DRAFT
ENVIRONMENTAL ASSESSMENT

Runway 14R-32L Rehabilitation and Taxiway B Relocation

King County International Airport – Boeing Field
King County, Washington

Prepared for:
King County Department of Executive Services
and
U.S. Department of Transportation Federal Aviation Administration
As lead Federal Agency pursuant to the
National Environmental Policy Act of 1969

Unique Identification Number: EAXX-021-12-ARP-1766156405

Prepared by:
RS&H, Inc.
September 2026

DECLARATION RELATED TO PAGE LIMITS: The breadth and depth of analysis in this Environmental Assessment (EA) has been tailored to ensure that the environmental analysis does not exceed 75 pages, not including citations or appendices. In this regard, as part of the finalization of the EA, I can attest that the FAA has considered the factors mandated by NEPA; that the EA represents FAA's good-faith effort to prioritize documentation of the most important considerations required by the statute within the congressionally mandated page limits; that this prioritization reflects FAA's expert judgment; and that any considerations addressed briefly or left unaddressed were, in FAA's judgment, comparatively not of a substantive nature that meaningfully informed the consideration of environmental effects and the resulting decision on how to proceed.

DECLARATION RELATED TO DEADLINE: The EA represents FAA's good faith effort to fulfill NEPA's requirements within the Congressional timeline; that such effort is substantially complete; that, in FAA's expert opinion, it has thoroughly considered the factors mandated by NEPA; and that, in FAA's judgment, the analysis contained therein is adequate to inform and reasonably explain FAA's final decision regarding the proposed federal action.

This Environmental Assessment becomes a Federal document when evaluated, signed and dated by the Responsible Federal Official.

_____

Responsible Federal Official **Date**

Table of Contents

1 Purpose and Need, and Proposed Action 5

1.1 Airport Overview 6

1.2 Proposed Action Description 8

1.3 Purpose and Need 14

1.4 Requested Federal Actions 16

2 Alternatives 16

2.1 Alternatives Development 17

2.2 Alternatives Screening Process 22

2.3 Screening Step 1: Can the Alternative Meet the Stated Purpose and Need? 22

2.4 Screening Step 2: Is the Alternative Practical and Feasible to Implement? 23

2.5 Alternatives Retained for Detailed Evaluation of Environmental Consequences 27

3 Affected Environment, Environmental Consequences, and Mitigation Measures 28

3.1 Project Study Area 28

3.2 Environmental Resources Not Affected 29

3.3 Environmental Resources Potentially Affected 30

4 References 74

5 List of Preparers 74

List of Tables

Table 2-1: Summary of Step 2 Screening Process 27

Table 3-1: Biological Assessment Effect Determination Summary for ESA-listed Aquatic Species and Critical Habitat 36

List of Figures

Exhibit 1-1: Airport Vicinity Map 5

Exhibit 1-2: BFI Airside Layout 6

Exhibit 1-3: Project Study Area and Changes to Impervious Surfaces at the Airport 9

Exhibit 1-4: Proposed Action Demolition Projects 10

Exhibit 1-5: Proposed Action Construction Projects 10

Exhibit 1-6: Proposed Action Construction Phasing 14

Exhibit 2-1: Alternative 1 18

Exhibit 2-2: Alternative 2 19

Exhibit 2-3: Alternatives 1 and 2, Runway 14R-32L ROFA and RSA 25

Exhibit 3-1: Project Study Area 29

Exhibit 3-2: EMF VOC Plume and Proposed Action 46

Exhibit 3-3: Proposed Action Building Demolition 46

Exhibit 3-4: Project Study Area Zoning 51

Exhibit 3-5: Land Acquisitions in the Project Study Area 52

Exhibit 3-6: Census Block Groups at the Airport 56

Exhibit 3-7: Existing Drainage Basins at the Airport 68

Appendices

Appendix A – Acronyms and Abbreviations

Appendix B – Purpose and Need, and Proposed Action

Appendix C – Alternatives

Appendix D – Aviation Emissions and Air Quality

Appendix E – Biological Resources

Appendix F – Coastal Resources

Appendix G – Historic, Architectural, Archaeological, and Cultural Resources

Appendix H – Land Use

Appendix I – Socioeconomics and Children's Environmental Health and Safety Risks

Appendix J – Wetlands

Appendix K – Water Resources

Appendix L – Permits, Licenses, and Other Approvals

Appendix M – Agency and Public Engagement

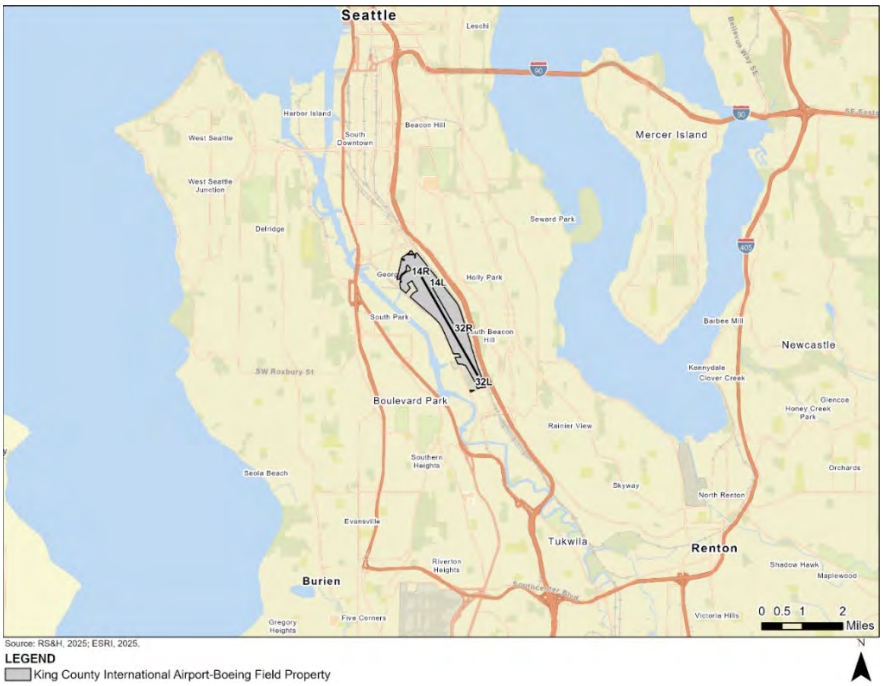
Appendix N – References

Appendix O – List of Preparers

1 Purpose and Need, and Proposed Action

King County International Airport-Boeing Field (BFI or Airport) (see **Appendix A** for a list of all acronyms and abbreviations), located in Seattle, Washington, is owned by King County and is managed by the King County Department of Executive Services (Airport Sponsor) (see **Exhibit 1-1**). The Airport Sponsor proposes to rehabilitate Runway 14R-32L and relocate its full-length parallel Taxiway B to the west to meet current Federal Aviation Administration (FAA) design standards and recommendations. To do so, the sponsor must demolish certain existing facilities, acquire additional land, complete various enabling and support projects, and reconstruct existing Airport infrastructure. Collectively these various elements, along with the proposed Runway 14R-32L rehabilitation and the Taxiway B relocation, constitute the Proposed Action.

Exhibit 1-1: Airport Vicinity Map



1.1 Airport Overview

The FAA classifies BFI as a non-hub primary commercial service airport in the National Plan of Integrated Airport Systems (NPIAS).[1] The Airport provides scheduled commercial airline service as well as cargo, charter, general aviation (GA), air taxi, and limited military operations for King County, the city of Seattle, and the surrounding Puget Sound region.

The Airport has two parallel runways: Runway 14R-32L (10,007 feet long by 200 feet wide), which serves as the primary runway for commercial, cargo, charter, and military operations, and Runway 14L-32R (3,709 feet long by 100 feet wide), which serves smaller GA and air taxi aircraft. Runway 14R-32L has eight taxiway connectors west to Taxiway B and six taxiway connectors east to Runway 14L-32R or Taxiway A. Runway 14L-32R has an additional five taxiway connectors east to Taxiway A. Refer to **Exhibit 1-2** for the BFI runway and taxiway configuration. Additional infrastructure includes an FAA Airport Traffic Control Tower (ATCT), Aircraft Rescue and Firefighting (ARFF) stations, commercial terminal, GA facilities, aircraft hangars, fixed-base operator (FBO) facilities, and Boeing Company (Boeing Co.) facilities.

Exhibit 1-2: BFI Airside Layout

[1] Federal Aviation Administration. (2024, October 28). National Plan of Integrated Airport Systems (NPIAS), 2025–2029: Appendix A—List of NPIAS Airports. Retrieved January 2026 from https://www.faa.gov/ARP-NPIAS-2025-2029-Appendix-A.pdf

1.1.1 Airport Designations and Critical Aircraft

The most recent Airport Layout Plan (ALP), approved by the FAA on April 22, 2025,[2] designates Runway 14R-32L with a Runway Design Code (RDC) D-IV-4000, based on Airport Approach Category (AAC) D, Airplane Design Group (ADG) IV, and visibility minimums of not lower than ¾-mile (4,000 feet) and designates Taxiway B as Taxiway Design Group (TDG) 5. The critical aircraft for BFI is the Boeing 767-400.[3]

The approach speed (AAC C) and wingspan and tail height (ADG IV) of the critical aircraft (Boeing 767-400) establish the Airport's Airport Reference Code (ARC), which governs FAA runway standards, such as runway width, separation distances, runway safety area (RSA), and runway object free zone (ROFZ) per FAA Advisory Circular (AC) 150/5300 B, *Airport Design – Change 1*.[4] Taxiway design group (TDG 5) is based on the critical aircraft's landing gear dimensions, which govern FAA taxiway standards, like taxiway width, separation distances, and fillet design.[5]

1.1.2 Runway 14R-32L and Taxiway Connector Pavement Condition

A 2024 Pavement Condition Index (PCI) evaluation reported that pavement conditions for Runway 14R-32L and its blast pad ranged from "poor" (51) to "satisfactory" (75), and that pavement conditions for its taxiway connectors ranged from "fair" (58) to "good" (97).[6] As described in FAA AC 150/5380-7B, Section 2.0, Figure 1, *Airport Pavement Management Program*, the rate of pavement deterioration increases rapidly as pavement condition declines from "satisfactory" to "fair," at which point major rehabilitation or reconstruction may be required.[7] Runway 14R-32L was last rehabilitated in 2006 and is approaching its 20-year life expectancy.

1.1.3 Taxiway B to Runway 14R-32L Separation

The design standard for an ADG IV runway-to-taxiway centerline separation distance is 400 feet, which is sized to keep taxiing aircraft outside the RSA, ROFZ, and inner transitional surfaces while providing wingtip clearance.[8] The current centerline

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2 King County (2025, April 22). King County International Airport – Boeing Field, Airport Layout Plan. Seattle, Washington. King County Department of Executive Services.

3 Per FAA Advisory Circular 150/5000-17, the critical aircraft is "the most demanding aircraft type or grouping of aircraft…that make regular use of the airport, with regular use defined as 500 annual operations."

4 Federal Aviation Administration. (2024, August 16). Advisory Circular 150/5300-13B, *Airport Design - Change 1*. Retrieved January 2026 from FAA

5 Federal Aviation Administration Advisory Circular 150/5300-13B, *Airport Design – Change 1*.

6 Washington State Department of Transportation. (2025, July). Washington Statewide Airport Pavement Management Report. Retrieved January 2026 from https://idea.appliedpavement.com/washington/reports/2025_WA_APMS_Statewide_Report.pdf

7 Federal Aviation Administration. (2014, October 10). Advisory Circular 150/5380-7B, *Airport Pavement Management Program*. Retrieved January 2026 from https://www.faa.gov/150-5380-7b.pdf

8 Federal Aviation Administration Advisory Circular 150/5300-13B, *Airport Design – Change 1*.

separation distance from Runway 14R-32L to Taxiway B ranges from 325 feet to 350 feet, a deficiency of 50 to 75 feet.

1.1.4 Taxiway and Taxiway Connectors Geometry

Taxiways and taxiway connectors serving TDG 5 aircraft should be 75 feet wide, and Taxiway B and Taxiway Connectors B1, B3, B4, B5, B7, B9, and B10 meet this requirement with widths of at least 75 feet.[9] In contrast, Taxiway Connector B2 is about 60 feet wide and does not meet TDG 5 width requirements.

Although Taxiway Connectors B1, B5, and B10 comply with TDG 5 width criteria, their pavement widths extend from 300 feet to 1,100 feet, which is considered non-standard airfield geometry that can contribute to pilot disorientation.[10] Similarly, Taxiway Z provides direct access from the adjacent apron to Runway 14R-32L through Taxiway B, which is non-standard airfield geometry. This configuration increases the potential for a runway incursion and is considered a hot spot (see **Exhibit 1-2**).[11]

1.2 Proposed Action Description

The Proposed Action occurs on approximately 423 acres of airside and landside facilities on and adjacent to Airport property, referred to as the "Project Study Area" (see **Exhibit 1-3**). The Proposed Action, shown in **Exhibit 1-4** and **Exhibit 1-5**, includes 32 project components associated with demolition, land acquisition, pavement, building facilities, and support projects, further detailed in **Subsections 1.2.1** through **1.2.8**.[12]

The Proposed Action would result in a decrease in the amount of impervious surface at the Airport. The Runway 14R-32L rehabilitation project component would not include any new impervious surfaces as it would be rehabilitated within its existing footprint. The relocation of Taxiway B further to the west from Runway 14R-32L would create larger islands of pervious surfaces between Runway 14R-32L and Taxiway B (see **Exhibit 1-3**). The Taxiway B relocation and the additional project components associated with the Proposed Action would also primarily take place where there are existing facilities with impervious surfaces on the west side of the Airport. The square footage shown for each project component should not be used as 1:1 calculation to

[9] Federal Aviation Administration Advisory Circular 150/5300-13B, *Airport Design – Change 1*.
[10] Per Federal Aviation Administration Advisory Circular 150/5300-13B – Change 1, non-standard taxiway geometries (such as oversized pavement areas) can create confusing layouts and ambiguous edge definitions, causing pilot confusion.
[11] Per Federal Aviation Administration Advisory Circular 150/5300-13B - Change 1, hot spots are locations on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.
[12] All values provided for the Proposed Action are approximate.

determine net increase/decrease for impervious surface acreage as some project components are entirely occurring on impervious surface and other project components are partially occurring on impervious surfaces. Accounting for all the project components, the Proposed Action would result in a decrease of about eight acres of impervious surface at the Airport.

Exhibit 1-3: Project Study Area and Changes to Impervious Surfaces at the Airport

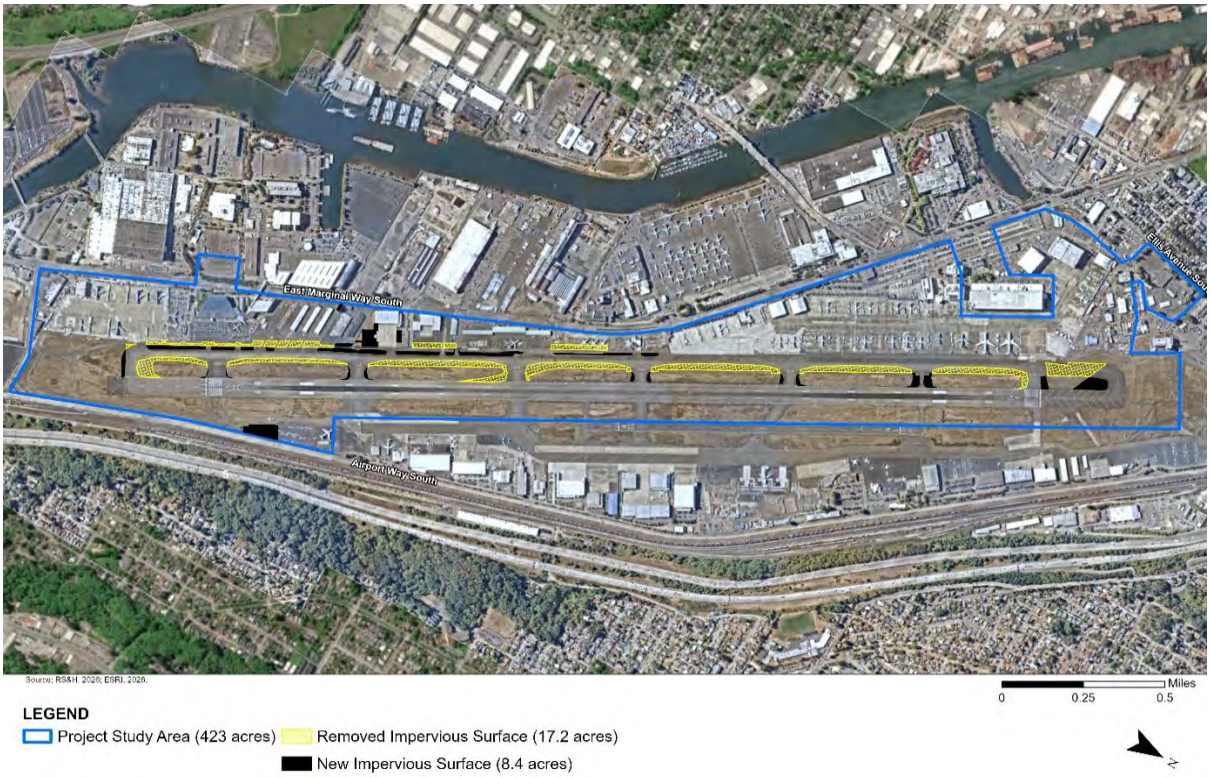


Exhibit 1-4: Proposed Action Demolition Projects

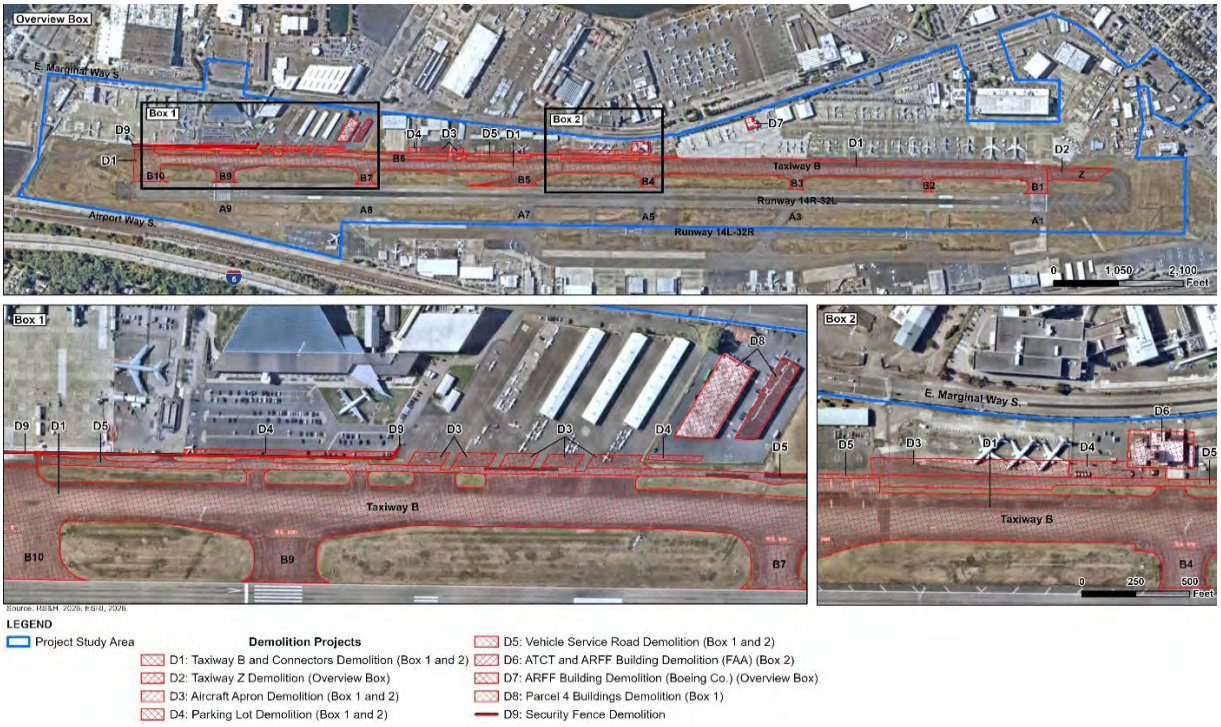
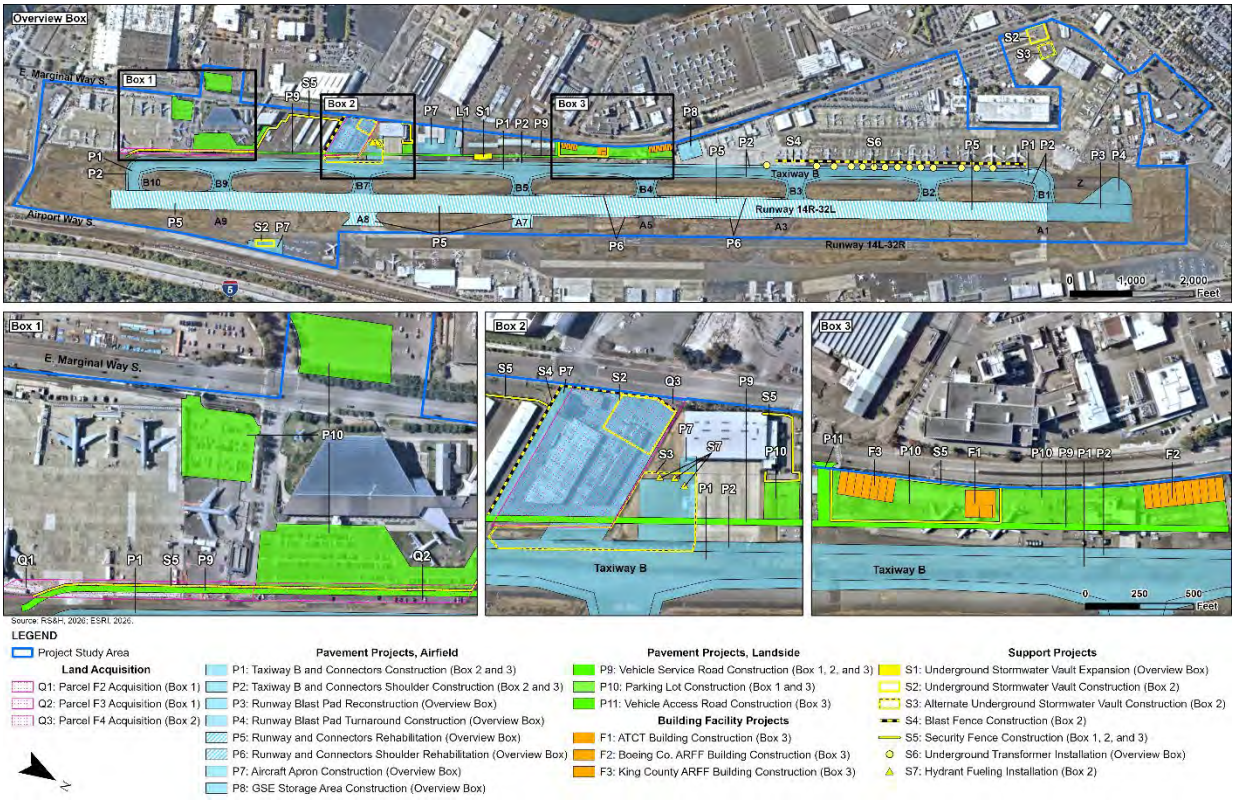


Exhibit 1-5: Proposed Action Construction Projects



1.2.1 Demolition Projects

The following demolition project components must be completed to allow for the construction of project components (see **Exhibit 1-4**) associated with the Runway 14R-32L rehabilitation and Taxiway B relocation.

- **Project D1**: Demolish 1,882,471 square feet (SF) (43.2 acres) of Taxiway B and its taxiway connectors, including the removal of expansive pavement associated with Taxiways B1, B5, and B10
- **Project D2**: Demolish 85,933 SF (2.0 acres) of Taxiway Z to remove a hot spot condition
- **Project D3**: Demolish 90,027 SF (2.1 acres) of aircraft aprons
- **Project D4**: Demolish 38,574 SF (0.9-acre) of parking lots
- **Project D5**: Demolish 161,635 SF (3.7 acres) of the Vehicle Service Road (VSR)
- **Project D6**: Demolish 24,111 SF (0.6-acre) of the existing FAA ATCT / ARFF station
- **Project D7**: Demolish 12,043 SF (0.3-acre) of the existing Boeing Co. ARFF station
- **Project D8**: Demolish 46,801 SF (1.1 acres) of existing buildings on Parcel 4
- **Project D9**: Demolish 1,389 linear feet (LF) of security fence

1.2.2 Land Acquisition Projects

The following land acquisition project components are necessary to accommodate the Taxiway B relocation and subsequent changes to landside infrastructure (see **Exhibit 1-5**).

- **Project Q1**: Acquire 44,475 SF (1.02 acres) of Parcel F2 from the Boeing Co.
- **Project Q2**: Acquire 38,270 SF (0.87-acre) of Parcel F3 from the Museum of Flight
- **Project Q3**: Acquire 157,376 SF (3.6 acres) of Parcel F4 from Wood Meadow

1.2.3 Pavement Projects, Airfield

The following airfield project components are associated with the Runway 14R-32L rehabilitation, and Taxiway B and aprons construction to support safe aircraft movement and provide aircraft parking (see **Exhibit 1-5**).

- **Project P1**: Construct partially on existing impervious surface, 1,202,237 SF (27.6 acres) of Taxiway B and Taxiway B connectors, including the correction of non-standard airfield geometry for Taxiways B1, B2, B5, and B10

- **Project P2**: Construct partially on existing impervious surface, 668,210 SF (15.3 acres) of Taxiway B shoulders and Taxiway B connector shoulders
- **Project P3**: Reconstruct 181,243 SF (4.2 acres) of the Runway 14R blast pad / Prior Permission Required Pavement (PPRP)
- **Project P4**: Construct partially on existing impervious surface, 105,528 SF (2.4 acres) of aircraft turnaround at Runway 14R blast pad / PPRP
- **Project P5**: Rehabilitate 2,119,949 SF (48.7 acres) of Runway 14R-32L and Taxiway A7 and A8 connectors with mill and overlay; reconstruct where there is evidence of fatigue cracking within the sub-base
- **Project P6**: Rehabilitate 105,473 SF (2.4 acres) of Runway 14R-32L shoulders and Taxiway A7 and A8 connector shoulders with mill and overlay
- **Project P7**: Construct entirely on pervious surface, 328,647 SF (7.5 acres) of aircraft apron
- **Project P8**: Construct entirely on existing impervious surface, 44,955 SF (1.0 acre) of Ground Support Equipment (GSE) storage area

1.2.4 Pavement Projects, Landside

The following landside projects are necessary to accommodate the Taxiway B relocation and subsequent changes to landside infrastructure (see **Exhibit 1-5**).

- **Project P9**: Construct partially on existing impervious surface, 5,950 LF (119,708 SF, 2.7 acres) of VSR from the southern end of Taxiway B to the Boeing Co. lease apron near Taxiway B4
- **Project P10**: Construct entirely on existing impervious surface, 378,427 SF (9.1 acres) of new vehicle surface parking lots
- **Project P11**: Construct entirely on existing impervious surface, 270 LF (8,000 SF, 0.2 acre) of vehicle access road

1.2.5 Building Facility Projects

The following building project components are necessary to accommodate the Taxiway B relocation and subsequent changes to the landside infrastructure (see **Exhibit 1-5**).

- **Project F1**: Construct entirely on existing impervious surface, a 13,000-SF (0.3 acre) ATCT about 400 feet south of the existing ATCT
- **Project F2**: Construct entirely on existing impervious surface, a 37,500-SF (0.9 acre) ARFF station for use by the Boeing Co., about 1,000 feet southeast of the existing Boeing Co. ARFF station

– **Project F3**: Construct entirely on existing impervious surface, a 25,500-SF (0.6 acre) ARFF station for use by King County, about 2,000 feet southeast of the existing Boeing Co. ARFF station

1.2.6 Support Projects

The following support project components are necessary to accommodate the Taxiway B relocation and subsequent changes to landside infrastructure (see **Exhibit 1-5**).

– **Project S1**: Expand the existing underground stormwater vault west of Taxiway B

– **Project S2**: Construct three new underground stormwater vaults: (1) located east of the Runway 32L end and beneath an aircraft apron (see Project P7), (2) west of Taxiway B beneath Parcel F4 (see Project Q3), and (3) northwest of Taxiway B on Boeing Co. property

– **Project S3**: Alternate locations for new underground stormwater vaults: (1) located northeast of and adjacent to Parcel F4 (see Project Q3) and west of and adjacent to Taxiway B, and (2) northwest of Taxiway B on Boeing Co. property.

– **Project S4**: Construct 3,561 LF of blast fence

– **Project S5**: Construct 4,169 LF of security fence

– **Project S6**: Install 14 underground transformers

– **Project S7**: Install three (3) hydrant fueling stations

1.2.7 Auxiliary Actions

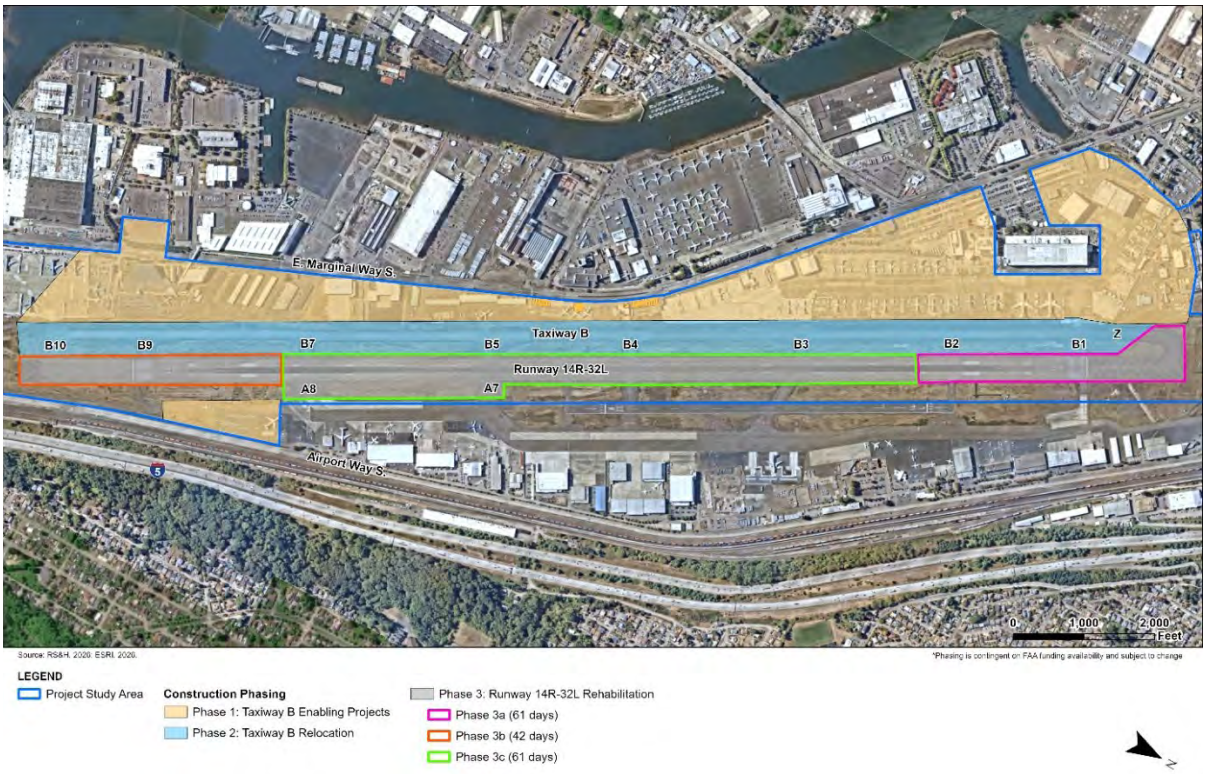
Auxiliary actions necessary to complete the Proposed Action include site grading, drainage improvements, pavement markings, trenching, utility line installation, temporary storage of construction materials, off-site disposal of construction debris, and the relocation of Taxiway B electrical cable and conduit, taxiway edge lights, runway guard lights, and designation signs.

1.2.8 Construction Schedule and Phasing

Construction of the Proposed Action is anticipated to begin in 2028 and extend into 2037. Initial Phase 1 activities would include the Taxiway B enabling projects starting with ATCT building construction (Project F1) and Boeing Co. and King County ARFF stations construction (Projects F2 and F3). Additional Taxiway B enabling projects would include land acquisition, landside demolition, followed by the Taxiway B relocation (Phase 2) and Runway 14R-32L rehabilitation (Phase 3). Remaining building facility projects, landside pavement projects, and support projects could occur

throughout the construction process as funding and timing permit.[13] Runway 14R-32L rehabilitation would be constructed in three sub-phases to minimize the full closure of the runway. Phase 3a is currently estimated to occur over 61 days at the north end of the runway, including the runway blast pad / PPRP reconstruction and aircraft turnaround construction, from Taxiway B2 north to the end of the runway blast pad / PPRP. Phase 3b is estimated to occur over 42 days at the south end of the runway from Taxiway B7 south to Taxiway B10. Displaced thresholds would allow for partial use of Runway 14R-32L during Phase 3a and Phase 3b. Phase 3c is estimated to occur over 61 days on the remaining runway and taxiway pavement and would require the full closure of Runway 14R-32L. Refer to **Exhibit 1-6** for the general Proposed Action construction phasing.

Exhibit 1-6: Proposed Action Construction Phasing



1.3 Purpose and Need

The purpose and need statements describe the underlying reasons for the proposed action and provide the foundation for identifying reasonable alternatives to a proposed

[13] It should be noted that construction phasing is subject to change based on the availability of FAA funding and timing for FAA funding.

action. The statements identify the problem facing the airport (i.e., the “need” for the project) and describe what would be achieved by the Proposed Action (i.e., the “purpose” of the project).

1.3.1 Purpose

The purpose of the Proposed Action is to enhance the safety of aircraft operations at BFI by providing reliable pavement surfaces with clear, unobstructed aircraft movement along Runway 14R-32L and Taxiway B in compliance with current FAA standards.

1.3.2 Needs

The Proposed Action includes the Runway 14R-32L and Taxiway Connector Rehabilitation and Taxiway B Relocation, each driven by distinct needs. Therefore, separate need statements are provided below to define their respective issues and needs.

1.3.2.1 Need for Runway 14R-32L and Taxiway Connector Rehabilitation

As discussed in **Section 1.1.2**, pavement along Runway 14R-32L, its blast pad, and taxiway connectors have deteriorated, receiving “poor” to “satisfactory” PCI ratings. These PCI ratings have declined since the previous PCI evaluation conducted in 2018.[14] FAA AC 150/5380-6C, Section 1.1, *Guidelines and procedures for maintenance of airport pavements*, states "Timely maintenance and repair of pavements is essential in maintaining adequate load-carrying capacity, good ride quality necessary for the safe operation of aircraft, good friction characteristics under all weather conditions, and minimizing the potential for foreign object debris (FOD).[15] Because the taxiway connectors between Runway 14R-32L and Taxiway B would need to be relocated or reconfigured (refer to **Section 1.1.4**), those taxiway connectors would be reconstructed. However, Taxiway Connectors A7 and A8 have PCI ratings of “fair,” indicating rehabilitation is needed. As the pavement associated with Runway 14R-32L and Taxiway Connectors A7 and A8 approach the end of their 20-year life and continue to deteriorate, reflected in declining PCI scores, pavement rehabilitation or reconstruction is needed to maintain safe and reliable aircraft operations.

[14] Washington State Department of Transportation. (2025). Washington Statewide Airport Pavement Management Program, Interactive Data Exchange Application. Retrieved January 2026 from Washington 2024-2025 IDEA

[15] Federal Aviation Administration. (2014, October 10). Advisory Circular 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements*. Retrieved January 2026 from https://www.faa.gov/advisory_circular/150-5380-6c.pdf.

1.3.2.2 Need for Taxiway B and Taxiway Connector Relocation/Reconfiguration

As described in **Section 1.1.3**, the existing centerline separation between Runway 14R-32L and Taxiway B of 325 to 350 feet does not meet the FAA design standard of 400 feet for ADG IV aircraft. The standard 400-foot runway-to-taxiway separation is intended to keep taxiing ADG IV aircraft outside of the Runway 14R-32L RSA and ROFZ, and to provide sufficient clearance for simultaneous operations on Runway 14R-32L and Taxiway B, thereby reducing the potential for runway incursions, collisions, and wingtip strikes.[16] Because of the proximity of BFI's secondary runway, Runway 14L-32R, Runway 14R-32L cannot be relocated to the east. Accordingly, to meet the FAA runway-to-taxiway separation standard for ADG IV aircraft and ensure safe aircraft operations, Taxiway B would need to be relocated approximately 50 to 75 feet to the west. Because the taxiway connectors between Runway 14R-32L and Taxiway B would need to be relocated or reconfigured (refer to **Section 1.1.4**), those taxiway connectors would be reconstructed. See **Appendix B** for details on project components that need to be modified or relocated as a result of Taxiway B relocation, including vehicle surface parking spaces and aircraft tie down spaces.

1.4 Requested Federal Actions

1. Unconditional approval of the ALP to depict those portions of the Proposed Action as described in **Section 1.2** Proposed Action, which is subject to FAA review and approval pursuant to 49 United States Code (U.S.C.) §§ 40103(b) and 47107(a)(16)(B).

2. Determination that Environmental Analysis Prerequisites associated with any future Airport Improvement Program (AIP) funding application regarding the Proposed Action have been fulfilled pursuant to 49 United States Code § 47101, as implemented by 14 Code of Federal Regulations (CFR) § 158.25.

2 Alternatives

This section provides an overview of the reasonable alternatives considered, the screening methodology, and the results of the screening process for this Environmental Assessment (EA) in accordance with Section 102(2)(H) of the National Environmental Policy Act (NEPA) (42 U.S.C. § 4332(2)(H)), which requires federal agencies to "study, develop, and describe appropriate alternatives to recommended courses of action in

[16] Federal Aviation Administration Advisory Circular 150/5300-13B, *Airport Design – Change 1*.

any proposal which involves unresolved conflicts concerning alternative uses of available resources." There is no requirement for a specific number of alternatives, and analysis may be limited to the Proposed Action and No Action Alternative.

2.1 Alternatives Development

As described in **Section 1.1.2**, Runway 14R-32L, its blast pad, and taxiway connectors need to be rehabilitated, and the separation between Taxiway B and Runway 14R-32L needs to increase to 400 feet to meet FAA AC 150/5300-13B, *Airport Design – Change 1* standards for ADG IV aircraft.[17] Runway 14R-32L, its blast pad, and taxiway connectors would be rehabilitated or reconstructed under all alternatives, except the No Action Alternative. Thus, the following alternatives evaluate approaches to meet the 400-foot runway-to-taxiway centerline separation at BFI.

2.1.1 Alternative 1: Relocate Taxiway B approximately 50 to 75 feet West

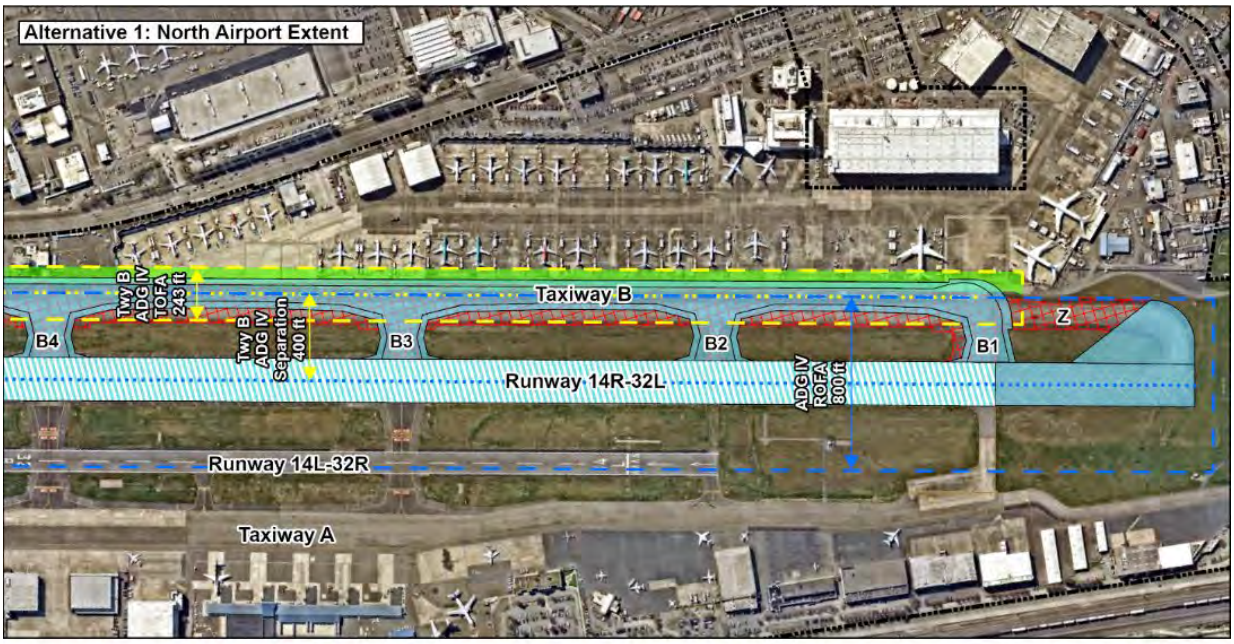
Alternative 1 would demolish the existing Taxiway B and construct it approximately 50 to 75 feet west of its current location to meet the FAA runway-to-taxiway centerline separation standard of 400 feet (see **Exhibit 2-1**). Alternative 1 would also include the rehabilitation of Runway 14R-32L, its blast pads, and taxiway connectors (see **Exhibit 2-1**). See **Appendix C** for details on Alternative 1.

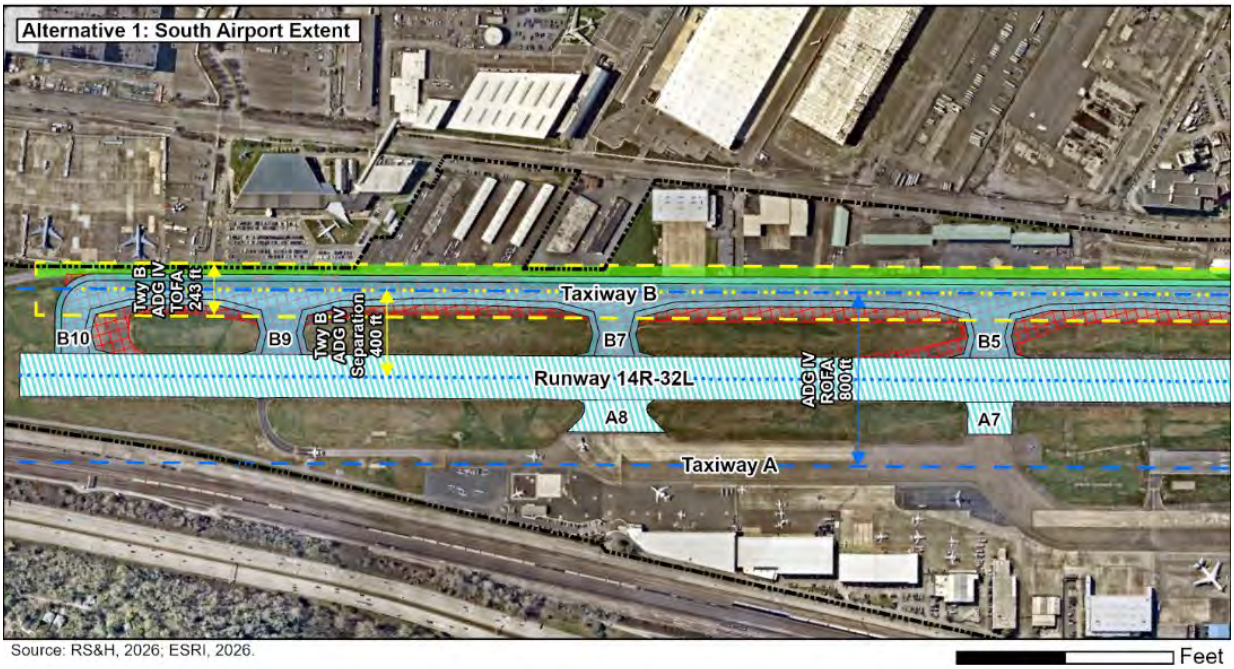
2.1.2 Alternative 2: Relocate Runway 14R-32L approximately 75 feet East

Alternative 2 would demolish the existing Runway 14R-32L and construct it approximately 75 feet east of its current location to meet the FAA runway-to-taxiway centerline separation standard of 400 feet for ADG IV aircraft (**Exhibit 2-2**). See **Appendix C** for details on Alternative 2.

[17] Federal Aviation Administration. (2024, August 16). Advisory Circular 150/5300-13B, *Airport Design - Change 1*. Retrieved March 2026 from https://www.faa.gov/Advisory_Circular/AC-150-5300-13B.pdf

Exhibit 2-1: Alternative 1





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

Feet
0 500 1,000

LEGEND

----- BFI Property Line

Airside and Landside Modifications / Effects

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

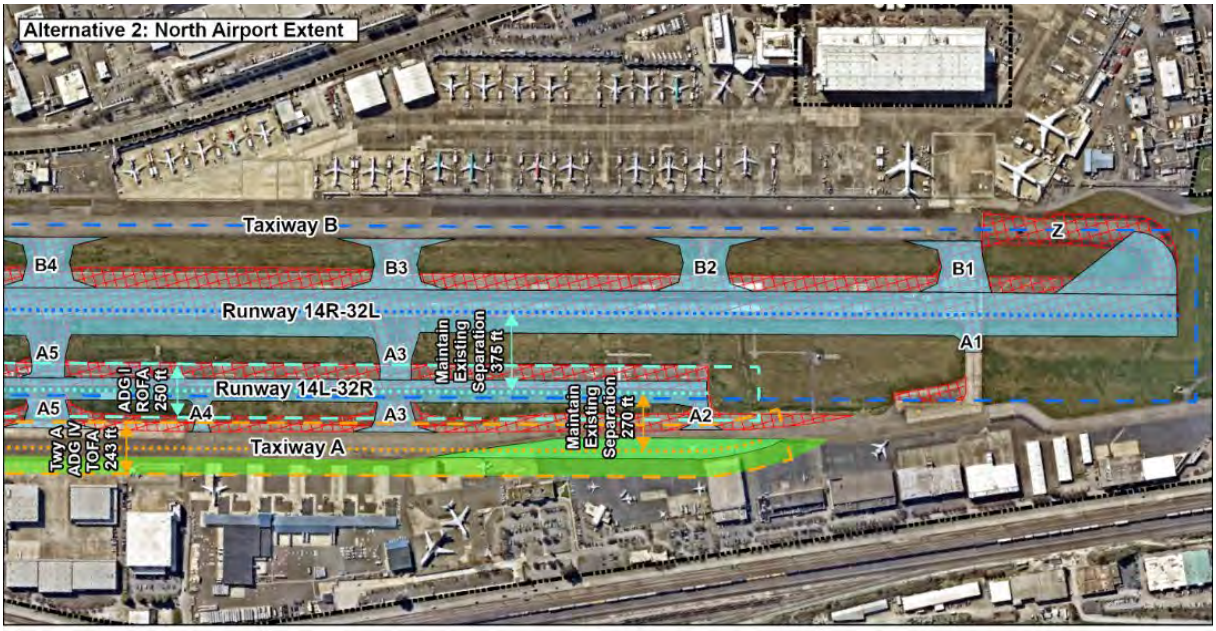
Runway Object Free Area (ROFA)

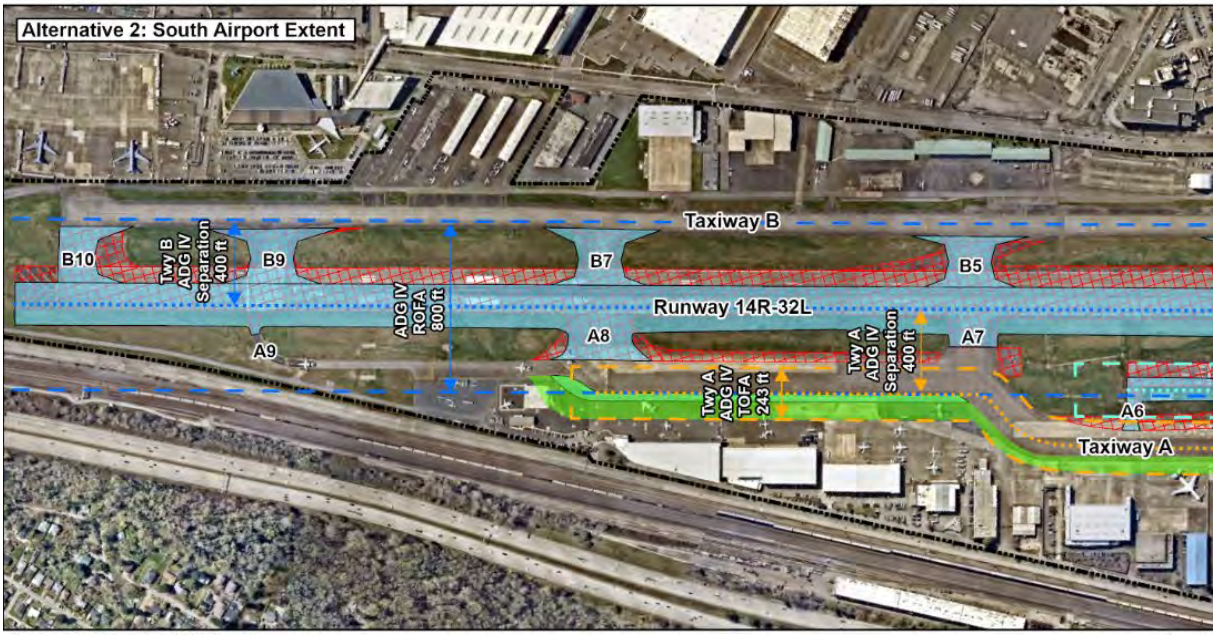
- Runway 14R-32L (ADG IV) Centerline
- Runway 14R-32L (ADG IV) ROFA

Taxiway Object Free Areas (TOFA)

- Taxiway B (ADG IV) Centerline
- Taxiway B (ADG IV) TOFA

Exhibit 2-2: Alternative 2





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

Feet
0 500 1,000

LEGEND

BFI Property Line

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

Runway Object Free Areas (ROFA)
- Runway 14R-32L Centerline
- Runway14R-32L ROFA
- Runway 14L-32R Centerline
- Runway 14L-32R ROFA

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

N

2.1.3 Alternative 3: No Action Alternative

Under Alternative 3, the No Action Alternative, all taxiways would remain in their current configuration with no pavement reconstruction or rehabilitation. Pavement conditions on Runway 14R-32L, its blast pad, and taxiway connectors would continue to deteriorate, and the centerline separation distance between Taxiway B and Runway 14R-32L would remain between 325 and 350 feet, which is below the 400-foot FAA standard.

2.1.4 Alternatives Suggested During Scoping

The following alternatives were suggested during the scoping process.

2.1.4.1 Alternative 4: Use Existing FAA Waivers in lieu of Meeting Current FAA AC 150/5300-13B, Change 1 Runway-to-Taxiway Centerline Separation Standards

Alternative 4 would continue using existing FAA waivers (also referred to as Modifications of Standards) in lieu of meeting current FAA AC 150/5300-13B, Change 1 runway-to-taxiway centerline separation standards. This alternative would not include the relocation of Taxiway B. However, Alternative 4 would include the rehabilitation of Runway 14R-32L, Taxiway A7 and A8 connectors, and associated shoulders, as well as the removal of Taxiway Z, reconstruction of the Runway 14R blast pad, and construction of the Runway 14R blast pad turnaround. The continued use of FAA waivers does not correct nonstandard runway-to-taxiway separation or associated safety concerns at BFI. Additionally, such waivers are intended to be temporary and are subject to review and expiration. FAA policy on Modifications of Standards is clear: the agency expects airports with existing modifications to actively pursue ways to correct the issue in order to meet design standards.[18]

2.1.4.2 Alternative 5: Obtain New FAA Waivers in lieu of Meeting Current FAA AC 150/5300-13B, Change 1 Runway-to-Taxiway Centerline Separation Standards

Alternative 5 would minimize impacts to landside facilities by relocating Taxiway B by approximately 25 to 50 feet west, providing 375-foot runway-to-taxiway separation. Alternative 5 would also include the rehabilitation of Runway 14R-32L, Taxiway A7 and A8 connectors, and associated shoulders, and the removal of Taxiway Z, reconstruction of the Runway 14R blast pad, and construction of the Runway 14R blast pad turnaround. However, because Alternative 5 modifies the existing runway-to-taxiway

[18] Federal Aviation Administration. (2024, August 16). Advisory Circular 150/5300-13B, *Airport Design - Change 1*, Sections 2.4 and 2.5. Retrieved August 2026 from https://www.faa.gov/Advisory_Circular/AC-150-5300-13B.pdf

separation and would not meet the 400-foot FAA separation standard, a new FAA waiver would need to be obtained. As noted previously, the use of a FAA waiver does not correct nonstandard runway-to-taxiway separation or associated safety concerns at BFI, and such waivers are subject to review and expiration.

2.1.4.3 Alternative 6: Use Mitigation Measures in lieu of Meeting Current FAA AC 150/5300-13B, Change 1 Runway-to-Taxiway Centerline Separation Standards

Alternative 6 would incorporate mitigation measures in lieu of meeting current FAA AC 150/5300-13B, Change 1 runway-to-taxiway centerline separation standards, such as operational controls, enhanced markings and signage, and revised taxiing procedures to reduce simultaneous aircraft movements on Runway 14R-32L and Taxiway B. However, these mitigation measures would only partially address safety concerns associated with the nonstandard runway-to-taxiway separation at BFI, whereas compliance with current FAA AC 150/5300-13B, Change 1 standards would provide the separation distance needed for safe aircraft operations.

2.1.4.4 Alternative 7: Combination of Alternative 5 and Alternative 6

Alternative 7 would minimize impacts to landside facilities by relocating Taxiway B approximately 25 to 50 feet west, providing 375-foot runway-to-taxiway separation (Alternative 5), and mitigate the non-standard runway-to-taxiway separation through operational controls, enhanced markings and signage, revised taxiing procedures, or other mitigation measures (Alternative 6). Consistent with Alternative 5, because the modified runway-to-taxiway separation would not meet the 400-foot FAA separation standard, a new FAA waiver would be required. As stated previously, FAA waivers and mitigation measures would not fully address the safety concerns associated with nonstandard runway-to-taxiway separation at BFI, and FAA waivers are subject to review and expiration.

2.1.4.5 Alternative 8: Alternative Locations for Enabling Projects

Alternative 8 would consider alternative locations for the following enabling projects: aircraft tie-downs, de-icing/wash stalls, security fence, hydrant fueling stations, ATCT, and ARFF building. While these projects may support or enable various development alternatives, they do not address the runway-to-taxiway separation or associated safety concerns at BFI.

2.2 Alternatives Screening Process

The alternatives analysis applied the following two-step screening process:

1. **Step 1** screening evaluated whether each alternative met the Purpose and Need to enhance aircraft operational safety at BFI by providing reliable pavement surfaces with clear, unobstructed aircraft movement along Runway 14R-32L and Taxiway B in compliance with FAA AC 150/5300-13B, Change 1 runway-to-taxiway centerline separation standards. Alternatives that did not meet the Purpose and Need were eliminated from further consideration, while those that passed Step 1 were advanced to Step 2 screening.

2. **Step 2** screening evaluated whether each alternative was practical or feasible to implement in terms of constructability, and its effects on airfield/landside infrastructure and aircraft operations (other than temporary disruptions during construction). Alternatives that passed Step 2 screening were retained for detailed evaluation of environmental consequences in **Section 3**.

2.3 Screening Step 1: Can the Alternative Meet the Stated Purpose and Need?

Alternatives 1 and 2 would meet the stated Purpose and Need of enhancing aircraft operational safety by providing reliable pavement surfaces and meeting FAA AC 150/5300-13B, Change 1 runway-to-taxiway separation standards. Specifically, both alternatives rehabilitate or reconstruct deteriorating pavement and meet the 400-foot runway-to-taxiway centerline separation standards for ADG IV aircraft. Therefore, Alternatives 1 and 2 advanced to Step 2 screening.

Alternative 3, the No Action Alternative, fails to meet the stated Purpose and Need because existing conditions would continue to pose operational safety risks for aircraft. Specifically, pavement on Runway 14R-32L, its blast pad, and taxiway connectors would continue to deteriorate, and the centerline separation distance between Taxiway B and Runway 14R-32L would remain between 325 and 350 feet, which is below the 400-foot standard, maintaining the risk of wingtip strikes. However, Alternative 3 was retained to serve as the environmental baseline against which the potential effects of other alternatives are evaluated and because NEPA requires the inclusion of a No Action Alternative.

Alternatives 4, 5, 6, 7, and 8 do not meet the Purpose and Need because they would not correct the existing nonstandard runway-to-taxiway centerline separation needed to enhance aircraft operational safety at BFI. Alternative 4 would continue to rely on FAA waivers, Alternative 5 would obtain a new FAA waiver, Alternative 6 would rely on mitigation measures, Alternative 7 would obtain a new FAA waiver and rely on mitigation measures, and Alternative 8 would only change the locations of some of the enabling projects. While these alternatives may reduce certain safety risks or potential operating impacts to tenants and users, they would not provide the runway-to-taxiway separation distance needed for safe aircraft operations in compliance with FAA AC 150/5300-13B, Change 1. Therefore, Alternatives 4, 5, 6, 7, and 8 fail to pass Step 1 screening.

2.4 Screening Step 2: Is the Alternative Practical and Feasible to Implement?

2.4.1 Alternative 1: Relocate Taxiway B approximately 50 to 75 feet West

Step 2 screening for Alternative 1 includes:

- Constructability: Demolition, construction, reconstruction, and rehabilitation activities associated with Alternative 1 would be feasible using standard materials, equipment, and construction methods.

- Airfield Infrastructure: Alternative 1 construction would require the relocation of Taxiway B, replacement of Taxiway Z with an aircraft turnaround, reconfiguration of taxiway connectors, and rehabilitation of Runway 14R-32L and its blast pads, temporarily affecting airfield infrastructure. Following construction, the airfield configuration would remain similar to existing conditions, resulting in no long-term effects on airfield infrastructure.

- Landside Infrastructure: Alternative 1 construction would require the demolition, relocation, and reconstruction of approximately 20 acres of landside facilities, including two buildings, aircraft aprons, vehicle parking lots, VSR, security and blast fencing, underground utilities, and support facilities, resulting in extensive but temporary disruptions to landside operations. Following construction, displaced landside facilities would be relocated, and several new facilities would be added, resulting in a reconfigured landside area that continues to support airport operations. Therefore, operational changes under Alternative 1 would have no effect on landside infrastructure.

– Aircraft Operations: Alternative 1 construction would include the phased rehabilitation of Runway 14R-32L, allowing the runway to remain partially operational during construction and resulting in temporary disruptions to aircraft operations. With Runway 14R-32L remaining in its current location, approximately 1,610 feet of Airport Road South and 920 feet of the BNSF Railway would continue to encroach upon the Runway Object Free Area (ROFA) under the existing FAA modification of standards (MOS) (see **Exhibit 2-3**).[19] The existing 887-foot displaced threshold on Runway 32L would also remain the same, providing 9,120 feet of landing distance available (LDA)[20] and keeping the RSA clear of objects and fully within Airport property (see **Exhibit 2-3**). Following construction, Runway 14R-32L would continue to serve existing forecast operations, resulting in no long-term effects on aircraft operations.

2.4.2 Alternative 2: Relocate Runway 14R-32L approximately 75 feet East

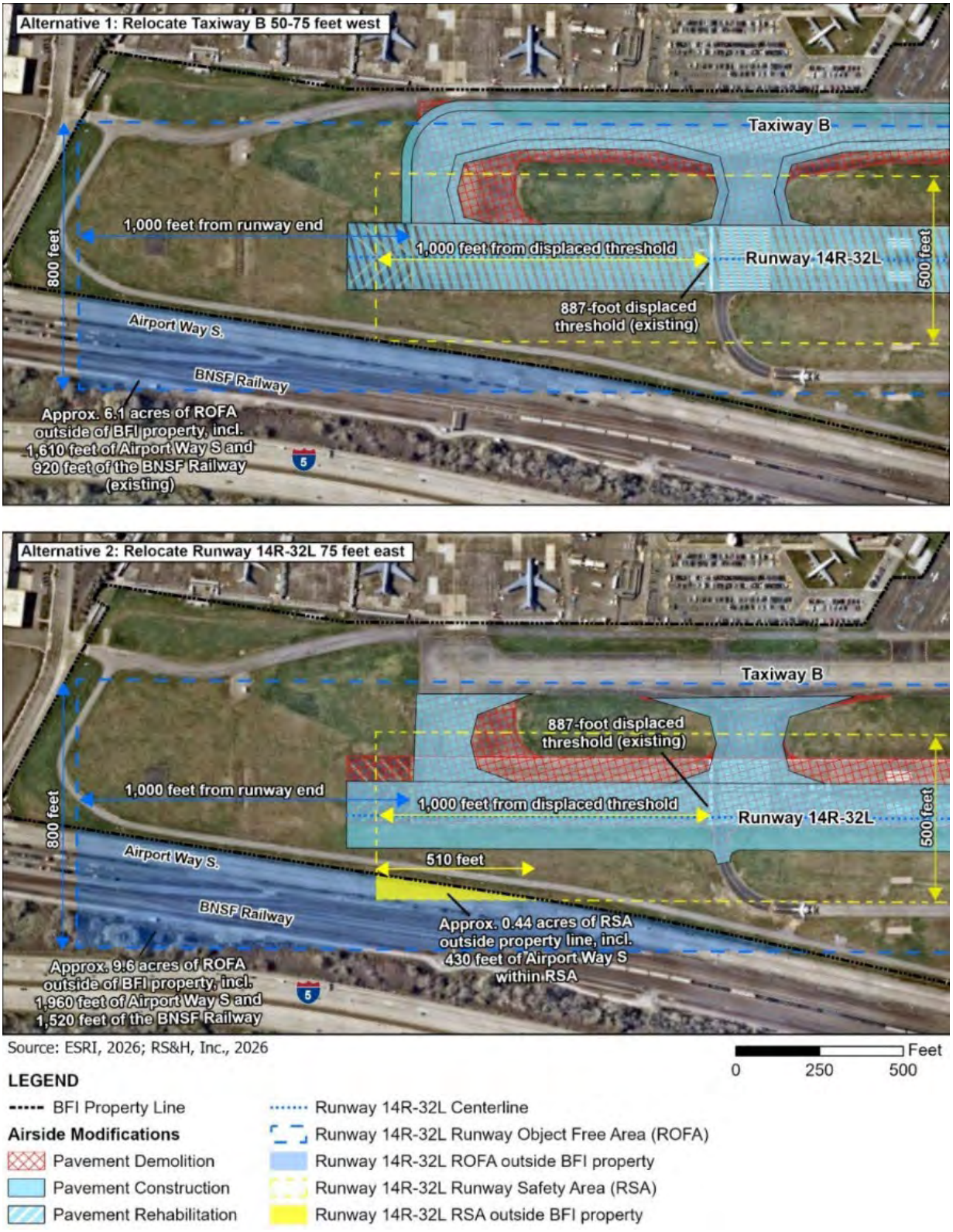
Step 2 screening for Alternative 2 includes:

– Constructability: Demolition, construction, reconstruction, and rehabilitation activities associated with Alternative 2 would be feasible using standard materials, equipment, and construction methods.

– Airfield Infrastructure: Alternative 2 construction would require the relocation of Runway 14R-32L, Runway 14L-32R, and Taxiway A; reconfiguration and extension of taxiway connectors; and replacement of Taxiway Z with an aircraft turnaround, resulting in substantial but temporary effects to airfield infrastructure. Following construction, the airfield configuration would remain similar to existing conditions. Overall, Alternative 2 would have no long-term effect on airfield infrastructure.

19 King County (2025, April 22). King County International Airport – Boeing Field, Airport Layout Plan. Seattle, Washington. King County Department of Executive Services.
20 Federal Aviation Administration (n.d.). National Flight Data Center: BFI (KFBI). Retrieved April 2026 from FAA

Exhibit 2-3: Alternatives 1 and 2, Runway 14R-32L ROFA and RSA



- Landside Infrastructure: Alternative 2 construction would require the demolition, relocation, and reconstruction of approximately 17.7 acres of landside facilities, including two buildings, aircraft aprons, vehicle parking lots, VSR, fencing, underground utilities, and support facilities, resulting in extensive but temporary disruptions to landside operations. Following construction, some displaced landside facilities would be relocated, but due to site constraints, large portions of existing aircraft aprons and vehicle parking lots would not be replaced, resulting in reduced landside capacity and function. Overall, the construction and operational changes under Alternative 2 would substantially and adversely affect landside infrastructure.

- Aircraft Operations: Alternative 2 construction would require the full closure of Runway 14L-32R for relocation and reconstruction, followed by the full closure of Runway 14R-32L for relocation and reconstruction. This would result in substantial but temporary disruptions to aircraft operations during construction, notably during the closure of Runway 14R-32L. Following construction, the relocation of Runway 14R-32L by approximately 75 feet to the east would subsequently shift the RSA by the same distance. This would result in the RSA extending off-Airport property, including approximately 430 feet of Airport Way South crossing the RSA (see **Exhibit 2-3**). To remove Airport Way South from the RSA, the Runway 14R threshold would need to be displaced by an additional 510 feet. This displacement would shorten the LDA to 8,610 feet from both directions, resulting in a runway length that falls below FAA-recommended requirements for the critical aircraft (Boeing 767-400) per FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*.[21] Additionally, shifting Runway 41L-32R would result in new or worsened non-standard conditions. Because the reduced LDA would not meet the operational requirements of the critical aircraft and the introduction of additional non-standard conditions, the implementation of Alternative 2 would substantially and adversely affect aircraft operations.

2.4.3 Alternative 3: No Action Alternative

As the No Action Alternative, Alternative 3 maintains the existing runway-to-taxiway centerline separation distance with no pavement reconstruction or rehabilitation. Therefore, Step 2 screening does not apply. However, Alternative 3 is retained as the

[21] Federal Aviation Administration. (2005, July 1). Advisory Circular 150/5325-4B, *Runway Length Requirements for Airport Design*. Retrieved April 2026 from https://www.faa.gov/documentlibrary/media/advisory_circular/ac_150_5325-4b.pdf

environmental baseline for comparison against which the potential effects of other alternatives are evaluated.

2.4.4 Summary of Step 2 Screening Process

As summarized in **Table 2-1**, Alternative 2 failed the Step 2 screening criteria, while Alternatives 1 and 3 are retained for detailed evaluation of environmental consequences.

Table 2-1: Summary of Step 2 Screening Process

Alternative	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 ~ 75 feet West	Yes ☑	Yes ☑	Yes ☑	Yes ☑
Alternative 2: Relocate Runway 14R-32L ~75 feet East	Yes ☑	No ☒	No ☒	No ☒
Alternative 3: No Action Alternative	N/A	N/A	N/A	Yes/a/ ☑

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

2.5 Alternatives Retained for Detailed Evaluation of Environmental Consequences

Alternative 1 is the only alternative that meets the Step 1 and Step 2 screening criteria and is detailed in **Section 1.2** and shown in **Exhibit 1-4** and **Exhibit 1-5**. Alternative 1 is referred to as the Proposed Action for the remainder of this EA.

Alternative 3 is retained to serve as the environmental baseline for comparison of potential effects against the Proposed Action. Alternative 3 is referred to as the No Action Alternative for the remainder of this EA.

3 Affected Environment, Environmental Consequences, and Mitigation Measures

This section provides an overview of potential impacts related to the alternatives discussed in **Section 2** on each resource category identified in Federal Aviation Administration (FAA) Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (FAA Order 1050.1G). The analysis of each resource category includes the following:

- Affected Environment describes the existing conditions that the Proposed Action could affect.
- Environmental Consequences evaluates the reasonably foreseeable environmental consequences of the No Action Alternative and the Proposed Action. Significance thresholds for each resource category described in FAA Order 1050.1G, Exhibit A-1, aid in the analysis provided in this section.
- Mitigation Measures describes mitigation measures related to anticipated impacts.

Data used to determine the affected environment was collected by reviewing existing documentation provided by the Airport Sponsor, public databases, and consulting with agencies with specific knowledge of a resource category and conducting field investigations.

The No Action Alternative is evaluated to provide a baseline comparison for potential impacts from the Proposed Action.

3.1 Project Study Area

According to the FAA Order 1050.1 Desk Reference, the Project Study Area varies based on the impact category being analyzed. A Project Study Area was identified to describe the existing conditions and potential environmental effects at the Airport for resource categories that require site surveys as well as resources that would only be affected by the construction of the Proposed Action (**Exhibit 3-1**).

Exhibit 3-1: Project Study Area

3.2 Environmental Resources Not Affected

Neither the No Action Alternative nor the Proposed Action would affect the following resources identified in FAA Order 1050.1G, and the following subsection provides the rationale.

3.2.1 Farmlands

Under Section 523(10)(B) of the Farmland Protection Policy Act (FPPA), land that is committed to urban development or identified as Urban Areas by the U.S. Census Bureau (USCB) is not subject to the FPPA.[22] The Project Study Area is in the Seattle-Tacoma, Washington Urban Area.[23] Therefore, the Proposed Action would have **no effect** on farmlands.

3.2.2 Noise and Noise-Compatible Land Use

The Proposed Action would not increase aircraft or nighttime operations, nor change the fleet mix of aircraft operating at the Airport. The Proposed Action would rehabilitate the existing Runway 14R-32L entirely within its existing footprint and relocate Taxiway B approximately 50 to 75 feet west to meet current FAA design standards. Additionally,

[22] Federal Aviation Administration. (2023, June). FAA Order 1050.1 Desk Reference, Chapter 6, *Farmlands*.
[23] U.S. Census Bureau. (2023, June). 2020 Census Urban Areas of the United States and Puerto Rico. Retrieved April 20, 2026, from https://www2.census.gov/geo/maps/UA_2020_WallMap.pdf

the Airport Sponsor is undertaking a Title 14 CFR Part 150[24] Airport Noise Compatibility Planning Study (Part 150) to provide the opportunity for aviation interests, state and local government officials, and the public to address noise and land use compatibility issues related to aircraft operations at the Airport. The Part 150 Study identified no new noise sensitive resources in the day night average sound level (DNL) 65+ decibel (dB) noise contours. The Proposed Action would not change the noise contours presented in the Part 150 Study because the Proposed Action would not result in a change in runway use, flight patterns, or fleet mix. Therefore, there would be **no effect** on noise and noise-compatible land use.

3.2.3 Floodplains

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps 53033C0645G and 53033C0640G, both effective August 19, 2020, no 100-year floodplains are located within the Project Study Area.[25] Therefore, the Proposed Action would have **no effect** on floodplains.

3.2.4 Wild and Scenic Rivers

No Wild and Scenic Rivers (WSR) are located in the Project Study Area. The closest WSR is the Middle Fork Snoqualmie River, about 35 miles east of the Project Study Area.[26] The closest Nationwide Rivers Inventory segment is the Snoqualmie River South Fork, about 25 miles east of the Project Study Area.[27] No rivers are listed under Washington state jurisdiction. Therefore, the Proposed Action would have **no effect** on WSR.

3.3 Environmental Resources Potentially Affected

3.3.1 Aviation Emissions and Air Quality

The Clean Air Act (CAA) is the primary statute related to air quality. The CAA regulates air pollutant emissions from stationary and mobile sources and authorizes the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS) for criteria pollutants. The CAA also gives the USEPA authority to regulate Hazardous Air Pollutants. The USEPA sets NAAQS for certain air pollutants to protect public health and welfare. The USEPA has identified the following six criteria air

[24] Federal Aviation Administration. (1984, December 18). Airport Noise Compatibility Planning (14 CFR Part 150), Table 1, Appendix A. Retrieved May 1, 2026, from Part 150
[25] FEMA. (2020, August). Flood Map Service Center. Retrieved April 20, 2026, from https://msc.fema.gov/portal/search
[26] National Wild and Scenic Rivers System. (n.d.). Find a River. Retrieved April 20, 2026, from https://www.rivers.gov/
[27] National Park Service. (1982). Nationwide Rivers Inventory. Retrieved January 31, 2024, from NPS

pollutants and has set NAAQS for them: Carbon Monoxide (CO), Lead (Pb), Nitrogen Dioxide (NO_2), 8-Hour Ozone (O_3) Particulate Matter (PM_{10} and $PM_{2.5}$), and Sulfur Dioxide (SO_2).

Areas found to be in violation of one or more NAAQS are classified as "nonattainment areas." States with nonattainment areas must develop a State Implementation Plan (SIP) demonstrating how the areas would be brought back into attainment of the NAAQS within designated timeframes. Areas where concentrations of the criteria pollutants are below (i.e., within) these threshold levels are classified as "attainment areas." Areas with prior nonattainment status that have since transitioned to attainment are known as "maintenance areas."

3.3.1.1 Affected Environment

According to the USEPA, King County, where the Project Study Area is located, is classified as a maintenance area for PM_{10} and CO and in attainment for all other NAAQS.[28] However, according to the Washington Department of Ecology (Ecology), the maintenance periods for both PM_{10} and CO have "sunset", meaning King County is no longer in "nonattainment" for these NAAQS. The maintenance period for PM_{10} was "sunset" on May 14, 2021,[29] and the maintenance period for CO was "sunset" on October 11, 2016 after completing a successful 20-year maintenance plan.[30] Therefore, King County is in attainment for all NAAQS.[31]

3.3.1.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, no construction would occur. No emissions would be created from construction equipment and vehicle fuel combustion. Additionally, no fugitive dust emissions would be created from disturbed ground and haul routes. As a result, there would be **no effect** on air quality.

[28] USEPA. (2026, March). Washington Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Retrieved April 22, 2026, from https://www3.epa.gov/airquality/greenbook/anayo_wa.html

[29] Washington Department of Ecology. (2021, June). Verification of Continued Attainment in Limited Maintenance Areas (2021). Retrieved April 22, 2026, from https://apps.ecology.wa.gov/publications/documents/2102014.pdf

[30] Washington Department of Ecology. (2026). Plans for Maintaining Air Quality. Retrieved April 22, 2026, from Ecology

[31] USEPA. (2026, March). Washington Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Retrieved April 22, 2026, from https://www3.epa.gov/airquality/greenbook/anayo_wa.html

Proposed Action

The Proposed Action would include pavement rehabilitation, demolition, and construction activities. For actions in attainment areas, the FAA identifies four screening criteria used to determine whether additional air quality analysis is required.[32] These screening criteria address potential changes in aircraft operations, aircraft delay, vehicle miles traveled (VMT), and construction vehicle or ground support equipment (GSE) activity (see **Appendix D**). The four FAA screening criteria were applied to the Proposed Action. The Proposed Action would not result in an increase in aircraft operations, aircraft delay, or operational VMT, and operational emissions would remain unchanged from existing conditions. Construction activities associated with the Proposed Action would not exceed the FAA screening thresholds for construction-related VMT or the use of construction vehicles and GSE. Therefore, the Proposed Action does not exceed any of the FAA screening criteria that would require a construction emissions inventory (CEI) or an operational emissions inventory.

Although a CEI was not required to determine air quality significance based on the results of the FAA screening criteria, a quantitative construction emissions analysis was prepared to further evaluate construction-related emissions using the USEPA Motor Vehicle Emission Simulator (MOVES4). The results of the analysis demonstrate that construction-related emissions for the Proposed Action would not exceed *de minimis* thresholds for any NAAQS (see **Appendix D**). Therefore, the Proposed Action would result in **no significant impact** on air quality.

3.3.1.3 Mitigation Measures

The Proposed Action would not exceed the *de minimis* thresholds and no significant impact would occur. All work would be conducted in compliance with applicable regulations. Therefore, mitigation measures are not required or proposed.

3.3.2 Biological Resources

The Endangered Species Act (ESA) of 1973, the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), the Migratory Bird Treaty Act (MBTA), and the Bald and Golden Eagle Protection Act (BGEPA) provide federal protections for wildlife and their habitats. Under the ESA, FAA actions with the potential

[32] FAA. (2024, July 24). Technical Support Document for Attainment Area Screening Methodology. Retrieved April 22, 2026, from Aviation Emissions and Air Quality Handbook

to affect listed or proposed species or critical habitat require consultation with U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS), resulting in a Biological Opinion (BO) and an incidental take statement, provided the action does not jeopardize the species or critical habitat. The Magnuson-Stevens Act requires consultation with NMFS to minimize adverse effects on essential fish habitat (EFH). The MBTA prohibits the "take" of most native migratory birds, including their nests and eggs. The BGEPA specifically protects bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*), and their nests and eggs, prohibiting disturbance or take without a federal permit.

3.3.2.1 Affected Environment

The Project Study Area is located on and adjacent to Airport property and includes portions of existing apron areas, aircraft hangars, taxiways, taxilanes, roadways, vehicle parking areas, maintained landscaping vegetation, and maintained airfield grass between pavements. The Airport Sponsor mows grass frequently to a height of six to 12 inches to minimize wildlife attractants and habitat structure in compliance with FAA Advisory Circular (AC) 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*[33] and FAA CertAlert No. 98-05, *Grasses Attractive to Hazardous Wildlife*.[34] Airport property is surrounded by security fencing that prevents any large mammals from entering Airport property. The Project Study Area does not contain shrubs or trees and is near an active airfield with high levels of human activity.

Federal and State Threatened, Endangered, and Proposed Terrestrial Species

As a starting point to identify potential federal and state endangered, threatened, or proposed terrestrial species that may occur within the Project Study Area, the USFWS Information for Planning and Conservation (IPaC) database and Washington Department of Fish and Wildlife (WDFW) Washington State Listed Species were reviewed. A biological resources site survey in the Project Study Area occurred in April 2025 to identify plants, wildlife, and their habitats. Due to its heavily developed, paved, and graded condition, including regularly mowed grass as well as frequent

[33] Federal Aviation Administration. (2020, February 21). Advisory Circular 150/5200-33C. *Hazardous Wildlife Attractants on or near Airports*. Retrieved March 2026 from https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf

[34] Federal Aviation Administration. (1998, September 21). CertAlert No. 98-05, *Grasses Attractive to Hazardous Wildlife*. Retrieved March 2026 from https://www.faa.gov/sites/faa.gov/files/airports/airport_safety/wildlife/resources/cert9805.pdf

aircraft noise and activity, the Project Study Area does not provide habitat for any listed species (see **Appendix E**).

Federal and State Threatened, Endangered, and Proposed Aquatic Species

A Biological Assessment (BA) was prepared in March 2026 to evaluate the potential effects of the Proposed Action on species under the jurisdiction of the NMFS and USFWS that are listed or proposed for listing under the ESA (see **Appendix E**). The BA also includes the potential effects on designated critical habitats and EFH under the Magnuson-Stevens Act.

The BA defines an Aquatic Action Area, an area to be affected directly or indirectly by the Proposed Action, to represent the geographic extent of the physical, chemical, and biological effects resulting from the Proposed Action and includes the Duwamish River adjacent to the Project Study Area (see **Appendix E**).

Non-Listed Migratory Birds and Wildlife Species

The USFWS IPaC species list identified 17 non-listed migratory bird species that may occur in the Project Study Area or vicinity: During the April 2025 site survey, the song sparrow (*Melospiza melodia*) was observed in the Project Study Area (see **Appendix E**). Other non-listed migratory bird species may use the Project Study Area, though the Project Study Area contains no trees or shrubs, and generally lacks suitable habitat due to prior development, regular mowing, and proximity to the active airfield. The June 2025 biological resources site survey identified the following wildlife in the Project Study Area: rabbits (eastern cottontail [*Sylvilagus floridanus*]), two crows (*Corvus*), one song sparrow (Melospiza melodia), and one coyote (*Canis latrans*). No wildlife nests, or other tracks or scat were observed (see **Appendix E**).

3.3.2.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, no construction activities would occur that could affect biological resources. No change to the operational setting of the Airport would occur. Therefore, the No Action Alternative would have **no effect** on biological resources.

Proposed Action

Prior to construction, the Airport Sponsor would obtain a Construction Stormwater General permit (CSWGP) through Ecology,[35] which requires a site-specific Stormwater Pollution Prevention Plan (SWPPP) detailing stormwater, erosion, and sediment control Best Management Practices (BMPs), and pollution prevention measures to minimize or prevent pollutant discharges into nearby waterbodies (see **Section 3.3.11**).

Federally and State Threatened, Endangered, or Proposed Terrestrial Species

The Project Study Area does not contain suitable habitat for federally and state protected terrestrial species due to lack of suitable habitat from prior development, regular mowing, and proximity to the active airfield. Due to the lack of suitable habitat, the Proposed Action would have **no significant impact** on federal and state threatened, endangered, or proposed terrestrial species.

Federal and State Threatened, Endangered, or Proposed Aquatic Species

The BA evaluated the potential effects of the Proposed Action, including water quality measures, on listed aquatic species and their designated critical habitats. The resulting preliminary effects determinations summary for ESA-listed aquatic species is shown in **Table 3-1**.

The FAA initiated formal consultation with NMFS on May 14, 2026, with NMFS acknowledging the initiation of the consultation on May 15, 2026. The results of the consultation will be updated in the Final EA.

The FAA initiated formal consultation with USFWS on May 14, 2026, with USFWS acknowledging the initiation of the consultation on May 18, 2026. The results of the consultation will be updated in the Final EA.

[35] Washington Department of Ecology. (n.d.). Construction Stormwater General Permit. Retrieved May 28,2026 from Ecology

Table 3-1: Biological Assessment Preliminary Effect Determination Summary for ESA-listed Aquatic Species and Critical Habitat

Common Name	Scientific Name	ESU or DPS*	Listing Status (Federal / State)	Critical Habitat	Species Preliminary Effects Determination**	Critical Habitat Preliminary Effects Determination**
Chinook salmon	*Oncorhynchus tshawytscha*	Puget Sound ESU	Threatened / None	Designated	LAA	NLAA
Steelhead	*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 Affect; NLAA = May Affect, Not Likely to Adversely Affect; LAA = Likely to Adversely Affect

Non-Listed Migratory Birds and Wildlife Species

As described in **Section 3.3.2.1**, the Project Study Area does not contain suitable habitat for non-listed migratory birds or wildlife species due to the lack of trees and shrubs, prior development, regular mowing, and proximity to the active airfield. Should non-listed migratory birds or wildlife species be present during construction, these species would likely relocate to adjacent habitats and remain unharmed. BMPs implemented as a part of the SWPPP during construction, in compliance with the CSWGP, would prevent indirect effects to aquatic species that may occur in the Duwamish River, located adjacent to the Project Study Area (refer to **Section 3.3.3**). Due to the lack of suitable habitat and in adherence to the CSWGP, the construction and operation of the Proposed Action would have **no significant impact** on non-listed migratory bird and wildlife species and would result in no "take" to species protected under the MBTA and BGEPA.

3.3.2.3 Mitigation Measures

The selected construction contractor would implement stormwater, sediment, and erosion control BMPs outlined in the SWPPP and conduct all work in compliance with the CSWGP, existing permits, and applicable regulations.

3.3.3 Coastal Resources

Many regulations provide for the protection of certain coastal resources including the Coastal Barrier Resources Act, Coastal Zone Management Act (CZMA), and National Marine Sanctuaries Act, among many others.

3.3.3.1 Affected Environment

According to the Ecology Coastal Zone Management Program (CZMP), the Project Study Area is located in King County, which is one of the 15 counties in the coastal zone.[36] The closest shoreline management area is a section of the Duwamish River, designated as a Shoreline Environment assigned to the Shorelines of the State by King County's Shoreline Management Master Program, as adopted from the Shorelines Management Act of 1971, approximately 0.5-mile west of the Project Study Area.[37] No Coastal Barrier Resource System (CBRS) segments are located within the Project

[36] Washington Department of Ecology. (2026). Washington Coastal Zone Management. Retrieved April 22, 2026, from Ecology
[37] King County. (2026). Shoreline Management Master Program. Retrieved April 22, 2026, from King County

Study Area. The closest CBRS segment is over 1,400 miles east of the Project Study Area on Lake Superior.

Currently, stormwater runoff from the Project Study Area generally sheet-flows off airfield pavements into vegetated infields and drainage ditches, where it is then collected in underground stormwater vaults.[38] Runoff at the north end of the Project Study Area is treated at a stormwater treatment facility,[39] while runoff from the central and southern portions of the Project Study Area is conveyed to a series of stormwater retention vaults that provide sediment filtration and oil separation.[40] Stormwater runoff within the Project Study Area is discharged via existing outfalls to the Duwamish River.

3.3.3.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Proposed Action. The Airport Sponsor would continue to operate the Airport and serve forecast aviation demands. As there would be no change to impervious surfaces and no change to existing runoff patterns, and no construction would occur, the No Action Alternative would have **no effect** on coastal resources.

Proposed Action

The Proposed Action would modify airfield pavement and stormwater infrastructure associated with the rehabilitation of Runway 14R-32L and relocation of Taxiway B. Construction would adhere to the applicable permit requirements, including obtaining a CSWGP under the National Pollutant Discharge Elimination System (NPDES) program.

Existing drainage patterns that discharge to the Duwamish River would remain unchanged. The Proposed Action would include new and expanded stormwater treatment facilities; however, runoff would continue to discharge through existing outfalls, and no new stormwater discharge locations would be created. No direct work would occur within surface waters or Waters of the U.S. (WUS). The Proposed Action would not require shoreline modifications or affect coastal access. Therefore, the

[38] Anchor QEA. (2026). Biological Assessment, March, 2026
[39] USEPA. (2010). New stormwater treatment at Boeing Field will reduce toxic PCBs and help protect the Duwamish River and Puget Sound. Retrieved April 23, 2026, from USEPA News Release
[40] King County. (2025). 2025 Stormwater Management Program Plan. Retrieved April 23, 2026, from King County

Proposed Action is anticipated to comply with the Washington CZMP and would have no significant impact on coastal resources.

Operation of the Proposed Action would decrease impervious surfaces at the Airport by approximately eight acres. Stormwater runoff would continue to sheet flow off existing pavement and impervious surfaces and would be directed to and treated using on-Airport water treatment as previously described before outflowing to the Duwamish Waterway. The Proposed Action would not create new discharge locations, alter shoreline conditions, affect coastal access, or change the visual character of the coastline. Therefore, operation of the Proposed Action would result in no significant impact on coastal resources.

The FAA initiated consultation with Ecology on July 28, 2026, to review the Proposed Action for a Coastal Consistency Determination under the King County Shoreline Management Program (see **Appendix F**). On September 10, 2026, Ecology concurred with the FAA's determination that the Proposed Action is consistent with Washington's CZMP. The Proposed Action would be consistent with Washington's CZMP; therefore, the Proposed Action would have **no significant impact** on coastal resources.

3.3.3.3 Mitigation Measures

The Proposed Action complies with the Washington CZMP and would not require alteration of a shoreline; therefore, no mitigation measures are proposed.

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

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966[41] (Section 4(f)) protects significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites. Section 4(f) provides that the Secretary of Transportation may approve a transportation program or project requiring the use of a Section 4(f) resource, only if there is no feasible and prudent alternative to the using that land and the program or project includes all possible planning to minimize harm resulting from the use. Section 4(f) properties are publicly owned lands, including public parks, recreation areas, wildlife, and waterfowl refuges, or publicly-or privately-owned historic sites of National, State, and/or local importance. Historic sites include

[41] Codified at 49 U.S.C. § 303

prehistoric and historic districts, sites, buildings, structures, or objects listed in, or eligible for listing in, the National Register of Historic Places (NRHP).

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 (Section 6(f)) provides funds for buying or developing public-use recreational lands through grants to local and state governments. Section 6(f) prevents the conversion of lands purchased or developed with LWCF funds to non-recreation uses, like airport projects, unless the Secretary of the Department of Interior, through the National Park Service (NPS), approves the conversion.

3.3.4.1 Affected Environment

Section 4(f) resources exist in and immediately adjacent to the Project Study Area. [42] NRHP-listed and NRHP-eligible resources are in the Project Study Area (see **Section 3.3.6** for more details) and the Georgetown Flume Park is located adjacent to the northwest edge of the Project Study Area.[43] The closest Section 6(f) resource is the South Park Community Center, located approximately one mile west of the Project Study Area.[44] The closest National Wildlife Refuge (NWR) is the Billy Frank Jr. Nisqually NWR, about 40 miles southwest of the Project Study Area.[45]

A Historic Built Environment Survey occurred in 2025 to identify potential historic resources at the Airport (see **Appendix G**). The survey identified 17 potentially eligible historic structures, 12 of which were found to be less than 45 years of age and were not recorded further for the Proposed Action, while five were identified as 45 years of age or older and evaluated to determine their NRHP eligibility. For more discussion on historic structures, see **Section 3.3.6** and **Appendix G**.

3.3.4.2 Environmental Consequences

For Section 4(f) purposes, an action could “use” a resource in two ways.

– Physical Use: The action physically occupies and directly uses the Section 4(f) resource. An action’s occupancy or direct control (via purchase) causes a change in the use of the Section 4(f) resource. Examples include land or a permanent

[42] National Park Service. (2020, September). National Register of Historic Places. Retrieved April 23, 2026, from NPS
[43] City of Seattle. (2026). Park Boundaries. Retrieved April 23, 2026, from Seattle GeoData
[44] LWCF. (2022, June). Past Projects. Retrieved April 23, 2026, from https://lwcf.tplgis.org/mappast/
[45] U.S. Fish and Wildlife Service. (n.d.). Billy Frank Jr. Nisqually National Wildlife Refuge. Retrieved April 23, 2026, from USFWS

easement, physical occupation of a portion or all the property, or alteration of structures or facilities on the property.

– Constructive Use: The action indirectly uses a Section 4(f) resource by substantially impairing the resource's intended use, features, or attributes. Examples include impacts resulting from noise, air pollution, and water pollution.

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Proposed Action. The Airport Sponsor would continue to operate the Airport and serve forecast aviation demands. As there would be no change to aircraft operations or taxi patterns, and no construction would occur, the Proposed Action would have **no physical or constructive use** to Section 4(f) properties.

Proposed Action

Construction of the Proposed Action would occur entirely within the Project Study Area and would not require the physical use (direct use) of any Section 4(f) property. In addition, no constructive use (indirect use) of any Section 4(f) property during construction would occur because: (1) implementation of the Proposed Action would not affect the area's noise, air quality, historic, natural resources, or visual effects (see **Sections 3.2.2, 3.3.1, 3.3.6, 3.3.8, and 3.3.10**) that could affect any Section 4(f) resources; (2) operation of the Proposed Action would not result in a change in runway use or flight patterns; and (3) as discussed in more detail in **Section 3.3.6**, the FAA determined *No Historic Properties Affected* due to the Proposed Action on June 8, 2026, and the Washington State Historic Preservation Officer (SHPO) concurred in a letter dated June 11, 2026 (see **Appendix G** for the consultations). For those reasons, the Proposed Action would not result in constructive use (indirect use) of any Section 4(f) property. Therefore, the Proposed Action would have **no significant impact** on Section 4(f) and Section 6(f) resources.

3.3.4.3 Mitigation Measures

The Proposed Action would not physically or constructively use any Section 4(f) resource. Therefore, no mitigation is required.

3.3.5 Hazardous Materials, Solid Waste, and Pollution Prevention

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and Resource Conservation and Recovery Act (RCRA) broadly define "hazardous materials," and includes hazardous wastes and hazardous substances. According to the RCRA, solid waste includes construction and demolition debris, food waste from concession activities, and paper/cardboard. Pollution prevention includes methods to avoid, prevent, or reduce pollutant discharges or emissions because of a project.

3.3.5.1 Affected Environment

Solid waste generated at the Airport is disposed of at the Cedar Hills Regional Landfill, located approximately 14 miles south of the Airport.[46] According to the King County Solid Waste Division, as of October 23, 2024 the landfill has 5,369,000 cubic yards of remaining permitted capacity, which is sufficient to remain operational until November 2029 at current waste disposal levels.[47]

The Airport maintains two RCRA IDs (WAD 980986848 and WAH000031371) for waste from maintenance projects and for disposal from construction projects. The USEPA identifies one toxic release inventory (TRI) site, the Boeing Military Airplanes Oxbow, within the Project Study Area.[48] According to the USEPA Envirofacts TRI Facility Report last updated in 1990, hazardous wastes generated at this facility include Freon 113 (CFC-113) and Toluene.[49] A total of 11 listed RCRA sites exist within the Project Study Area, including Boeing Military Delivery Center; Boeing D&SG Oxbow Site; The Boeing Company; Zum Services Inc.; NetJets; Flightcraft Inc. Seattle; Burlington Resource Aviation; King County Airport Maintenance; Air National; Signature Aviation; Ameriflight Inc., Hanger 5; and UPS Boeing Field.[50] No RCRA violations have been reported.[51] Activities conducted by the Airport Sponsor and its tenants involve the storage and use of various hazardous materials, including AvGas, Jet-A, diesel, gasoline, motor oils, lubricants, cleaning solvents, paint, pesticides, and fire suppressant agents. To comply with their industrial storm water permit (further discussed in **Section 3.3.11**), the Airport Sponsor implements pollution prevention through the SWPPP under Washington's

[46] King County. (n.d.). Solid Waste Facilities. Retrieved April 23, 2026, from https://kingcounty.gov/en/dept/dnrp/waste-services/
[47] Washington Ecology. (2025, April). Annual Report Municipal Solid Waste Landfill. Retrieved April 23, 2026, from Ecology
[48] U.S. Environmental Protection Agency. (n.d.). NEPAssist. Retrieved April 24, 2026, from https://nepassisttool.epa.gov/nepamap
[49] U.S. Environmental Protection Agency. (2026, February). TRI Facility Report. Retrieved April 23, 2026, from USEPA
[50] U.S. Environmental Protection Agency. (n.d.). NEPAssist. Retrieved April 24, 2026, from https://nepassisttool.epa.gov/nepamap
[51] U.S. Environmental Protection Agency. (n.d.). Envirofacts, Resource Conservation and Recovery Act Information. Retrieved April 24, 2026 from https://enviro.epa.gov/envirofacts/rcrainfo/

Industrial Stormwater General Permit and a Spill Prevention, Control, and Countermeasures (SPCC) Plan. Together, these plans outline emergency response procedures, potential migratory pathways, cleanup procedures, BMPs, housekeeping procedures, training requirements, inspection requirements and frequency, control measures, and deicing procedures, among other items. Activities involving hazardous materials occur in the Project Study Area; however, no documented evidence of accidental releases of these materials are within the Project Study Area as described below.

A PFAS remedial investigation is ongoing at the North Boeing Field/Georgetown Steam Plant site located at the northwestern portion of the Airport under an Agreed Order with Ecology.[52] The ongoing investigation is focused on evaluating groundwater for potential per- and polyfluoroalkyl substances (PFAS) associated with historical storage, use, and release of aqueous film-forming foam (AFFF). The Site includes portions of Boeing-owned or Boeing-leased property at North Boeing Field and the City of Seattle-owned Georgetown Steam Plant property. The North Boeing Field property encompasses approximately 113 acres and supports aviation-related operations associated with aircraft testing, fueling, maintenance, research and development, and support activities. The Boeing Company, the City of Seattle, and King County are responsible for conducting the investigation under Ecology oversight, including implementation of any follow-up actions that may be required.

The Project Study Area overlies a portion of the former Electronics Manufacturing Facility (EMF) groundwater volatile organic compound (VOC) plume. The plume resulted from historical releases of trichloroethene (TCE) and extends southwest across the Airport toward the Lower Duwamish River. The primary contaminants of concern in the EMF plume include TCE, cis-1,2-dichloroethene (cis-1,2-DCE), and vinyl chloride (VC).[53] The EMF site was formally addressed through an Administrative Settlement Agreement and Order on Consent for Removal Action executed in 2007 between USEPA and The Boeing Company and modified under a Non-Time Critical Removal Action in 2021. Groundwater monitoring of the EMF plume has documented reductions in contaminant concentrations, with many monitoring locations reporting concentrations at or below applicable Maximum Contaminant Levels (MCLs) and significant decreases

[52] Geosyntec. (2025, July). Revised Per- and Polyfluoroalkyl Substances (PFAS) Investigation Work Plan North Boeing Field/Georgetown Steam Plant, Seattle, Washington.

[53] Calibre. (2021, December). Remedial Optimization of EMF VOC Plume: Summary of Groundwater Monitoring for August 2021. Retrieved May 28, 2026

relative to historical peak values. Contamination is present in soil and groundwater between 25 and 75 feet based on the most recent sampling.[54]

The Ecology Toxics Cleanup Map also identifies additional sites within the Project Study Area undergoing active remediation, including Vic Markov Tire Co., Boeing North Field Delivery, and Boeing Military Flight Center.[55] The eastern portion of the Project Study Area is located in the Lower Duwamish Waterway Superfund Site, which is listed on the National Priorities List (NPL) and Superfund Alternative Approach (SAA) program.[56] The USEPA did not identify any brownfield facilities within the Project Study Area. A PFAS investigation for North Boeing Field was initiated in July 2025 by the Boeing Company, the City of Seattle, and King County and; the study is ongoing.

3.3.5.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Proposed Action. Because no change to the Airport's current operating setting would occur, no change to the Airport's hazardous materials, solid waste or pollution policies or procedures would occur. Therefore, the No Action Alternative would have **no effect** on hazardous materials, solid waste, or pollution prevention.

Proposed Action

Construction of the Proposed Action would result in temporary increases in storing hazardous materials, primarily in the form of diesel fuel and lubricants for the operation and maintenance of construction equipment. The construction contractor would store and use hazardous materials at designated staging areas in compliance with applicable federal, state, and local regulatory requirements and permit conditions, including pollution prevention measures. Construction debris and waste would be disposed of at appropriate authorized facilities. The contractor would obtain a construction stormwater permit, develop a SWPPP, and implement appropriate BMPs to minimize the release of contaminants during construction.

[54] Calibre. (2021, December). Remedial Optimization of EMF VOC Plume: Summary of Groundwater Monitoring for August 2021. Retrieved May 28, 2026

[55] Ecology. (n.d.). What's in My Neighborhood: Toxics Cleanup. Retrieved May 28, 2026 from Ecology

[56] U.S. Environmental Protection Agency. (n.d.). NEPAssist. Retrieved April 23, 2026, from https://nepassisttool.epa.gov/nepamap

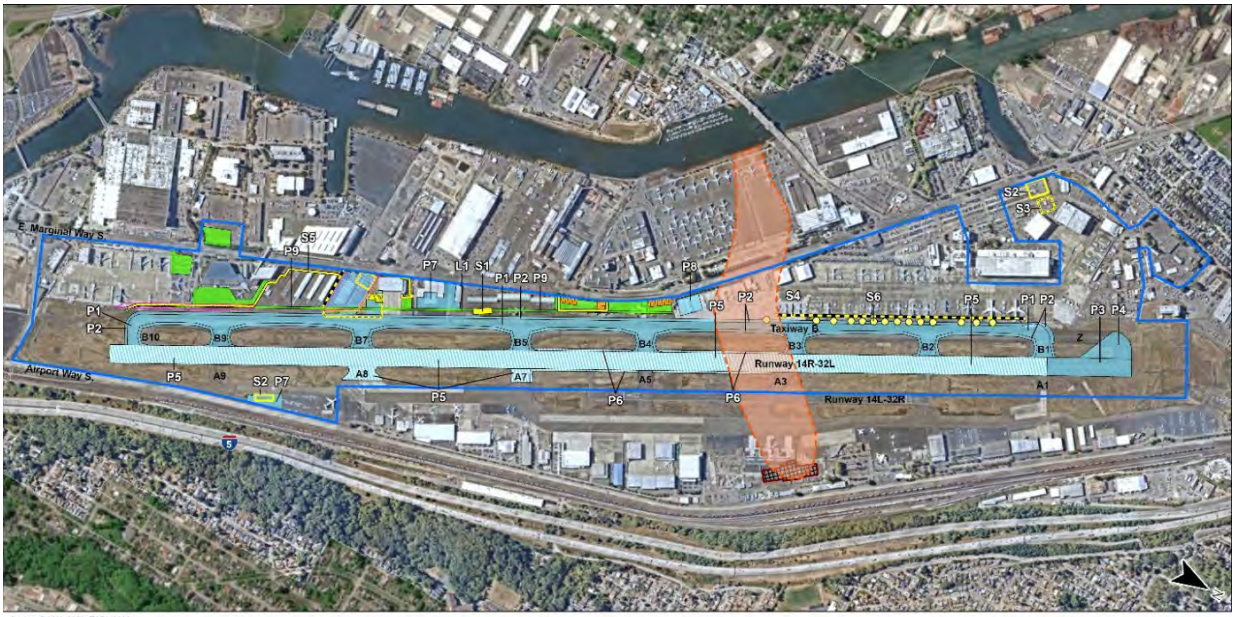
The Airport Sponsor is coordinating with the aforementioned parties regarding PFAS related activities. Construction areas associated with the Proposed Action are not known to be affected by PFAS in soil. If contaminated soils or groundwater are encountered during construction, materials would be managed onsite in accordance with a project-specific Construction Materials Management Plan (CMMP) and applicable regulatory guidance. These measures would ensure construction is conducted in an environmentally protective manner while remaining consistent with ongoing PFAS investigation activities.

Construction of the Proposed Action is not expected to encounter contaminated material (see **Exhibit 3-2**). However, the Boeing Company remains responsible for ongoing monitoring and implementation of the approved remedy, and appropriate measures would be implemented by the Boeing Company pursuant to the Administrative Settlement Agreement and associated regulatory requirements if contaminated soil or groundwater is encountered during construction of the Proposed Action.

The Proposed Action would demolish the existing ATCT and ARFF facilities, as well as two buildings on Parcel 4 (see **Exhibit 3-3**). Hazardous materials may be present in the buildings. The Airport Sponsor will conduct a hazardous materials assessment of the buildings and, if any hazardous materials are discovered, the buildings would be remediated prior to demolition.

Operations associated with the Proposed Action would not change the type or quantity of hazardous materials stored and used at the Airport. The Airport Sponsor would continue to store and use materials consistent with existing conditions and would adhere to the CMMP during operation. Hazardous materials would continue to be managed in accordance with federal, state, and local regulations. The Airport Sponsor would update its SWPPP for industrial activities and SPCC Plan to reflect facility changes and maintain compliance with applicable requirements (see **Section 3.3.11**).

Exhibit 3-2: EMF VOC Plume and Proposed Action



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

LEGEND

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)

Exhibit 3-3: Proposed Action Building Demolition

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

LEGEND

Project Study Area

Building Demolition Projects

D6: ATCT and ARFF Building Demolition (FAA)

D7: ARFF Building Demolition (Boeing Co.)

D8: Parcel 4 Buildings Demolition

The Proposed Action would comply with all applicable federal, state, and local regulations and permitting requirements, and construction activities would occur above known contamination elevations with appropriate BMPs in place, and construction and operation would not result in the exposure or release of hazardous materials. Therefore, the Proposed Action would have **no significant impact** on hazardous materials, solid waste, or pollution prevention at the Airport.

3.3.5.3 Mitigation Measures

No significant impact would occur under the Proposed Action. Therefore, no mitigation measures are required or proposed.

3.3.6 Historical, Architectural, Archaeological, and Cultural Resources

The National Historic Preservation Act (NHPA)[57] establishes the Advisory Council on Historic Preservation (ACHP). The ACHP oversees federal agency compliance with the NHPA. The NHPA also established the NRHP, which the NPS oversees. Section 106 of the NHPA requires federal agencies to account for the effects of their undertaking[58] and consult with the SHPO, Tribal Historic Preservation Officers (THPO), and other parties to develop and evaluate alternatives or modifications to the undertaking where necessary to avoid, minimize, or mitigate adverse effects on historic properties. In consultation with the SHPO/THPO, the FAA evaluates a property's eligibility for inclusion in the NRHP.

3.3.6.1 Affected Environment

Area of Potential Effect

The Area of Potential Effects (APE) is the same as the Project Study Area described in **Section 3.1**. The APE contains resources that could potentially be affected by construction of the Proposed Action. The APE, for purposes of complying with the NHPA, was defined in consultation with the SHPO and includes the geographic areas within which the Proposed Action may directly or indirectly cause alterations in the character or use of historic properties (see **Appendix G**). Two buildings in the APE,

[57] 54 U.S.C. §§ 300101 et seq.
[58] Under Section 106, an undertaking is the proposed action or project.

Boeing Airplane Company Building No. 105 and the Museum of Flight, are listed on the NRHP.[59]

Historical and Architectural Resources

The 2026 Cultural Resources Survey Report identified seventeen potentially historic built environment resources in the APE (see **Appendix G**). These resources include the previously recorded King County ATCT, five Seattle Air National Guard station resources, and three commercial buildings. Twelve of the resources were determined to be less than 45-years old, and the remaining five were determined as not eligible for NRHP listing (see **Appendix G**).

Archaeological and Cultural Resources

The archaeological investigation consisted of background research and field investigations within the APE using the Washington Information System for Architectural and Archaeological Records Database to identify previously recorded archaeological sites and prior cultural resource investigations within and adjacent to the APE. The results of this records review were used to establish the archaeological context and inform expectations for field investigation. Field investigations occurred in September 2025 and included pedestrian reconnaissance and subsurface testing. A total of 26 probes were excavated to depths ranging from 20 to 200 centimeters below ground surface (BGS). No prehistoric or historic archaeological sites were identified during the field investigation (see **Appendix G**).

3.3.6.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Proposed Action. There would be no construction in the APE and no change to the Airport's existing operational setting resulting in a change in the APE. Therefore, the No Action Alternative would have **no effect** on historic, architectural, archaeological, or cultural resources.

[59] National Park Service. (2020, September). National Register of Historic Places. Accessed May 1, 2026, from NPS

Proposed Action

Construction of the Proposed Action would require ground disturbing activities in the APE. Archaeological investigations included a pedestrian survey and subsurface testing conducted in September 2025. Based on the results of the records search, literature review, and archaeological field investigations, no prehistoric or historic archaeological resources were identified within the APE, and no further archaeological investigation is recommended. A monitoring and inadvertent discovery plan would be prepared to address the potential for unanticipated discoveries during construction activities that disturb native sediments.

The Proposed Action would result in the demolition of several buildings. None of these buildings is eligible for listing in the NRHP. In compliance with Section 106, the FAA made a *"No Historic Properties will be Affected*" determination on June 8, 2026, and requested concurrence from the Washington SHPO. The Washington SHPO concurred with this determination on June 11, 2026. Additionally, the Washington SHPO concurred with the FAA's recommendation for archaeological monitoring to be conducted by personnel meeting the Secretary of Interior Standards during ground disturbing activities. The FAA also coordinated with tribes on June 8, 2026, requesting input on properties of cultural or religious significance that may be affected by the Proposed Action and requested concurrence with the "No Historic Properties will be Affected" determination. No responses were received from the tribes. Therefore, the Proposed Action would have **no significant impact** on historical, architectural, archaeological, and cultural resources. See **Appendix G** for SHPO and THPO correspondence.

3.3.6.3 Mitigation Measures

The Airport Sponsor would prepare and adhere to an inadvertent discovery plan and provide for a monitor during ground disturbing activities during construction of the Proposed Action.

3.3.7 Land Use

The Airport and Airway Improvement Act and state and local regulations are the primary regulations related to land use. Compatible land use around an airport increases safety and minimizes the effects from airport operations. Airport projects receiving federal funding may not be approved unless the Airport Sponsor provides written assurance that appropriate action, including the adoption of zoning laws, has been or will be taken,

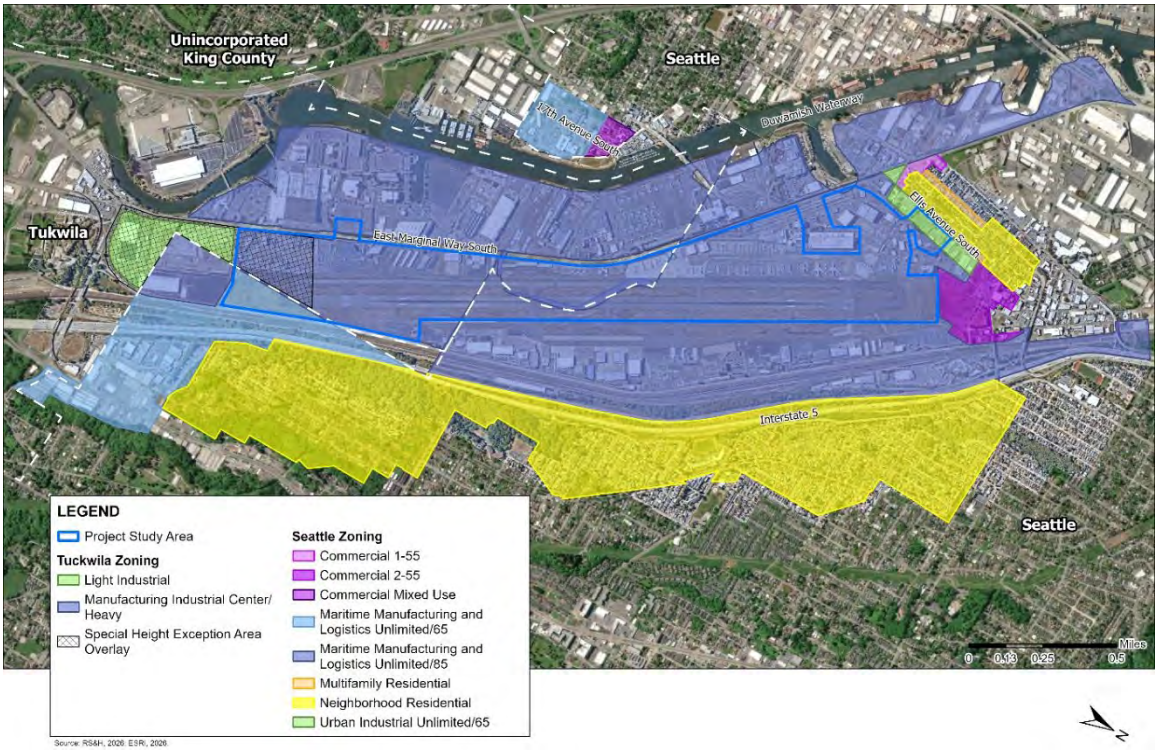
to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft.

3.3.7.1 Affected Environment

The Project Study Area is located in King County within the cities of Seattle and Tukwila. The northeast portion of the Project Study Area is located in Seattle with the southwest portion located in Tukwila (see **Exhibit 3-4**). According to the Seattle Department of Construction & Inspections (SDCI) Property Information Map, the Project Study Area is zoned as Maritime, Manufacturing, and Logistics (MML) Unlimited 85 (U/85), MML Unlimited 65 (U/65), and Urban Industrial (UI) U/65.[60] According to the Tukwila iMap, the Project Study Area is zoned as Manufacturing Industrial Center/Heavy (MIC/H). [61] Zoning surrounding the Airport in Seattle is Neighborhood Residential (NR) to the northwest and southeast and Commercial & Residential Lowrise Mixed Use and Commercial 1-55 and 2-55 to the north of the Project Study Area. Zoning surrounding the Airport in Tukwila is MIC/H and Light Industrial (LI) to the west and south of the Project Study Area. Additionally, a Special Height Exemption Area overlay exists at the south end of the Project Study Area allowing construction of structures no more than ten stories (see **Exhibit 3-4**). Existing land uses around the Project Study Area generally include heavy industrial manufacturing, commercial and transportation-related uses. Residential areas are located north of the Airport, adjacent to the Project Study Area across Ellis Avenue South, while residences west of the Airport are separated from airfield activities by the Duwamish River and vegetation. Residential neighborhoods farther east and south of the Project Study Area are buffered by Airport facilities, Interstate 5 (I-5), vegetation, and rail infrastructure.

[60] City of Seattle. (n.d.). SDCI Property Information Map (GIS). Retrieved April 27, 2026, from City of Seattle
[61] Tukwila iMap. (n.d.). Maps. Retrieved April 27, 2026, from City of Tukwila

Exhibit 3-4: Project Study Area Zoning



3.3.7.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, construction of the Proposed Action would not occur and no changes to the Airport's existing operation would occur. Therefore, there would be no change to the Airport's land use or zoning, or new land uses introduced. Therefore, there would be **no effect** on land use.

Proposed Action

The Proposed Action would include land acquisition (see **Exhibit 3-5**) and reconfiguration of airfield and landside facilities to accommodate the relocation of Taxiway B. These land parcels are located in the City of Tukwila and are zoned as Manufacturing Industrial Center/Heavy. The Proposed Action would construct an aircraft apron area and a vehicle service road on Airport-property, which is consistent with the current zoning. Therefore, no change to the current zoning on these parcels would occur.

Exhibit 3-5: Land Acquisitions in the Project Study Area

The Proposed Action would change the existing land use for the Parcel 4 land acquisition from commercial to aeronautical. Commercial land uses near an airport are considered a compatible land use,[62] as is an aeronautical land use. Although the land use would change from commercial to aeronautical, the ultimate land use would remain a compatible land use. All other land uses in the Project Study Area would not change. Other resources that could indirectly affect land use (e.g., the Proposed Action would not disrupt communities (see **Section 3.3.9**), affect Section 4(f) resources, etc.) would not be affected. Therefore, the Proposed Action would be consistent with local plans and policies in the Project Study Area and have **no significant impact** on land use.

Appendix H contains the Airport Sponsor land use assurance letter providing written assurance that *"appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the King County International Airport - Boeing Field, to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft."*

[62] 14 CFR Part 150, *Airport Noise Compatibility Planning*, Table 1 in Appendix A

3.3.7.3 Mitigation Measures

No significant impact would occur under the Proposed Action. Therefore, no mitigation measures are required or proposed.

3.3.8 Natural Resources and Energy Supply

FAA Order 1050.1G requires "an evaluation of a project's consumption of natural resources and demands on energy supplies from projects, as well as the conservation potential of alternatives and mitigation measures. Consumption of natural resources and use of energy supplies may result from construction, operation, and/or maintenance of the proposed action or alternatives." FAA policy also encourages developing facilities to use the highest design standards and to incorporate sustainable measures into designs.

3.3.8.1 Affected Environment

Airport personnel and tenants regularly use consumable materials to maintain various airside and landside facilities and services. Those materials may include asphalt, concrete, aggregate for sub-base materials, various metals associated with such maintenance, and fuels associated with the operation of aircraft and vehicles.

Electrical power is necessary to keep the Airport operational and safe. Airport lighting within the Project Study Area consists of runway lighting, the rotating beacon, taxiway lighting, apron lighting, exterior building lighting necessary for safe aircraft operations, access roadways and parking areas, and Medium-Intensity Approach Lighting Systems with Sequenced Flashers (MALSF).[63] Seattle City Light[64] and Puget Sound Energy[65] supplies electricity and natural gas to the Airport.

3.3.8.2 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Proposed Action. There would be no new uses of natural resources or energy supply beyond what is forecast to occur. Therefore, the No Action Alternative would have **no effect** on natural resources or energy supply.

[63] RS&H. (2026). King County International Airport Vision 2045: Inventory of Existing Conditions. Retrieved July 30, 2026
[64] Seattle City Light. (n.d.). View and Report Outages. Retrieved May 1, 2026, from https://www.seattle.gov/city-light/outages
[65] Puget Sound Energy. (2015, August). Puget Sound Energy Service Area. Retrieved May 1, 2026, from Puget Sound Energy

Proposed Action

Construction of the Proposed Action would temporarily increase the use of natural resources at the Airport. These could include aggregate, sub-base materials, and oils associated with the construction of the Proposed Action. These resources are not rare or in short supply, and the quantity required for the development of this size would not place an undue strain on supplies. Construction would also temporarily increase the energy demand at the Airport; however, this increase would be temporary and minor, and within the supply capabilities of Seattle City Light and Puget Sound Energy.

Implementation of the Proposed Action would not introduce new aircraft or operations to the Airport and would not increase the use of natural resources at the Airport beyond supporting the expected growth in operations forecast to occur with or without implementation of the Proposed Action. The new Runway 14R-32L centerline, threshold, and touchdown zone lights and taxiway lights would result in a small increase in the required electrical demand at the Airport. However, the new lighting could use light-emitting diode lighting, which could result in a minor improvement in the energy efficiency at the Airport. Any increase in energy supply would not be significant and would be within the supply capabilities of Seattle City Light and Puget Sound Energy; therefore, the Proposed Action would have **no significant impact** on natural resources and energy supply.

3.3.8.3 Mitigation Measures

Construction and implementation of the Proposed Action would not result in a significant impact to natural resources and energy supply. Therefore, no mitigation is required or proposed.

3.3.9 Socioeconomics and Children's Environmental Health and Safety Risks

Socioeconomics is an umbrella term used to describe a project's social or economic aspects, or a combination of the two. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by a proposed action and alternative(s). The Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (Uniform Relocation Act) is the main regulation governing socioeconomics and includes provisions that must be followed if property acquisition or displacement of people would occur as a result of implementing the Proposed Action.

Executive Order (EO) 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, is the primary regulation for the protection of children and requires federal agencies to "analyze their policies, programs, activities, and standards for any environmental health or safety risks that may disproportionately affect children."[66]

3.3.9.1 Socioeconomics – Affected Environment

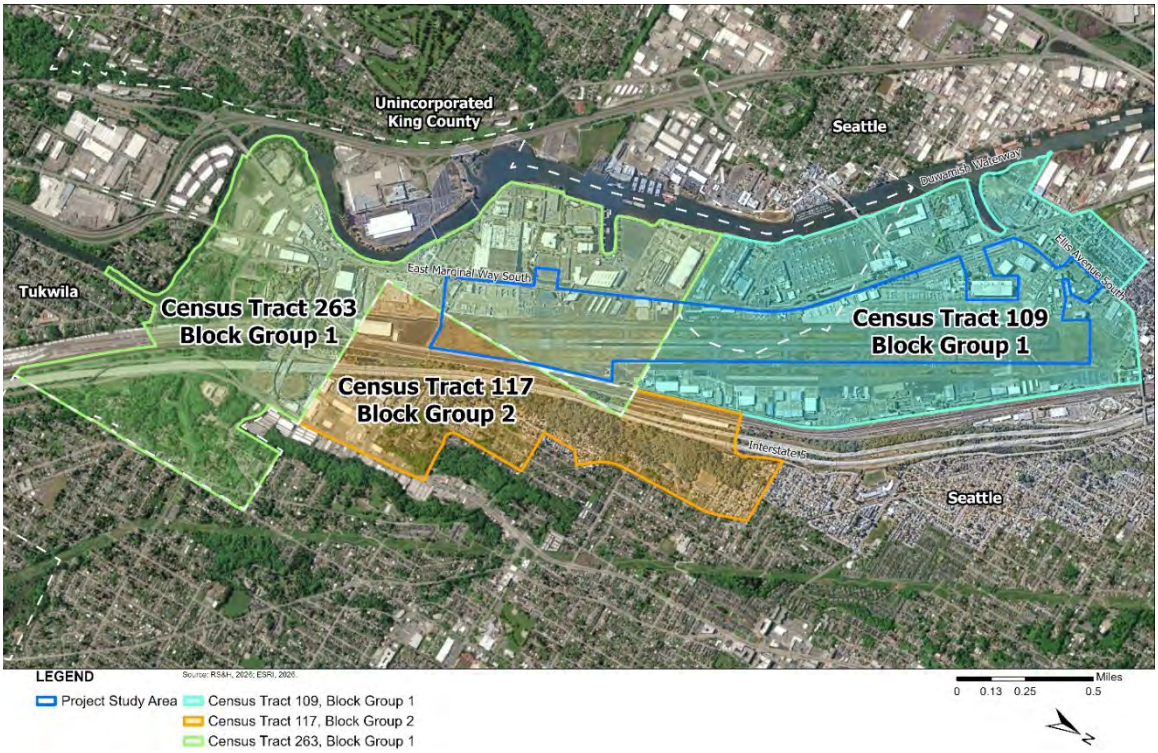
The Project Study Area is within three U.S. Census Bureau (USCB) block groups: Census Tract 109, Block Group 1; Census Tract 263, Block Group 1; and Census Tract 117, Block Group 2 (see **Exhibit 3-6**).[67] Not all block groups within a census tract were included in the analysis. Only if all or a portion of a block group was within the Project Study Area was it then included in the analysis. Census tract and block group boundaries are determined by the USCB and cannot be changed to exactly fit the Project Study Area. Therefore, the analysis presented in this EA includes the three census tracts for which the Project Study Area is located. Data from the city of Seattle, the city of Tukwila, and King County were included for comparison purposes.

Population and Housing Characteristics.

Table I-1 in **Appendix I** shows the population and housing data for the census tract block groups within the Project Study Area individually and combined. Census Tract 117, Block Group 2 has the highest population at 1,442 people and also has the highest total households (478) and highest average persons per household (3.0).[68] Census Tract 263, Block Group 1 has the highest percent occupied housing (100%). A total of 2,560 people live in the Project Study Area census tracts, which is about 1,094 households, about 97.1 percent of which are occupied, for an average of about 2.5 persons per household.[69]

[66] FAA. (2020, February). FAA Order 1050.1 Desk Reference.
[67] USCB. (2020). TIGERweb. Retrieved May 5, 2026, from https://tigerweb.geo.census.gov/tigerweb/
[68] USCB 2020 Census TIGERweb Map, https://tigerweb.geo.census.gov/tigerweb/
[69] USCB 2020 Census TIGERweb Map, https://tigerweb.geo.census.gov/tigerweb/

Exhibit 3-6: Census Block Groups at the Airport



Employment Characteristics

Table I-2 in **Appendix I** shows employment characteristics for the census tract block groups within the Project Study Area individually and combined. Census Tract 109, Block Group 1 has the highest percent unemployed (5.2%). Census Tract 117, Block Group 2 has the highest median income ($92,738). The city of Tukwila has the highest percent unemployed (6.4%) compared to the city of Seattle (5.2%) and King County (4.8%). King County has the highest median income ($124,746) compared to the city of Seattle ($123,860) and the city of Tukwila ($78,381). The average percent unemployed in the Project Study Area census tracts is 3.3% with an average median household income of $68,617. The national unemployment rate is (4.6%)[70] and the national median income is ($73,080).[71]

Table I-3 in **Appendix I** shows the employment classes for the census tract block groups within the Project Study Area individually and combined. Census Tract 109, Block Group 1 has the highest employment in the management, business, science, and arts occupations class (339). Census Tract 117, Block Group 2 has the highest

[70] U.S. Census Bureau (2024). 2024 American Community Survey. Retrieved May 27, 2026, from Employment Status
[71] U.S. Census Bureau (2024). 2024 American Community Survey. Retrieved May 27, 2026, from Median Income

employment in the service occupations class (152), natural resources, construction, and maintenance occupations class (68), and production, transportation, and material moving occupations class (51). Management, business, science, and arts occupations is the employment class with the most workers in the Project Study Area census tracts (702), city of Seattle (311,609), city of Tukwila (3,912), and King County (757,683).

Public Services and Social Conditions

Two ARFF facilities provide emergency services at the Airport. Both facilities are centrally located mid-field on the west side of the airport along East Marginal Way South. The King County ARFF facility is located adjacent to the FAA ATCT with the Boeing Co. ARFF located approximately 1,000 feet northwest. The King County ARFF facility provides services for all aircraft operating at the Airport up to aircraft with lengths of at least 126 feet but less than 159 feet (Index C-sized aircraft). With the support of the Boeing Co. ARFF, aircraft 200 feet or greater (Index E-sized aircraft) can be supported. The King County Sheriff's Office (KCSO) provides police services to the Airport and surrounding community with the nearest police station located about 0.75-mile east of the Project Study Area.[72] Additionally, Seattle Fire Station #27 is located adjacent to the northwest edge of the Project Study Area.[73]

3.3.9.2 Socioeconomics – Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Proposed Action. No change to the existing operation of the Airport would occur, land acquisition would not occur, and displacement of people and businesses would not occur. Therefore, the No Action Alternative would have **no effect** on socioeconomics.

Proposed Action

Construction of the Proposed Action would result in the short-term employment of construction workers. As the construction of the Proposed Action is temporary, this would not cause a shift in population growth or change population growth patterns. In addition, it is likely construction workers would be from the county or region and would

[72] King County. (n.d.). King County International Airport Police and Firefighters. Retrieved May 6, 2026, from https://kingcounty.gov/en/dept/sheriff/courts-jails-legal-system/police-partnership-program/partnerships/kcia

[73] City of Seattle. (n.d.). Seattle Fire Department – Apparatus Locations. Retrieved May 6, 2026, from https://www.seattle.gov/documents/Departments/Fire/About/SeattleFireMap.pdf

not require relocation to temporary housing or affect the housing environment or availability of housing in the area. Workers employed for construction of the Proposed Action would most likely be those already in the construction occupation within the county or region. As such, the construction of the Proposed Action would not affect the labor force in the area nor produce a substantial change in the community tax base. Additionally, the Proposed Action would not change the number of employees at the Airport or induce an increase in the number of operations at the Airport.

Construction-related traffic, including construction equipment and material delivery vehicles, and passenger vehicles transporting construction personnel to and from the job site, would be temporary (e.g., lasting only as long as the construction period each year) and would not cause any temporary road closures or other traffic impacts. Major Airport access roads include East Marginal Way South, Airport Way South, and I-5. The Proposed Action would not result in any physical changes to the public roadway system that would disrupt or divide the physical arrangement of an established community. Construction-related traffic would access the Airport via arterial streets (e.g., East Marginal Way South) and avoid residential streets to the greatest extent practicable. The Airport Sponsor would store large construction equipment in a staging area (to be located within the Project Study Area), thereby reducing the number of construction trips needed. Following construction, there would be no change to surface traffic or access to the Airport. Therefore, the Proposed Action would not substantially reduce the levels of service of roads serving the Airport and surrounding communities.

As outlined in **Section 1.2.5**, the Proposed Action would include the replacement of the Boeing Co. and King County ARFF facilities, to be located about 1,000 feet and 2,000 to the southeast of the existing Boeing Co ARFF facility location, respectively. The new locations for the replacement ARFF facilities are locations that allow firefighting personnel response times to continue to meet FAA AC 150/5210-15A standards.[74]

Land acquisition is necessary to accommodate the Taxiway B relocation and subsequent changes to landside infrastructure. For all necessary property acquisitions the County will negotiate with the impacted parties for the sale of the land. If a mutual agreement cannot be reached, the Airport Sponsor will submit a proposed ordinance to the King County Council to exercise eminent domain to acquire the parcels.

[74] Federal Aviation Administration. (2008, September 10). Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design*. Retrieved July 2026 from https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5210-15

The acquisitions include approximately 1.02 acres from the Boeing Co. (Project Q1), approximately 0.87-acre from the Museum of Flight (Project Q2), and approximately 3.6 acres from Wood Meadow (Project Q3) (see **Section 1.2.2**). The Airport Sponsor would adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act, 49 CFR part 24, (Uniform Relocation Act) for the acquisition and relocation of businesses, as necessary. The Uniform Relocation Act ensures that owners of property acquired for federal and federally assisted projects are treated fairly and consistently, encourages acquisition by agreement to minimize litigation and time in court, and ensures that individuals displaced by such projects are treated fairly, consistently, and equitably so they do not suffer disproportionate injuries. With adherence to the Uniform Relocation Act, any relocation associated with the land parcels would not cause excessive or severe economic hardship to business owners or the local community.

– Boeing Co. (Project Q1): The Boeing Co. land acquisition would involve the acquisition of taxilane and apron area used for aircraft preparation and parking by the Boeing Co. Military Delivery Center.

– Museum of Flight (Project Q2): The Museum of Flight land acquisition would involve the acquisition of a portion of the main Museum of Flight parking lot. The acquisition of this area would result in the reduction of 132 vehicle parking spaces. However, multiple options exist to mitigate the loss of parking spaces including restriping the remaining main Museum of Flight parking lot, using additional vehicle parking lots adjacent to the Museum of Flight, or a combination (see **Appendix B**)

– Wood Meadow (Project Q3): The Wood Meadow land acquisition would involve the relocation of nine local businesses.

The Proposed Action would have **no significant impact** on socioeconomics, population growth or growth patterns, surface traffic, housing, or the labor force in the area.

3.3.9.3 Socioeconomics – Mitigation

With adherence to the Uniform Relocation Act, the Proposed Action would have no significant impact on socioeconomics. Therefore, no further mitigation is proposed.

3.3.9.4 Children's Environmental Health and Safety Risks – Affected Environment

Areas of particular concern for children's environmental health and safety risks include schools, day cares, children's health clinics, and child-friendly recreational facilities. No schools, day care facilities or children's health clinics are located in the Project Study Area.[75] **Table I-4** in **Appendix I** shows individual and combined child age distribution for the census tract block groups within the Project Study Area individually and combined. Data from these census tracts, the city of Seattle, the city of Tukwila, and King County were included for comparison purposes.

3.3.9.5 Children's Environmental Health and Safety Risks – Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Proposed Action. No change to the existing operation of the Airport would occur. Therefore, the No Action Alternative would have **no effect** on children's environmental health and safety risks.

Proposed Action

Construction and operation of the Proposed Action would not require the acquisition or relocation of any schools, childcare centers, or similar facilities. The Proposed Action would not increase environmental health and safety risks or exposure of environmental contaminants to children in the surrounding community. Construction emissions resulting from the Proposed Action would be temporary and are not significant (see **Section 3.3.1**). The Proposed Action would not increase operations at the Airport or change the fleet mix operating at the Airport producing no change to operational emissions. In addition, no change in noise that could affect children's facilities would occur (see **Section 3.2**). The Proposed Action would not change the Airport's storage and handling of hazardous materials (see **Section 3.3.5**). The Proposed Action would not affect water resources near the Airport (see **Section 3.3.11**). No health and safety risks that would disproportionately affect children are associated with the construction and implementation of the Proposed Action; therefore, the Proposed Action would have **no significant impact** on children's environmental health and safety risks.

[75] U.S. Environmental Protection Agency. (2026). NEPAssist. Retrieved May 6, 2026 from: USEPA

3.3.9.6 Children's Environmental Health and Safety Risks – Mitigation Measures

The Proposed Action would have no significant impact on children's environmental health and safety risks. Therefore, no mitigation is required or proposed.

3.3.10 Visual Effects

According to FAA Order 1050.1 Desk Reference, "visual effects deal broadly with the extent to which the proposed action or alternative(s) would either: 1) produce light emissions that create annoyance or interfere with activities; or 2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment." In keeping with FAA Order 1050.1G, the next sections are separated into Light Emissions, and Visual Resource and Visual Character sections.

3.3.10.1 Light Emissions – Affected Environment

The Project Study Area has airfield lighting consisting of in-ground and above ground lights required for safe operation of aircraft. Current Airport facilities are illuminated by various types of lighting for landside and airside operations.[76]

- Landside lighting: lighting associated with buildings that are focused and directed down, parking areas, and roadways
- Airside lighting: lighting associated with runways, taxiways, navigational aids (NAVAIDs), and apron areas:
    - Runways: runway edge lights (high intensity on Runway 14R-32L, operational dusk to dawn; medium intensity on Runway 14L-32R, operational 9:00am local time through 12:00am local time), runway end identifier lights (Runway 32L end and Runway 14L-32R ends), lighted wind cones (Runway 14L end and Runway 32L end), threshold lighting (each runway has a colored split lens lighting system)
    - Taxiways: major taxiways have blue medium-intensity edge lights, runway guard lights (wig-wags) at all runway/taxiway intersections
    - NAVAIDs: MALSF is a medium intensity approach lighting system with sequenced flashers extending approximately 1,400 feet into the approach area

[76] Federal Aviation Administration. (2026). ADIP (BFI) BOEING FLD/KING COUNTY INTL. Retrieved May 28, 2026, from: FAA

from the runway threshold (Runway 14R), Precision Approach Path Indicator (PAPI) with four lights (Runway 14R-32L), Abbreviated Precision Approach Path Indicator (APAPI) with two lights (Runway 14L-32R), Airport Beacon: white-green rotating beacon operating dusk to dawn

- Apron Areas: primary ramp areas have overhead lighting for nighttime operations

3.3.10.2 Light Emissions – Environmental Consequences

No Action Alternative

Under the No Action Alternative, no construction activities would occur that require the use of lighting, and there would be no changes to Airport configuration, buildings or infrastructure that could produce light emissions. Existing operating conditions at the Airport would not change, including no new sources of light emissions. Therefore, the No Action Alternative would have **no effect** on light emissions, visual resources, or visual character.

Proposed Action

Construction of the Proposed Action would occur entirely on Airport property and is likely to occur during daytime hours. If nighttime construction were to occur, it would be restricted to airfield-related construction. Light emissions from any nighttime-related construction would be temporary, lasting only during construction.

Implementing the Proposed Action would replace the taxiway edge lights of Taxiway B described previously due to the relocation of Taxiway B (Project P1). The replacement lighting for the Taxiway B relocation would be consistent with the existing taxiway edge lighting at the Airport, which is required for the safe operation of aircraft. Additionally, the Proposed Action includes the relocation of Taxiway B connectors, including the existing wig-wags. These wig-wags would be relocated and installed at each runway/taxiway intersection.

The Taxiway Z Demolition (Project D2) on the Runway 14R end would remove taxiway edge lights creating a darker environment in that area. The Runway 14R Blast Pad Turnaround Construction (Project P4) would add taxiway edge lights not currently in place for the existing Taxiway Z (see **Section 1.2**). The reconstructed Runway 14R-32L would add new centerline, threshold, and touchdown zone lights to each runway end.

These lights are required for the safe operation of aircraft, would be consistent with existing airfield lighting, and would not change the overall character of light emissions from the Airport.

The closest residences are adjacent to the northwest edge of the Project Study Area across Ellis Avenue South. While these residences have a direct line of sight to the Project Study Area, the nearest project component to these residences would be Project P4, located approximately 1,300 feet east. The Ellis Avenue South residences are buffered from Project P4 by vegetation along Ellis Avenue South and existing Airport developments, and no additional light emissions would reach the residences beyond the existing neighborhood streetlights and security lighting in an adjacent parking lot. Therefore, the Proposed Action would have **no significant impact** on light emissions.

3.3.10.3 Light Emissions – Mitigation Measures

The Proposed Action would have no significant impact on light emissions within the Project Study Area. Therefore, no mitigation is required or proposed.

3.3.10.4 Visual Resources and Visual Character – Affected Environment

As described in **Section 3.3.7.1**, the visual character of the Project Study Area can be described as urban due to the amount of development within the area (commercial, industrial, residential) and is generally flat with the Duwamish Waterway to the west and rolling hills to the east. The Project Study Area is characterized by airport facilities (runways, taxiways, hangars, the Boeing Company manufacturing facilities, aircraft maintenance facilities, general aviation passenger terminal, etc.), roadways, sidewalks, I-5, commercial and industrial buildings, and residential areas.

The City of Seattle, City of Tukwila, and King County have scenic resources, generally recreational areas and urban parks offering scenic views and outdoor access; however, none are located in the Project Study Area. Open space land uses are adjacent to the Project Study Area, one NRHP-listed historic property, and no historic properties eligible for listing on the NRHP on-Airport property (see **Section 3.3.6.1**).

3.3.10.5 Visual Resources and Visual Character – Environmental Consequences

No Action Alternative

Under the No Action Alternative, the existing conditions or operational setting at the Airport would not change. No changes to the landside or airfield appearance would occur and the No Action Alternative would have **no effect** on visual resources.

Proposed Action

Construction of the Proposed Action would require using large construction equipment and construction vehicles. The Ellis Avenue South residential area is adjacent to the northwest edge of the Project Study Area. Due to the size and height, construction equipment may be visible from the residential area. However, the equipment and vehicles would only be at the Airport during construction, and the residential area would be buffered from the construction equipment by vegetation along Ellis Avenue South, and Airport hangars and buildings.

Vertical construction components of the Proposed Action would be the relocated ATCT Building Construction (Project F1) construction 550 feet south of the existing ATCT, the relocated Boeing Co. ARFF Building Construction (Project F2) located 1,500 feet southeast of the existing Boeing Co. ARFF facility. and the relocated King County ARFF Building Construction (Project F3) located 1,200 feet southeast of the existing King County ARFF facility (see **Section 1.2**). Construction of these buildings would take place approximately 1.75 miles, 1.6 miles, and 1.8 miles from the Ellis Avenue South residential area, respectively, buffered by existing Airport developments and vegetation, and 0.4-mile east from the nearest residences located on 17th Avenue South, buffered by existing Airport and Boeing Co. facilities, and vegetation. All Proposed Action components would take place on existing Airport property, and in areas that are already developed for the movement of aircraft and contain existing and similar airport facilities.

Operation of the Airport under the Proposed Action would present a visual character within the Project Study Area consistent with existing conditions, although some changes would occur in areas directly affected by construction. From the ground, the visual character within the Project Study Area would include new vertical and horizontal elements, including the relocated ATCT, which would increase in height from 65 feet for

the existing ATCT to 155 feet for the replacement ATCT;[77] the two relocated ARFF facilities; blast and security fencing; and expanded parking areas (see **Section 1.2**). The 17th Avenue South residences do not have a line-of-sight to the existing ATCT and the two ARFF facilities. Following construction, the relocated Boeing Co. and King County ARFF facilities would continue to be obstructed from these residences by existing Airport and Boeing Co. developments, and vegetation; however, the relocated ATCT would be visible. The nearest residence with a direct line-of-sight to the existing ATCT and two ARFF facilities are located over 0.6-mile to the northeast in the South Beacon Hill neighborhood. Following construction, the relocated ATCT and Boeing Co. and King County ARFF facilities would still be visible to the South Beacon Hill neighborhood. The relocated facilities would be consistent with existing Airport development and would not substantially change the overall visual character of the Airport.

Aerially, the visual character within the Project Study Area would change as a result of the demolition and construction of Airport facilities and the reconfiguration of airfield pavement. Changes would include relocated Taxiway B, reconfigured aircraft aprons and turnaround areas, new airfield and facility lighting, and relocated ATCT and ARFF buildings. Replacement lighting and corrected airfield geometry would enhance safety at the Airport and would not affect aircraft navigation to and from the Airport. Overall, the Proposed Action would remain similar with the existing visual character of the Project Study Area and would have **no significant impact** on visual resources and visual character.

3.3.10.6 Mitigation Measures

The Proposed Action would have no significant impact on visual resources or visual character within the Project Study Area. No mitigation is required or proposed.

3.3.11 Water Resources

According to FAA Order 1050.1G, water resources include wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. As **Sections 3.2.3** and **3.2.4** describe, no floodplains or wild and scenic rivers are located within the Project Study Area; therefore, this section does not discuss those resource categories.

[77] Federal Aviation Administration (2025, December 2-3). King County International Airport (BFI), Seattle Washington. *VISTA Siting Assessment Minutes*.

3.3.11.1 Wetlands - Affected Environment

For regulatory purposes under the Clean Water Act (CWA), wetlands are *"areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."* [78]

Wetlands generally have three essential characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. The U.S. Army Corps of Engineers (USACE) regulates Wetlands and (WUS). A Wetland Delineation occurred in June 2025, to evaluate potential wetlands and WUS in the Project Study Area (see **Appendix J**). Based on the results of the 2025 delineation, the Project Study Area contains 0.28-acre of jurisdictional wetlands, identified as Wetland A, a Category III palustrine emergent (PEM), depressional wetland located in the southeastern portion of the Project Study Area adjacent to the Runway 32L end (see **Appendix J**). Wetland A meets the federal wetland criteria for hydrophytic vegetation, hydric soils, and wetland hydrology and is therefore assumed to be jurisdictional and could potentially require authorization under Section 404 of the Clean Water Act if directly impacted.

The remaining features identified within the Project Study Area consist of man-made ditches or swales. These features do not exhibit permanent flow and function only to convey stormwater at the Airport. According to USACE guidance, man-made ditches that are wholly in and drain only uplands and that do not carry relatively permanent flow of water are not considered WUS. Therefore, impacts to the identified ditches and swales would not be regulated.

3.3.11.2 Wetlands – Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Proposed Action. No development or construction would occur. As a result, the No Action Alternative would have **no effect** on wetlands.

[78] 40 CFR § 120.2(c)(1).

Proposed Action

The Proposed Action would include rehabilitation of Runway 14R-32L near the delineated wetland, at the approximate location shown in **Appendix J**. The Proposed Action would occur outside of the wetland and the wetland buffer boundary; therefore, a Section 404 permit and a Section 408 permit and mitigation would not be required. Temporary construction fencing around the wetland and wetland buffer would ensure the wetland is not disturbed during construction. Additionally, BMPs, including erosion and sediment controls, would be implemented in accordance with the King County Surface Water Design Manual (KCSWDM). Therefore, the Proposed Action would have **no significant impact** on wetlands.

3.3.11.3 Wetlands – Mitigation Measures

With the installation of temporary construction fencing around the wetland and wetland buffer, the Proposed Action would have no significant impact on wetlands within the Project Study Area. No other mitigation is required or proposed.

3.3.11.4 Surface Waters – Affected Environment

The CWA establishes the basic structure for regulating the discharge of pollutants into WUS. Section 402 of the CWA establishes the NPDES permit program.

The Project Study Area is located within the Duwamish–Green River watershed (Hydrologic Unit Code [HUC] 171100130305) and ultimately drains to the Lower Duwamish Waterway. The Lower Duwamish Waterway is listed as impaired under Section 303(d) of the CWA for parameters including bacteria and habitat conditions.[79]

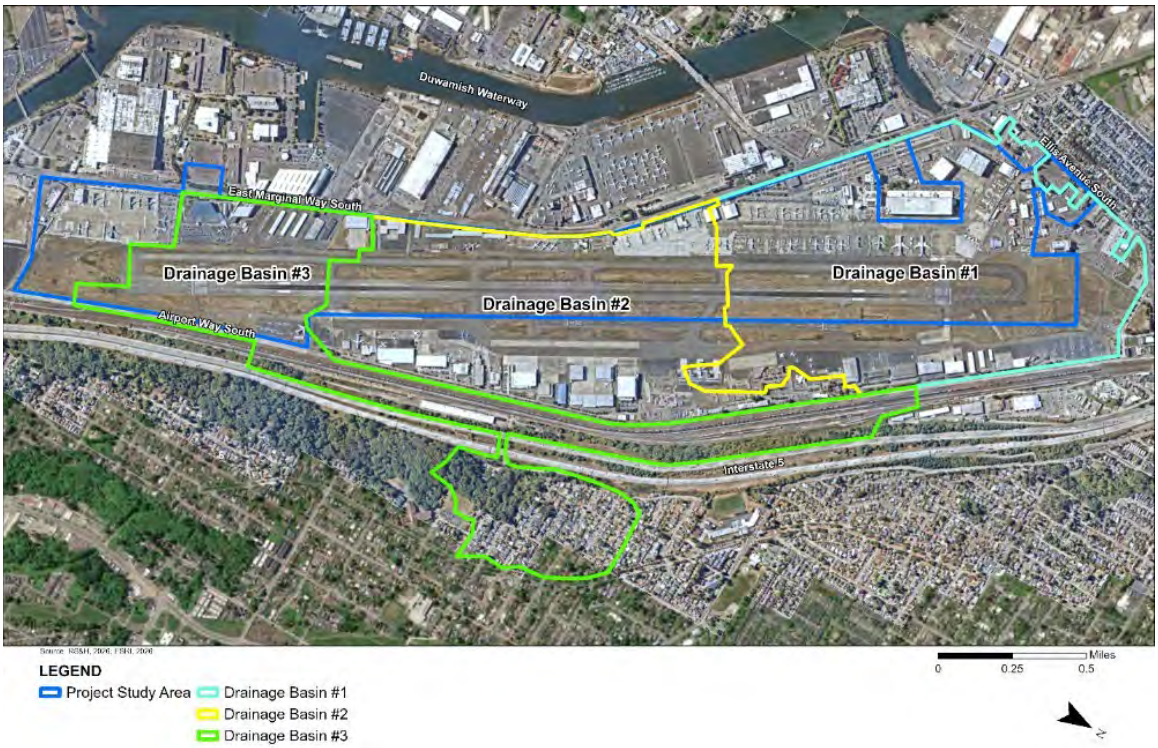
Stormwater runoff within the Project Study Area is conveyed through four drainage basins (see **Exhibit 3-7**) and discharged via existing outfalls to the Duwamish River. Drainage patterns generally flow from east to west and are managed through a combination of gravity sewer systems and pump stations.

Preliminary hydraulic modeling of the airport stormwater system has been conducted to evaluate capacity using several regulatory design storm events. The hydraulic modeling identifies several areas with inadequate capacity and proposes drainage upgrades in

[79] Washington Department of Ecology (Ecology). (2025, August 22). National Watershed Boundary Dataset (WBD): Hydrologic Unit Code 12-Digit Basins of Washington State. Retrieved May 11, 2026, from Washington Geospatial Open Data Portal

several locations at the Airport. The Airport is within the jurisdiction of the King County Phase I MS4 Permit area[80] and operates under Industrial Stormwater General Permit (ISGP) WAR000343[81] and maintains an industrial SWPPP and SPCC Plan.[82]

Exhibit 3-7: Existing Drainage Basins at the Airport



Washington State surface water quality standards (SWQS)[83] and sediment management standards (SMS)[84] establish numeric and narrative criteria and source control requirements to protect designated uses of surface waters and to prevent degradation of sediment quality. SWQS for the Duwamish River include temperature, dissolved oxygen, pH, turbidity, and bacterial concentrations.

The Lower Duwamish Waterway is a designated Superfund site under CERCLA due to historical contamination of sediments, surface water, and biota. Key contaminants of concern include polychlorinated biphenyls (PCBs), arsenic, and polycyclic aromatic

80 Ecology. (n.d.). Municipal Stormwater Phase I Permit. Retrieved May 2026, from Phase I Municipal Stormwater Permit
81 USEPA. (2021, February). Industrial Stormwater Fact Sheet Series: Sector S: Vehicle Maintenance Areas, Equipment Cleaning Areas, or Deicing Areas Located at Air Transportation Facilities. Retrieved May 2026, from USEPA
82 King County Department of Natural Resources and Parks, Water and Land Services Division, Stormwater Services Section. (2025). Stormwater Management Plan (Permit No. WAR044501).
83 Ecology. (2013, September). Sediment Management Standards. Retrieved May 2026, from Ecology.
84 Washington State Legislature. (2022). Water Quality Standards for Surface Waters of the State of Washington. Retrieved May 2026, from Washington State Legislature.

hydrocarbons.[85] On March 4, 2026, the USEPA, U.S. Department of Justice, and State of Washington reached a settlement with more than 100 parties to fund and implement the cleanup of the Lower Duwamish Waterway Superfund Site along a five-mile segment of the Lower Duwamish River. [86] The selected remedy for the Superfund site by the USEPA includes sediment removal, capping, enhanced natural recovery, and long-term source control measures. Stormwater discharges are a recognized pathway for potential recontamination and are subject to ongoing source control requirements by USEPA.[87] As shown as **Exhibit 3-2**, a VOC plume is present in the study area and has migrated southwest and reached the Duwamish River. Therefore, the groundwater plume is an additional source of known surface water contamination. Additional information regarding drainage infrastructure, hydrology, and stormwater management is provided in **Appendix K**.

3.3.11.5 Surface Waters – Environmental Consequences

No Action Alternative

Under the No Action Alternative, no new impervious surface would be added at the Airport, no change in surface water runoff would occur, and no land disturbing activities would occur. Therefore, the No Action Alternative would have **no effect** on surface waters at the Airport.

Proposed Action

The Proposed Action would result in a net decrease in impervious surfaces by about eight acres in the Project Study Area. Stormwater runoff would continue to discharge to the same locations as in existing conditions.

Construction Impacts

Construction activities could temporarily increase the potential for pollutant discharge from disturbed soils and construction materials, including sediment, metals, and petroleum products. Projects disturbing one acre or more would obtain coverage under the CSWGP and implement a site-specific construction SWPPP.[88] Temporary BMPs,

[85] U.S. Environmental Protection Agency. (n.d.). What is Superfund? Retrieved May 13, 2026, from USEPA
[86] U.S. Environmental Protection Agency. (2026, March). Lower Duwamish Waterway Superfund Settlement Summary. Retrieved August 4, 2026, from USEPA
[87] U.S. Environmental Protection Agency. (2014). Record of decision: Lower Duwamish Waterway Superfund Site, Seattle and Tukwila, Washington. U.S. Environmental Protection Agency, Region 10.
[88] Ecology. (2013, September). Sediment Management Standards. Retrieved July 2023, from Ecology.

including erosion and sediment controls, would be implemented in accordance with the KCSWDM.[89]

No direct work would occur within surface waters or WUS. With implementation of required permits and BMPs, construction-related effects would be temporary and would not result in exceedances of water quality standards or degrade downstream receiving waters. Construction activities would be consistent with applicable SWQS and SMS requirements.

Because the Lower Duwamish Waterway is both impaired under Section 303(d) and designated as a Superfund site, stormwater discharges are subject to strict source control requirements. Compliance with applicable permits, including implementation of construction stormwater BMPs in accordance with the construction SWPPP, would prevent the release of contaminants at levels that could contribute to existing impairments or interfere with ongoing sediment remediation efforts. Therefore, construction of the Proposed Action would have **no significant impact** on surface waters.

Operational Impacts

The Proposed Action would maintain existing drainage patterns and would result in a net decrease in impervious surface area by approximately eight acres. Stormwater would continue to be discharged via existing outfalls to the Duwamish River, and no new discharge locations are proposed. The Proposed Action would not result in changes to drainage patterns or basin boundaries. From preliminary stormwater modeling, relocated Taxiway B would have similar imperviousness and hydrologic characteristics as existing conditions, resulting in negligible changes to runoff volume.

Drainage improvements would occur within the existing stormwater system and include replacement and localized upsizing of stormwater conveyance infrastructure. Preliminary modeling identified localized capacity constraints within the existing system, particularly associated with pump station operations and downstream conveyance. Proposed improvements include pipe upsizing, system reconfiguration in select areas, and incorporation of detention and pump modifications to ensure adequate conveyance of the 25-year design storm and to prevent adverse downstream hydraulic impacts.

[89] King County Department of Natural Resources and Parks. (n.d.). Surface Water Design Manual (2021), as amended in 2024. Retrieved May 11, 2026, from 2021 Surface Water Design Manual (Amended 2024)

Because the Proposed Action discharges directly to a major receiving water, it qualifies for a flow control exemption under applicable stormwater regulations. Modeling results indicate that, with proposed stormwater improvements, the system would meet applicable KCSWDM requirements and would not result in increased peak flows or adverse downstream impacts.

The Proposed Action would incorporate permanent stormwater treatment facilities designed to meet enhanced basic treatment standards required for runoff discharging to an impaired waterbody.[90] Water quality treatment of stormwater runoff would occur prior to discharge through stormwater vaults, which could include high-performance bioretention systems or centralized water quality treatment facilities. Operation of the Proposed Action would not increase pollutant loading, degrade water quality, or contribute to the recontamination of sediments within the Lower Duwamish Waterway. The Proposed Action would be consistent with ongoing source control and sediment management.

Because stormwater discharges are subject to source control requirements under the Lower Duwamish Waterway Superfund cleanup, the Proposed Action would incorporate treatment and operational controls consistent with these requirements. These include, but are not limited to, stormwater treatment and source-control best management practices implemented to prevent pollutant discharges and sediment recontamination.[91] The Proposed Action would not contribute to recontamination of sediments or interfere with ongoing or completed remedial actions; therefore, there would be **no significant impact** on surface waters as a result of operation of the Proposed Action. Additional information regarding environmental consequences is provided in **Appendix K**.

3.3.11.6 Surface Waters – Mitigation Measures

All work would be conducted in compliance with applicable permits, standards, and regulations. No mitigation measures are required or proposed.

3.3.11.7 Groundwater – Affected Environment

The Safe Drinking Water Act is the primary federal statute governing groundwater

[90] Ecology. (2023). Water Quality Atlas Map. Retrieved May 2026, from Ecology
[91] Ecology. (2023). Source Control. Retrieved July 2026, from Ecology

protection and prohibits federal agencies from authorizing or funding actions that would contaminate a USEPA-designated sole source aquifer or its associated recharge area.[92]

The Project Study Area has shallow subsurface groundwater and is influenced by precipitation and surface drainage. Groundwater has been encountered at depths ranging from approximately 7.5 to 13 feet BGS.[93] The Project Study Area is not located within a sole source aquifer, wellhead protection area, or critical aquifer recharge area.[94] Groundwater is managed under state and local groundwater protection programs.[95]

Groundwater beneath the Project Study Area is affected by a documented VOC plume originating from the Boeing EMF site. Ongoing remediation and monitoring are being conducted under USEPA oversight.[96] Permeability within the Project Study Area is rated as high.[97] As a result, stormwater management at the Airport primarily relies on conveyance and treatment rather than infiltration due to operational and safety constraints associated with airfield infrastructure.

Aircraft deicing occurs in designated locations on the Airport which discharge to deicing containment facilities. Pavement anti-icing does not occur at the Airport.[98] Additional groundwater information is provided in **Appendix K**.

3.3.11.8 Groundwater – Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Airport Sponsor would not implement the Runway 14R-32L rehabilitation and Taxiway B relocation. There would be no construction nor changes in groundwater recharge conditions; therefore, there would be **no effect** on groundwater.

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92 Ecology. (2005, Oct). Implementation Guidance for the Ground Water Quality Standards. Retrieved August 2026, from: Ecology.

93 Geometrics Engineering PS, Inc. 2025. Geotechnical Engineering Report: King County International Airport (KCIA) 14R Runway Rehabilitation and Taxiway Modifications. October 27, 2025. Prepared for AECOM. In RWY 14R–32L Rehabilitation & Taxiway Modifications Project TIR Report, Appendix B.

94 King County. (n.d.). Interactive map. King County GIS. Retrieved from King County

95 King County Department of Natural Resources and Parks. (n.d.). Groundwater Protection Program: Groundwater Policy. Retrieved from King County

96 CALIBRE Systems, Inc. (2021). Technical memorandum: Remedial optimization of EMF VOC plume – Summary of groundwater monitoring (August 2021). Prepared for The Boeing Company.

97 City of Seattle. (n.d.). Infiltration potential dataset. Retrieved June 2026, from: Seattle GIS Open Data Portal

98 RS&H. (2026). King County International Airport Vision 2045: Inventory of Existing Conditions. Retrieved July 27, 2026

Proposed Action

Construction Impacts

Construction activities could encounter shallow groundwater and may require localized dewatering. Any dewatering would be conducted in accordance with applicable permits and BMPs, including treatment of discharged water as necessary.

Construction activities would not alter plume migration pathways or interfere with ongoing remedial actions. If contaminated groundwater is encountered, appropriate management, handling, and disposal procedures would be implemented in accordance with applicable regulatory requirements and existing site management plans (see **Section 3.3.5**).

Potential impacts to groundwater quality could occur from accidental spills or disturbance of localized contamination. However, compliance with construction SWPPP, SPCC, and permit requirements would minimize these risks;[99] therefore, there would be **no significant impact** on groundwater as a result of construction of the Proposed Action.

Operational Impacts

Operation of the Proposed Action would not introduce new sources of contamination or alter groundwater recharge conditions. The Proposed Action would not include groundwater extraction or installation of new wells and would be consistent with applicable groundwater quality standards; therefore, there would be **no significant impact** on groundwater as a result of operation of the Proposed Action. The Proposed Action would not result in changes in aircraft deicing operations nor pavement anti-icing operations. Additional information regarding groundwater environmental consequences is provided in **Appendix K**.

3.3.11.9 Groundwater – Mitigation Measures

All work would be conducted in compliance with applicable regulations. As a result, public water supplies would not be adversely affected by construction and operation of

[99] Ecology. (2021, January 1). Construction Stormwater General Permit.

the Proposed Action, and no significant impact would occur. No additional mitigation measures are required or proposed.

3.3.12 Permit, Licenses, and Other Approvals

As discussed throughout **Section 3**, the Airport Sponsor would obtain permits, licenses, and/or other approvals or would continue operating under existing permits to comply with county, state, and federal regulations (See **Appendix L**).

3.3.13 Summary of Environmental Resource Category Mitigation

As part of the Proposed Action, the Airport Sponsor would implement the following mitigation measures:

- Prepare an Inadvertent Discovery Plan that outlines procedures to perform in the event of a discovery of archaeological materials during construction.
- Provide for an archaeological monitor during ground disturbing activities during construction.
- Adhere to the Uniform Relocation Act.
- Temporary construction fencing around the wetland and wetland buffer would ensure the wetland is not disturbed during construction. Agency Coordination and Public Outreach

The Airport Sponsor provided agencies and the public opportunities to comment on potential effects of the Proposed Action. See **Appendix M** for more details on the agency and public engagement efforts.

4 References

The list of references that were used to prepare this EA can be viewed in **Appendix N**.

5 List of Preparers

Preparers of this EA included staff from the FAA, the Airport Sponsor, and the EA project team. See **Appendix O** for the full list of preparers.