APPENDIX E

Coastal Resources

FAA CZMP Determination

Washington State Department of Ecology Response

U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, CO 80249-6361

July 2, 2024

Ms. Loreé Randall
Federal Consistency Coordinator
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

Subject: Documentation of Negative Determination (15 CFR Part 930.35) for the Seattle-Tacoma International Airport Near-Term Projects

Dear Ms. Randall:

The Federal Aviation Administration (FAA) determined that the federal activities included as part of the proposed Sustainable Airport Master Plan Near-Term Projects (NTPs) at the Seattle-Tacoma International Airport (SEA) are not reasonably likely to result in coastal effects. This letter constitutes a request for written concurrence with the Negative Determination.

Description of the Federal Actions

The Port of Seattle (Port) completed a Sustainable Airport Master Plan (SAMP) for SEA that identified a Long-Term Vision to accommodate future needs over the 20-year planning horizon. From this, the Port developed the NTPs to address near-term needs (Attachment A). The purpose of the 31 NTPs are to accommodate projected passenger demand at an optimal level of service; accommodate projected cargo levels; provide airfield infrastructure that meets current FAA airport design standards; enhance the efficiency of the overall taxiway layout; and to meet projected fuel storage demand including sustainable aviation fuel initiatives. SEA is located within the State of Washington Coastal Zone.

The Coastal Zone Management Act (CZMA) requires that "each federal agency activity within or outside the coastal zone that affects any land or water use, or natural resource of the coastal zone shall be carried out in a manner which is consistent to the maximum extent practicable with the enforceable policies of approved state management programs" per 15 CFR Part 930.

The specific type of federal action determines the appropriate process. Activities undertaken by or for a federal agency follows the process outlined in 15 CFR Part 930 Subpart C. Activities that require a federal license or permit follows the process outline in 15 CFR Part 930 Subpart D. Federal assistance to state or local government agencies for activities that have reasonably foreseeable effects on the resources or uses of the coastal zone may be subject to a federal consistency review. However, there are currently no listed federal assistance activities in Washington State's CZM Program. Therefore, this Negative Determination is for those NTPs that will be undertaken by the FAA. The Port will be responsible for completing a Consistency Certification for the NTPs that will require a permit under the Clean Water Act.

Four of the airfield projects will require the FAA to relocate FAA-owned equipment (including navigational and visual aids) and associated infrastructure. These relocations may require modifications to existing procedures. The extent of these relocations and modifications will be determined during the design of the airfield projects. Relocations of equipment would occur on the airfield and the entire airfield is included the General Study Area (Figure 2) to capture all potential impacts of relocating equipment and associated infrastructure. Anticipated changes in procedures from these relocations have also been included in the analysis.

Airfield projects that include actions to be completed by the FAA:

- A01 – Taxiway A/B Extension
  The FAA will relocate the Runway 34R glideslope antenna and shelter to the southeast, adjust the Runway 34R glideslope angle, adjust the PAPI to match the glideslope, and amend flight procedures to accommodate the change in glideslope angle.
- A02 – Runway 16R/34L Blast Pads
  The FAA will relocate the navigational aids 200 feet north to accommodate the expanded blast pads.
- A04 - Taxiway B 500’ Separation
  The FAA will relocate the navigational aids to make room for the relocation of the taxiways.
- A06 – Runway 34L High Speed Exit
  The FAA will relocate a multilateration remote unit for the construction of the high-speed exit.

All proposed FAA actions would occur in upland areas within the GSA. Relocated equipment would remain within the airfield and on airport property. Construction would occur over six years starting in 2026. An on-going Environmental Assessment analyzes the reasonable, foreseeable direct and indirect impacts of all 31 projects including the four with FAA activities.

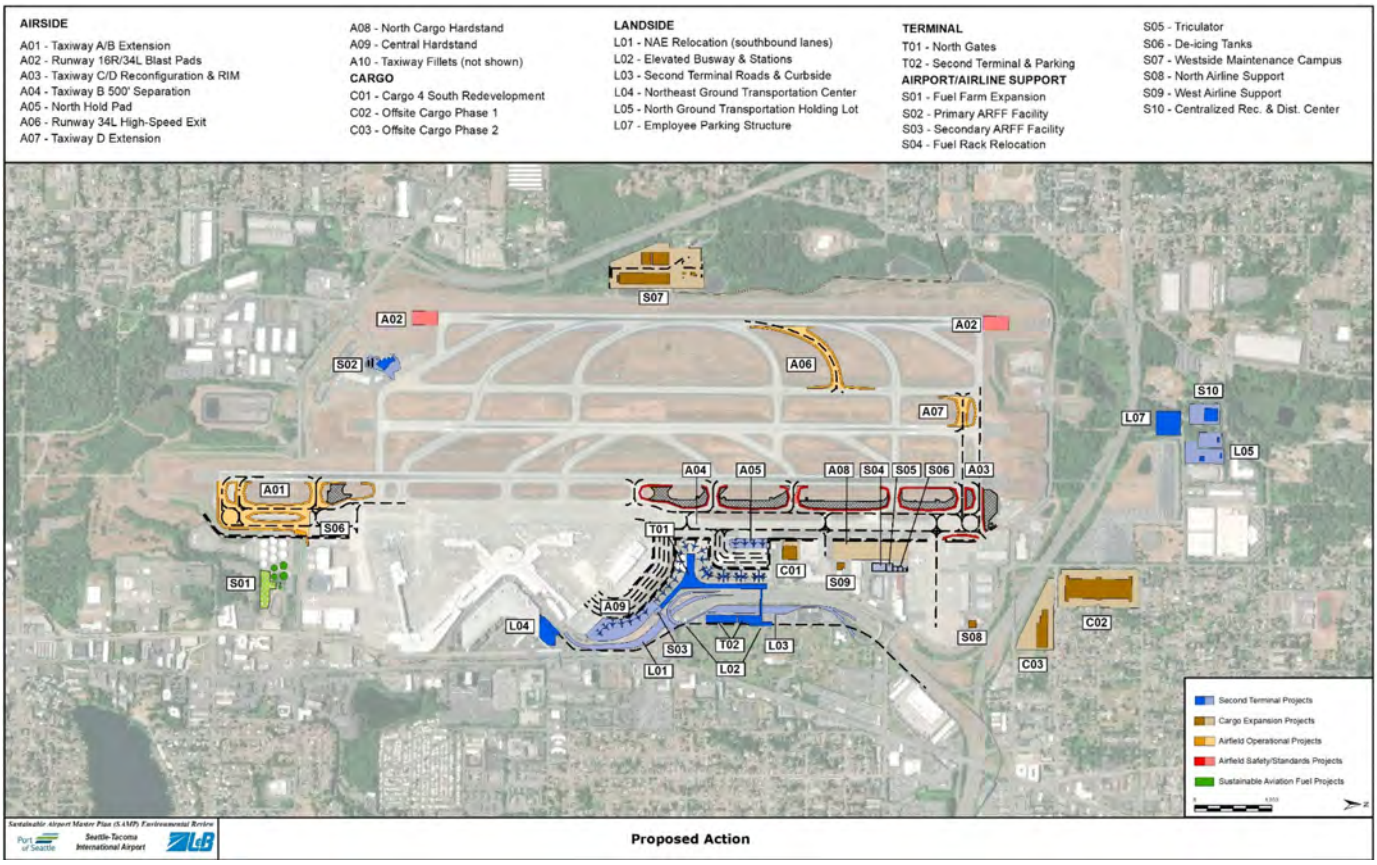

Figure 1: Proposed NTPs

Figure 2: General Study Area

Negative Determination

The FAA evaluated the impacts of the proposed FAA activities on the coastal zone by looking at reasonably foreseeable direct and indirect effects on the coastal uses and resources and reviewing the relevant enforceable policies of Washington's CZMP:

- State Shoreline Management Act (RCW 90.58)
  On January 14, 2013, the Washington Department of Ecology gave final approval to an update to King County's Shoreline Master Program, which went into effect on January 28, 2013. The Shoreline Master Program consists of goals and policies; development regulations; a list of King County shorelines, and supplemental materials. SEA is not located within a designated shoreline and is not expected to have impacts on the King County shorelines given that the FAA activities consist of relocating existing equipment in an upland area on airport property.
- State Water Pollution Control Act (RCW 90.48)
  The proposed FAA activities includes the relocation of existing equipment that would occur in upland areas. The activities are not expected to have water quality impacts and the FAA would not be required to obtain a Section 401 or Section 402 permit.
- Washington Clean Air Act (RCW 70.94)
  The proposed FAA activities would result in a slight increase in emissions during construction but would not result in air quality impacts once implemented. The minor increases during construction would be temporary, short-term impacts. Any modifications to procedures as a result of the relocated equipment is not expected to change the emissions from aircraft.
- State Ocean Resources Management Act (RCW 43.143)
  The proposed FAA activities would not include any activities within the Washington's tidal or submerged lands and is not expected to have impacts on the Washington's tidal or submerged lands given that the FAA activities consist of relocating existing equipment in an upland area on airport property.
- The Marine Spatial Plan for Washington's Pacific Coast
  - Important, Sensitive, and Unique (ISU) Area
  - Fisheries Protection Standards

  The proposed FAA activities would not include occur within the coastal and offshore environment. The FAA activities consist of relocating existing equipment in an upland area on airport property.

The FAA has determined that the proposed FAA activities would be undertaken in a manner as to not affect the coastal resources or uses of Washington State. The FAA has therefore determined that a Negative Determination is appropriate for the FAA activities. The FAA respectfully requests that Washington Department of Ecology provide written concurrence with the Negative Determination.

If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the potential effects of the proposed FAA actions on cultural resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airport District Office
303-342-1261

The Port of Seattle (the Port) prepared a Sustainable Airport Master Plan (SAMP) for the Seattle-Tacoma International Airport (SEA) that identified a Long-term Vision to accommodate future passenger levels and to address other identified needs over the 20-year planning horizon (through 2034). One of the overarching themes from the SAMP was the need to improve the experience for passengers while at SEA. The current passenger processing functions, such as on-site parking, check-in hall, security screening, holdrooms, and the number of gates, are limited or undersized for the number of passengers SEA currently handles. The results of these limitations are crowded spaces, long lines, and delayed flights. These problems are expected to get worse in the future as passenger demand increases.

The Port developed the Near-Term Projects (NTPs), which is a plan to address the near-term needs. The NTPs include 30 projects that would improve the efficiency and safety of SEA, access to SEA, and support facilities for the airlines and SEA. Construction of the NTPs should take approximately five years to complete. Based on the current schedule for environmental review, construction could begin as soon as late 2022. If the Port decides to proceed with the project following environmental review, the Proposed Action could be substantially complete and operational by 2027.

A01 – Taxiway A/B Extension
Extension of Taxiways A and B to provide access to the south end of Runway 16L/34R. Includes construction of parallel taxiway connectors from Taxiway B to Runway 16L/34R and the relocation of Taxiway S 310 feet south. Taxiways will have in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, elevated runway guard lights, and signage. Also includes the relocation of the Runway 34R glideslope antenna and shelter to the southeast, adjustment of the Runway 34R glideslope angle, and the construction of a new vehicle service road bridge over S 188th St.

A02 – Runway 16R/34L Blast Pads
Expansion of Runway 16R/34L blast pads from 200 feet x 200 feet to 220 feet x 400 feet to meet FAA standards.

A03 – Taxiway C/D Reconfiguration and Runway Incursion Mitigation
Modification of existing taxiway geometry of Taxiways C and D to correct non-standard intersection angles and reconfigure non-standard intersections. Also included is the extension of Taxiways C and D to Taxilane A and removal of pavement north of Taxiway C to mitigate the existing Runway Incursion Mitigation location.

A04 - Taxiway B 500’ Separation
Relocation of Taxiways A and B 100 feet east between Taxiways C and L to provide the required 500 foot runway/taxiway separation. Includes extending Taxiways C, D, E, H, and K to the relocated Taxiway B. Taxiways will have in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, elevated runway guard lights, and signage.

A05 – North Hold Pad
Construction of a 90,000-square-foot hold pad for four aircraft to reduce congestion on the taxiways and at the terminal.

A06 – Runway 34L High Speed Exit
Construction of a new high-speed exit for Runway 34L arrivals between Taxiways J and E. The high-speed exit would be equipped with in-pavement centerline lights, elevated taxiway edge lights, hold position markings with in-pavement lights, and taxiway signage.

A07 – Taxiway D Extension
Extension of Taxiway D from Runway 16C/34C west to Taxiway T. Includes in-pavement centerline lights, elevated taxiway edge lights, hold position marking with in-pavement lights, elevated runway guard lights, and signage.

A08 – North Cargo Hardstand
Construction of a 600,000-square-foot cargo aircraft hardstand in the North Cargo area east of Taxiway A. The hardstand would accommodate five aircraft for loading and unloading of cargo freight and parking of cargo aircraft.

A09 – Central Hardstand
Construction of a 292,000-square-foot hardstand for seven aircraft north of Concourse D and east of the North Satellite to accommodate increased demand for passenger hardstand operations and overnight parking of passenger aircraft. Buses will bring passengers to/from aircraft on the hardstand.

A10 – Taxiway Fillets
Construction of full strength pavement panels and shoulders, and the installation of edge lighting and signage to bring taxiway fillets up to current FAA standards.

T01 – North Gates
Construction of a new 215,000-square-feet concourse and 590,000-square-foot apron to accommodate up to 19 gates. The new concourse would include a ramp level for baggage handling and aircraft support functions; a concourse level with passenger holdrooms, concessions, restrooms, and other passenger and airline support functions; a mezzanine level with office space; and an aboveground-elevated pedestrian walkway to the passenger terminal. The new facility would be located north of the North Satellite Concourse and will displace the ARFF, Cargo 6 warehouse, and fuel rack. The new concourse would also include an elevated pedestrian walkway to connect to the existing north satellite concourse.

T02 – Second Terminal and Parking
Construction of a new multi-level passenger terminal (45,000-square-feet). The new terminal would include a basement level for baggage handling and screening; a baggage claim level for arriving passengers; an interstitial (or open) level connected to a new garage that provides commercial curbside space; and a departures level with passenger check-in and security screening facilities. This would be located across the Airport Expressway from the proposed Terminal Concourse, connected via an elevated pedestrian walkway. Includes a new multi-level parking garage with approximately 1,350 parking spaces.

C01 – Cargo 4 South Redevelopment
Construction of a new 80,000-square-foot building in Cargo 4 South. Includes warehouse and office space, truck terminals, and parking.

C02 – Offsite Cargo Phase 1
Construction of a new 330,000-square-foot building on the L-shaped parcel located north of SR 518. Includes warehouse and office space, truck terminals, and parking.

C03 – Offsite Cargo Phase 2
Construction of a new 90,000-square-foot building on the L-shaped parcel located north of SR 518. Includes warehouse and office space, truck terminals, and parking.

L01 – North Airport Expressway (NAE) Relocation (southbound lanes)
Construction of 7,300-linear-feet of new airport roadways to access the Second Terminal and to alleviate congestion on existing roadways. The new roadway replaces roadways eliminated for the construction of A09 and T01. Includes the relocation and widening of a portion of NAE from three lanes to four lanes.

L02 – Elevated Busways and Station
Construction of 6,000-linear-feet of elevated busway and three 22,000-square-foot stations to connect the Main Terminal, New Second Terminal, and Rental Car Facility. The busway and stations would be located along the eastern edge of airport property and will tie into existing bus routes.

L03 – Second Terminal Roads and Curbside
Construction of a loop ramp from the southbound lanes of the NAE to provide access to the Second Terminal. The ramp would connect to the existing S. 160th Street Loop, westbound SR 518 on-ramp at S. 160th Street, or the existing northbound lanes of the NAE. Includes the construction of a single-level curbside for arriving and departing vehicles.

L04 – Northeast Ground Transportation (GT) Center
Expansion of the existing GT lot on the north side of the existing parking garage to connect to the new busway (L02) and to accommodate increased demand for charter and cruise passenger buses. The expansion includes a new second floor of 100,000 square feet to support 40 buses and office space.

L05 – North GT Holding Lot
Construction of an 180,000-square-foot GT holding lot north of SR 518 and south of S. 144th St. to replace the parking lot displaced by L02.

L07 – Employee Parking Structure
Construction of a new eight-story parking structure that would provide approximately 3,515 parking stalls on Port property north of SR 518 and south of S. 144th St. to accommodate employee-parking demand.

S01 – Fuel Farm Expansion
Expansion of the existing fuel farm onto the vacant south employee parking lot. Includes four new settling tanks, adding approximately 10-million-gallons storage capacity; 500,000-gallon blending tank and 100,000-gallon Sustainable Aviation Fuels (SAF) receipt tank; expanded spill containment dike; and a new truck fuel rack to support the delivery of SAF for blending

S02 – Primary Aircraft Rescue and Firefighting (ARFF) Facility
Relocation of the Primary ARFF station to the south airfield between Runway 16R/34L and Runway 16C/34C for construction of T01.

S03 – Secondary ARFF Facility
Construction of a Secondary ARFF to provide ambulatory response to the terminals and concourses, fuel spill and fire response to the concourse ramp areas, and back-up emergency response to the airfield. The Secondary ARFF facility would be integrated within the new Concourse (T01) at the southeast end of the concourse and would have both airside and landside access.

S04 – Fuel Rack Relocation
Relocation of the fuel rack from the Cargo 6 area to the Cargo 3 area for construction of T01. The fuel rack is where fuel trucks refill.

S05 – Triculator
Relocation of the triculator building from east of the existing ARFF station to the north cargo area to clear the site for A09. The triculator handles the transfer of aircraft waste to the sewer system.

S06 – Consolidated De-icing Tanks
Relocation of de-icing fluid tanks currently located at Cargo 6 and Cargo 7 to a northern location and southern location to clear the site for the new Concourse. Each site would have two tanks, one for Type I deicing fluid (for shorter-term protection) and the second for Type IV de-icing fluid (for longer-term protection). Each set of tanks would also have a blending station.

S07 – Westside Maintenance Campus
Relocation of the aviation maintenance facility to vacant land in the Westside Maintenance Campus for construction of A08. Includes a vehicle fuel rack, airfield deicer storage, and a 135,000-square-foot multi-bay building.

S08 – North Airline Support
Construction of a 15,000-square-foot airline support building in the northeast corner of the North Cargo area to accommodate displaced aircraft maintenance functions from the United Airlines maintenance building and Swissport cargo facility. Both facilities are located in the area proposed for the construction of A08.

S09 – West Airline Support
Expansion of the existing AMB/AFCO III building to the west (12,500-square-foot final footprint). The expanded building would accommodate displaced Ground Service Equipment maintenance functions for construction of A08.

S10 – Centralized Receiving and Distribution Center (CRDC)
Construction of a new 55,000-square-foot CRDC north of SR 518 and south of S. 144th St. to improve security and efficiency in moving supplies to Airport dining and retail concessionaires in the passenger terminals. The new CRDC includes a warehouse, office space, truck terminals, and parking for visitors and employees.

Overall Program Support Projects

- Expansion of existing stormwater ponds
- Construction of new stormwater management facilities
- Sanitary sewer improvements
- Upgrades to the existing centralized mechanical plant
- Conversion of existing storm drainage vaults (3 and 3A) to industrial wastewater system vaults
- New natural gas/electrical service
- Jet fuel mainline extension
- Extension of fiber optic cable

AIRSIDE
A01 - Taxiway A/B Extension
A02 - Runway 16R-34L Blast Pads
A04 - Taxiway B 500' Separation & RIM Mitigation
A05 - North Hold Pad
A06 - Runway 34L Highspeed Exit
A07 - Taxiway D Extension
A08 - Hardstand (north)
A09 - Hardstand (central)
A10 - Taxiway Fillets (not shown)

CARGO
C01 - Cargo 4 South Redevelopment
C02 - Off-site Cargo PH 1 (L-Shape)
C03 - Off-site Cargo PH 2 (L-Shape)

LANDSIDE
L01 - NAE Relocation (southbound lanes)
L02 - Elevated Busway & Stations
L03 - Second Terminal Roads/Curbside
L04 - Main Terminal North GT Lot
L05 - North GT Holding Lot
L06 - Employee Parking Structure
L07 - Employee Parking Structure

TERMINAL
T01 - North Gates
T02 - Second Terminal & Parking

AIRPORT/AIRLINE SUPPORT
S01 - Fuel Farm Expansion
S02 - Primary ARFF
S03 - Secondary ARFF
S04 - Fuel Rack Relocation
S05 - Triculator
S06 - Consolidated De-icing Tanks
S07 - Westside Maintenance Campus
S08 - Airline Support (north)
S09 - Airline Support (west)
S10 - Centralized Rec. & Dist. Center

Sustainable Airport Master Plan (SAMP) Environmental Review
Port of Seattle — Seattle-Tacoma International Airport

EXHIBIT: 1

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From: Krull, Kandice (FAA)
To: Rybolt, Steve (Rybolt.S@portseattle.org); Sarah Potter
Subject: FW: FAA CZMP Negative Determination for the Seattle-Tacoma International Airport
Date: Tuesday, July 16, 2024 5:36:31 PM

FYI – Coastal is complete

Kandice Krull
Environmental Protection Specialist
FAA - Denver Airports District Office
303-342-1261

From: Pucylowski, Teressa (ECY) <tpuc461@ECY.WA.GOV>
Sent: Tuesday, July 16, 2024 2:16 PM
To: Krull, Kandice (FAA) <Kandice.Krull@faa.gov>
Cc: ECY RE CZM FEDERAL CONSISTENCY <ecyreczmfedconsistency@ECY.WA.GOV>
Subject: FAA CZMP Negative Determination for the Seattle-Tacoma International Airport

Hi Kandice,

Thank you for submitting your Coastal Zone Management federal consistency negative determination for the Seattle-Tacoma International Airport project (ECY #143511). We have completed our review of your negative determination and have no questions or concerns.

Pursuant to 15 CFR 930.35(c), Ecology is not obligated to respond to a negative determination unless they object to the underlying determination of no effects, however we want to provide the FAA an update on our review of this proposed activity.

Thank you,

Teressa Pucylowski (she/her)
CZM Federal Consistency Manager
Aquatic Permitting & Protection Section
Washington State Department of Ecology
tpuc461@ecy.wa.gov | (360) 764-0546