

## **APPENDIX G**

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### Public Workshop/Public Hearing Notices and Materials

This appendix contains the documentation of the availability of the Draft Supplemental Environmental Assessment for public and agency review, as well as the handouts provided and materials presented at the Public Workshop/Public Hearing.

- **Appendix G-1** – Published Workshop/Hearing Notices
- **Appendix G-2** – Public Workshop Sign-In Sheets
- **Appendix G-3** – Supplemental EA Handout
- **Appendix G-4** – Public Meeting Comment Form
- **Appendix G-5** – Public Workshop Display Boards
- **Appendix G-6** – Public Hearing Presentation

**Appendix G-1**

**Published Workshop/Hearing Notices**

# Everett Daily Herald

## Affidavit of Publication

State of Washington }  
County of Snohomish } ss

Dicy Sheppard being first duly sworn, upon oath deposes and says: that he/she is the legal representative of the Everett Daily Herald a daily newspaper. The said newspaper is a legal newspaper by order of the superior court in the county in which it is published and is now and has been for more than six months prior to the date of the first publication of the Notice hereinafter referred to, published in the English language continually as a daily newspaper in Snohomish County, Washington and is and always has been printed in whole or part in the Everett Daily Herald and is of general circulation in said County, and is a legal newspaper, in accordance with the Chapter 99 of the Laws of 1921, as amended by Chapter 213, Laws of 1941, and approved as a legal newspaper by order of the Superior Court of Snohomish County, State of Washington, by order dated June 16, 1941, and that the annexed is a true copy of EDH827728 DRAFT SUPP. EA as it was published in the regular and entire issue of said paper and not as a supplement form thereof for a period of 2 issue(s), such publication commencing on 09/29/2018 and ending on 09/30/2018 and that said newspaper was regularly distributed to its subscribers during all of said period.

PAID  
IN  
FULL

The amount of the fee for such publication is \$364.00.

Dicy Sheppard

Subscribed and sworn before me on this

1 day of October,  
2018.

Aubrey Knapp

AUBREY KNAPP  
Notary Public  
State of Washington  
My Commission Expires  
July 30, 2022

Notary Public in and for the State of Washington.

NOTICE OF AVAILABILITY OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT AND NOTICE OF PUBLIC INFORMATION WORKSHOP/PUBLIC HEARING FOR AMENDMENT TO THE OPERATIONS SPECIFICATIONS FOR AIR CARRIER OPERATIONS AND AMENDMENT TO A PART 139 CERTIFICATE FOR THE

**SNOHOMISH COUNTY AIRPORT/PAINE FIELD  
Draft Supplemental Environmental Assessment Available:**  
The Federal Aviation Administration (FAA) announces the availability of the Draft Supplemental Environmental Assessment (EA), which examines the potential environmental impacts of the Proposed Action, which is to Operations Specifications and Part 139 Certificate Amendments to allow Alaska Airlines, United Airlines, Inc., and Southwest Airlines Co. to commence scheduled commercial airline service to Snohomish County Airport/Paine Field. This is a Supplement to the FAA-approved Final Environmental Assessment for Amendment to the Operations Specifications for Air Carrier Operations, Amendment to a FAR Part 139 Certificate, and Modification of the Terminal Building (2012). The Draft Supplemental EA is now available for public review and comment.  
The Draft Supplemental EA has been made available for public review and comment from September 29, 2018 through November 2, 2018. Copies of the Draft Supplemental EA are available for review at the following locations:

- Paine Field Administrative Office - 3220 100th St SW, Suite A, Everett, WA 98204
- Mukilteo Library - 4675 Harbour Pointe Blvd, Mukilteo, WA 98275
- Everett Public Library - 2702 Hoyt Ave, Everett, WA 98201
- Lynnwood Library - 19200 44th Ave W, Lynnwood, WA 98036

The Draft Supplemental EA is also available to the public on the following website:  
<https://www.paineairport.com/219/2018-Air-Service-Environmental-Assessment>

**Public Information Workshop/Public Hearing: October 29, 2018**  
A Public Information Workshop/Public hearing will be held on October 29, 2018 at the Lynnwood Convention Center, at 3711 196th St SW, Lynnwood, WA 98036, from 5:30 to 8:30 p.m. The Public Information Workshop will be an informal Open House format, to allow for one-on-one interaction with the Study Team. The public can attend the workshop at any time between 5:30 and 6:30 p.m. to review information related to the Draft Supplemental EA and speak with the Study Team.

At 6:30 p.m., the Public Information Workshop will close, and the Public Hearing will begin. A brief presentation will be made at the start of the Public Hearing to explain the purpose, procedures, and rules of conduct. The Public Hearing will allow the public to enter their comments verbally into the record but will not include answering questions posed by members of the public. Attendees may sign up to speak at the Public Hearing until 8:30 p.m.  
**Public Comment Period: Written comments will be accepted through November 2, 2018.**

The purpose of the public comment period is to receive comments on the Draft Supplemental EA. Comments should be as specific as possible and should be organized so that they are meaningful and make the FAA clearly aware of the commenter's views, interests, and concerns.

All written comments may be provided at the Public Information Workshop/Public Hearing or submitted to the following address through November 2, 2018: Environmental Science Associates, Paine Field Supplemental EA, 5309 Shilshole Ave NW, Suite 200, Seattle, WA 98107  
Published: September 29, 30, 2018. EDH827728

# Everett Daily Herald

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State of Washington }  
County of Snohomish } ss

Dicy Sheppard being first duly sworn, upon oath deposes and says: that he/she is the legal representative of the Everett Daily Herald a daily newspaper. The said newspaper is a legal newspaper by order of the superior court in the county in which it is published and is now and has been for more than six months prior to the date of the first publication of the Notice hereinafter referred to, published in the English language continually as a daily newspaper in Snohomish County, Washington and is and always has been printed in whole or part in the Everett Daily Herald and is of general circulation in said County, and is a legal newspaper, in accordance with the Chapter 99 of the Laws of 1921, as amended by Chapter 213, Laws of 1941, and approved as a legal newspaper by order of the Superior Court of Snohomish County, State of Washington, by order dated June 16, 1941, and that the annexed is a true copy of EDH830947 as it was published in the regular and entire issue of said paper and not as a supplement form thereof for a period of 1 issue(s), such publication commencing on 10/21/2018 and ending on 10/21/2018 and that said newspaper was regularly distributed to its subscribers during all of said period.

PAID  
IN  
FULL

The amount of the fee for such publication is \$184.80.

Dicy Sheppard

Subscribed and sworn before me on this 22 day of October, 2018.

Aubrey Knapp

AUBREY KNAPP  
Notary Public  
State of Washington  
My Commission Expires  
July 30, 2022

Notary Public in and for the State of Washington.

NOTICE OF AVAILABILITY OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT AND NOTICE OF PUBLIC INFORMATION WORKSHOP/PUBLIC HEARING FOR AMENDMENT TO THE OPERATIONS SPECIFICATIONS FOR AIR CARRIER OPERATIONS AND AMENDMENT TO A PART 139 CERTIFICATE FOR THE SNOHOMISH COUNTY AIRPORT/PAINÉ FIELD.

Draft Supplemental Environmental Assessment Available.

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All written comments may be provided at the Public Information Workshop/Public Hearing or submitted to [PaineField@esassoc.com](mailto:PaineField@esassoc.com) or to the following address through November 2, 2018: Environmental Science Associates, Paine Field Supplemental EA, 5309 Shilshole Ave NW, Suite 200, Seattle, WA 98107.

Published: October 21, 2018.

EDH830947

**Appendix G-2**

**Public Workshop Sign-In Sheets**

# Sign-in Sheet

## Snohomish County Airport/Paine Field Draft Supplemental Environmental Assessment Public Information Workshop Monday, October 29, 2018

Representing:  
(Check One)

GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
✓				Karl Myers	4804 Sound Avenue, Everett, WA 98203	425-355-0363	KarlMyers@comcast.net
		✓		TOM STIGER	P.O. Box 538 EVERETT, WA 98204	425-350-4289	tomst@PORTOFEVERETT.COM
✓				GUY FLEISCHER	23249 34TH AVE W BREW, WA 98036	206-618-1345	guy.fleischer@comcast.com
		✓		George Hurst	4027 184th SW Lynnwood WA 98037	425-232-7877	ghurst@lynnwoodwa.gov
✓				MIKE SIEGA	PO BOX 326 MUKILTEO, WA 98275		ms7964340@gmail.com
✓				Victor Cappez	PO Box 983 Mukilteo, WA 98275		
				Corbitt Loch	City of Lynnwood		cloch@lynnwoodwa.gov
				Dona Ellen Beaumont	10428 30th Dr SE Everett		
				Andrew Skotdal	P.O. Box 5267 Everett, WA. 98206-5267	425-252-5400	andrew.skotdal@skotdal.com
				Ed & Mary Lynn Goldenberg	5306 NE 2d ST PL, LTP, WA	206-344-5698	
✓				Jon SPITTLER	4632 176th St SW, LYNNWOOD WA	425-754-7922	Jon M SPITTLER@gmail
X				Michael Creeden	6031 88th St SW, Mukilteo, WA	425 355-2688	
✓				Cheryl Graham	5528 - 151 St PLSW Edmonds 98026	425-745-8447	cheryl.graham@frontier.com
				TED HICKEL	3820 - 19th PL SW Lynnwood 98036	425-778-6342	
				Patrick Pierce	808 134th St SW Suite 101 Everett, WA 98204	425 743-4567	patrickp@economicalliancesc.org
				M.B. Webb	1129 167th St S.W Lynnwood 98037		

# Sign-in Sheet

## Snohomish County Airport/Paine Field Draft Supplemental Environmental Assessment Public Information Workshop Monday, October 29, 2018

Representing:  
(Check One)

GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
X				Brett Smith	63 Olympic Dr, NW, Shoreline, WA <sup>98177</sup>	(917) 991-3435	brett@propellerairports.com
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X				Ed Clarke	12808 49th Ave W Mukilteo Wa.	425 770 1233	edwardjclarke@yahoo.com
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# Sign-in Sheet

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Representing:  
(Check One)

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X				MARINA LANDIS	19374 BYERS RD SE	425-271-7171	MARINA.LANDIS@COMCAST.NET
X				DAMON SMITH			meadhunt.com damon.smith@meadhunt.com
X				Terry Gray	98036		teg@acm.org
X				Robert Rapp	17905 33rd Pl W Lynnwood WA 98037		bobrapp2@yahoo.com
X				Sandy Phillips	4116 189th Pl SW Lynnwood WA 98036	425 776 9575	mumsee8@hotmail.com
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# Sign-in Sheet

## Snohomish County Airport/Paine Field Draft Supplemental Environmental Assessment Public Information Workshop Monday, October 29, 2018

Representing:  
(Check One)

GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
<input checked="" type="checkbox"/>				Stephanie R. Cooper	2911 York Road, Everett 98204	(425) 212-9626	skrcooper@msn.com
<input checked="" type="checkbox"/>				ROBERT ALBEE	19501 40 <sup>th</sup> Avenue West 98036	(612) 812-2429	ralbee4045@aol.com
<input checked="" type="checkbox"/>				DAN VERHEUC	8910 56TH PLACE WEST 98275	703 727 3899	DAN.VERHEUC@HOTMAIL.COM
				Megan Ouellette			
<input checked="" type="checkbox"/>				Marilynn Brock	20/20 32 Ave W. Lynnwood		
<input checked="" type="checkbox"/>				Robert Edwards	23030 76th Ave W Edmonds	206 226 5777	Robat@RAMProperty.net
<input checked="" type="checkbox"/>				Mary Stephens-Bell	2919 203rd St SW, Lynnwood 98036	425-299-7418	mary.sb@frontier.com
<input checked="" type="checkbox"/>				DAN POWERS	510 17 <sup>th</sup> PLAZ MUKILTEO WA 98275	360-353-1273	djpefisher@gi.com
<input checked="" type="checkbox"/>				WILLIAM LIDER	2526 - 205TH PL SW, LYNN. 98036	425-776-0671	Bill@LiderEngineering.com
<input checked="" type="checkbox"/>				CHRIS LANDI	5918 ACTIST DR. FRANKLE, WA 98248	360-391-0954	cel@fisheragi.com
<input checked="" type="checkbox"/>				Anteen C. MILTON	11113. 56th Pl. W. Mukilteo. 98275.	425 345 5148.	antcuk_99@yahoo.com.
				Grey Chapman	5102 33 <sup>rd</sup> Ave. W Everett 98203	425-501-3794	greyconn@comcast.net
<input checked="" type="checkbox"/>				SUEW POPE	8260 53rd Ave. W, Mukilteo	425 743-9076	ellupp@yahoo.com
<input checked="" type="checkbox"/>				KEVIN MULLASTER	3636 SUMMIT POINTE CT, FOREST GROVE OR 97116	503-278-9444	KEVIN.MULLASTON@MCADHUNT.COM
<input checked="" type="checkbox"/>				Rick Phillips	4116 189th pl SW LYNNWOOD	425 776-9525	
		<input checked="" type="checkbox"/>		Bob Bolejack	2930 Wetmore Ave; Suite 10A, Everett	425-257-8727	bbolejack@everettwa.gov

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GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
	X			Janice Podada	The Daily Herald Everett	425-339-3097	jpodada@heraldnet.com
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X				Brett Little	17015 44 <sup>th</sup> Ave W. Lynnwood 98037	425-743-5568	little.1987@hotmail.com
X				David Harris Betsy	15026 72nd AVE. W. Edmonds 98026	425-743-3018	windrush1@comcast.net
X				Polagaya McLaughlin	18510 N High Rock Rd, Monroe 98272	425 508 7040	polagaya@gmail.com
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GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
✓				Vanessa Dunn			Vanessa@propellerairports.com
✓				Judith Troubrey			
✓				Ridney T. Hoerwall			
				DAN LESTER			
✓				JUDITH BURKENPAS	5529 104 <sup>th</sup> Pl. S.W. MUKILTEO, WA.	425-347-4280	Rwburk2@Frontier.COM
✓				RICHARD BURKENPAS	"	"	"
				DAVID C. FOWLER	6395 164 <sup>th</sup> St SW Lynnwood WA	425 743 0348	
✓				Dom Amor	6120 92 <sup>nd</sup> St SW, Mukilteo	206-604-3066	damor44@comcast.net
✓				T. Dale Townson	860 Park Ave, Mukilteo	425-218-7211	toothdale@hotmail.com
✓				Sonju Clark	1002 9th St Mukilteo	425-404-2021	
✓				Fred Clark	"	"	fredoclark@gmail.com
✓				GLEN BACHMAN	433 CROWN DRIVE	425-765-8661	glenwbachman@gmail
X				Terry Wilcoxson	5010 135 <sup>th</sup> Pl NE Marysville	425 512-4869	goosetw@gmail.com
/				BRIAN KERK		425-903-6788 <del>425-649-72</del>	KERKES@MSN.COM
X				MARIE MUCKERMAN	4759 71 <sup>st</sup> Pl SW Mukilteo	(425) 355 2440	MARIE HM@comcast.net

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GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
		X		Anna Rohrbaugh	1728 Washington Ave Mukilteo WA 98275	425 501-5415	anna@annarotrbaugh.com
X				T. Beth Hoggerly	13101 37 <sup>th</sup> AVE NW TULALIP WA 98271	425 923-3459	bhoggerly4safetybret@gmail.com
X				Elizabeth Armstrong	5118 27 Av. West, Everett, WA 98203		elizabethforbesarmstrong@hotmail.com
✓				MARK BROOKES	15807 10TH AVE NE SHORELINE WA 98155		
✓				Melinda Furrer	932 Grethaven Dr. Everett WA 98203	206 941 4220	Kayakworthmel@yahoo.com
✓				Di Townsan	860 Park Ave Mukilteo 98275		
✓				Neil Hang	4878 Deer field Pl Mukilteo 98275		
				Monica Weisbart	5620 200 <sup>th</sup> St. SW, A-104 98036	206-779-2268	monicaweisbart@yahoo.com
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✓				Kristina Melnichenko	Mukilteo WA	425-905-9038	
✓				Dave Van Horn	14414 Lake Rd, Lynnwood 98087	425-743-7638	Dave@VanHorn.com
✓				Verlayn McManus	4133-156 <sup>th</sup> St SW #12	206-851-5385	Verlayn.mcmanus
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✓				Kristin King	Mukilteo		ktree3@msn.com

# Sign-in Sheet

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Representing:  
(Check One)

GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
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✓				Carmen Sorensen	5623 153rd Place SW	425-283-2723	carmin@comcast.net
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✓				Grant Clark	5711 SOUND AVE Everett	425-232-9199	gack51m@gmail.com
✓				Jodie Powers	510 17 <sup>th</sup> pl, Muk, WA	425-275-1440	powers510@comcast.net
		✓		Jennifer Gresserson	5100 Harbour A Blvd J101 Mukilteo	425-263-8018	<del>jgresserson</del> jgresserson@mukilteowa.gov
✓				CHERYL LEB	4212-216 <sup>th</sup> ST SW M.T. WA	425-672-4744	
✓				Laure Hauge	15117 45 <sup>th</sup> PL. W. Lynnwood	503-606-8080	haugplus3@gmail.com
✓				Mark Reich	10200 4 <sup>th</sup> St Bellevue		
✓				Les Nelson	1565 Mukilteo Lane 98275	206-854-1713	froggy680@msn.com
✓				Dennis White	1460 Possession Shores Clinton	360 579 2986	dmw53711@hotmail.com

# Sign-in Sheet

## Snohomish County Airport/Paine Field Draft Supplemental Environmental Assessment Public Information Workshop Monday, October 29, 2018

Representing:  
(Check One)

GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
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X				JERRY WEED			" " "
✓				Dianna Marsh	Edmonds, wa		
✓				Lynette Petrus	" "		
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X				Kevin Stoltz	904 4th St, Mukilteo WA 98275	425-344-1071	kstoltz@citynetwork.com
+				Travis Snider	15432-25th Dr SE Mill Creek, WA 98012	425-337-3333	
+				Barbara Earl	" " " " "	"	
+				Laurice White	11029 32nd Av SE EVF	425 750 8876	
✓				Kristie Simard	7207-176th St SW Edmonds 98275		
X				MIKE MOORE	11920 CLUBHOUSE LAKE, MUKILTEO WA	425 826 2992	mmoore@pmsashia.com
X				Wes Holden	1111 NW 56th St SEA, WA	206 303 7247	wesaholden@gmail.com
X				Lisa Jacobsen	9917 Marine View Dr. Mukilteo, WA	425-745-4997	JacobsenLA@gmail.com
X				Eric Jacobsen	9917 Marine View Dr, Mukilteo WA 98275	425-367-7307	eric@ericjacobsen.com
X				Ken Nichols	3522 159th PL SW, Lynnwood 98087		

# Sign-in Sheet

## Snohomish County Airport/Paine Field Draft Supplemental Environmental Assessment Public Information Workshop Monday, October 29, 2018

Representing:  
(Check One)

GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
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				Jon Morgan	4915 139th PL NE Marysville WA	425-308-3437	greggong@hotmail.com
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				Kendal Harr	8712 53rd Pl W Nank WA	425 322 1878	drharr@gmail.com
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✓				Connie Chapman	5102 33rd Ave. W., Everett 98203	425-239-8857	greyconn@comcast.net
✓				Maulyn G. Hedgcock	8021-47th Pl. W. Mukilteo, WA		
				Kenneth Hedgcock	" " " "		
				Derek Daniels	3912 149th Pl SW, Lynnwood 98087		
✓				Amy Johnson	17210-43rd Pl. W 98037		
✓				Kim Vergeront	2125-W Mukilteo Blvd 98203		
				Dennis & Darlene Bradford	2031 Vernon Rd 1K, Stevens	425-334 5930	
				Mike Sylter	4020 Sorell Way Lynnwood 98087	425-754-8960	MIKESYLTER@gmail.com
				Laurie Nicholi	17811 40th Pl W.	425 742 3205	laurnichols@comcast.net
				MIKE HART	17811 40th Pl W LYNNWOOD 98037	425 742 3205	mhartmike1@comcast.net

# Sign-in Sheet

## Snohomish County Airport/Paine Field Draft Supplemental Environmental Assessment Public Information Workshop Monday, October 29, 2018

Representing:  
(Check One)

Page 11 of 14

GENERAL PUBLIC	MEDIA	ELECTED OFFICIAL	TRIBAL REPRESENTATIVE	NAME	ADDRESS	PHONE	EMAIL
✓				Dalton Davis	Lake Forest PARK, WA	206 518-3363	
✓				Robert + Debbie Larsen	4552 Finch St Mukilteo WA	425 315-0618	debbelars@comcast.net
		✓		Christine Cook	9308 63rd place west mukilteo	425-355-3024	1cdc1@comcast.net
✓				Doug + Joanne Peterson	205 LAMAR DR mukilteo	425 355-1548	repetemuk@hotmail.com
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X				JEFF ELUS	932 GLENHaven DR. EVERETT	425-870-5440	JEFFELUS81@Comcast.com
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X				JOHN BROOKES	1220 6th AVE S #B304 EDMONDS WA 98020	425-778-2718	
X				Alicia Higgins	17212 Sealawen Place Edmonds	425 778 3077	aliciahiggins13@gmail.com
✓				TERRY Ellen Horne	12332 39th AVE SE	425-337-0277	
✓				KETH BINKLEY	4628 75th ST SW MUKILTEO, WA	425 273 6546	ecobink@gmail.com
✓				James V. BELL	4209 216th St SW MOUNTAIN VIEW TERRACE WA	520 247 5236	E







**Appendix G-3**

**Supplemental EA Handout**

## Draft Supplemental Environmental Assessment

Amendment to the Operations Specifications for Air Carrier Operations and Amendment to a Part 139 Airport Operating Certificate at Snohomish County Airport/Paine Field

### Welcome!

Thank you for attending the Public Workshop for the Draft Supplemental Environmental Assessment (EA) prepared for the Amendment to the Operations Specifications for Air Carrier Operations, and Amendment to a Part 139 Airport Operating Certificate at Snohomish County Airport/Paine Field (PAE). At this Workshop, you are invited to:

- Review project information and learn about the proposed action, the alternatives evaluated, the impacts of the proposed action, and the mitigation measures to be implemented.
- Discuss the Proposed Action with the Study Team.
- Provide comments on the Draft Supplemental EA.

### Public Information Workshop/Public Hearing Format

Thank you for attending this important meeting. This Public Workshop is an “open house” format and allows you to view project materials and speak with representatives from the organizations responsible for assembling the Supplemental EA about the Proposed Action. This workshop will run from 5:30 to 6:30 p.m.

At 6:30 p.m., the Public Information Workshop will close, and the Public Hearing will begin. A brief presentation will be made at the start of the Public Hearing to explain the purpose, procedures, and rules of conduct.

### Introduction to NEPA

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

### 2012 Environmental Assessment

An EA “...determines whether a proposed action or its alternatives have the potential to significantly affect the environment.” (FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*).

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

This year, new requests were received from Alaska Airlines, United Airlines, and Southwest Airlines to amend the Operations Specifications, utilizing aircraft that were not analyzed in the 2012 EA. The new requests would result in the introduction of new service by different airlines and aircraft at Paine Field than were previously considered. The changes to the Proposed Action, as well as other changes in the local environment since 2012, are studied and presented in the Supplemental EA.

## Draft Supplemental Environmental Assessment

Amendment to the Operations Specifications for Air Carrier Operations and Amendment to a Part 139 Airport Operating Certificate at Snohomish County Airport/Paine Field

### Overview of Proposed Action

This Draft Supplemental EA has been prepared to facilitate the FAA's review and consideration. Alaska Airlines, United Airlines, and Southwest Airlines propose to conduct scheduled commercial air service at Paine Field beginning in early 2019, offering up to 24 daily domestic round-trip flights. Initially Alaska and United would use Embraer 175 aircraft, and Southwest would use a Boeing 737. By 2024, Alaska and United anticipate the potential need for larger-capacity aircraft to accommodate potential growth or seasonal peaks utilizing the Boeing 737. The Proposed Action is needed to meet the demand for commercial air service within the greater Seattle area as identified by the requesting airlines.

The Supplemental EA has evaluated alternatives alongside the Proposed Action:

- **Proposed Action:** Alaska, United, and Southwest Airlines would conduct scheduled commercial air service at Paine Field, including up to 24 daily domestic round-trip flights using Embraer 175 and Boeing 737 aircraft.
- **No Action Alternative:** None of the airlines would initiate scheduled commercial service at Paine Field.

#### Alternatives considered but Dismissed from further evaluation:

- **Use Other Airports:** The FAA does not have the authority to direct or influence commercial service providers to provide commercial air carrier services at a particular airport or to require them to shift services from one airport to another.
- **Use Other Aircraft:** The FAA and Airport Sponsors do not dictate what aircraft use an airport or what aircraft are assigned to commercial air carrier routes if the proposed aircraft could safely operate at the proposed airport in compliance with all applicable statutes. Public use airports such as Paine Field cannot deny access to an aircraft operator if they can safely operate at that facility.

### How to Submit Comments

You may submit comments verbally or in writing at any time during the Public Information Workshop. All comments (written and verbal) will be considered equally during the preparation of the Final EA. Comments should be as specific as possible and should be organized so that they are meaningful and make the FAA clearly aware of the commenter's views, interests, and concerns.

#### Written Comments

Comment forms are provided at this workshop for your convenience and additional comment forms are available at the Comment Station in the Concourse. The comment period ends on November 2, 2018. All written comments may also be submitted to [PaineField@esassoc.com](mailto:PaineField@esassoc.com) or the following address:

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

#### Verbal Comments

You may also provide verbal comments directly to a court reporter at any time during this workshop.

The Public Hearing will allow you to enter comments verbally into the record but will not include answering questions posed by members of the public. You may sign up to speak at the Public Hearing until 8:30 p.m.

The Public Workshop Handouts, comment forms, and Draft Supplemental EA area available online at <https://www.paineairport.com/219/2018-Air-Service-Environmental-Assessmen>

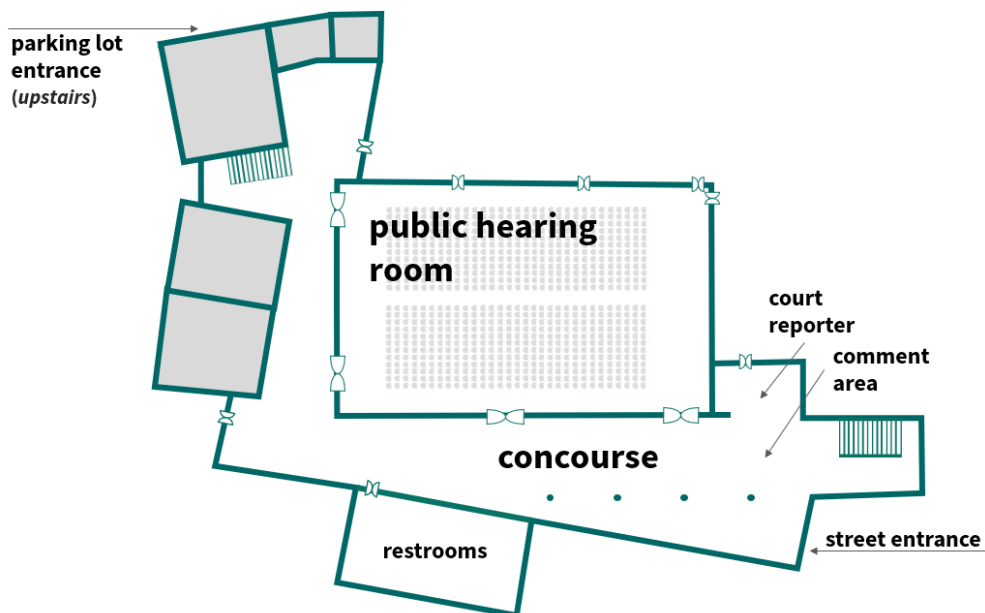
**Appendix G-4**

**Public Meeting Comment Form**



## Public Information Workshop/Public Hearing Guide:

Thank you for joining us for the Paine Field Supplemental Environmental Assessment Public Meeting. Tonight's meeting will include both an **Informational Public Workshop** as well as a **Public Hearing**.



### Informational Public Workshop, 5:30 to 6:30 p.m.

The workshop will take place in the concourse area of the Convention Center. Learn more about the proposed project and engage with members of the study team by visiting the posters/stations during the Informational Public Workshop portion of the meeting.

Court reporters are available in the concourse to take verbal public comments beginning at 5:30 p.m. Comments can also be submitted in writing at the Comment Station in the Concourse.

If you have questions about the meeting or how to submit comments, please ask any of the staff wearing name tags.

### Public Hearing, 6:30 p.m. to 8:30 p.m.

Individuals will have the opportunity to provide public comment in the order of sign-up.

- Verbal comments will be facilitated starting at 6:30 p.m. and documented by a court reporter. If you would like to offer a verbal public comment tonight, please sign up at the Comment Station located in the Concourse area. ***Sign up for verbal public comment will be available until 8:30 p.m.***
- A "speaker's queue" will be displayed in the public hearing room listing the ordered names of upcoming speakers. When your name is displayed on the screen, please assemble in the designated waiting area, following the instructions of the facilitator.
- When it is your turn to speak, the facilitator will call you up to the microphone and keep track of your two-minute time allowance during your comment. Please keep your comments constructive and on-topic, and honor the two-minute time limit to give others a chance to speak.
- If your name is not called or you prefer not to wait, you may choose to provide a verbal comment directly to a court reporter in the concourse area.

### Provide a Written Comment

If you would like to leave a written comment, a comment form is provided on the back of this guide. Additional comment forms can also be found at the Comment Station in the Concourse.

**Appendix G-5**

**Public Workshop Display Boards**

# WELCOME!

Welcome to the Public Information Workshop/Public Hearing for the

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



At tonight's meeting you can learn about:

- The Proposed Action,
- Alternatives, and
- Anticipated Impacts



# Why is a Supplemental EA Required?

## What is NEPA?

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

## Why does this project require NEPA review?

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

## Why is the original EA being supplemented?

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

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

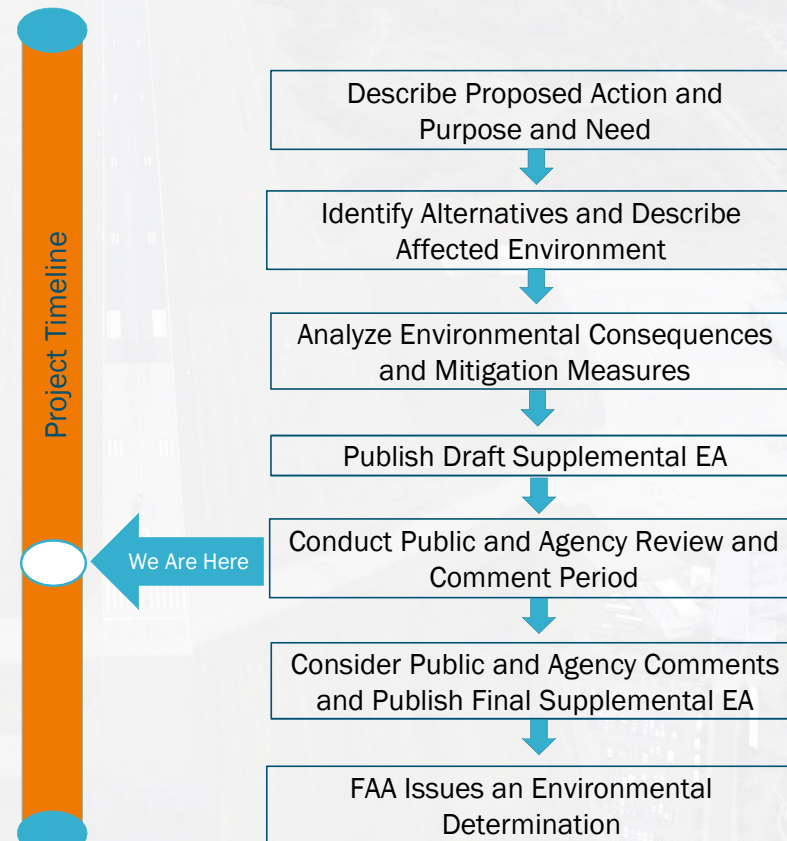
# Overview of the NEPA Process

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

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

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

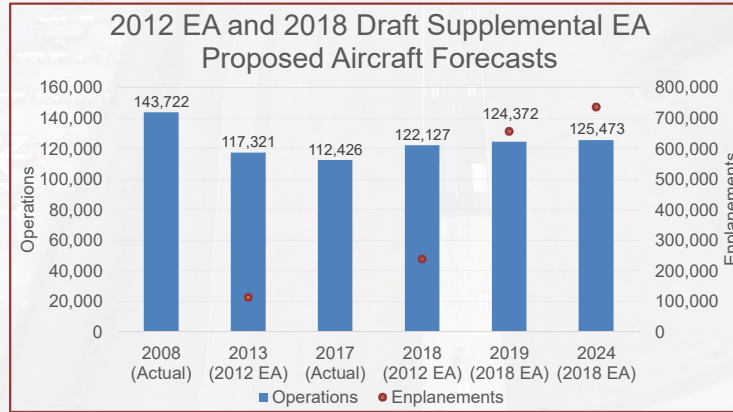
Where are we in the Supplemental NEPA Process?



# Proposed Action Evaluated in the Supplemental EA

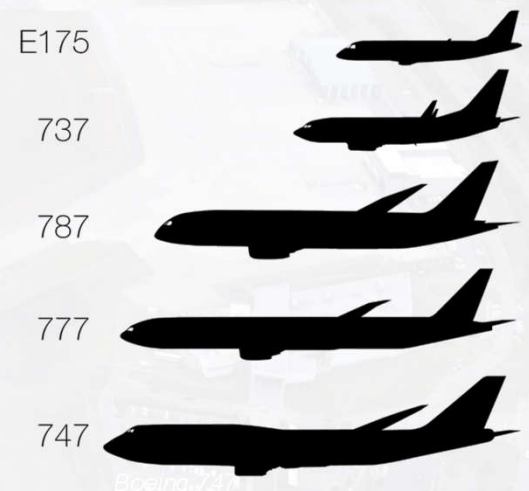
Alaska Airlines, United Airlines, and Southwest Airlines are seeking an amendment to each airline's Operations Specifications to conduct scheduled commercial air service at Paine Field beginning in early 2019, offering up to 24 daily domestic round-trip flights. Initially, Alaska and United would use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

## Proposed Passenger Aircraft



(An operation is defined as one arrival/landing OR one departure/takeoff of one aircraft.)

## Proposed Passenger Aircraft Compared to Boeing Production Aircraft at Paine Field



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

# Resources Evaluated in the Supplemental EA

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

# Alternatives Evaluated in the Supplemental EA

- **No Action Alternative:** None of the airlines would initiate scheduled commercial service at Paine Field and the Airport's Part 139 Airport Operating Certificate would not be amended.
- **Proposed Action:** Alaska, United, and Southwest Airlines would conduct scheduled commercial air service at Paine Field, including up to 24 daily domestic round-trip flights using Embraer 175 and Boeing 737 aircraft.

## Alternatives Considered but Dismissed from Further Evaluation

- **Use Other Airports:** The FAA does not have the authority to direct or influence commercial service providers to provide commercial air carrier services at a particular airport or to require them to shift services from one airport to another.
- **Use Other Aircraft:** The FAA and Airport Sponsors do not dictate what aircraft use an airport or what aircraft are assigned to commercial air carrier routes if the proposed aircraft could safely operate at the proposed airport in compliance with all applicable statutes. Public use airports such as Paine Field cannot deny access to an aircraft operator if they can safely operate at that facility.

# Air Quality and Climate

What do we analyze to assess impacts to air quality?

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

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

What impacts air quality on airports?

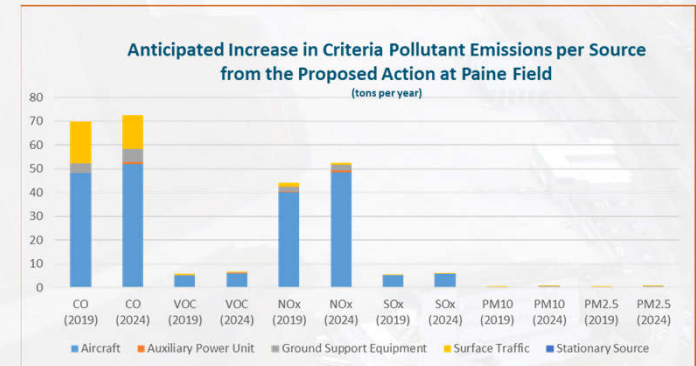
Air emissions associated with Paine Field are typical of sources associated with airports across the country. These sources include aircraft (startup, taxi, takeoff, climb-out below mixing height, approach below mixing height, landing, and taxi), ground support equipment, airport-related commuter vehicles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

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

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

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

Total Criteria Pollutant Emissions at Paine Airfield (metric tons per year)						
	CO	VOC	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
2017 Actual Emissions	8,676.63	1,283.51	683.43	7.93	22.53	20.06
NO ACTION 2019	8,223.20	1,202.74	642.96	8.09	21.19	18.88
Increase in Emissions Proposed Action 2019	69.79	5.7	43.96	5.21	0.47	0.46
NO ACTION 2024	6,428.02	889.02	469.79	8.16	15.42	13.78
Increase in Emissions Proposed Action 2024	72.51	6.71	52.39	5.87	0.59	0.58



Total Greenhouse Gas Emissions Paine Airfield (metric tons per year)	
Carbon Dioxide Equivalents (CO <sub>2</sub> e)	
2017 Emissions	120,288
No Action Alternative 2019	119,761
Proposed Action 2019	140,370
<b>Net Increase 2019*</b>	<b>20,610</b>
No Action Alternative 2024	132,671
Proposed Action 2024	134,806
<b>Net Increase 2024*</b>	<b>1,934</b>

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

# Noise

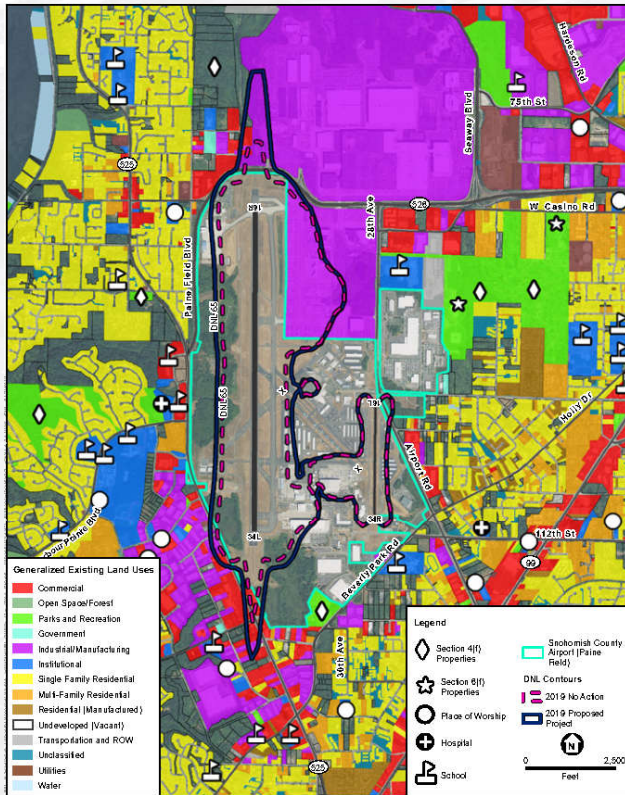
FAA requires an analysis of noise exposure when development actions may change the exposure of individuals to aircraft noise in areas surrounding the airport.

## How do we analyze noise?

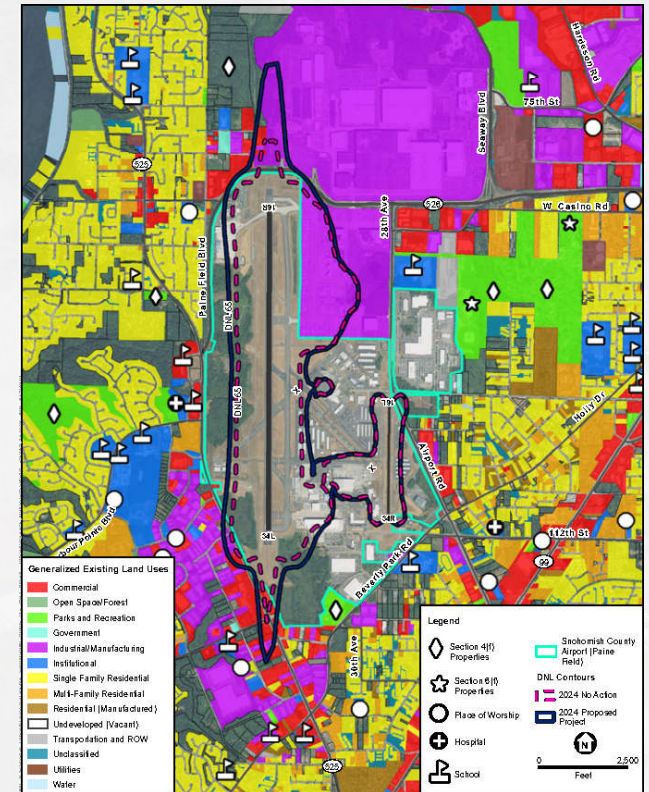
Sound is measured in decibels (dB) as it radiates in waves from a particular source. To account for the wide range of sound levels we hear, decibels are expressed logarithmically.

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

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



2019 Proposed and No Action Alternatives



2024 Proposed and No Action Alternatives

Under the No Action or Proposed Action alternative, no homes, residences, or other noise-sensitive land uses would be located within the DNL 65 dB or higher contours in 2019 or 2024 or subject to an increase in noise of DNL 1.5 dB or greater.



# Summary of Other Environmental Impacts

## Summary of Potential Environmental Consequences

Resource	No Action Alternative	Supplemental EA Proposed Action
<b>Air Quality</b>	<p>Criteria pollutant emissions from ongoing operations do not and are not expected to exceed applicable general conformity de minimis thresholds and are not anticipated to jeopardize conformity with National Ambient Air Quality Standards (NAAQS) for criteria pollutants.</p> <p>Anticipated 2019 / 2024 (tons per year)</p> <ul style="list-style-type: none"> <li>• CO: 8,223.20 / 6,428.02</li> <li>• VOC: 1,202.74 / 889.02</li> <li>• NOx: 642.96 / 469.79</li> <li>• SOx: 8.09 / 8.16</li> <li>• PM<sub>10</sub>: 21.19 / 15.42</li> <li>• PM<sub>2.5</sub>: 18.88 / 13.78</li> </ul>	<p>Criteria pollutant emissions from future operations are not expected to exceed applicable general conformity de minimis thresholds and are not anticipated to jeopardize conformity with NAAQS for criteria pollutants.</p> <p>Anticipated emissions in 2019/2024 (tons per year):</p> <ul style="list-style-type: none"> <li>• CO: 8,292.99 / 6,500.52</li> <li>• VOC: 1,208.44 / 895.73</li> <li>• NOx: 686.92 / 522.18</li> <li>• SOx: 13.30 / 14.03</li> <li>• PM<sub>10</sub>: 21.66 / 16.01</li> <li>• PM<sub>2.5</sub>: 19.34 / 14.36</li> </ul>
<b>Noise and Noise-Compatible Land Use</b>	No noise-sensitive receptors (e.g., homes/residences, schools, places of worship) are located within the DNL 65 dB or higher contours.	No significant impact. No sensitive uses are located within the DNL 65 dB contours or subject to an increase in noise of DNL 1.5 dB or greater.
<b>Surface Transportation</b>	No negligible traffic issues experienced due to personnel or passenger trips. Seven intersections operate at deficient levels of service.	<p>In 2019, 2,185 daily vehicle trips generated, including 278 peak-hour trips (1,229 more than projected in the 2012 EA, including 66 additional peak-hour trips).</p> <p>In 2024, 2,212 daily trips generated, including 278 peak-hour trips (1,256 more than that projected in the 2012 EA, including 66 additional peak-hour trips).</p> <p>No change to roads currently at acceptable or deficient Level of Service.</p> <p>Mitigation fee payment to Snohomish County, WSDOT, and the City of Mukilteo total an estimated \$676,465.08.</p>
<b>Biological Resources</b>	<p>WDFW PHS contain general avian species, waterfowl, raptors, and wildlife species.</p> <p>No known federally-listed species documented on the airport and no designated Critical Habitats within one mile. Grassy areas on airport property are potential habitat for white streaked horned lark.</p> <p>Ongoing potential for bird strike by aircraft, including migratory birds and raptors. Certain birds determined to be an airport hazard are discouraged from landing, nesting, and foraging as provided by the FAA-approved Wildlife Hazard Management Plan (WHMP).</p>	<p>Increased potential for bird strike as volume of operations increases.</p> <p>No effect to other species.</p>
<b>Climate</b>	<p>Greenhouse gas emissions associated with fossil fuel combustion in support of existing aviation activity at Paine Field estimated to represent less than 0.03 percent of U.S. greenhouse gases. Paine Field operations are in conformance with standards and in support of goals established in City of Everett Climate Action Plan for Municipal Operations (2011) and 2035 Comprehensive Plan (2017) and Snohomish County Sustainable Operations Action Plan (2013).</p> <p>2017 greenhouse gas emissions:</p> <ul style="list-style-type: none"> <li>• 120,288 metric tons CO<sub>2</sub> equivalent (CO<sub>2</sub>e)</li> </ul> <p>Anticipated greenhouse gas emissions 2019/2024:</p> <ul style="list-style-type: none"> <li>• 119,761 / 132,871 metric tons CO<sub>2</sub>e</li> </ul>	<p>The Proposed Action is in conformance with standards and in support of goals established in City of Everett Climate Action Plan for Municipal Operations and 2035 Comprehensive Plan, and Snohomish County Sustainable Operations Action Plan.</p> <p>Although overall greenhouse gas emissions are expected to increase as related to increased operations, these increases will be offset by continued anticipated improvements in industry emissions technology.</p> <p>Anticipated greenhouse gas emissions 2019/2024:</p> <ul style="list-style-type: none"> <li>• 140,370 / 134,806 metric tons CO<sub>2</sub>e</li> </ul>

# Summary of Other Environmental Impacts

Summary of Potential Environmental Consequences		
Resource	No Action Alternative	Supplemental EA Proposed Action
Coastal Resources	The Airport is not located within a shoreline of the state, but is within Washington State Coastal Zone Management (CZM) Program. Airport operations have no effect on/ are consistent with the enforceable policies of CZM program.	No effect.
DOT Act: Section 4(f) and 6(f)	Although 7 parks are located within 10,000-foot radius of the airport, there are no ongoing effects to publicly owned land/parks, recreation areas, wildlife and waterfowl refuges, or historical sites of national, state, or local significance. Likewise, operations do not preclude the requisition of additional lands.	No effect.
Hazardous Materials, Solid Waste, and Pollution Prevention	Hazardous materials are used and solid and hazardous waste generated as part of normal airport operations and managed in accordance with applicable laws and guidance documents, including the Paine Airfield Stormwater Pollution Prevention Plan (2015) and Spill Prevention, Control, and Countermeasure Plan.	Minimal increases in volume of hazardous materials used and solid and hazardous waste generated. No change to hazardous waste disposal or pollution prevention practices. No direct impacts to three Resource Conservation and Recovery Act sites, two Toxic Release Inventory facilities, and one Leaking Underground Storage Tank site identified near the aircraft parking apron.
Historic, Architectural, Archaeological, and Cultural Resources	There are no known historic, architectural, archaeological, or cultural resources sites at Paine Airfield and no potential impacts associated with ongoing aircraft operations.	No historic properties affected.
Land Use and Zoning	Paine Field is designated as Airport Influence Area as designated in Snohomish County 2035 Comprehensive Plan (2017). Land use policies encourage compatible adjacent land uses.	No effect to existing or future designated land uses or established zoning as described in County land use plan.
Natural Resources, Energy Supply, and Sustainable Design	No existing or potential natural resource extractive activities (mineral, gas, geothermal, etc.) occurring on the airport. Electricity, natural gas, communications, and water and sewer services consumed in support of airport operations.	Minor increase in ground support vehicle, aircraft, and passenger commuter vehicle fuel consumption related to initiation of scheduled commercial passenger service. Minimal, non-significant increases in utility consumption as passenger population at airport is increased. No impact to natural gas, geothermal, or other energy resources.
Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks	Airport is employer in the regional vicinity and as such provides negligible positive effects to local economy. No ongoing adverse effects on socioeconomics, environmental justice, or risks to children's environmental health and safety.	No adverse effect. Anticipate the addition of approximately 30-50 employees.
Visual Setting	Airport is aesthetically consistent with existing industrial development in the viewshed. Existing artificial light sources include runway and taxiway lights, airfield directional signage, aircraft ramp lighting, and lighting to illuminate buildings, parking areas, and roads.	Additional lighting and visual changes as a result of converting aircraft apron areas to vehicle parking areas; however, these changes would be minimal and similar to the existing visual setting of Paine Field.
Water Resources (Wetlands, Floodplains, Surface Waters, Stormwater and Drainage, Water Quality, and Groundwater)	Freshwater wetlands and wetland mitigation bank located on the airport property but are not impacted by airport operations. Airport is not located within or directly adjacent to a 500- or 100-year designated floodplain area.  Paine field does not contribute to water quality issues in the greater watershed and operates in accordance with the Snohomish County/ State of Washington Industrial Stormwater General Permit and Stormwater Pollution Prevention Plan for Paine Field (2015).  No mapped Critical Aquifer Recharge Areas within airport vicinity, and careful hazardous materials and waste practices and stormwater management minimizes risk of spills and inadvertent groundwater contamination.	No alteration or adverse affect to existing wetlands and wetland habitats on the Airport. The Proposed Action would proceed in accordance with existing management plans and permits, does not include addition of impervious surface, and no additional grading would occur; thus, no significant impacts to water quality or stormwater runoff, detention, or drainage anticipated. No effect to floodplains or surface waters.
Cumulative Impacts	Continued private development/ redevelopment of land for residential, commercial, and industrial uses off airport property are expected to continue to increase. Establishment of new activities and land uses in the region may: <ul style="list-style-type: none"> <li>• increase or redistribute vehicle traffic</li> <li>• contribute criteria pollutant emissions and greenhouse gases</li> <li>• increase ambient noise</li> <li>• improve socioeconomic conditions</li> <li>• adversely affect water quality and other aquatic resources</li> <li>• convert or fragment available wildlife habitat</li> </ul>	Negligible to discountable incremental impacts to surface transportation, air quality, climate, noise and noise compatible land use, and socioeconomics in the greater landscape.

# Next Steps

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

## How to Comment

- The Public Workshop materials and the Draft Supplemental EA are available at:
  - <https://www.painefield.com/219/2018-Air-Service-Environmental-Assessmen>
  - Paine Field Administrative Office and the Mukilteo, Everett, and Lynnwood Main Libraries
- The comment period ends on **November 2, 2018**
  - You can submit verbal comments to a court reporter from 5:30 – 8:30 tonight.
  - You can submit verbal comments during the Public Hearing from 6:30 – 8:30 tonight.
  - You can submit written comments tonight.
  - You can mail written comments to:

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

**E-Mail Address:** [PaineField@esassoc.com](mailto:PaineField@esassoc.com)



**Appendix G-6**  
**Public Hearing Presentation**

# Public Hearing

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



# Alternatives Evaluated in the Supplemental EA

- **No Action Alternative:** None of the airlines would initiate scheduled commercial service at Paine Field and the Airport's Part 139 Airport Operating Certificate would not be amended.
- **Proposed Action:** Alaska, United, and Southwest Airlines would conduct scheduled commercial air service at Paine Field, including up to 24 daily domestic round-trip flights using Embraer 175 and Boeing 737 aircraft.

## Alternatives Considered but Dismissed from Further Evaluation

- **Use Other Airports:** The FAA does not have the authority to direct or influence commercial service providers to provide commercial air carrier services at a particular airport or to require them to shift services from one airport to another.
- **Use Other Aircraft:** The FAA and Airport Sponsors do not dictate what aircraft use an airport or what aircraft are assigned to commercial air carrier routes if the proposed aircraft could safely operate at the proposed airport in compliance with all applicable statutes. Public use airports such as Paine Field cannot deny access to an aircraft operator if they can safely operate at that facility.

# Proposed Action

## WHO:

**Decision-maker:** Federal Aviation Administration (FAA)

**Project Proponent:** Snohomish County Airport/  
Paine Field

**Interested Airlines:** Alaska, United, and Southwest

## ACTION:

**When:** Early 2019

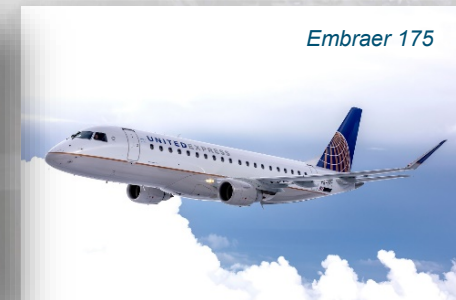
**Operations:** Scheduled commercial air service (up to 24 daily domestic, round-trip flights)

**Aircraft:** Embraer 175  
Boeing 737

**Regulatory:** Amend the Paine Field Part 139  
Airport Operating Certificate

**Construction on Existing Pavement:**  
Public Vehicle Parking  
Segmented Circle

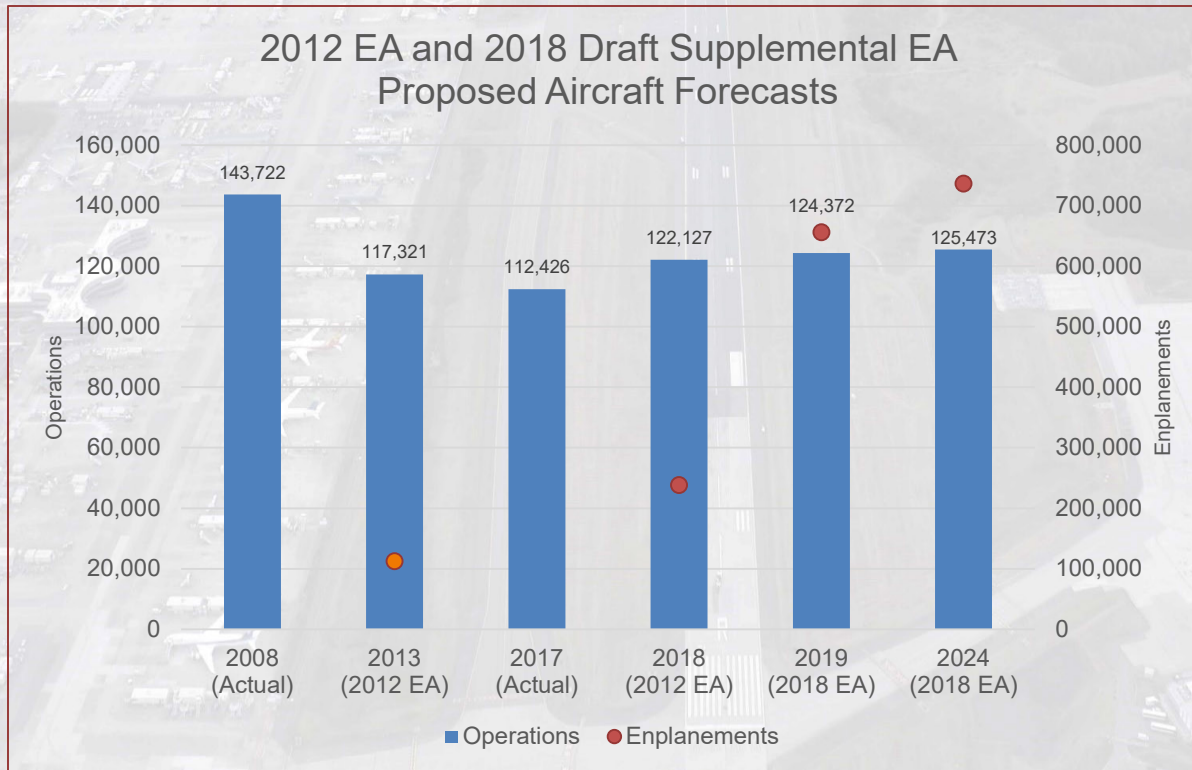
## Proposed Passenger Aircraft



## Current Boeing Production Aircraft at Paine Field



# Proposed Action (2012 and 2018 EA)



(An operation is defined as one arrival/landing OR one departure/takeoff of one aircraft.)

# Resources Evaluated in the Supplemental EA

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

# Public Hearing Information

- **Hearing Facilitator:** Susan Hayman, EnviroIssues
- **Time Limit:** Two minutes per speaker
  - A timer and verbal/visual cues regarding the remaining time for each individual's comment will be provided
- Sign up to speak until 8:30 p.m.
- A "speaker's queue" listing upcoming speakers will be displayed throughout the Public Hearing
- Seating for upcoming five speakers provided near the Hearing Facilitator

## **Additional Information:**

- Please keep comments constructive and on topic, honor the two-minute time limit to give others a chance to speak, and be a respectful audience so as to not jeopardize the continuation of the meeting
- Anyone with an oversized sign (larger than 11x17 or with any kind of handle) is asked, for safety reasons, to display their sign at the table in the back of the room.