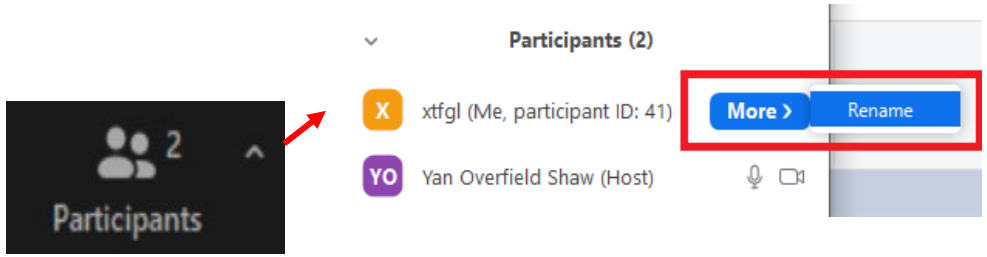
Welcome to the Draft Environmental Assessment Virtual Meeting!

We'll get started at 11:30 a.m., but while you're waiting…

Please make sure that your name displays accurately on the screen.

We ask that you share your full name – especially if you wish to leave a comment for the public record.

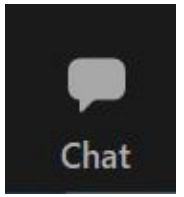
You can change your name by clicking the carat symbol (^) next to "Participants" in the toolbar at the bottom of your screen, finding yourself, and then clicking "Rename."



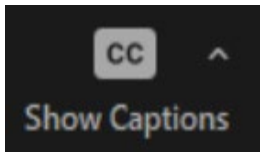
Attendees may leave comments in the chat or provide verbal comments at the end of the presentation.

All attendees are on mute for now.

If you would like to comment aloud, please type your first and last name in the chat and indicate that you wish to speak.



You can turn on closed captioning by clicking the "show captions" button in your toolbar.



King County International Airport Boeing Field

King County
International Airport
Boeing Field

Runway 14R-32L Rehabilitation and Taxiway B Relocation Draft Environmental Assessment Virtual Meeting

Oct. 14, 2026

Meeting Format

If you would like to provide a spoken comment, please type your first and last name in the chat with a note "I would like to speak."

Presentation at 11:30 a.m.

Public comment period will begin following the presentation

- **There are two ways to comment:** We will accept written comments in the chat throughout, and will call on people to provide spoken comments at the end of the presentation.
- Attendees who have listed their full name and interest in speaking in the chat will be given a maximum of **2 minutes** to speak.
- Spoken comments will be accepted until all those who have shared their name and noted that they wish to speak in the chat have had an opportunity to speak.
- Comments should focus on the analysis in the Draft EA and presented in these slides. All comments received will be documented as public record and addressed in the Final EA. **KCIA will not respond to comments during the meeting.**
- This meeting is being **recorded**.

Welcome and Introductions

KCIA Staff

- John Parrott, Airport Director
- David Decoteau, Airport Deputy Director
- Matt Sykora, Airport Business Manager
- Eric Miller, Capital Project Manager
- Troy Chen, Community Engagement Coordinator

Consultant Team

- Julie Barrow (RS&H)
- Dave Full (RS&H)
- Adam Novak (RS&H)
- Wes Lickus (RS&H)
- Lauren Penning (PRR)
- Spencer Garrison (PRR)

King County International Airport Boeing Field

RS&H Prime and Technical Lead

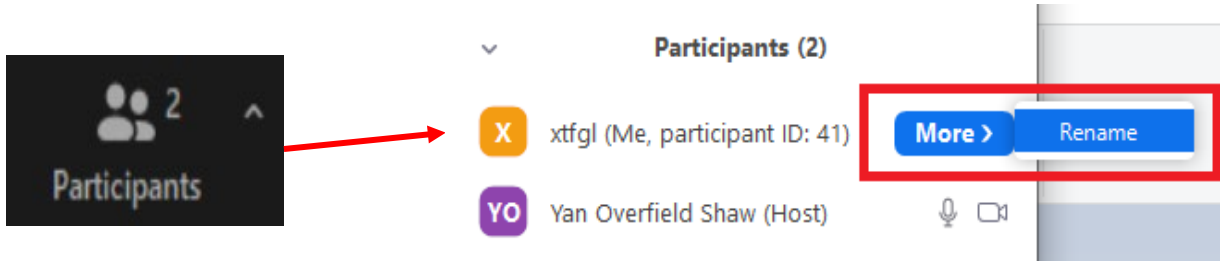
PRR Community Outreach

How to Provide Public Comments

Please make sure that your name displays accurately on the screen.

We ask that you share your full name – especially if you wish to leave a comment for the public record.

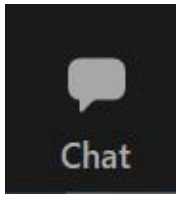
You can change your name by clicking the carat symbol (^) next to "Participants" in the toolbar at the bottom of your screen, finding yourself, and then clicking "Rename."



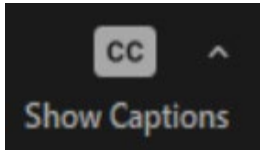
Attendees may leave comments in the chat or provide verbal comments at the end of the presentation.

All attendees are on mute for now.

If you would like to comment aloud, please type your first and last name in the chat and indicate that you wish to speak.



You can turn on closed captioning by clicking the "show captions" button in your toolbar.



King County International Airport Boeing Field

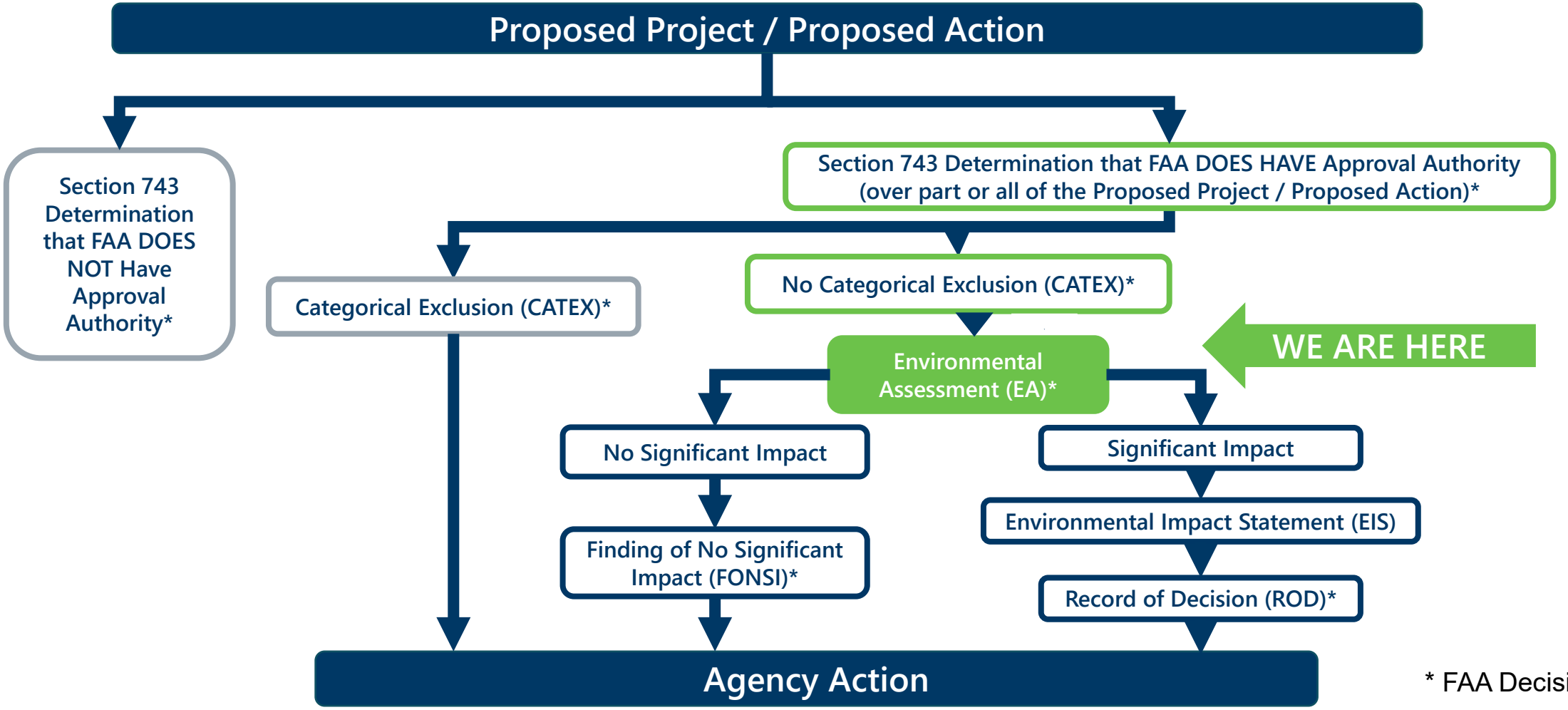
What is NEPA?



King County International Airport showing Runway 14R-32L and Taxiway B
Credit: King County

- NEPA is the National Environmental Policy Act of 1969.
- NEPA is a statute that requires federal agencies to consider the environmental effects of their actions in the decision-making process.
- The Federal Aviation Administration (FAA) is the lead agency for aviation-related NEPA documentation.
- All aviation-related NEPA documentation follows guidance provided in:
  - Section 102(2)(c) of NEPA
  - U.S. Department of Transportation (USDOT) Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts*
  - FAA Order 1050.1G, *National Environmental Policy Act Implementing Procedures*

The NEPA Process



* FAA Decision Point

King County International Airport Boeing Field

Purpose and Need: Overview

The “Purpose” and “Need” describe the problem and proposed solution being examined in the NEPA document.

Purpose of Runway 14R-32L Rehabilitation and Taxiway B Relocation: To meet current FAA standards and enhance the safety of aircraft operations at King County International Airport–Boeing Field by:

- Extending the structural life of Runway 14R-32L
- Providing a 400-foot separation between Runway 14R-32L and Taxiway B
- Establishing a 243-foot Taxiway Object Free Area (TOFA) to meet current FAA standards and ensure reliable pavement surfaces and clear, unobstructed aircraft movement areas

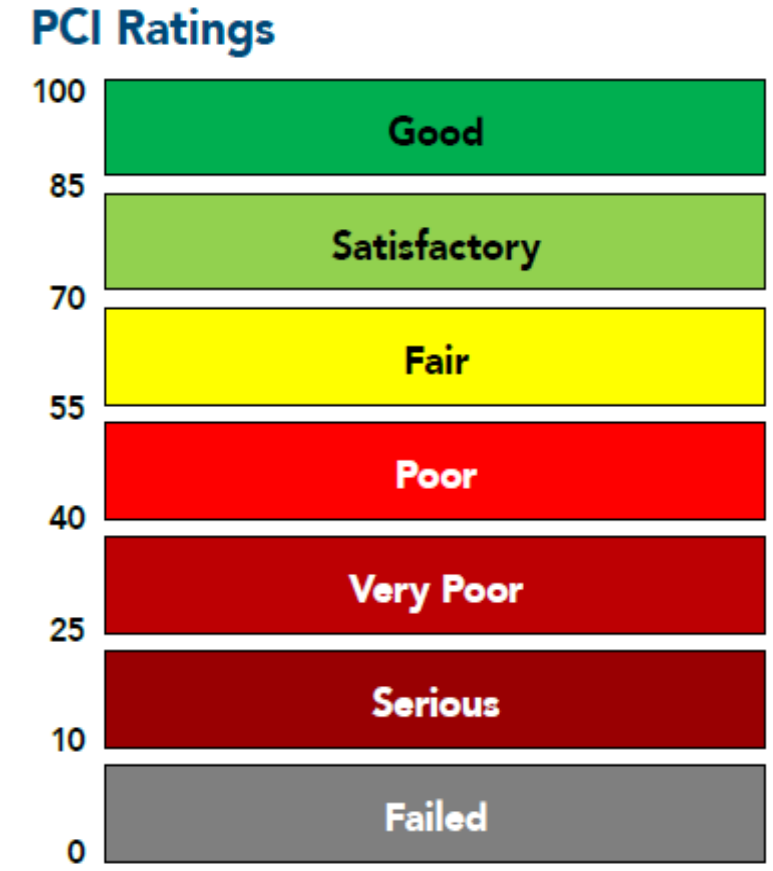


Purpose and Need: Runway Rehabilitation

The "Purpose" and "Need" describe the problem and proposed solution being examined in the NEPA document.

Need for Runway 14R-32L Rehabilitation:

- Runway 14R-32L was last rehabilitated in 2006 and is approaching the end of its 20-year life expectancy.
- Based on a 2024 Pavement Condition Index (PCI) evaluation, the pavement conditions for Runway 14R-32L range from "poor" (51) to "satisfactory" (75).
- The FAA considers PCI values less than 65 "critical" for pavement repair.
- Deteriorated pavement could pose hazards to aircraft operations and disrupt operations.



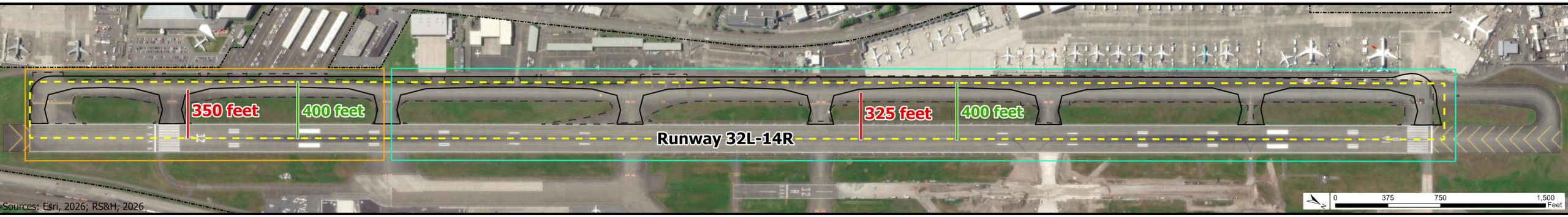
King County International Airport Boeing Field

Purpose and Need: Taxiway Relocation

The “Purpose” and “Need” describe the problem and proposed solution being examined in the NEPA document.

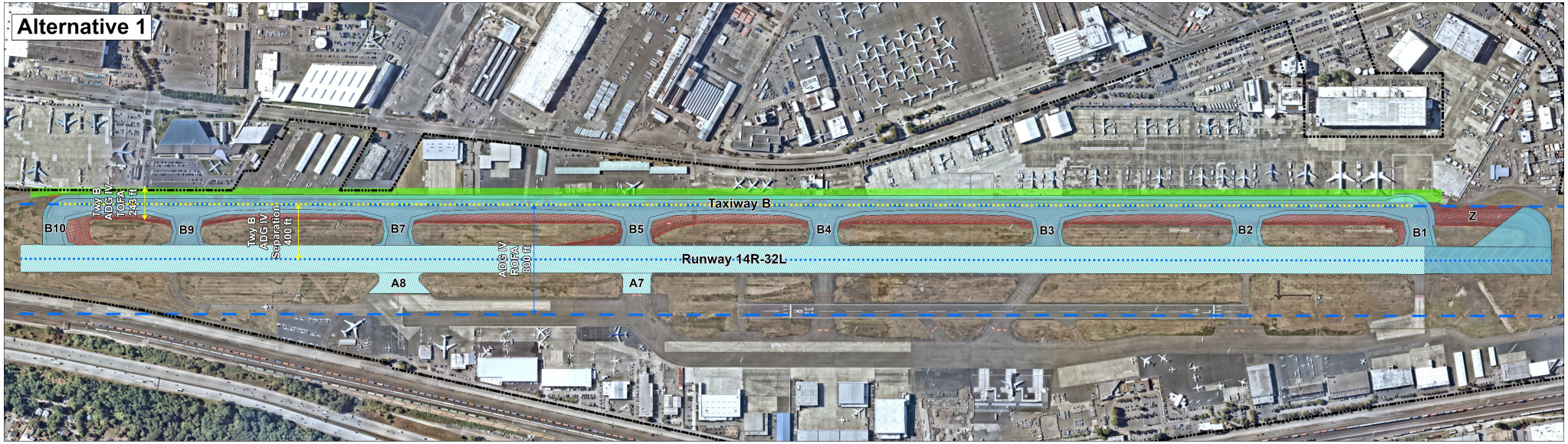
Need for Taxiway B and TOFA Relocation: The existing runway-to-taxiway separation distance between Runway 14R-32L and Taxiway B does not meet current FAA standards of 400 feet for the Airplane Design Group (ADG) IV. The FAA requires 400-foot separation to ensure a safe distance for simultaneous ADG IV aircraft operations on Runway 14R-32L and Taxiway B and minimize the risk of incidents or incursions.

The current runway-to-taxiway separation distance ranges from 325 to 350 feet, which is deficient by 50 to 75 feet. To meet the FAA’s current separation standard, Taxiway B and its TOFA would need to be shifted to the west by 50 to 75 feet. The existing landside infrastructure would also need to be relocated.



Initial Alternatives: Alternative 1

Alternative 1: Relocate Taxiway B approximately 50 to 75 feet West, rehabilitate Runway 14R-32L, and complete various enabling and support projects (Proposed Action). All project components of the Proposed Action are shown on the Proposed Action – Demolition and Proposed Action – Construction slides.



Source: RS&H, 2026; ESRI, 2026. Note: Taxiway A is designated for ADG III aircraft between Taxiway Connectors A1 and A2 and ADG II aircraft between Taxiway Connectors A8 and A9; no modifications are required in these locations.

Feet
0 750 1,500

LEGEND

----- BFI Property Line

Airside and Landside Modifications / Effects

- Pavement Construction
- Pavement Rehabilitation
- Pavement Demolition
- Landside Areas Affected

Runway Object Free Area (ROFA)

- Runway 14R-32L ROFA
- Runway 14R-32L (ADG IV) Centerline

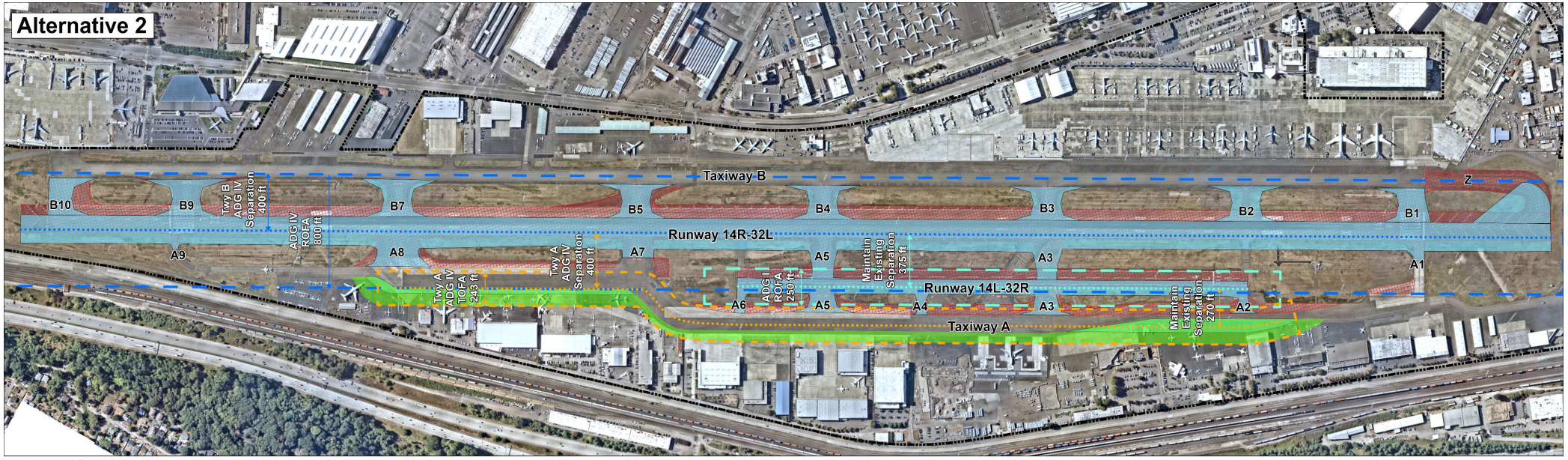
Taxiway Object Free Areas (TOFA)

- Taxiway B (ADG IV) Centerline

King County International Airport Boeing Field

Initial Alternatives: Alternatives 2 and 3

Alternative 2: Relocate Runway 14R-32L approximately 75 feet east, and complete various enabling/support projects.
Alternative 3: No Action Alternative; no physical changes.



Source: RS&H, 2026; ESRI, 2026. Note: Taxiway A is designated for ADG III aircraft between Taxiway Connectors A1 and A2 and ADG II aircraft between Taxiway Connectors A8 and A9; no modifications are required in these locations.

Feet
0 750 1,500

N

LEGEND

BFI Property Line

Airside and Landside Modifications / Effects
- Pavement Construction
- Pavement Demolition
- Landside Facilities Affected

Runway Object Free Areas (ROFA)
- Runway 14R-32L Centerline
- Runway 14R-32L ROFA
- Runway 14L-32R Centerline
- Runway 14L-32R ROFA

Taxiway Object Free Areas (TOFA)
- Taxiway A Centerline
- Taxiway A TOFA

King County International Airport Boeing Field

Alternatives Suggested In Scoping (4-5)

Additional alternatives suggested during the scoping process -- 4, 5, 6, 7, and 8 -- would not correct the existing nonstandard runway-to-taxiway centerline separation needed to enhance aircraft operational safety at BFI; as such, Alternatives 4-8 are eliminated from further consideration.

Alternative 4	Alternative 5
*Use existing FAA waivers in lieu of meeting current FAA standards.**	*Obtain new FAA waivers in lieu of meeting current FAA standards.**
This alternative would continue using existing FAA waivers. It would not include the relocation of Taxiway B. It would also include rehabilitation of Runway 14R-32L, Taxiway A7 and A8 connectors and associated shoulders, removal of Taxiway Z, reconstruction of the Runway 14R blast pad, and construction of the Runway 14R blast pad turnaround.	This alternative would relocate Taxiway B approximately 25-50 feet west to provide 375-foot runway-to-taxiway separation. It would include rehabilitation of Runway 14R-32L, Taxiway A7 and A8 connectors and associated shoulders, removal of Taxiway Z, reconstruction of the Runway 14R blast pad, and construction of the Runway 14R blast pad turnaround.

* The FAA standard mentioned in Alternatives 4, 5, 6, 7, and 8 is FAA AC 150/5300-13B, Change 1 Runway-to-Taxiway Centerline Separation Standards.

Alternatives Suggested In Scoping (6-8)

Additional alternatives suggested during the scoping process -- 4, 5, 6, 7, and 8 -- would not correct the existing nonstandard runway-to-taxiway centerline separation needed to enhance aircraft operational safety at BFI; as such, Alternatives 4-8 are eliminated from further consideration.

Alternative 6	Alternative 7
*Use mitigation measures in lieu of meeting current FAA standards.**	*Combine Alternative 5 and Alternative 6.*
This alternative would incorporate mitigation measures, such as operational controls, enhanced markings and signage, and revised taxiing procedures to reduce simultaneous aircraft movements on Runway 14R-32L and Taxiway B.	**Alternative 8**
	Identify alternative locations for enabling projects.
	This alternative would consider alternative locations for the following enabling projects: (1) aircraft tie-downs; (2) de-icing/wash stalls; (3) security fencing; (4) hydrant refueling stations; (5) airport traffic control tower; and (6) aircraft rescue and firefighting building.

* The FAA standard mentioned in Alternatives 4, 5, 6, 7, and 8 is FAA AC 150/5300-13B, Change 1 Runway-to-Taxiway Centerline Separation Standards.

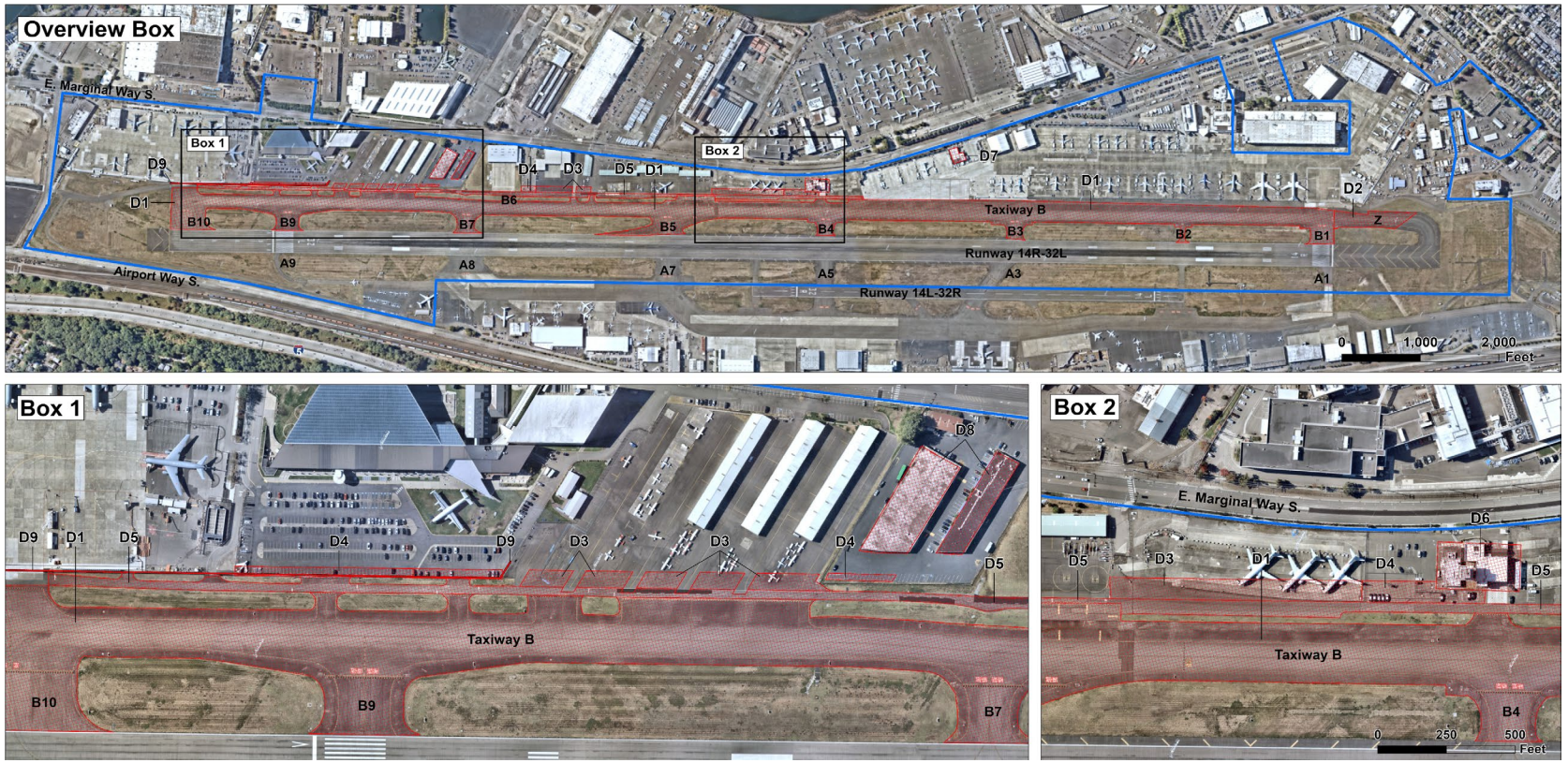
Alternatives Screening

Alternative	Meets Purpose and Need?	No Long-Term Effect on Airfield Infrastructure?	No Long-Term Effect on Landside Infrastructure?	No Long-Term Effect on Aircraft Operations?	Retained for Detailed Evaluation?
Alternative 1: Relocate Taxiway B 50-75 feet West and Rehabilitate Runway 14R-32L (Proposed Action)	**Yes** ✔	**Yes** ✔	**Yes** ✔	**Yes** ✔	**Yes** ✔
Alternative 2: Relocate Runway 14R-32L ~75 feet East	**Yes** ✔	**Yes** ✔	**No** ✘	**No** ✘	**No** ✘
Alternative 3: No Action Alternative	**N/A**	**N/A**	**N/A**	**N/A**	**Yes** /a/ ✔
Alternatives 4, 5, 6, 7, and 8	**No** ✘	-	-	-	-

Note /a/: The No Action Alternative is retained as the environmental baseline for comparison against which the potential effects of other alternatives are evaluated.

King County International Airport Boeing Field

Proposed Action: Demolition



LEGEND

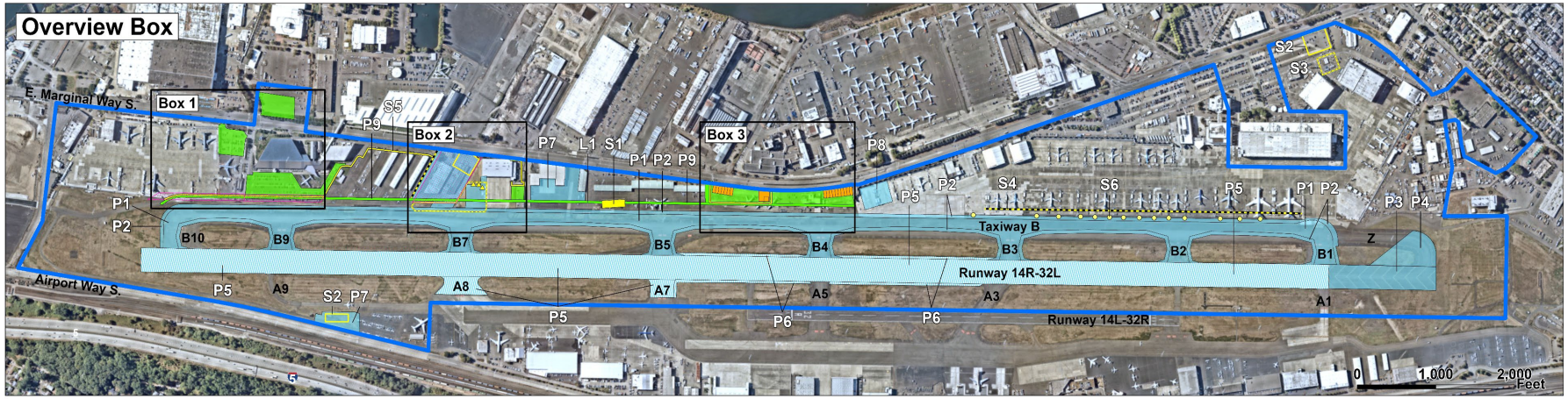
Project Study Area

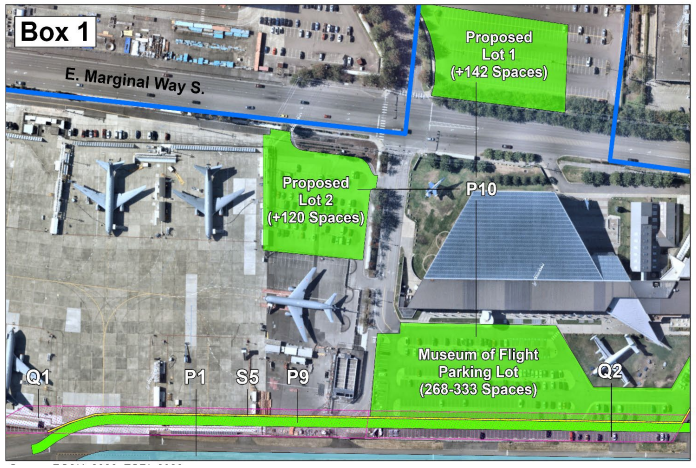
Demolition Projects

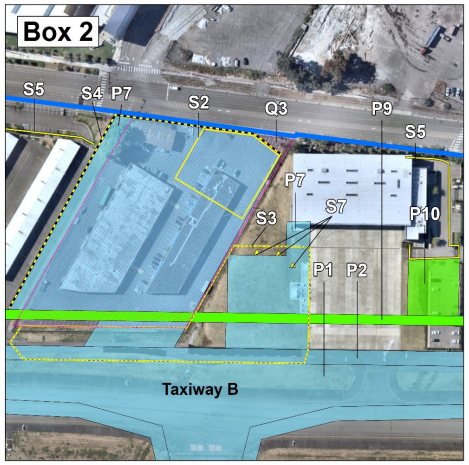
- D1: Taxiway B and Connectors Demolition (Box 1 and 2)
- D2: Taxiway Z Demolition (Overview Box)
- D3: Aircraft Apron Demolition (Box 1 and 2)
- D4: Parking Lot Demolition (Box 1 and 2)
- D5: Vehicle Service Road Demolition (Box 1 and 2)
- D6: ATCT and ARFF Building Demolition (FAA) (Box 2)
- D7: ARFF Building Demolition (Boeing Co.) (Overview Box)
- D8: Parcel 4 Buildings Demolition (Box 1)
- D9: Security Fence Demolition

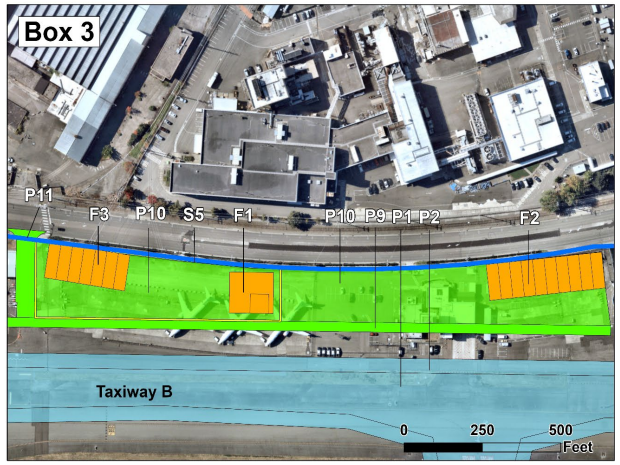
King County International Airport Boeing Field

Proposed Action: Construction









LEGEND

Project Study Area

Land Acquisition

- Q1: Parcel F2 Acquisition (Box 1)
- Q2: Parcel F3 Acquisition (Box 1)
- Q3: Parcel F4 Acquisition (Box 2)

Pavement Projects, Airfield

- P1: Taxiway B and Connectors Construction (Box 2 and 3)
- P2: Taxiway B and Connectors Shoulder Construction (Box 2 and 3)
- P3: Runway Blast Pad Reconstruction (Overview Box)
- P4: Runway Blast Pad Turnaround Construction (Overview Box)
- P5: Runway and Connectors Rehabilitation (Overview Box)
- P6: Runway and Connectors Shoulder Rehabilitation (Overview Box)
- P7: Aircraft Apron Construction (Overview Box)
- P8: GSE Storage Area Construction (Overview Box)

Pavement Projects, Landside

- P9: Vehicle Service Road Construction (Box 1, 2, and 3)
- P10: Parking Lot Construction (Box 1 and 3)
- P11: Vehicle Access Road Construction (Box 3)

Building Facility Projects

- F1: ATCT Building Construction (Box 3)
- F2: Boeing Co. ARFF Building Construction (Box 3)
- F3: King County ARFF Building Construction (Box 3)

Support Projects

- S1: Underground Stormwater Vault Expansion (Overview Box)
- S2: Underground Stormwater Vault Construction (Box 2)
- S3: Alternate Underground Stormwater Vault Construction (Box 2)
- S4: Blast Fence Construction (Box 2)
- S5: Security Fence Construction (Box 1, 2, and 3)
- S6: Underground Transformer Installation (Overview Box)
- S7: Hydrant Fueling Installation (Box 2)

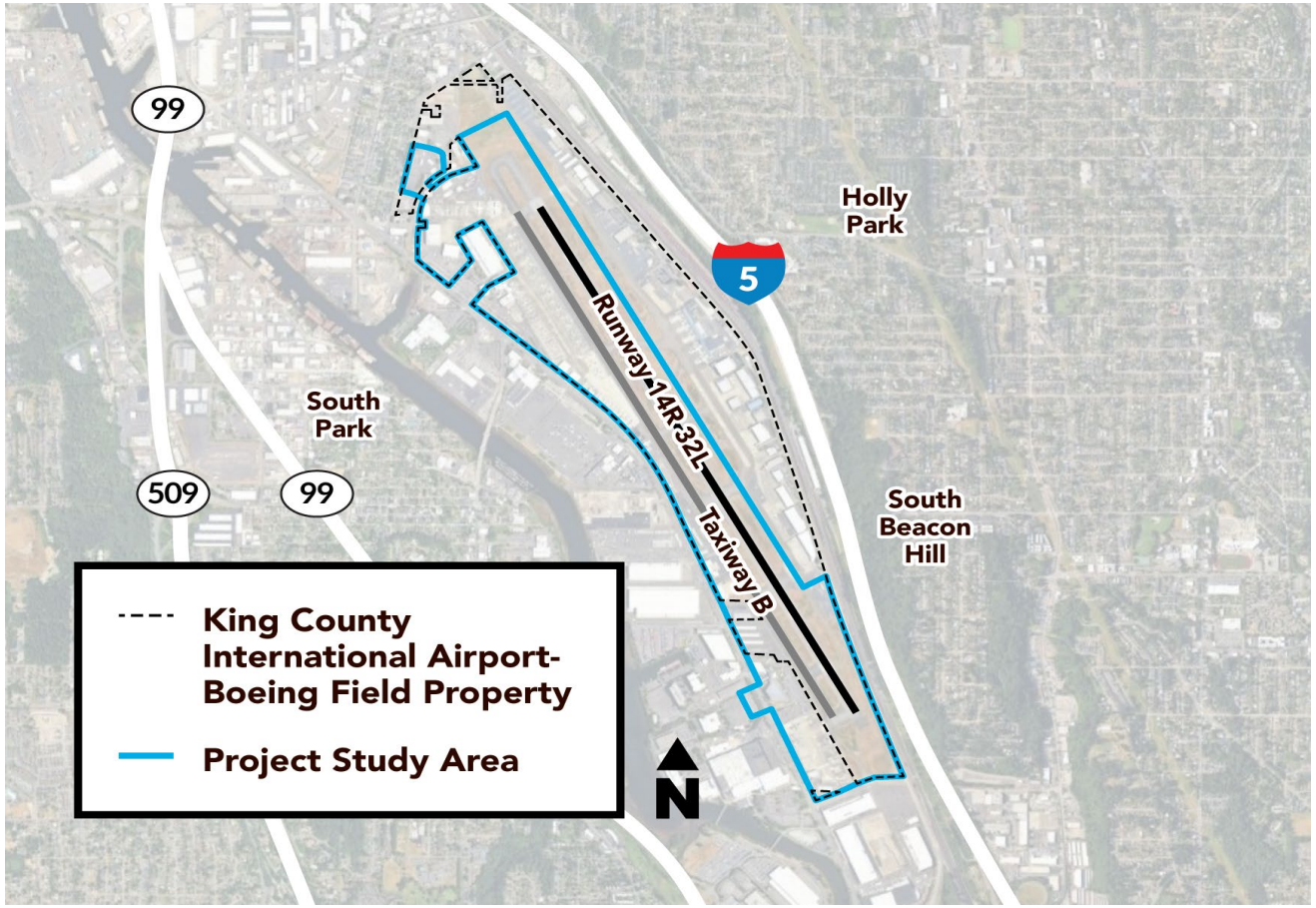
King County International Airport Boeing Field

FAA Order 1050.1G Resource Categories

The Draft EA evaluates the required FAA environmental resource categories shown below. Additional information is available on a dedicated slide for resource categories highlighted with **bold text**.

- Aviation Emissions and Air Quality
- **Biological Resources**
- **Coastal Resources**
- Dept. of Transportation Act, Section 4(F) and Land and Water Conservation Fund, Section 6(F)
- **Hazardous Materials, Solid Waste, and Pollution Prevention**
- **Historical, Architectural, Archaeological, and Cultural Resources**
- **Land Use**
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources (including **wetlands,** floodplains**, surface waters, groundwater,** and wild and scenic rivers)

Project Study Area



King County International Airport Boeing Field

Biological Resources: Potential Effects

Common Name	Scientific Name	ESU or DPS*	Listing Status (Federal/ State)	Critical Habitat	Species Effects Preliminary Determination**	Critical Habitat Effects Preliminary Determination**
Chinook salmon	*Oncorhynchus tshawytscha*	Puget Sound ESU	Threatened / None	Designated	LAA	NLAA
Steelhead salmon	*Oncorhynchus mykiss*	Puget Sound DPS	Threatened / Candidate	Designated	LAA	NLAA
Bull trout	*Salvelinus confluentus*	Coastal / Puget Sound DPS	Threatened / None	Designated	LAA	NLAA
Bocaccio	*Sebastes paucispinis*	Puget Sound / Georgia Basin DPS	Endangered / None	Designated	NE	NE
Yelloweye rockfish	*Sebastes ruberrimus*	Puget Sound / Georgia Basin DPS	Threatened / None	Designated	NE	NE
Killer whale	*Orcinus orca*	Southern Resident DPS	Endangered / Endangered	Designated	NE	NE
Sunflower sea star	*Pycnopodia helianthoides*	N/A	Proposed Threatened / None	Designated	NAA	NAA

* N/A = Not Applicable; ESU = Evolutionarily Significant Unit; DPS = Distinct Population Segment
** NE = No Effect; NAA = Not Adversely Affected; NLAA = May Affect, Not Likely to Adversely Affect; LAA = Likely to Adversely Affect

Biological Resources: Section 7 Consultation

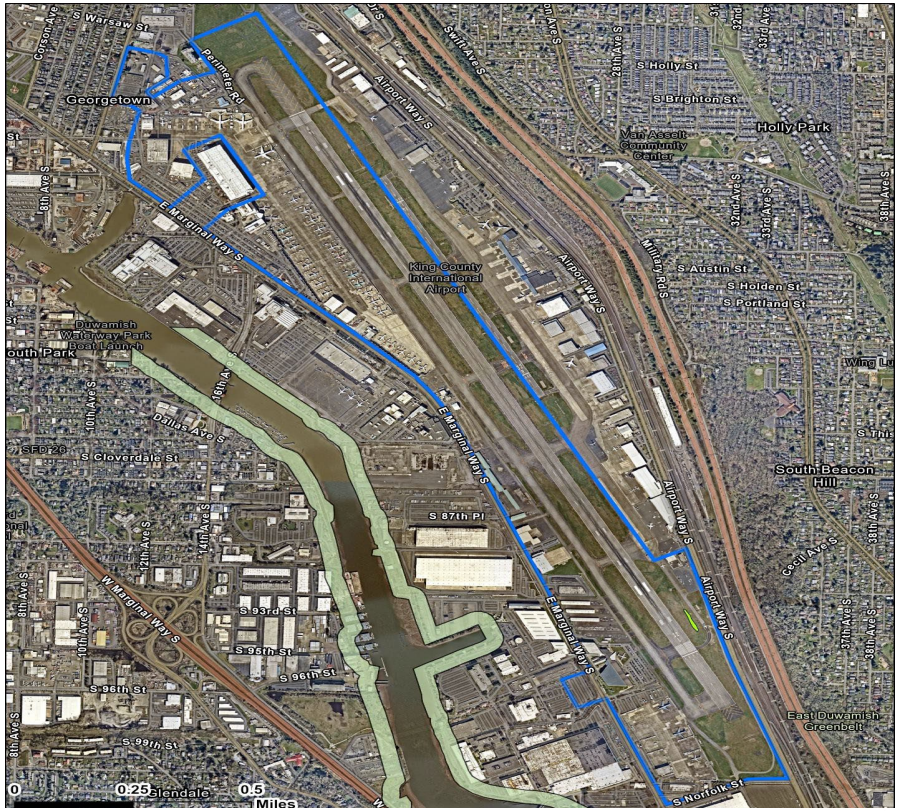
Potential effects of the Proposed Action, including water quality measures, on listed aquatic species and their designated critical habitats were evaluated.

Formal consultation with the U.S. Fish and Wildlife Services (USFWS) and National Marine Fisheries Service (NMFS) under Section 7 of the Endangered Species Act:

- NMFS consultation results will be updated in the Final EA
- USFWS consultation results will be updated in the Final EA



Coastal Resources: Zone Management



Wetland (0.28 acres)

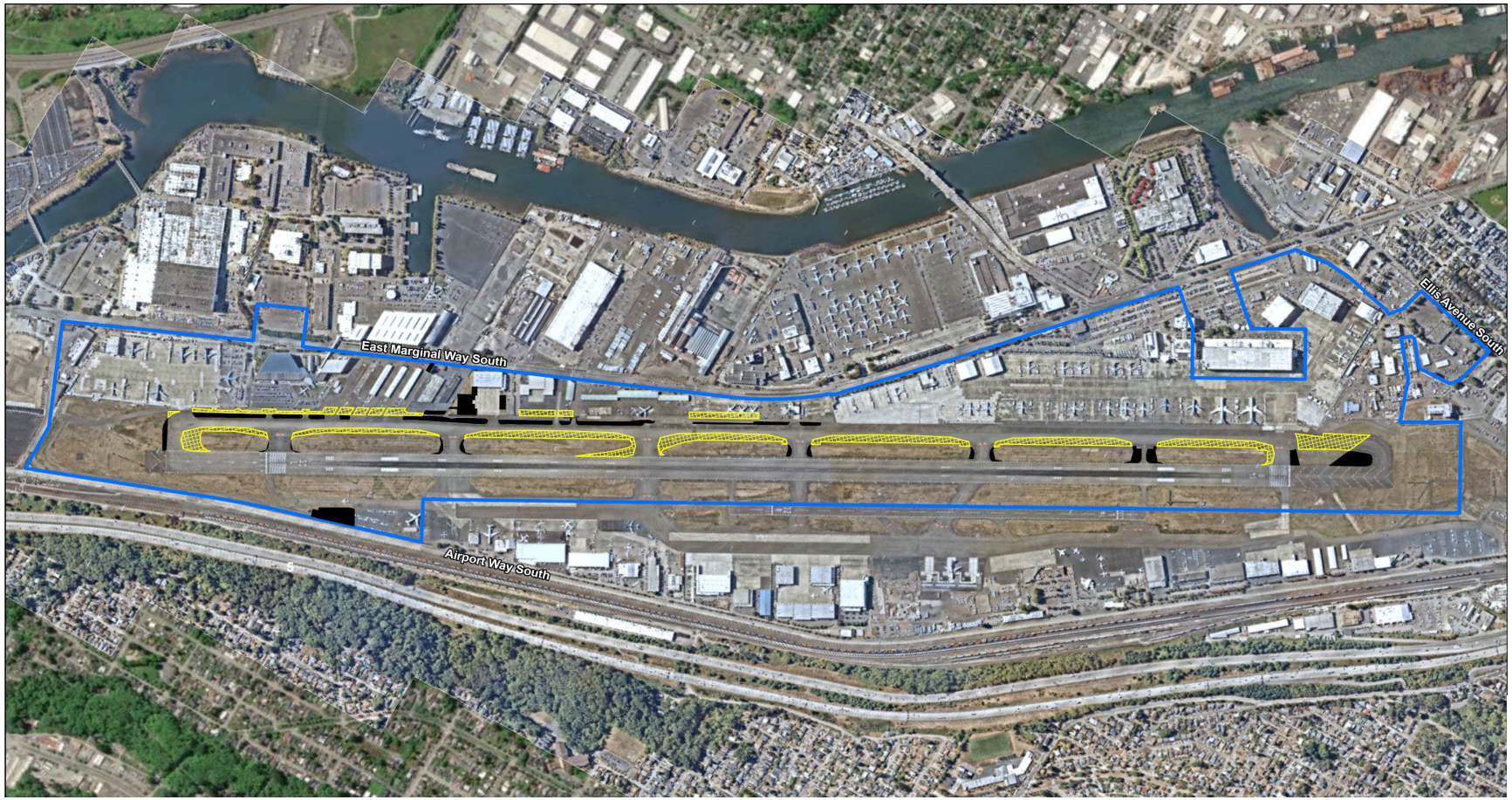
Urban Shoreline

Project Study Area (423 acres)

- The Project Study Area is located in King County, one of Washington's coastal zone counties.
- The Proposed Action would maintain existing drainage patterns and discharge locations, would not require shoreline modifications or affect coastal access, and would result in a net decrease in impervious surface at the Airport.
- Consultation with the Washington State Department of Ecology determined the Proposed Action is consistent with Washington's Coastal Zone Management Program (CZMP).

King County International Airport Boeing Field

Coastal Resources: Impervious Surface



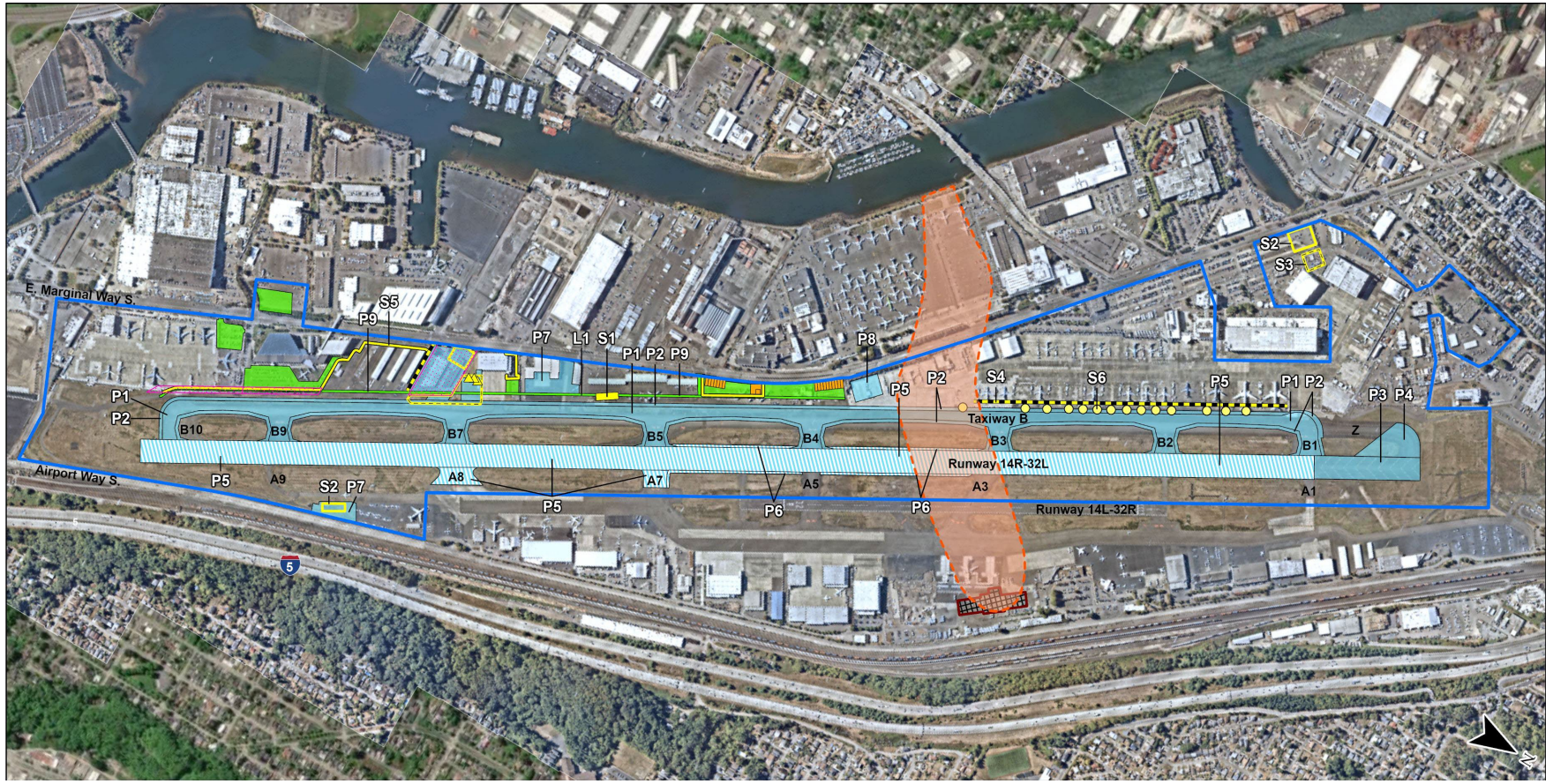
Project Study Area

Removed Impervious Surface (17.2 acres)

New Impervious Surface (8.4 acres)

King County International Airport Boeing Field

Former Boeing Co. Electronic Manufacturing Facility (EMF) Volatile Organic Compound (VOC) Plume



Project Study Area

2021 Boeing Co. Electronics Manufacturing Facility (EMF) VOC Plume Boundary

Former Boeing Co. EMF Building Location

Land Acquisition

Q1: Parcel F2 Acquisition (Box 1)

Q2: Parcel F3 Acquisition (Box 1)

Q3: Parcel F4 Acquisition (Box 2)

Pavement Projects, Airfield

P1: Taxiway B and Connectors Construction (Box 2 and 3)

P2: Taxiway B and Connectors Shoulder Construction (Box 2 and 3)

P3: Runway Blast Pad Reconstruction (Overview Box)

P4: Runway Blast Pad Turnaround Construction (Overview Box)

P5: Runway and Connectors Rehabilitation (Overview Box)

P6: Runway and Connectors Shoulder Rehabilitation (Overview Box)

P7: Aircraft Apron Construction (Overview Box)

P8: GSE Storage Area Construction (Overview Box)

Pavement Projects, Landside

P9: Vehicle Service Road Construction (Box 1, 2, and 3)

P10: Parking Lot Construction (Box 1 and 3)

P11: Vehicle Access Road Construction (Box 3)

Building Facility Projects

F1: ATCT Building Construction (Box 3)

F2: Boeing Co. ARFF Building Construction (Box 3)

F3: King County ARFF Building Construction (Box 3)

Support Projects

S1: Underground Stormwater Vault Expansion (Overview Box)

S2: Underground Stormwater Vault Construction (Box 2)

S3: Alternate Underground Stormwater Vault Construction (Box 2)

S4: Blast Fence Construction (Box 2)

S5: Security Fence Construction (Box 1, 2, and 3)

S6: Underground Transformer Installation (Overview Box)

S7: Hydrant Fueling Installation (Box 2)

King County International Airport Boeing Field

Hazardous Materials: Former Boeing Co. EMF VOC Plume (Continued)

- A documented VOC plume originating and flowing West from the former Boeing Co. EMF site is present beneath the Project Study Area.
- Ongoing remediation and monitoring are being conducted under U.S. Environmental Protection Agency (USEPA) oversight.
- If contaminated soils or groundwater are encountered, materials would be managed in accordance with applicable federal, state, and local regulations and permitting requirements, and appropriate best management practices.

Historical, Architectural, Archaeological, and Cultural Resources

Historical and Architectural Resources

- Historical and architectural investigations identified 17 potentially historic built environment resources within the Area of Potential Effects (APE), which is the same as the Project Study Area. These include:
  - The previously recorded King County airport traffic control tower (ATCT)
  - Five Seattle Air National Guard station resources
  - Three commercial buildings
- Twelve of the resources were determined to be less than 45 years old, and the remaining five were determined not eligible for listing in the National Register of Historic Places (NRHP).
- Two buildings within the APE -- Boeing Airplane Company Building No. 105 and the Museum of Flight -- are listed on the NRHP.

Historical, Architectural, Archaeological, and Cultural Resources (Continued)

Archaeological and Cultural Resources

- Archaeological investigations included background research, pedestrian reconnaissance, and subsurface testing within the APE.
- No prehistoric or historic archaeological sites were identified within the APE.

Determinations

- The FAA determined that no historic properties would be affected. The Washington State Historic Preservation Office (SHPO) concurred with this determination and with the recommendation for archaeological monitoring during ground-disturbing activities.
- The FAA also coordinated with seven tribes regarding properties of cultural or religious significance that may be affected by the Proposed Action. No responses were received.

Land Use: Proposed Land Acquisition



Project Study Area

Q1: Acquire approx. 1.02 acres from the Boeing Company

Q2: Acquire approx. 0.87-acre from the Museum of Flight

Q3: Acquire approx. 3.6 acres from Wood Meadow

- Land acquisition would occur as part of the Proposed Action. This acquisition is necessary to enable the Taxiway B relocation.
- The Proposed Action would change the existing land use for the project (titled "Q3 Wood Meadow" on this graphic) from commercial to aeronautical.
- Both commercial and aeronautical uses are compatible with the area surrounding the airport.

King County International Airport Boeing Field

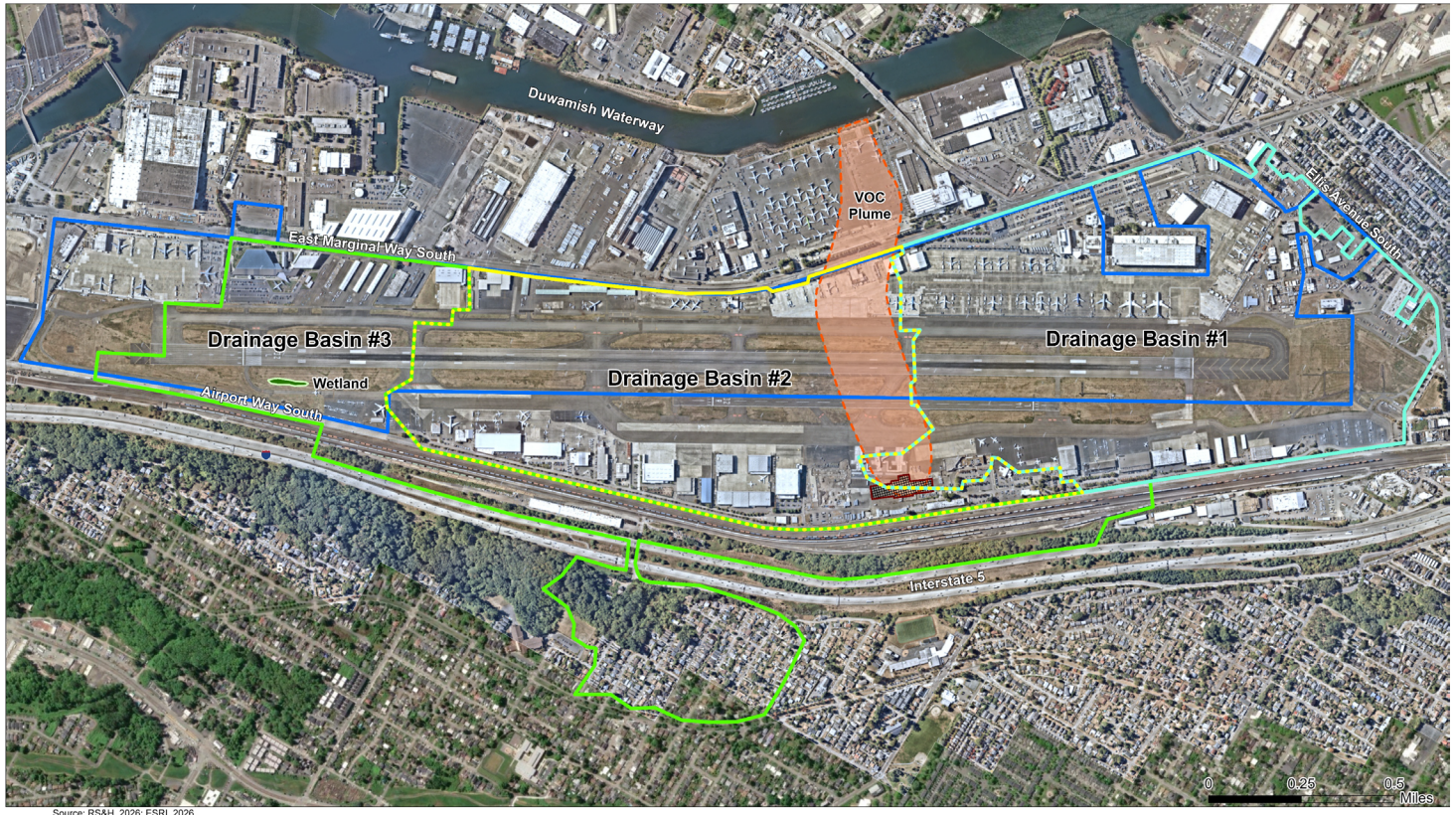
General Aviation

	Existing Number of Aircraft Tie-Downs and Hangar Square Footage	Proposed Action Number of Aircraft Tie-Downs and Hangar Square Footage	Change in Number of Aircraft Tie-Downs if Project is Approved
Midfield Airpark	17 tie-downs 46,000 SF for hangars	11 tie-downs 46,000 SF for hangars	-6 tie-downs
Southwest Airpark	43 tie-downs 65,000 SF for hangars	37 tie-downs 65,000 SF for hangars	-6 tie-downs
Southeast Airpark Tie-Down Expansion	-	12 tie-downs 0 SF for hangars	+12 tie-downs
Total	60 tie-downs 111,000 SF for hangars	60 tie-downs 111,000 SF for hangars	No net change

Vehicle Parking

	Museum of Flight Parking Lot	Parking Lot 1	Parking Lot 2	Total Parking Spaces (Net Change)
No restriping of existing Museum of Flight Parking Lot	268	-	-	**268** (-132)
No restriping of Existing Museum of Flight Parking Lot and Parking Lot 1	268	142	-	**410** (+10)
No restriping of Existing Museum of Flight Parking Lot and Parking Lot 2	268	-	120	**388** (-12)
No restriping of existing Museum of Flight Parking Lot and Parking Lots 1 and 2	268	142	120	**530** (+130)
Restriping of Existing Museum of Flight Parking Lot	333	-	-	**333** (-67)
Restriping of Existing Museum of Flight Parking Lot and Parking Lot 1	333	142	-	**475** (+75)
Restriping of Existing Museum of Flight Parking Lot and Parking Lot 2	333	-	120	**453** (+53)
Restriping of Existing Museum of Flight Parking Lot and Parking Lots 1 and 2	333	142	120	**595** (+195)

Water Resources: Wetlands



Source: RS&H, 2026; ESRI, 2026.

LEGEND

- Project Study Area
- Wetland (0.28-acre)
- Drainage Basin #1
- Drainage Basin #2
- Drainage Basin #3
- Former Boeing Co. Electronics Manufacturing Facility (EMF) Building Location
- 2021 Boeing Co. EMF Volatile Organic Compound (VOC) Plume Boundary

Wetlands

The Project Study Area contains a 0.28-acre wetland adjacent to the Runway 32L end. Rehabilitation of Runway 14R-32L would occur adjacent to the wetland and wetland buffer boundary. Temporary construction fencing and Best Management Practices in accordance with the King County Surface Water Design Manual would ensure the wetland is not disturbed during construction.

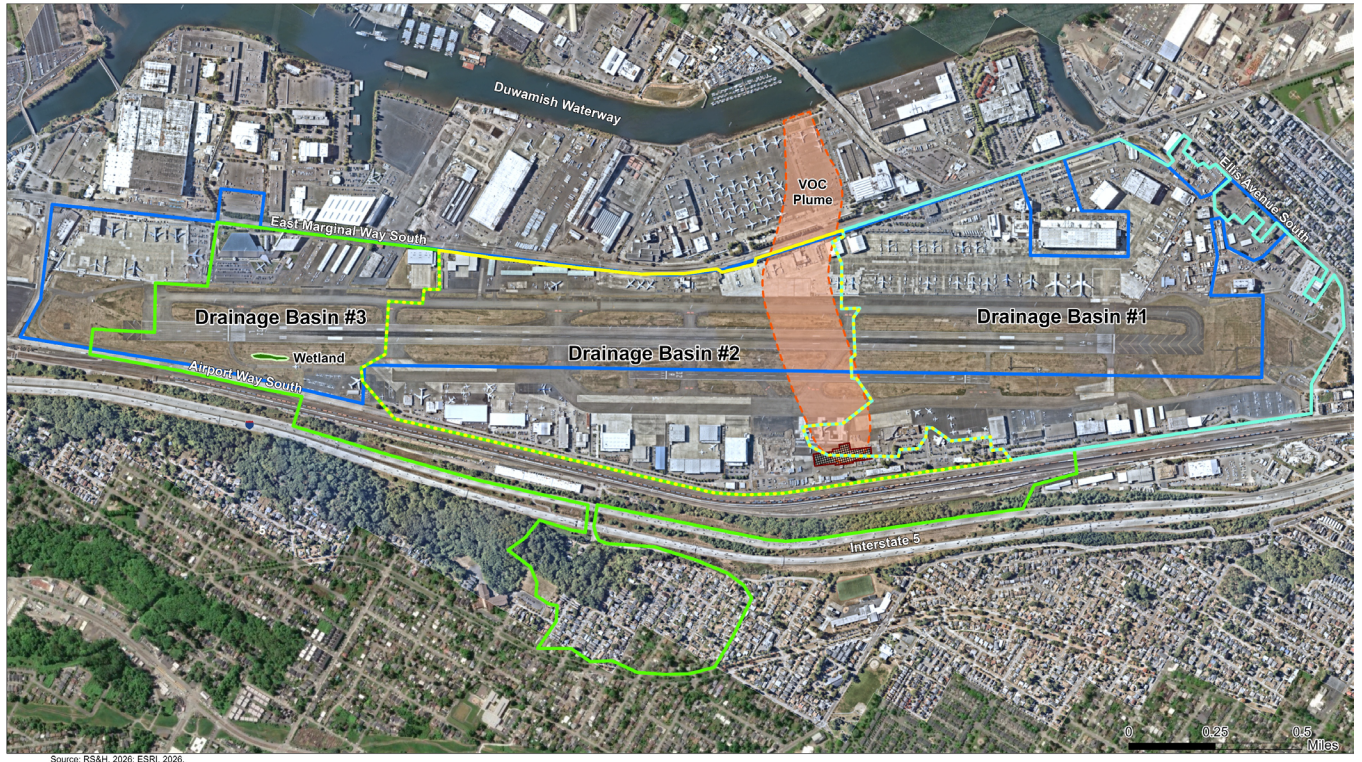
King County International Airport Boeing Field

Water Resources: Surface Waters

Surface Waters

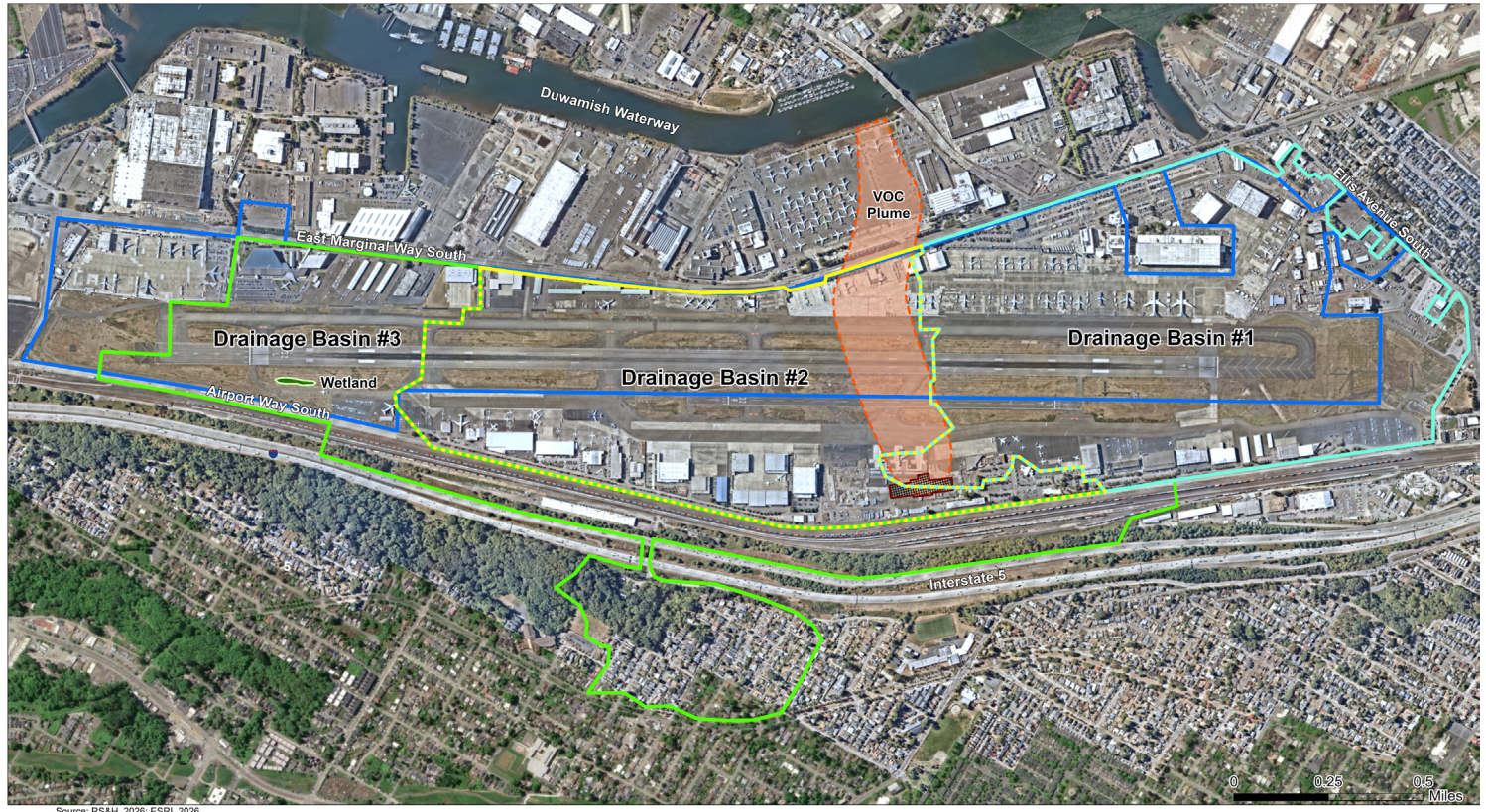
The Project Study Area is located within the Duwamish-Green River watershed and ultimately drains to the Lower Duwamish Waterway, which is impaired under Section 303(d) and designated as a Superfund site. Stormwater runoff is conveyed through four drainage basins, three of which are hydraulically connected to airfield systems (as shown), and discharged via existing outfalls to the Duwamish River.

The Proposed Action would result in a net decrease in about eight acres of impervious surface area and maintain existing drainage patterns and discharge locations.



King County International Airport Boeing Field

Water Resources: Groundwater



Groundwater

Shallow subsurface groundwater is present within the Project Study Area. A documented VOC plume originating from the former Boeing Co. EMF site is present beneath the Project Study Area, and ongoing remediation and monitoring are being conducted under USEPA oversight.

King County International Airport Boeing Field

Summary of Impacts by Resource Category

Aviation Emissions and Air Quality

- No significant impact on air quality
- Proposed Action would not exceed any *de minimis* thresholds

Coastal Resources

- No significant impact on coastal resources
- Washington State Department of Ecology concurred with Coastal Zone Management Program consistency determination

Biological Resources

- No significant impact on federal/state threatened, endangered, or proposed terrestrial species
- No significant impact on federal/state threatened, endangered, or proposed aquatic species [pending final consultation]
- No significant impact on non-listed migratory bird and wildlife species or "take" of migratory bird and wildlife species protected under Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act

Summary of Impacts by Resource Category (Continued)

Department of Transportation Act, Section 4(f), and Land and Water Conservation Fund, Section 6(f)

- No significant impact on Section 4(f) or Section 6(f) resources

Hazardous Materials, Solid Waste, and Pollution Prevention

- No significant impact on hazardous materials, solid waste, and pollution prevention

Historical, Architectural, Archaeological, and Cultural Resources

- *No historic properties affected* on historic, architectural, archaeological, or cultural resources under Section 106
- The Washington State Historic Preservation Officer concurred with the *No Historic Properties Affected* determination

Land Use

- No significant impact on land use

Summary of Impacts by Resource Category (Cont.)

Natural Resources and Energy Supply

- No significant impact on natural resources or energy supply

Noise and Noise-Compatible Land Use

- No significant impact on noise or noise-compatible land use

Socioeconomics and Children's Environmental Health and Safety Risks

- No significant impact on socioeconomics or children's environmental health and safety risks

Visual Effects

- No significant impact on light emissions, visual resources, or visual character

Water Resources

- No significant impact on wetlands, surface waters, or groundwater

Environmental Assessment Next Steps

View the Draft EA (October 14 – November 13): kingcounty.gov/airport/taxiway-b-nepa

2026

September 30	October 14 through November 13	After November 13	Winter 2026
• Publish the Draft EA	• Collect comments on the Draft EA	• The Airport Sponsor and the FAA will: • Review comments and revise the Draft EA as necessary • Prepare the Final EA • Include all comments as an appendix to the Final EA	• Publish the Final EA • FAA issues decision

King County
International Airport
Boeing Field

Public Comment

Public Comment

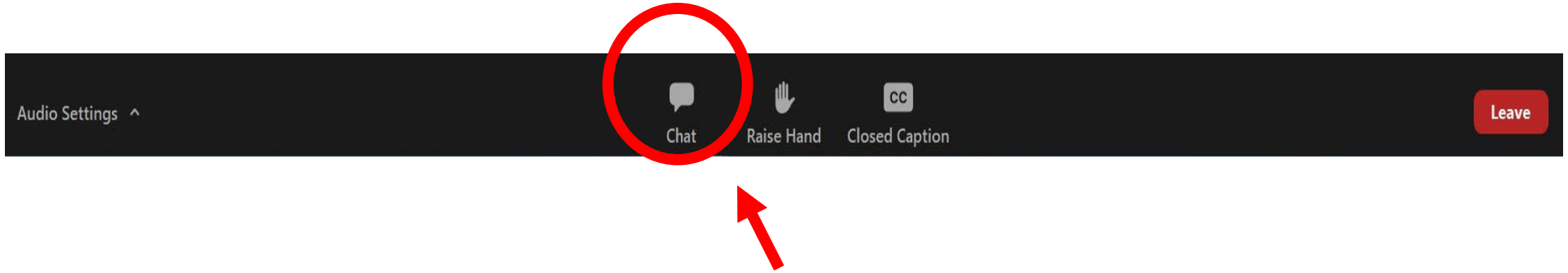
If you wish to provide spoken comments, type your first and last name in the chat along with a note that says, "I wish to speak."

- **There are two ways to comment**: We will accept written comments in the chat, and will call on people to provide spoken comments at the end of the presentation.
- Attendees who have listed their full name and interest in speaking in the chat will be given a maximum of **2 minutes** to speak.
- Spoken comments will be accepted until all those who have shared their name and noted that they wish to speak in the chat have had an opportunity to speak.
- Comments should focus on the analysis contained in the Draft EA and presented in these slides.
- All comments received will be documented as public record and will be responded to in the Final EA.

Written Comments

On Zoom: Write your comment in the chat box. There is a 1,000-character limit to comments received via the chat function in Zoom.

Comments received in the chat will be documented and not read aloud. Comments submitted will go directly to the study team and will not be viewable at this virtual public meeting.



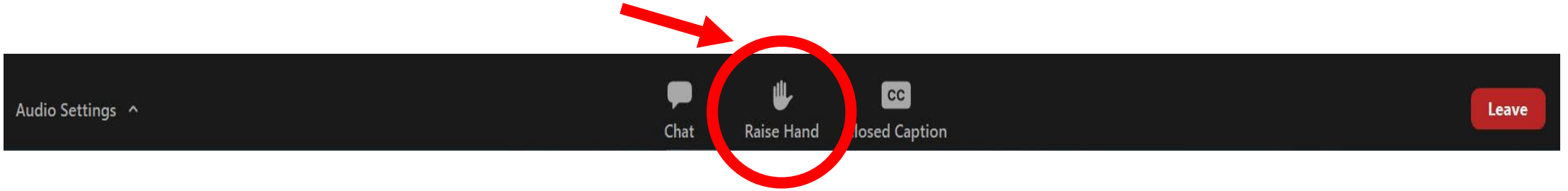
King County International Airport Boeing Field

Spoken Comments

On Zoom:

- Use the Raise Hand function to indicate that you want to provide comments, or
- Type your first and last name in the chat with a note "I would like to speak."
- If using a phone, dial *9 to "raise hand."
  - When your name is called to speak, dial *6 to unmute yourself

Your first and last name will be required to give comments.



King County International Airport Boeing Field

When Providing Spoken Comments

- We will call your name, and the names of the next two people who will speak after you.
- **Listen for your name** so you are ready when called.
- **Share and spell your first and last name** before you comment.
- After you share and spell your name, a timer will begin and you will have **2 minutes** to comment.
- Comments will be accepted until all speakers who have indicated they wish to speak in the chat have had an opportunity to speak.

More Ways to Provide Comments on the Draft EA



- Fill out a comment card or provide oral comments to a stenographer at the in-person public open house on October 14.
- Send written comments via U.S. Mail to:

  Eric Miller, C.M., PMP, ENV SP
  Capital Project Manager
  King County International Airport, Dept. of Executive Services
  7277 Perimeter Road South, Suite 200
  Seattle, WA 98108

- Send comments via email to KCIACommunityOutreach@kingcounty.gov

All comments must be received by **5:00 p.m. (PST)** on Friday, Nov. 13, 2026.

King County International Airport Boeing Field