prior to filling and project construction. Excavation and removal of unsuitable soil materials could occur in up to 18.37 acres of wetland. For the Miller Creek in-stream projects; approximately 84 cu yd of material will be disposed of off-site at an approved upland location. Approx. 15 cu yd will be removed to demolish existing bridge abutments for the relocation of S. 154th/S. 156th Way bridge. Some of the excavated material will be used to re-contour the pits left from abutment removal, the rest will be disposed of in an approved off-site upland location. Approx. 9,600 cu yd will be excavated to create new 100-year floodplain at Vacca Farm over about 6 acres of wetland and prior converted cropland.
b) Approx. 10.32 acres of existing wetland will be graded to create new wetlands, access roads, and a maximum of 2.2 acres of wetland could be excavated to enhance the drainage channel to the north of the site. Material will be disposed of at an approved, off-site upland location. Some excavated material (e.g., sands and silts excavated at the Vacca Farm and at the Auburn site) will be mixed with organic material and used as topsoil in the mitigation sites.

B. COMPOSITION OF MATERIAL TO BE REMOVED: peat soils, silt, clay, sand, and gravel.

C. DISPOSAL SITE FOR EXCAVATED MATERIAL: on-site and off-site in non-wetland locations.

D. METHOD OF DREDGING: Excavation will be accomplished with backhoes, hydraulic excavators, bulldozers, or trackhoes.

14. HAS THE STATE ENVIRONMENTAL POLICY ACT (SEPA) BEEN COMPLETED? YES NO

SEPA LEAD AGENCY: Port of Seattle SEPA DECISION: DNS, MDNS, EIS, ADOPTION, EXEMPTION

DECISION DATE (END OF PERIOD): SFEIS 5/97

SUBMIT A COPY OF YOUR SEPA DECISION LETTER TO WDFW AS REQUIRED FOR A COMPLETE APPLICATION

15. LIST OTHER APPLICATIONS, APPROVALS, OR CERTIFICATIONS FROM OTHER FEDERAL, STATE OR LOCAL AGENCIES FOR ANY STRUCTURES, CONSTRUCTION, DISCHARGES, OR OTHER ACTIVITIES DESCRIBED IN THE APPLICATION (I.E., PRELIMINARY PLAT APPROVAL, HEALTH DISTRICT APPROVAL, BUILDING PERMIT, SEPA REVIEW, FEDERAL ENERGY REGULATORY COMMISSION LICENSE (FERC), FOREST PRACTICES APPLICATION, ETC.) ALSO INDICATE WHETHER WORK HAS BEEN COMPLETED AND INDICATE ALL EXISTING WORK ON DRAWINGS.
See Attachment D.

SECTION B - Use for Shoreline and Corps of Engineers permits only:

17. TOTAL COST OF PROJECT. THIS MEANS THE FAIR MARKET VALUE OF THE PROJECT, INCLUDING MATERIALS, LABOR, MACHINE RENTALS, ETC.
\$1.5 - 2.0 Billion

18. LOCAL GOVERNMENT WITH JURISDICTION:
a) City of SeaTac, subject to terms of an inter-local agreement
b) City of Auburn

19. FOR CORPUS, COAST GUARD, AND DNR PERMITS, PROVIDE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF ADJOINING PROPERTY OWNERS, LESSEES, ETC.
PLEASE NOTE: SHORELINE MANAGEMENT COMPLIANCE MAY REQUIRE ADDITIONAL NOTICE — CONSULT YOUR LOCAL GOVERNMENT.

NAME	ADDRESS	PHONE NUMBER
See Attachment E.		

SECTION C - This section MUST be completed for any permit covered by this application

APPLICATION IS HEREBY MADE FOR A PERMIT OR PERMITS TO AUTHORIZE THE ACTIVITIES DESCRIBED HEREIN. I CERTIFY THAT I AM FAMILIAR WITH THE INFORMATION CONTAINED IN THIS APPLICATION, AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, SUCH INFORMATION IS TRUE, COMPLETE, AND ACCURATE. I FURTHER CERTIFY THAT I POSSESS THE AUTHORITY TO UNDERTAKE THE PROPOSED ACTIVITIES. I HEREBY GRANT TO THE AGENCIES TO WHICH THIS APPLICATION IS MADE, THE RIGHT TO ENTER THE ABOVE-DESCRIBED LOCATION TO INSPECT THE PROPOSED, IN-PROGRESS OR COMPLETED WORK. I AGREE TO START WORK ONLY AFTER ALL NECESSARY PERMITS HAVE BEEN RECEIVED.

SIGNATURE OF APPLICANT OR AUTHORIZED AGENT 	DATE 10-26-00
---	------------------

HEREBY DESIGNATE _____ TO ACT AS MY AGENT IN MATTERS RELATED TO THIS APPLICATION FOR PERMIT(S). I UNDERSTAND THAT IF A FEDERAL PERMIT IS ISSUED, I MUST SIGN THE PERMIT.

_____ SIGNATURE OF APPLICANT	_____ DATE
---------------------------------	---------------

_____ SIGNATURE OF LANDOWNER (EXCEPT PUBLIC ENTITY LANDOWNERS, E.G. DNR)	_____ DATE
---	---------------

THIS APPLICATION MUST BE SIGNED BY THE APPLICANT AND THE AGENT, IF AN AUTHORIZED AGENT IS DESIGNATED.

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years or both.

AR 016586

COMPLETED BY LOCAL OFFICIAL

A. Nature of the existing shoreline. (Describe type of shoreline, such as marine, stream, lake, lagoon, marsh, bog, swamp, flood plain, floodway, delta; type of beach, such as accretion, erosion, high bank, low bank, or dike; material such as sand, gravel, mud, clay, rock, riprap; and extent and type of bulkheading, if any:)

B. In the event that any of the proposed buildings or structures will exceed a height of thirty-five feet above the average grade level, indicate the approximate location of and number of residential units, existing and potential, that will have an obstructed view:

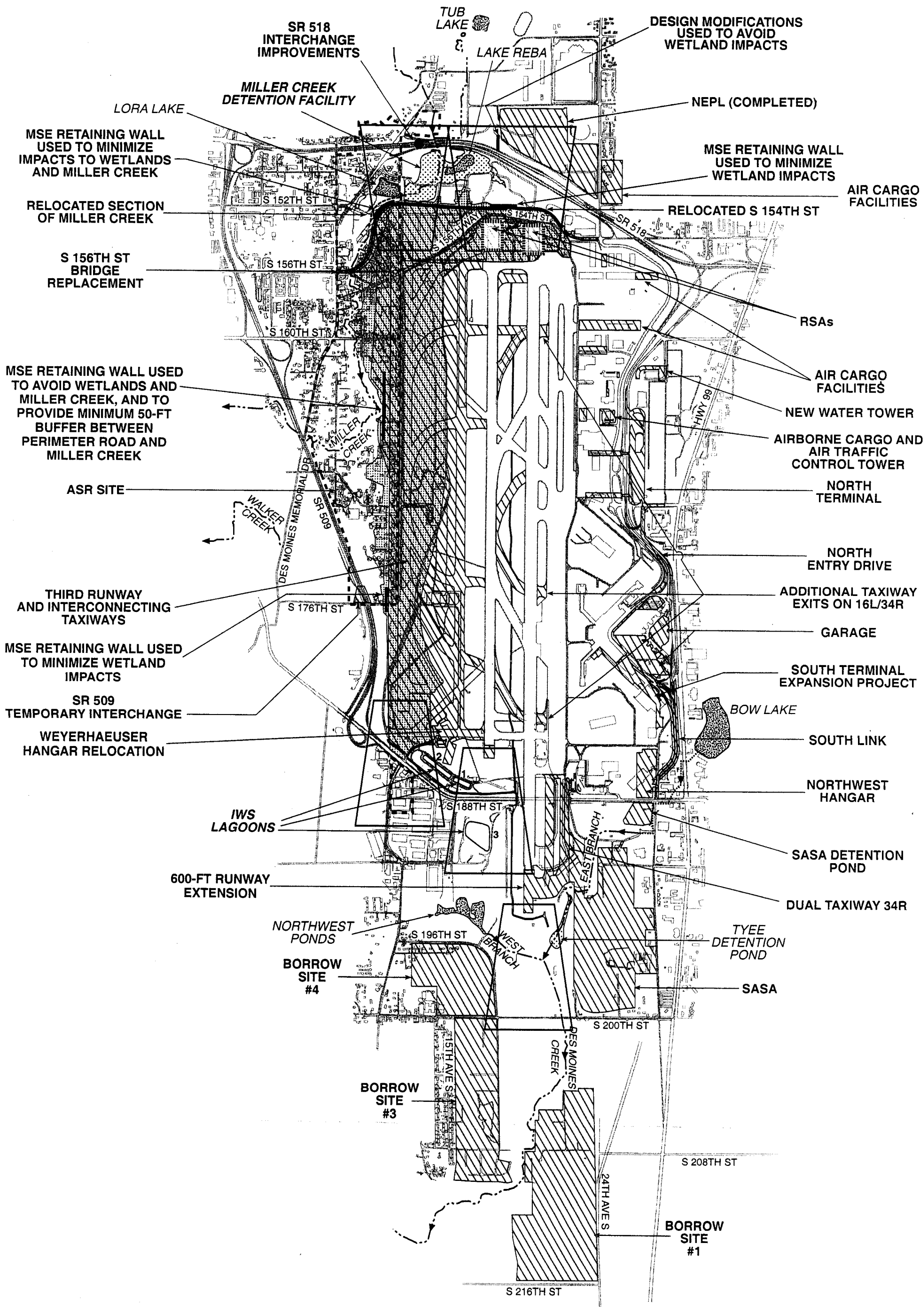
C. If the application involves a conditional use or variance, set forth in full that portion of the master program which provides that the proposed use may be a conditional use, or, in the case of a variance, from which the variance is being sought:

These Agencies are Equal Opportunity and Affirmative Action employers.
For special accommodation needs, please contact the appropriate agency in the instructions.

AR 016587

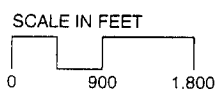
B

AR 016588



AR 016589

Port of Seattle/Natural Resource Mitigation Plan/556-2912-001/01(03) 11/01 (K)

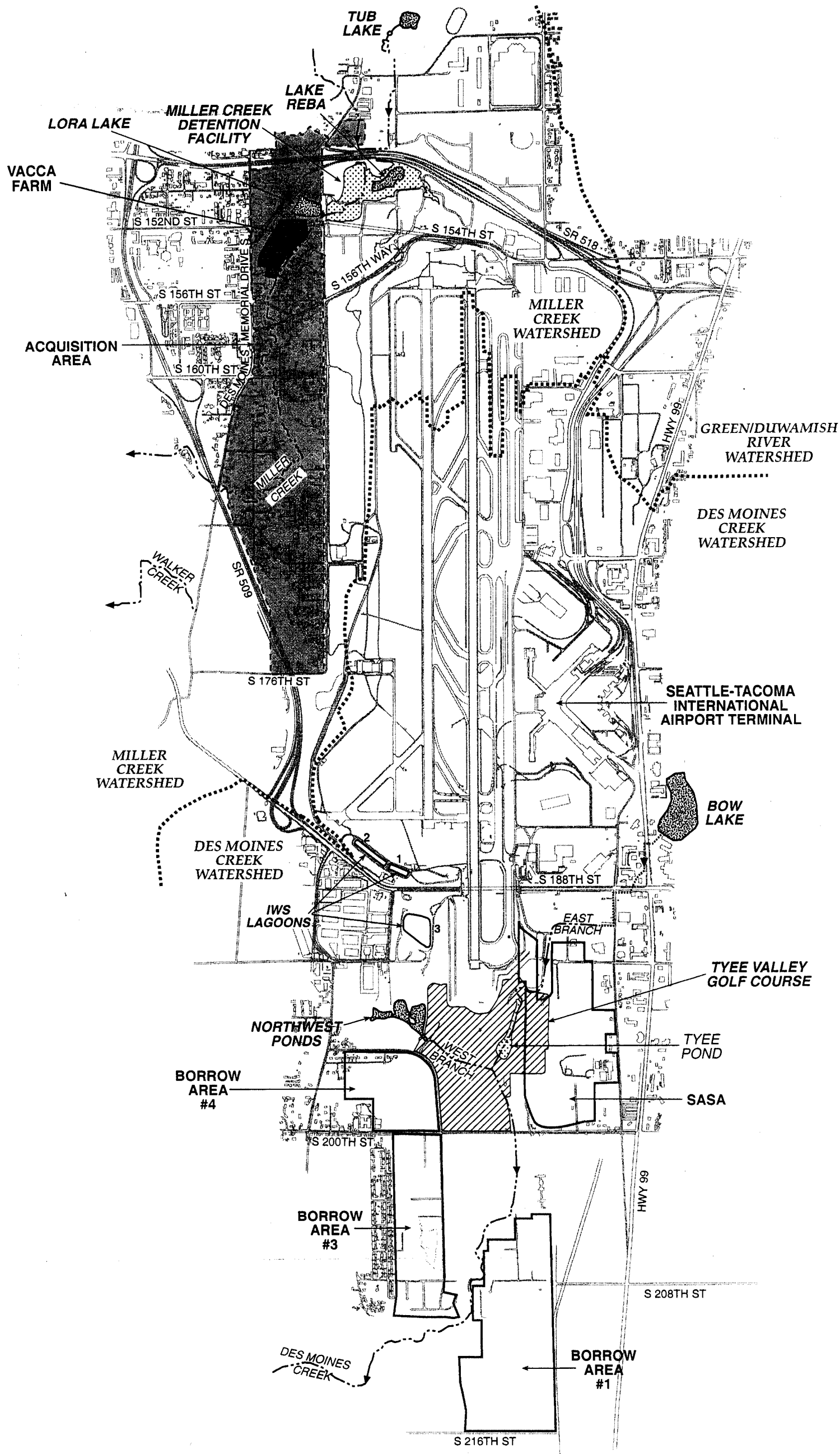


- | | | |
|---|-----------------------------------|------------------------|
| Construction Area (Fill and Grading for Third Runway, Runway Safety Areas, and S. 154th St. Relocation) | Relocated Segment of Miller Creek | Acquisition Boundary |
| Runway Safety Area Boundary (RSA) | Existing Detention Facilities | Piped Stream |
| Master Plan Projects | Water Features | Stream |
| | | Runway Protection Zone |

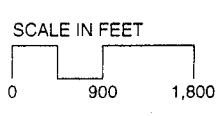
Figure 1.3-1
Master Plan Update
Improvement Projects
at STIA

C

AR 016590



Port of Seattle/Natural Resource Mitigation Plan/556-2912-001/01(03) 11/01 (K)











- | | | | |
|---|------------------------------|--|-------------------------|
|  | Approximate Acquisition Area |  | Detention Facility |
|  | Water Features |  | Tyee Valley Golf Course |
|  | Stream |  | Vacca Farm |
|  | Watershed Boundaries |  | Piped Stream |

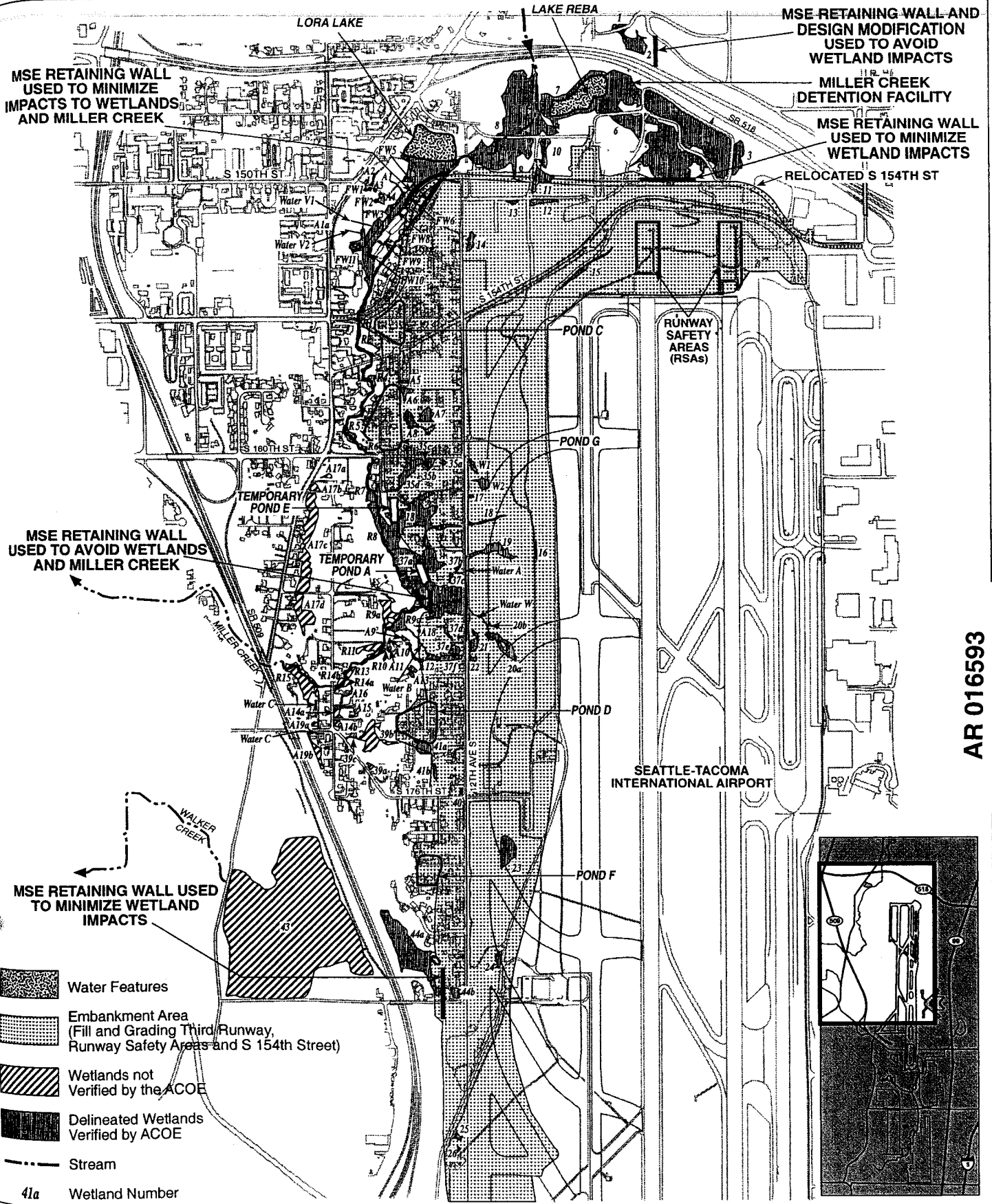
Figure 1.2-2
Locations of Existing Water Features,
Stormwater Facilities, Watershed
Boundaries, and Acquisition
Area of STIA



•

D

AR 016592



MSE RETAINING WALL USED TO MINIMIZE IMPACTS TO WETLANDS AND MILLER CREEK

MSE RETAINING WALL AND DESIGN MODIFICATION USED TO AVOID WETLAND IMPACTS

MILLER CREEK DETENTION FACILITY

MSE RETAINING WALL USED TO MINIMIZE WETLAND IMPACTS

RELOCATED S 154TH ST

MSE RETAINING WALL USED TO AVOID WETLANDS AND MILLER CREEK

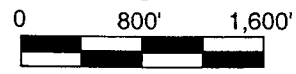
MSE RETAINING WALL USED TO MINIMIZE WETLAND IMPACTS

SEATTLE-TACOMA INTERNATIONAL AIRPORT

AR 016593

PURPOSE: MEET PUBLIC NEED FOR EFFICIENT REGIONAL AIR TRANSPORTATION FACILITY TO MEET EXISTING AND FUTURE DEMAND

PLAN VIEW



SCALE 1" = 1,300'

WETLANDS IN THE MILLER CREEK BASIN IMPACTED BY MASTER PLAN UPDATE IMPROVEMENTS

IN SECTIONS 20, 21, 28, 29, 32, 33 TOWNSHIP 23N, RANGE 4E

COUNTY OF: KING

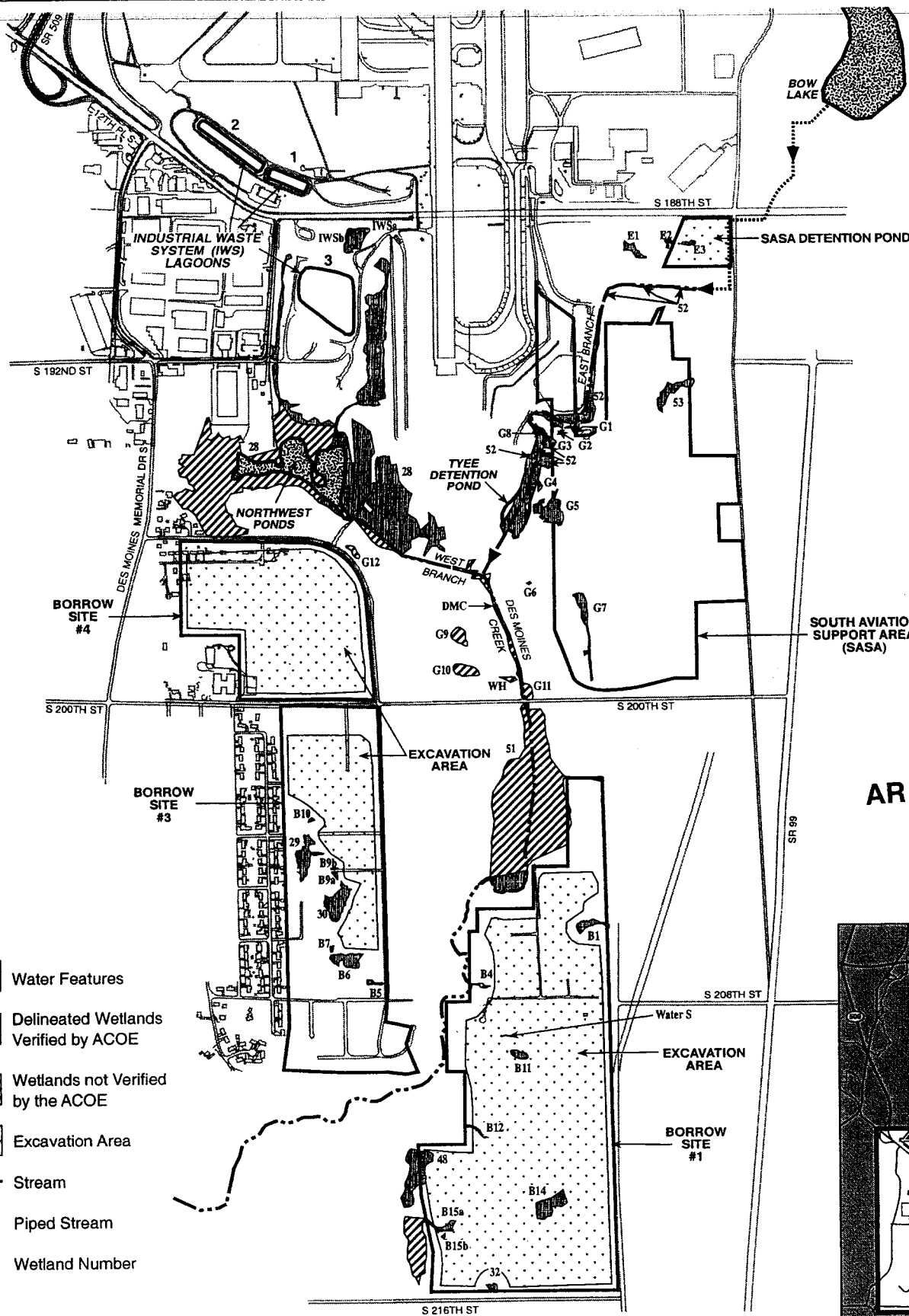
STATE: WA

APPLICATION BY: PORT OF SEATTLE







SHEET 3 of 38

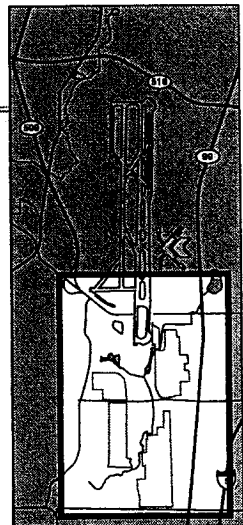
NOVEMBER 2000

96-4-02325



AR 016594

-  Water Features
-  Delineated Wetlands Verified by ACOE
-  Wetlands not Verified by the ACOE
-  Excavation Area
-  Stream
-  Piped Stream
- B12** Wetland Number



Port of Seattle/556-2912-001/01(03) 10/00

PURPOSE: MEET PUBLIC NEED FOR EFFICIENT REGIONAL AIR TRANSPORTATION FACILITY TO MEET EXISTING AND FUTURE DEMAND

96-4-02325

PLAN VIEW



0 800' 1,600'



SCALE 1" = 1,300'

WETLANDS IN THE DES MOINES CREEK BASIN IMPACTED BY MASTER PLAN UPDATE IMPROVEMENTS

IN SECTIONS 4, 5, AND 9 TOWNSHIP 22N, RANGE 4E

COUNTY OF: KING

STATE: WA

APPLICATION BY: PORT OF SEATTLE

SHEET 4 of 38

NOVEMBER 2000

E

AR 016595



RECEIVED
MAY 25 2000
FOSTER PEPPER &
SHEFELMAN PLLC

May 22, 2000

Mr. Tom Luster
Environmental Coordination Section
Washington Department of Ecology
300 Desmond Drive
Lacey, WA 98503

Re: Coastal Zone Management Act Consistency Statement for Port of
Seattle's Proposed Master Plan Update for Seattle Tacoma
International Airport

Dear Mr. Luster:

On December 6, 1999, the Port of Seattle submitted to the Department of Ecology a Coastal Zone Management Act (CZMA) Consistency Statement relating to its application for a Section 404 permit from the Corps of Engineers. Federal regulation provides that, if Ecology does not concur or object to this consistency statement within six months of its receipt, then Ecology's concurrence with the statement is conclusively presumed. 33 C.F.R. Sec. 325.2. The six-month deadline for Ecology to make its determination on the Port's request is June 5, 2000. You have informed us that Ecology will be unable to concur with the Port's consistency statement prior to June 5 because there are unresolved issues associated with Ecology's review of the statement and, therefore, Ecology will deny concurrence unless the Port withdraws its consistency statement. Accordingly, with this letter, the Port hereby withdraws its consistency statement submitted on December 6, 1999.

Simultaneous with this withdrawal, the Port hereby submits a new consistency statement, which is enclosed with this letter. This new consistency statement begins a new six-month review period. However, based on communications with you, it is our understanding that Ecology's intent is to use only the time necessary to resolve the outstanding issues and not use the entire six-month time period. As always, we are prepared to respond to any questions and provide Ecology whatever information it needs to expedite its review process and issue a 401 water quality certification and CZMA concurrence as soon as possible.

Seattle-Tacoma
International Airport
P.O. Box 68727
Seattle, WA 98168 U.S.A.
50178695 TELEEX 703433
FAX (206) 431-5912

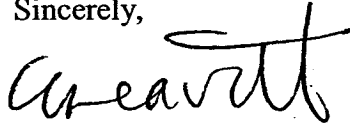


AR 016596

Mr. Tom Luster - DELIVERY AD
May 18, 2000
Page 2

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Leavitt", written in black ink.

Elizabeth Leavitt
Manager of Aviation Environmental Programs

cc: U.S. Army Corps of Engineers, ATTN: Jonathan Friedman, Regulatory Branch
Office of Ocean and Coastal Resource Management ATTN: Masi Okasaki

**CERTIFICATION OF CONSISTENCY WITH
THE WASHINGTON STATE COASTAL ZONE MANAGEMENT PROGRAM
FOR FEDERALLY LICENSED OR PERMITTED ACTIVITIES**

Federal Project Number: 96-4-02325

Applicant: Port of Seattle

Project Description: Construct a third runway and other improvements at Seattle-Tacoma International Airport, including filling wetlands and relocating a portion of a creek. See U.S. Army Corps of Engineers' Public Notice of Application for Permit dated 30 September 1999.
(attach site plans, location (county/city), and proximity to waterbody (name))

This action under CZMA §307(c)(3) is for a project that will take place within Washington's coastal zone or which will affect a land use, water use, or natural resource of the coastal zone. *(The coastal zone includes all parts of Clallam, Grays Harbor, Island, Jefferson, King, Kitsap, Mason, Pacific, Pierce, San Juan, Skagit, Snohomish, Thurston, Wahklakum and Whatcom counties.)*

The project complies with the following enforceable policies of the Coastal Zone Management Program:

1. Shoreline Management Act (SMA):

Is outside of SMA jurisdiction (x) *(at airport)*
Applied for shoreline permit ()# _____ being reviewed by _____
Has a valid shoreline permit ()# _____ issued by _____ on _____
Has received Applied for an SMA Exemption (x)# _____ issued by _____ on _____
(at Auburn mitigation site)

2. State Water Quality Requirements:

Does not require water quality permits ()
Applied for water quality certification (x)
Has received water quality certification ()# _____ issued on _____
Applied for stormwater permit ()# _____ issued on _____
Has received stormwater permit (x)# WA-002465-1 issued on 2-20-98 (Modified 1-25-99)

3. State Air Quality Requirements:

Does not require air quality permits ()
Applied for Air Quality permit ()# _____ being reviewed by _____
Has an Air Quality permit (x)# Certification issued by Governor on 6-30-97; and
#7707 issued by PSCAA on 9-21-99

4. State Environmental Policy Act:

SEPA Lead Agency is: Port of Seattle
Project is exempt from SEPA ()
SEPA checklist submitted () date _____
SEPA decision issued/adopted ()DNS ()MDNS (x)EIS on 2-96 (x)Other SEIS on 5-97;
and Addenda on 1-00 & 5-00
NEPA decision adopted by () SEPA # _____ date _____
lead agency to satisfy SEPA

Public Notice for this proposed project was provided through:

(x) notices mailed to interested parties using Corps of Engineers mailing list on 9-30-99 (date).
(x) publication in Daily Journal of Comm. (newspaper) on 9-30-99 (dates).
(x) other (include dates) News Releases issued by Corps to local media on 9-30-99, 10-28-99, 12-12-99 and 12-16-99.

Therefore, I certify that this project complies with the enforceable policies of Washington's approved Coastal Zone Management Program and will be conducted in a manner consistent with that program.

Signature: *Cheavitt* Date: 5/22/00



AVIATION PROGRAM MANAGEMENT GROUP
 AVIATION ENVIRONMENTAL GROUP
 P.O. Box 68727
 SEATTLE, WA 98168
 PHONE: (206) 444-6747

RECEIVED

JAN 12 2001

FOSTER PEPPER &
 SHEFELMAN PLLC

TRANSMITTAL RECORD

TO: Ann Kenny
Department of Ecology

DATE: January 11, 2001

Enclosed please find the Costal Zone Management (CZM) Consistency Statements

_____ For Review and Approval
 _____ Approved
 _____ Not Approved

_____ Approved as Noted
 _____ Resubmit for Approval
 _____ Other: (see remarks)

REMARKS: *Attached Revised CZM form.*

Very Truly yours,

Leavitt

Elizabeth Leavitt,

Environmental Manager

cc: *Tom Walsh*
Jonathan Freedman

**CERTIFICATION OF CONSISTENCY WITH
THE WASHINGTON STATE COASTAL ZONE MANAGEMENT PROGRAM
FOR FEDERALLY LICENSED OR PERMITTED ACTIVITIES**

Federal Project Number: 96-4-02325

Applicant: Port of Seattle

Project Description: Construct a third runway and other improvements at Seattle-Tacoma International Airport, including filling wetlands and relocating a portion of a creek. See U.S. Army Corps of Engineers' Public Notice of Application for Permit dated ~~December 27, 2000~~.
(attach site plans, location (county/city), and proximity to waterbody (name))

This action under CZMA §307(c)(3) is for a project that will take place within Washington's coastal zone or which will affect a land use, water use, or natural resource of the coastal zone. *(The coastal zone includes all parts of Clallam, Grays Harbor, Island, Jefferson, King, Kitsap, Mason, Pacific, Pierce, San Juan, Skagit, Snohomish, Thurston, Wahklakum and Whatcom counties.)*

The project complies with the following enforceable policies of the Coastal Zone Management Program:

1. Shoreline Management Act (SMA):

Is outside of SMA jurisdiction (x) (at airport)
Applied for shoreline permit (# _____ being reviewed by _____
Has a valid shoreline permit (# _____ issued by _____ on _____
Has received an SMA Exemption (# Exemption letter issued by City of Auburn on 8/9/00
(at Auburn mitigation site)

2. State Water Quality Requirements:

Does not require water quality permits ()
Applied for water quality certification (x)
Has received water quality certification (# _____ issued on _____
Applied for stormwater permit (# _____ issued on _____
Has received stormwater permit (x) # WA-002465-1 issued on 2-20-98 (Modified 1-25-99)

3. State Air Quality Requirements:

Does not require air quality permits ()
Applied for Air Quality permit (# _____ being reviewed by _____
Has an Air Quality permit (x) # Certification issued by Governor on 6-30-97; and
#7707 issued by PSCAA on 9-21-99

4. State Environmental Policy Act:

SEPA Lead Agency is: Port of Seattle
Project is exempt from SEPA ()
SEPA checklist submitted () date _____
SEPA decision issued/adopted () DNS () MDNS (x) EIS on 2-96 (x) Other SEIS on 5-97;
and Addenda on 1-00 & 5-00
NEPA decision adopted by () SEPA # _____ date _____
lead agency to satisfy SEPA

Public Notice for this proposed project was provided through:

(x) notices mailed to interested parties using Corps of Engineers mailing list on December 27, 2000.
 (x) publication in (newspaper) on N/A.

(x) other (include dates) News Releases issued by Corps to local media on December 27, 2000.

Therefore, I certify that this project complies with the enforceable policies of Washington's approved Coastal Zone Management Program and will be conducted in a manner consistent with that program.

Signature: _____

Quawitt

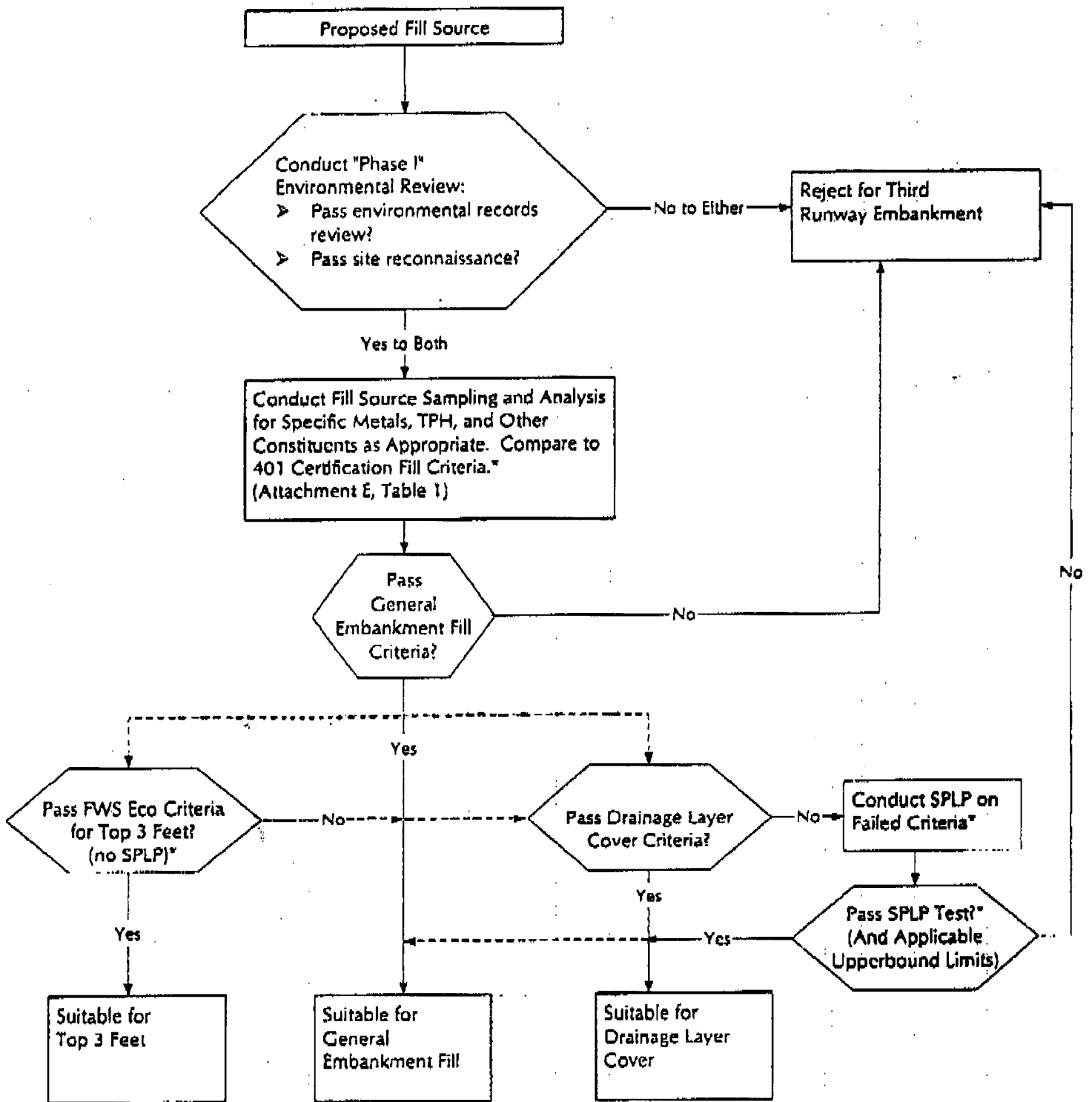
Date: _____

1/10/01

F

AR 016603

Third Runway Embankment: Fill Criteria Acceptance Process



*Notes: TPH = Total Petroleum Hydrocarbons
 FWS = Fish and Wildlife Service
 SPLP = Synthetic Precipitation Leaching Procedure