Welcome to the Public Information Workshop/Public Hearing for the Draft Supplemental Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations and Amendment to a Part 139 Airport Operating Certificate at Snohomish County Airport/Paine Field

At tonight’s meeting you can learn about:
- The Proposed Action,
- Alternatives, and
- Anticipated Impacts
Why is a Supplemental EA Required?

What is NEPA?
The National Environmental Policy Act of 1969 (NEPA) establishes a broad framework for the United States national environmental policy. All federal government entities are required to consider the potential environmental effects of the major federal actions that may significantly affect the environment. Environmental Assessments (EAs) document the decision-making process surrounding those actions: they present a systematic analysis of proposed actions and potential alternatives, and they promote an iterative process that generates better decisions.

Why does this project require NEPA review?
Alaska Airlines, United Airlines, and Southwest Airlines submitted separate requests to the FAA to amend each airline’s Operations Specifications so they could begin conducting scheduled commercial air service at Paine Field. The federal actions of amending the airlines’ Operations Specifications (which identifies the types of aircraft and destinations served at an airfield) and amending the Title 14 Code of Federal Regulations Part 139 Airport Operating Certificate to allow scheduled commercial service by aircraft with more than 31 seats at Paine Field (Part 139 defines certification requirements for airports to provide scheduled or unscheduled commercial air service) are subject to environmental review under NEPA.

Why is the original EA being supplemented?
In 2012, the FAA approved an EA analyzing a Proposed Action that would amend the Paine Field Part 139 Airport Operating Certificate to authorize scheduled commercial air service operations by planes with at least 31 passenger seats. The 2012 EA would allow Allegiant Air to operate a 150-seat Boeing MD-83 and Horizon Air to operate a 76-seat Bombardier Q400 aircraft at Paine Field with Operations Specifications for these aircraft. The 2012 EA also included constructing a terminal building. Although the terminal building was built, the other actions that supported scheduled commercial air service were not implemented.

This year, new requests were received from Alaska Airlines, United Airlines, and Southwest Airlines to amend the Operations Specifications, utilizing aircraft that were not analyzed in the 2012 EA. The new requests would result in the introduction of new service by different airlines and aircraft at Paine Field than were previously considered. Due to the time that has passed since the FAA issued its FONSI/ROD for the 2012 Final EA and in light of the changes in aircraft types and number of operations that are proposed to be used for commercial air service at Paine Field, the FAA has determined that a Supplemental EA is appropriate. The changes to the Proposed Action, as well as other changes in the local environment since 2012, are studied and presented in this Supplemental EA.
Overview of the NEPA Process

An Environmental Assessment (EA) Includes Evaluation and Documentation of the Project:

- Proposed Action
- Purpose and Need
- Alternatives Analysis
- Affected Environment
- Environmental Consequences
- Mitigation
- Agency Coordination & Public Involvement
- Technical Appendices
- Review and Response to Comments
- FAA Environmental Determination

If an approved project is modified after the Environmental Determination is issued, the new Proposed Action must be assessed for impacts that may not have been previously considered in the original analysis. These additional considerations may result in the need to prepare a Supplemental EA.

Where are we in the Supplemental NEPA Process?

1. Describe Proposed Action and Purpose and Need
2. Identify Alternatives and Describe Affected Environment
3. Analyze Environmental Consequences and Mitigation Measures
4. Publish Draft Supplemental EA
5. Conduct Public and Agency Review and Comment Period
6. Consider Public and Agency Comments and Publish Final Supplemental EA
7. FAA Issues an Environmental Determination
Proposed Action Evaluated in the Supplemental EA

Alaska Airlines, United Airlines, and Southwest Airlines are seeking an amendment to each airline’s Operations Specifications to conduct scheduled commercial air service at Paine Field beginning in early 2019, offering up to 24 daily domestic round-trip flights. Initially, Alaska and United would use Embraer 175 aircraft, and Southwest would use a Boeing 737. By 2024, Alaska and United anticipate the potential need for larger-capacity aircraft to accommodate potential growth or seasonal peaks utilizing the Boeing 737. The Proposed Action also includes the issuance of an amendment to the Paine Field Part 139 Airport Operating Certificate. The Proposed Action is needed to meet the demand for commercial air service within the greater Seattle area as identified by the requesting airlines.

Other Proposed Action elements would include converting existing aircraft parking apron pavement into approximately 424 vehicle parking spaces and the installation of a Segmented Circle on previously disturbed airfield land.
Resources Evaluated in the Supplemental EA

- Air Quality and Climate
- Noise and Noise-Compatible Land Use
- Surface Transportation
- Biological Resources
- Coastal Resources
- DOT Act: Section 4(f)
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historic, Architectural, Archaeological, and Cultural Resources
- Land Use and Zoning
- Natural Resources, Energy Supply, and Sustainable Design
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Setting
- Water Resources (Wetlands, Floodplains, Surface Waters, Stormwater and Drainage, Water Quality, and Groundwater)
- Cumulative Impacts

Alternatives Evaluated in the Supplemental EA

- **No Action Alternative**: None of the airlines would initiate scheduled commercial service at Paine Field and the Airport's Part 139 Airport Operating Certificate would not be amended.

- **Proposed Action**: Alaska, United, and Southwest Airlines would conduct scheduled commercial air service at Paine Field, including up to 24 daily domestic round-trip flights using Embraer 175 and Boeing 737 aircraft.

Alternatives Considered but Dismissed from Further Evaluation

- **Use Other Airports**: The FAA does not have the authority to direct or influence commercial service providers to provide commercial air carrier services at a particular airport or to require them to shift services from one airport to another.

- **Use Other Aircraft**: The FAA and Airport Sponsors do not dictate what aircraft use an airport or what aircraft are assigned to commercial air carrier routes if the proposed aircraft could safely operate at the proposed airport in compliance with all applicable statutes. Public use airports such as Paine Field cannot deny access to an aircraft operator if they can safely operate at that facility.
Air Quality and Climate

What do we analyze to assess impacts to air quality?

The federal Clean Air Act, as amended, required the U.S. Environmental Protection Agency (USEPA) to set National Ambient Air Quality Standards (NAAQS) for seven criteria pollutants considered harmful to public health and the environment, including ozone (O\textsubscript{3}), carbon monoxide (CO), nitrogen dioxide (NO\textsubscript{2}), sulfur dioxide (SO\textsubscript{2}), particulate matter less than or equal to 10 microns in diameter (coarse particulates or PM\textsubscript{10}), particulate matter less than or equal to 2.5 microns in diameter (fine particulates or PM\textsubscript{2.5}), and lead.

Increasing concentrations of greenhouse gases (GHGs) in the atmosphere are implicated in changing global climate. GHGs include carbon dioxide (CO\textsubscript{2}), methane (CH\textsubscript{4}), and nitrous oxide (N\textsubscript{2}O) and other compounds such as Sulfur Hexafluoride (SF\textsubscript{6}).

What impacts air quality on airports?

Air emissions associated with Paine Field are typical of sources associated with airports across the country. These sources include aircraft (startup, taxi, takeoff, climb-out below mixing height, approach below mixing height, landing, and taxi), ground support equipment, airport-related commuter vehicles within the airport roadway network (e.g., pilots, passengers, airport employees, delivery trucks, etc.), and stationary sources (e.g., generators and fuel storage tanks).

What is the existing condition of air quality at Paine Field?

The Puget Sound Region, including Snohomish County, is currently designated by the USEPA as being in attainment for all seven NAAQS.

What is the anticipated affect of the Proposed Action on air quality?

| Total Criteria Pollutant Emissions at Paine Airfield (metric tons per year) |
|---|---|---|---|---|---|
| CO | VOC | NO\textsubscript{x} | SO\textsubscript{x} | PM\textsubscript{10} | PM\textsubscript{2.5} |
| 2017 Actual | 3,036.05 | 3,608.81 | 658.65 | 7.05 | 8.50 | 34.98 |
| NO ACTION 2019 | 6,033.00 | 3,669.00 | 658.65 | 7.05 | 8.50 | 34.98 |
| Increase in Emissions Proposed 2019 | 59.76 | 17.5 & 5.79 | 0.30 | 0.27 | 0.41 |
| NO ACTION 2024 | 6,000.00 | 3,687.00 | 668.75 | 8.00 | 10.00 | 35.00 |
| Increase in Emissions Proposed 2024 | 70.01 | 6.71 | 0.89 | 0.58 | 0.56 |

*Net Increase" refers to the increase of anticipated emissions with the implementation of the proposed action over the emissions anticipated for the same year if the No Action alternative was selected.

Total Greenhouse Gas Emissions Paine Airfield (metric tons per year)

<table>
<thead>
<tr>
<th>Carbon Dioxide Equivalents (CO\textsubscript{2}e)</th>
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<tbody>
<tr>
<td>2017 Emissions</td>
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<tr>
<td>No Action Alternative 2019</td>
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<td>Proposed Action 2019</td>
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<tr>
<td>Net Increase 28.04%</td>
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<tr>
<td>No Action Alternative 2024</td>
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<tr>
<td>Proposed Action 2024</td>
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<tr>
<td>Net Increase 2.24%</td>
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Noise

FAA requires an analysis of noise exposure when development actions may change the exposure of individuals to aircraft noise in areas surrounding the airport.

How do we analyze noise?

Sound is measured in decibels (dB) as it radiates in waves from a particular source. To account for the wide range of sound levels we hear, decibels are expressed logarithmically.

The FAA defines the day-night average sound level (DNL) of 65 dBA as the threshold of noise compatibility for residential and other noise-sensitive land uses, such as schools, libraries, and religious facilities. Noise experienced between 10:00 p.m. and 7:00 a.m. is given additional weighting in the analyses due to the nighttime annoyance people may experience.

We performed noise analyses utilizing the FAA's Aviation Environmental Design Tool version 2d, which incorporates the number of annual average daily daytime and nighttime aircraft operations, flight paths, aircraft flight profiles, runway usage, and aircraft performance information to calculate the DNL.

Under the No Action or Proposed Action alternative, no homes, residences, or other noise-sensitive land uses would be located within the DNL 65 dB or higher contours in 2019 or 2024 or subject to an increase in noise of DNL 1.5 dB or greater.
A Traffic Impact Analysis and a Vehicle Miles Traveled Analysis were conducted to understand motor vehicle traffic and the potential effects to arterial roadways and intersections in the vicinity of the airport that may be impacted by the implementation of the Proposed Action.

The Proposed Action would not cause any Snohomish County arterial roads or any Washington State Department of Transportation (WSDOT), City of Mukilteo, or City of Everett intersections to change from an acceptable Level of Service to a deficient Level of Service.

In 2019, the Proposed Action would generate approximately 2,185 daily vehicle trips, including 278 peak-hour trips. In 2024, the Proposed Action would generate 2,212 daily trips, including 278 peak-hour trips.

The Proposed Action’s impacts to transportation infrastructure would be mitigated through payment of mitigation fees to Snohomish County, the City of Mukilteo, and WSDOT.

It is anticipated that the effect of the Proposed Action on peak hour travel time will be largely imperceptible across the study area.
## Summary of Potential Environmental Consequences

<table>
<thead>
<tr>
<th>Resource</th>
<th>No Action Alternative</th>
<th>Supplemental EA Proposed Action</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td>Criteria pollutant emissions from ongoing operations do not and are not expected to exceed applicable general conformity de minimis thresholds and are not anticipated to jeopardize conformity with National Ambient Air Quality Standards (NAAQS) for criteria pollutants.</td>
<td>Criteria pollutant emissions from future operations are not expected to exceed applicable general conformity de minimis thresholds and are not anticipated to jeopardize conformity with NAAQS for criteria pollutants.</td>
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<tr>
<td></td>
<td>Anticipated 2019 / 2024 (tons per year)</td>
<td>Anticipated emissions in 2019/2024 (tons per year):</td>
</tr>
<tr>
<td></td>
<td>• CO: 8,223.20 / 6,428.02</td>
<td>• CO: 8,292.99 / 6,500.52</td>
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<td></td>
<td>• VOC: 1,202.74 / 889.02</td>
<td>• VOC: 1,208.44 / 895.73</td>
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<tr>
<td></td>
<td>• NOx: 642.96 / 469.79</td>
<td>• NOx: 686.92 / 522.18</td>
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<tr>
<td></td>
<td>• SOx: 8.09 / 8.16</td>
<td>• SOx: 13.30 / 14.03</td>
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<tr>
<td></td>
<td>• PM$_{10}$: 21.19 / 15.42</td>
<td>• PM$_{10}$: 21.66 / 16.01</td>
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<tr>
<td></td>
<td>• PM$_{2.5}$: 18.88 / 13.78</td>
<td>• PM$_{2.5}$: 19.34 / 14.36</td>
</tr>
<tr>
<td><strong>Noise and Noise-Compatible Land Use</strong></td>
<td>No noise-sensitive receptors (e.g., homes/residences, schools, places of worship) are located within the DNL 65 dB or higher contours.</td>
<td>No significant impact. No sensitive uses are located within the DNL 65 dB contours or subject to an increase in noise of DNL 1.5 dB or greater.</td>
</tr>
<tr>
<td><strong>Surface Transportation</strong></td>
<td>No negligible traffic issues experienced due to personnel or passenger trips. Seven intersections operate at deficient levels of service.</td>
<td>In 2019, 2,185 daily vehicle trips generated, including 278 peak-hour trips (1,229 more than projected in the 2012 EA, including 66 additional peak-hour trips). In 2024, 2,212 daily trips generated, including 278 peak-hour trips (1,256 more than that projected in the 2012 EA, including 66 additional peak-hour trips). No change to roads currently at acceptable or deficient Level of Service. Mitigation fee payment to Snohomish County, WSDOT, and the City of Mukilteo total an estimated $676,465.08.</td>
</tr>
<tr>
<td><strong>Biological Resources</strong></td>
<td>WDFW PHS contain general avian species, waterfowl, raptors, and wildlife species. No known federally-listed species documented on the airport and no designated Critical Habitats within one mile. Grassy areas on airport property are potential habitat for white streaked horned lark. Ongoing potential for bird strike by aircraft, including migratory birds and raptors. Certain birds determined to be an airport hazard are discouraged from landing, nesting, and foraging as provided by the FAA-approved Wildlife Hazard Management Plan (WHMP).</td>
<td>Increased potential for bird strike as volume of operations increases. No effect to other species.</td>
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<tr>
<td><strong>Climate</strong></td>
<td>Greenhouse gas emissions associated with fossil fuel combustion in support of existing aviation activity at Paine Field estimated to represent less than 0.03 percent of U.S. greenhouse gases. Paine Field operations are in conformance with standards and in support of goals established in City of Everett Climate Action Plan for Municipal Operations (2011) and 2035 Comprehensive Plan (2017) and Snohomish County Sustainable Operations Action Plan (2013). 2017 greenhouse gas emissions: • 120,288 metric tons CO$<em>{2}$ equivalent (CO$</em>{2}$e) Anticipated greenhouse gas emissions 2019/2024: • 119,761 / 132,871 metric tons CO$_{2}$e</td>
<td>The Proposed Action is in conformance with standards and in support of goals established in City of Everett Climate Action Plan for Municipal Operations and 2035 Comprehensive Plan, and Snohomish County Sustainable Operations Action Plan. Although overall greenhouse gas emissions are expected to increase as related to increased operations, these increases will be offset by continued anticipated improvements in industry emissions technology. Anticipated greenhouse gas emissions 2019/2024: • 140,370 / 134,806 metric tons CO$_{2}$e</td>
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## Summary of Other Environmental Impacts

<table>
<thead>
<tr>
<th>Resource</th>
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<tr>
<td><strong>Coastal Resources</strong></td>
<td>The Airport is not located within a shoreline of the state, but is within Washington State Coastal Zone Management (CZM) Program. Airport operations have no effect on/are consistent with the enforceable policies of CZM program.</td>
<td>No effect.</td>
</tr>
<tr>
<td><strong>DOT Act: Section 4(f) and 6(f)</strong></td>
<td>Although 7 parks are located within 10,000-foot radius of the airport, there are no ongoing effects to publicly owned land/parks, recreation areas, wildlife and waterfowl refuges, or historical sites of national, state, or local significance. Likewise, operations do not preclude the requisition of additional lands.</td>
<td>No effect.</td>
</tr>
<tr>
<td><strong>Hazardous Materials, Solid Waste, and Pollution Prevention</strong></td>
<td>Hazardous materials are used and solid and hazardous waste generated as part of normal airport operations and managed in accordance with applicable laws and guidance documents, including the Paine Airfield Stormwater Pollution Prevention Plan (2015) and Spill Prevention, Control, and Countermeasure Plan.</td>
<td>Minimal increases in volume of hazardous materials used and solid and hazardous waste generated.</td>
</tr>
<tr>
<td><strong>Historic, Architectural, Archaeological, and Cultural Resources</strong></td>
<td>There are no known historic, architectural, archaeological, or cultural resources sites at Paine Airfield and no potential impacts associated with ongoing aircraft operations.</td>
<td>No historic properties affected.</td>
</tr>
<tr>
<td><strong>Land Use and Zoning</strong></td>
<td>Paine Field is designated as Airport Influence Area as designated in Snohomish County 2035 Comprehensive Plan (2017). Land use policies encourage compatible adjacent land uses.</td>
<td>No effect to existing or future designated land uses or established zoning as described in County land use plan.</td>
</tr>
<tr>
<td><strong>Natural Resources, Energy Supply, and Sustainable Design</strong></td>
<td>No existing or potential natural resource extractive activities (mineral, gas, geothermal, etc.) occurring on the airport. Electricity, natural gas, communications, and water and sewer services consumed in support of airport operations.</td>
<td>No effect.</td>
</tr>
<tr>
<td><strong>Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks</strong></td>
<td>Airport is employer in the regional vicinity and as such provides negligible positive effects to local economy. No ongoing adverse effects on socioeconomics, environmental justice, or risks to children’s environmental health and safety.</td>
<td>No adverse effect. Anticipate the addition of approximately 30-50 employees.</td>
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<tr>
<td><strong>Visual Setting</strong></td>
<td>Airport is aesthetically consistent with existing industrial development in the viewshed. Existing artificial light sources include runway and taxiway lights, airfield directional signage, aircraft ramp lighting, and lighting to illuminate buildings, parking areas, and roads.</td>
<td>Additional lighting and visual changes as a result of converting aircraft apron areas to vehicle parking areas; however, these changes would be minimal and similar to the existing visual setting of Paine Field.</td>
</tr>
<tr>
<td><strong>Water Resources (Wetlands, Floodplains, Surface Waters, Stormwater and Drainage, Water Quality, and Groundwater)</strong></td>
<td>Freshwater wetlands and wetland mitigation bank located on the airport property but are not impacted by airport operations. Airport is not located within or directly adjacent to a 500- or 100-year designated floodplain area. Paine field does not contribute to water quality issues in the greater watershed and operates in accordance with the Snohomish County/State of Washington Industrial Stormwater General Permit and Stormwater Pollution Prevention Plan for Paine Field (2015). No mapped Critical Aquifer Recharge Areas within airport vicinity, and careful hazardous materials and waste practices and stormwater management minimizes risk of spills and inadvertent groundwater contamination.</td>
<td>No alteration or adverse affect to existing wetlands and wetland habitats on the Airport. The Proposed Action would proceed in accordance with existing management plans and permits, does not include addition of impervious surface, and no additional grading would occur; thus, no significant impacts to water quality or stormwater runoff, detention, or drainage anticipated. No effect to floodplains or surface waters.</td>
</tr>
<tr>
<td><strong>Cumulative Impacts</strong></td>
<td>Continued private development/ redevelopment of land for residential, commercial, and industrial uses off airport property are expected to continue to increase. Establishment of new activities and land uses in the region may:</td>
<td>Negligible to discountable incremental impacts to surface transportation, air quality, climate, noise and noise compatible land use, and socioeconomics in the greater landscape.</td>
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Next Steps

• Review and Respond to Comments
• Prepare Final Supplemental Environmental Assessment
• FAA will issue an Environmental Determination

How to Comment

• The Public Workshop materials and the Draft Supplemental EA are available at:
  • Paine Field Administrative Office and the Mukilteo, Everett, and Lynnwood Main Libraries

• The comment period ends on **November 2, 2018**
  o You can submit verbal comments to a court reporter from 5:30 – 8:30 tonight.
  o You can submit verbal comments during the Public Hearing from 6:30 – 8:30 tonight.
  o You can submit written comments tonight.
  o You can mail written comments to:

    **Mailing Address:** Environmental Science Associates
    Paine Field Supplemental EA
    5309 Shilshole Ave NW, Suite 200
    Seattle, WA 98107

    **E-Mail Address:** PaineField@esassoc.com