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Governor



STATE OF WASHINGTON
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June 30, 1997

The Honorable Rodney Slater, Secretary
U.S. Department of Transportation
400 7th Street SW
Washington, DC 20590

Dear Secretary Slater:

The purpose of this letter is to reaffirm the conclusions in the December 20, 1996 letter from Washington Ecology Director Mary Riveland to Mr. Dennis Oszakop. In that letter, the State of Washington provided reasonable assurance that the proposed airport development project involving the Sea-Tac Airport third runway will be located, designed, constructed and operated so as to comply with applicable air and water quality standards. Since the State provided that assurance, the Port of Seattle and the Federal Aviation Administration have prepared and distributed a supplemental environmental impact statement. With this letter, the State of Washington is again certifying that we will take the necessary actions to assure that the project is built and operated in compliance with applicable air and water quality standards.

The Washington Department of Ecology has reviewed the information contained in the Final Supplemental Environmental Impact Statement for the Proposed Master Plan Update at Seattle Tacoma International Airport and other relevant documents. As a result of that review, the State of Washington reaffirms its earlier findings and hereby provides that there is reasonable assurance that the airport development project involving the Sea-Tac third runway will be located, designed, constructed and operated so as to comply with applicable air and water quality standards, if the Port of Seattle implements the following measures:

1. The Port of Seattle will obtain and comply with all applicable air and water quality regulations, permits and approvals including the air conformity determination required under the Federal Clean Air Act.
2. The Port of Seattle will implement stormwater control measures that comply with the requirements contained in the most current Stormwater Management Manual for the Puget Sound Basin or other equivalent stormwater manuals approved by the Department of Ecology.
3. The Port of Seattle will establish and implement a process for monitoring construction activities to ensure compliance with applicable air and water standards. As part of this

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process, the Port of Seattle will perform the following activities after Ecology review and comment:

- a) prepare a new runway construction sediment and erosion plan which adheres to available best management practices (BMPs) and procedures which the Port of Seattle will attach to the bid packages when seeking contractors to construct the runway;
 - b) prepare site-specific sediment and erosion control plans which describe specific BMPs and procedures for individual construction and borrow sites;
 - c) implement procedures for reviewing mitigation requirements with contractors and subcontractors prior to initiating construction activities;
 - d) implement procedures for addressing changes in plans and construction activities and resolving disagreements on the interpretation of mitigation requirements, permit conditions, and allowable construction activities; and
 - e) establish and fund an independent qualified construction pollution control officer to advise on and determine compliance with applicable air and water quality standards.
4. As part of its ongoing efforts to address hazardous substance releases under the Model Toxics Control Act (MTCA), the Port of Seattle will complete a ground water evaluation at the airport as defined in the MTCA Agreed Order which will be finalized after review of public comments. The purposes of this evaluation include:
- a) determine ground water flow characteristics and identifying fate and transport mechanisms;
 - b) modeling to assess potential risks to area drinking water supplies and adjacent surface water bodies; and
 - c) conducting additional characterization of ground water and/or long-term monitoring as necessary.
5. The Port of Seattle will design and construct the third runway such that the project will not cause changes in the location of the hydrologic divide between Miller and Des Moines Creeks in a manner that alters the average instream flow of either creek. The Port of Seattle will evaluate the feasibility of constructing an aquifer under the third runway as a means to control stormwater flows and minimize impacts on instream flows. The Port of Seattle will submit a report to Ecology describing the results of this evaluation.

As stated in the December 20, 1996 letter, the State of Washington expects that the proposed project will be implemented in a manner that is consistent with mitigation requirements under the National Environmental Policy Act/State Environmental Policy Act, other environmental

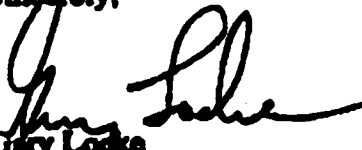
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monitoring studies, and control measures and permitting actions involving air and water quality at Sea-Tac Airport. In particular, implementation of the proposed project must take into account the air monitoring evaluation being conducted by the Port, the Puget Sound Air Pollution Control Authority (PSAPCA), EPA, and Ecology.

This letter reaffirms and supersedes the December 20, 1996 letter issued by former Ecology Director Mary Riveland. Consequently, this letter constitutes the state certification required under 49 U.S.C. 47101 et seq. All parties are aware that this letter does not constitute a commitment to issue any specific permit. I have directed the Department of Ecology and other state agencies to implement and enforce applicable air and water quality standards in a manner that protects the health of Washington's citizens and the environment.

If you or your staff have questions regarding this letter, please contact Mr. David Bradley (360/407-6907) or Mr. David Williams (425/649-7071).

Sincerely,


Gary Locke
Governor

cc: Tom Fitzsimmons, Department of Ecology
Dennis McLerran, Puget Sound Air Pollution Control Authority
Gina Marie Lindsay, Port of Seattle