

Paine Field Environmental Assessment Public Hearing

January 4, 5, & 21, 2010

Ryk Dunkelberg - *Presenter*
Barnard Dunkelberg & Company

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Synergy Consultants
Gibson Traffic Consultants

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Agenda

→ **Introduction**

→ **Background**

→ **Draft Environmental Assessment**

- Purpose and Need, Alternatives, and Affected Environment
- Environmental Consequences
- Public Comment
- Next Steps

Purpose of Hearing

- **To Explain the Project and Receive Public Comments on the Environmental Assessment**
 - Comments Can Be in Either Verbal, Written or Electronic Format

Purpose of and Need for the Proposed Actions

→ Purpose of the Federal Action

- To evaluate the requests from both Horizon Air and Allegiant Air for the FAA to amend operations specifications to allow scheduled commercial service at the Airport, and approval of an Amendment to the Airport's Operating Certificate under CFR Part 139.
- The need for the addition of a modular terminal building is to accommodate the proposed scheduled passenger service.

Purpose of and Need for Proposed Actions (continued)

→ Need for Proposed Actions

- The Need is established in Federal statutes and regulations that direct the FAA to respond to the requests. There is limited discretion in approving the Amendment to the Airline's Operations Specifications or Airport's Operating Certificate if all conditions are met.
- In order to efficiently and safely serve the carriers and passengers, the existing passenger processing space must be increased.

Purposed Operations and Enplanements

→ Horizon Air

- Using Q400 aircraft (turboprop) initiate service with 6 departures per day increasing to 10 per day in 2016. This represents 4,380 operations per year initially growing to 7,300 per year in 2016. The CRJ 700 aircraft would be used as a backup if needed.

→ Allegiant Air

- Using MD-83 aircraft (jet) initiate service with 2 departures per week increasing to 10 departures per week in 2016. This represents 208 operations per year growing to 1,040 operations in 2016 per year.

→ Total Operations and Enplanements

- Additional 4,588 operations growing to 8,340 operations resulting in 112,000 enplanements initially growing to 238,200 enplanements in 2016.

Operations and Enplanements Forecasts/No Action

Aircraft Operations	2008	2010	2016
Air Carrier	3,132	2,663	3,358
Air Taxi	2,782	2,833	2,883
General Aviation	136,900	144,505	155,333
Military	908	865	894
Total Operations	143,722	150,866	162,418

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Aviation Activity Forecast Summary

2010 Passenger Enplanements	No Action Operations	No Action Enplanements	Proposed Action Operations	Proposed Action Enplanements
Passenger Air Carrier		0		112,000
2010 Aircraft Operations				
Passenger Air Carrier	2,663		7,251	
Air Taxi	2,833		2,833	
General Aviation	144,505		144,505	
Military	865		865	
2010 TOTAL	150,866		155,454	
2016 Passenger Enplanements				
Passenger Air Carrier		0		238,200
2016 Aircraft Operations				
Passenger Air Carrier	3,358		11,698	
Air Taxi	2,883		2,883	
General Aviation	155,333		155,333	
Military	894		894	
2016 TOTAL	162,418		170,758	

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Alternatives Considered

- No Action
- Preferred Alternative (Proposed Actions)
- Use of Other Airports
- Use of Other Aircraft
- Construct Large Permanent Terminal as Shown on the ALP

Affected Environment

→ Resources Inventoried

- Air Quality
- Coastal Resources
- Compatible Land Use and Zoning
- DOT Section 4(f) sites—Recreation Areas
- Fish, Wildlife and Plants
- Floodplains
- Hazardous Materials, Pollution and Solid Waste
- Historical, Cultural, Archeological Resources
- Light Emissions
- Natural Resources, Energy Supply and Sustainable Design
- Noise
- Socioeconomic Resources, Environmental Justice, Children's Environmental Health and Safety Risks
- Surface Transportation
- Water Quality
- Wetlands

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Environmental Consequences



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Environmental Consequences (cont.)

→ Air Quality

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Table D2 - Summary of Project Related Operational Emissions

Pollutant	Operational Emissions (Tons) *		
	No Action	Preferred Alternative	Project-Related Emissions
Year 2011			
Carbon Monoxide (CO)	1,147.30	1,216.95	69.66
Volatile Organic Compounds (VOC)	39.69	43.33	3.64
Nitrogen Oxides (NOx)	58.22	68.95	10.73
Sulfur Oxides (SOx)	6.72	7.48	0.76
Particulate Matter (PM ₁₀)	1.24	1.50	0.26
Particulate Matter (PM _{2.5})	1.23	1.42	0.19
Year 2016			
Carbon Monoxide (CO)	1,224.87	1,300.77	75.90
Volatile Organic Compounds (VOC)	44.64	47.96	3.32
Nitrogen Oxides (NOx)	71.30	85.38	14.09
Sulfur Oxides (SOx)	8.18	9.88	1.70
Particulate Matter (PM ₁₀)	1.45	1.79	0.35
Particulate Matter (PM _{2.5})	1.44	1.70	0.26

* - Includes Vehicle Miles Traveled (VMT).

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Table D3 - Construction Emissions – Preferred Alternative (90 days in 2010)

Pollutant	Construction Emissions (Tons)
Carbon Monoxide (CO)	1.5
Volatile Organic Compounds (VOC)	0.2
Nitrogen Oxides (NOx)	2.4
Sulfur Oxides (SOx)	0.1
Particulate Matter (PM ₁₀)	2.6
Particulate Matter (PM _{2.5})	2.6

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Table D5 - Preferred Alternative Operational Emissions – 2011 and 2016 (Tons/Year)

Pollutant	Operational Emissions (Tons)			
	Aircraft	Ground Support Equip	Surface Travel VMT	Total
2011				
Carbon Monoxide	1,121.92	46.10	48.93	1,216.95
Volatile Organic Compounds	38.53	1.70	3.10	43.33
Nitrogen Oxides	57.31	6.17	5.48	68.95
Sulfur Oxides	7.29	0.14	0.04	7.48
Particulate Matter (PM10)	1.09	0.22	0.19	1.50
Particulate Matter (PM2.5)	1.09	0.21	0.12	1.42
2016				
Carbon Monoxide	1,225.04	25.71	50.02	1,300.77
Volatile Organic Compounds	44.29	0.99	2.68	47.96
Nitrogen Oxides	78.31	3.33	3.73	85.38
Sulfur Oxides	9.71	0.11	0.05	9.88
Particulate Matter (PM10)	1.45	0.16	0.18	1.79
Particulate Matter (PM2.5)	1.45	0.16	0.10	1.70

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Table D6 – Total Project-Related Impacts

Year	CO(Tons/Year)	Are Project-Related Emissions Below De-Minimis?
Year 2010 (construction plus the first full year of operational emissions)		
Construction <u>Operational Emissions</u> (project-related) Total	1.5 <u>69.66</u> 71.16	Yes
Year 2011 First Full Operational Year (construction completed)	69.66	Yes
Year 2016 (operational emissions)	75.90	Yes
De-Minimis (maintenance area)	100	

Environmental Consequences (cont.)

→ Coastal Resources

- Snohomish County Planning and Development Services indicated that development on the Airport is NOT subject to the requirement for a shoreline substantial development permit.
- Washington Dept of Ecology indicated that upon completion of the EA and an environmental determination, a Certification of Consistency with the State Coastal Zone Management Program must be applied for.

No Significant Impacts

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Environmental Consequences (cont.)

→ Compatible Land Use

- Airport Influence Area (AIA)
- Existing zoning within AIA generally compatible with aircraft operations

→ Construction Impacts

- Best Management Practices (BMPs) will be employed

→ Department of Transportation Section 4(f)

- No Section 4(f) properties in the project area

→ Fish, Wildlife and Plants

- Project area does not include critical habitat for Threatened, Endangered or Candidate species

→ Floodplains

No Significant Impacts

Environmental Consequences (cont.)

→ Historical, Architectural, Archeological, and Cultural Resources

- FAA consultation with Washington Department of Archaeology & Historic Preservation (DAHP) completed
 - DAHP concurred with no historic properties affected determination
- FAA consultation with Tribes completed
 - Stillaquamish Reservation
 - Sauk-Suiattle Indian Reservation
 - Tulalip Reservation
 - No responses received to date

→ No Significant Impacts

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Environmental Consequences (cont.)

- Light Emissions and Visual Environment
- Natural Resources, Energy Supply and Sustainable Design

No Significant Impacts

Environmental Consequences (cont.)

→ Noise

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Existing Noise Contours (2008)

No Incompatible Land Uses Existing

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(1) Note: "These Parks Are Protected Under Section 6(f) of the Land and Water Conservation Fund (LWCF) Act, which Requires Replacement Property as Mitigation for Conservation of Park Property that was Purchased or Developed with Stateside LWCF Funds".

Scale in Feet 0 1,500' 3,000'



Future Noise Contours (2010) with & without Project

No Incompatible Land Uses

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NOISE CONTOUR LEGEND

	Noise Contour With Project
	Noise Contour Without Project
	Airport Property Line

(1) Note: "These Parks Are Protected Under Section 6(f) of the Land and Water Conservation Fund (LWCF) Act, which Requires Replacement Property as Mitigation for Conservation of Park Property that was Purchased or Developed with Stateside LWCF Funds".



Future Noise Contours (2016) with & without Project

No Incompatible Land Uses

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Environmental Consequences (cont.)

- Secondary (Induced) Impacts
- Socioeconomic Environment, Environmental Justice, and Children's Environmental Health and Safety Risks

No Significant Impacts

Environmental Consequences (cont.)

→ Surface Transportation

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Traffic Impact Information

- The analysis was done in coordination with WSDOT, Snohomish County, City of Everett and City of Mukilteo
- Impacts analyzed for existing conditions, 2010/2011 opening operations Without and With Project and 2016 future conditions Without and With Project
- The Proposed Action will not cause any arterials or intersections to operate at a deficient level of service
- Traffic mitigation fees are a local requirement based upon new trips, not exceedances of significant thresholds
- Assumes no reduction for vehicle trip diversions from Sea-Tac or Bellingham International Airports

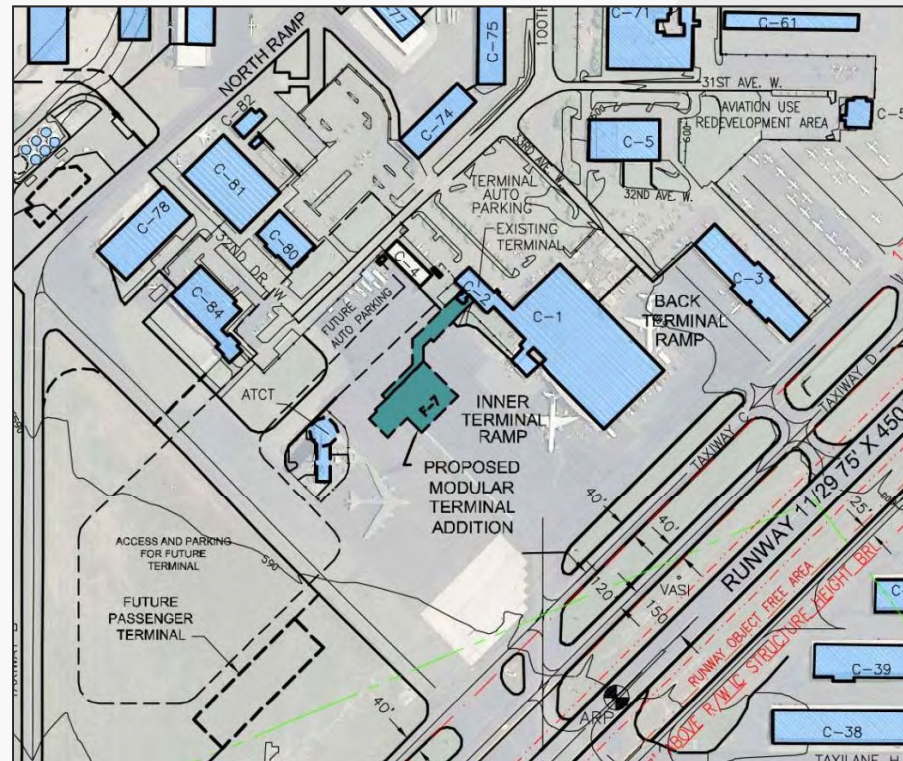
Environmental Consequences (cont.)

→ Water Quality

- Small increase in impervious surface

→ Wetlands

- No wetlands present in terminal area



→ No Significant Impacts

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Environmental Consequences (cont.)

→ Cumulative Impacts

- Adjacent developments considered reasonably foreseeable were considered for cumulative impacts in the Surface Transportation Analysis and Socioeconomic Analysis including:
 - Mukilteo Town Center
 - Center 44 Commercial Development
 - Metropolitan Commerce Center
- No past, present or reasonably foreseeable projects are expected to cumulatively add to aircraft generated noise to produce a significant impact

→ No Significant Impacts

Federal Actions that May Require Further Environmental Review Include:

- **Operations Specifications Amendment Request by Another Airline to Begin Service to Paine Field**
- **Introduction of a New Aircraft Type**
- **Additional City Destinations Not Currently Covered by Horizon's or Allegiant's Operations Specifications**
- **FAA Funding for New or Expanded Terminal Building**

Comments...

→ Submit Written Comments

- At the meeting in designated boxes
- Via mail - Send To:

Dave Waggoner
Director
Snohomish County Airport
3220 100th Street Southwest Suite A
Everett, Washington 98204

Cayla Morgan
Environmental Protection Specialist
Seattle Airports District Office
Federal Aviation Administration
1601 Lind Avenue, SW
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- Via e-mail - Send To:

airserviceeacomments@snoco.org

or

Cayla.Morgan@faa.gov

→ Official Comment Period on the Draft EA runs through February 5, 2010

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