DRAFT
ENVIRONMENTAL ASSESSMENT

Volume 1: Main Report
(Chapter 1 – Chapter 5)

FRIDAY HARBOR REGIONAL AIRPORT
SOUTHWEST DEVELOPMENT AREA PROJECT
Unique Documentation Number: EAXX-021-12-ARP-1776174556

Friday Harbor Regional Airport
San Juan County, Washington

Prepared for:

PORT OF FRIDAY HARBOR

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
As lead Federal Agency pursuant to the National Environmental Policy Act of 1969

Prepared by:

Environmental Science Associates

September 2026

I attest that 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 judgement; and that any considerations addressed briefly or left unaddressed were, in FAA's judgment, comparatively not of substantive nature that meaningfully informed the consideration of environmental effects and the resulting decision on how to proceed.

I attest that this 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 FAA Official.

Responsible FAA Official	**Date**

CONTENTS

Friday Harbor Regional Airport Southwest Development Area Project Environmental Assessment

Figures

Tables

Appendices

Acronyms and Other Abbreviations

Abbreviation	Definition
6PPD-q	6PPD-quinone
ACS	American Community Survey
ALP	Airport Layout Plan
APE	area of potential effects
ASOS	Automated Surface Observing System
Avgas	aviation fuel
BA	biological assessment
BiOp	Biological Opinion
BMPs	best management practices
CAA	Clean Air Act of 1970
Census	U.S. Census Bureau
CFR	Code of Federal Regulations
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CWA	Clean Water Act
DAHP	Department of Archaeology and Historic Preservation
DOT	U.S. Department of Transportation
EA	Environmental Assessment
Ecology	Washington State Department of Ecology
EPA	U.S. Environmental Protection Agency
EPS	Environmental Protection Specialist
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FHR	Friday Harbor Regional Airport
GHG	greenhouse gas
GSE	Ground Supporting Equipment
IPaC	Information for Planning and Consultation
LWCFA	Land & Water Conservation Fund Act
MBTA	Migratory Bird Treaty Act
MIRL	medium-intensity runway light
MMT	million metric tons

Abbreviation	Definition
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O3	ozone
OPALCO	Orcas Power and Light Cooperative
OTR	Ozone Transport Region
PAE	Precision Approach Engineering
PAHs	polycyclic aromatic hydrocarbons
Pb	lead
PEM	palustrine emergent
PFO	palustrine forested
PGIS	pollution-generating impervious surface
PM_{10}	particulate matter less than or equal to 10 microns in diameter
$PM_{2.5}$	particulate matter less than or equal to 2.5 microns in diameter
Port	Port of Friday Harbor
PSS	palustrine scrub-shrub
QA/QC	quality assurance/quality control
RCW	Revised Code of Washington
RGU	Rural General Use
RPZ	Runway Protection Zone
SF	square foot
SJCC	San Juan County Code
SJIs Trails	San Juan Islands Trails
SMA	Shoreline Management Act
SO_2	sulfur dioxide
SRE	snow removal equipment
SSNP	Salish Sea Nearshore Programmatic Consultation
SWDA	Southwest Development Area

Abbreviation	Definition
TAF	Terminal Area Forecast
U.S.C.	U.S. Code
UGA	Urban Growth Area
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
WDFW	Washington Department of Fish and Wildlife
WOTUS	waters of the U.S.
WSDOT	Washington State Department of Transportation

CHAPTER 1
Introduction and Purpose and Need

1.1 Introduction

The Port of Friday Harbor (Port), owner and operator of the Friday Harbor Regional Airport (FHR or the Airport), proposes to develop approximately 115 acres of airport property, known as the Southwest Development Area (SWDA), to accommodate current and forecasted demand for aircraft operations at the Airport and meet design standards established by the Federal Aviation Administration (FAA). The proposed improvements (Proposed Action) would include developing aircraft storage and parking facilities, various aircraft operations areas, and supporting infrastructure in the SWDA. The Airport seeks the FAA's unconditional approval of that portion of the Airport Layout Plan (ALP) that depicts the proposed improvements. A detailed description of the Proposed Action is provided in Section 1.4.

This Environmental Assessment (EA) was prepared to identify the reasonably foreseeable environmental impacts associated with the Proposed Action, as well as how any identified impacts can be avoided, minimized, or mitigated. The EA was prepared pursuant to the requirements of Section 102(2)(C) of the *National Environmental Policy Act (NEPA)*, FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, U.S. Department of Transportation (DOT) Order 5610.1D*, DOT's Procedures for Considering Environmental Impacts,* and the guidance provided in the 1050.1 Desk Reference. The FAA is the lead federal agency with the primary responsibility to ensure the requested federal actions comply with NEPA.

1.2 Airport Information

1.2.1 Airport Location

FHR is located on the southeast side of San Juan Island in San Juan County, Washington in Sections 14 and 23 of Township 35 North, Range 3 West, of the Willamette Meridian (**Figure 1-1)**. Existing airport facilities and the proposed SWDA development are depicted on **Figure 1-2**. FHR is bordered by Mullis Street and Cattle Point Road on the east, Cattle Point Road on the south, and private and publicly owned properties on the west and north. The majority of the land west of the Airport property is forested.

1.2.2 Existing Airport Facilities and Operations

The FAA's National Plan of Integrated Airport Systems (2024a) has designated the airport as a non-hub primary commercial service airport. It serves commercial, general aviation, and corporate air transportation needs and is a U.S. Customs point of entry. The Airport's Roy Franklin Terminal accommodates over 10,000 passengers each year with air service to Seattle, Bellingham, Anacortes, and charter service to other destinations. Airport services include aircraft fueling, maintenance, and repair.

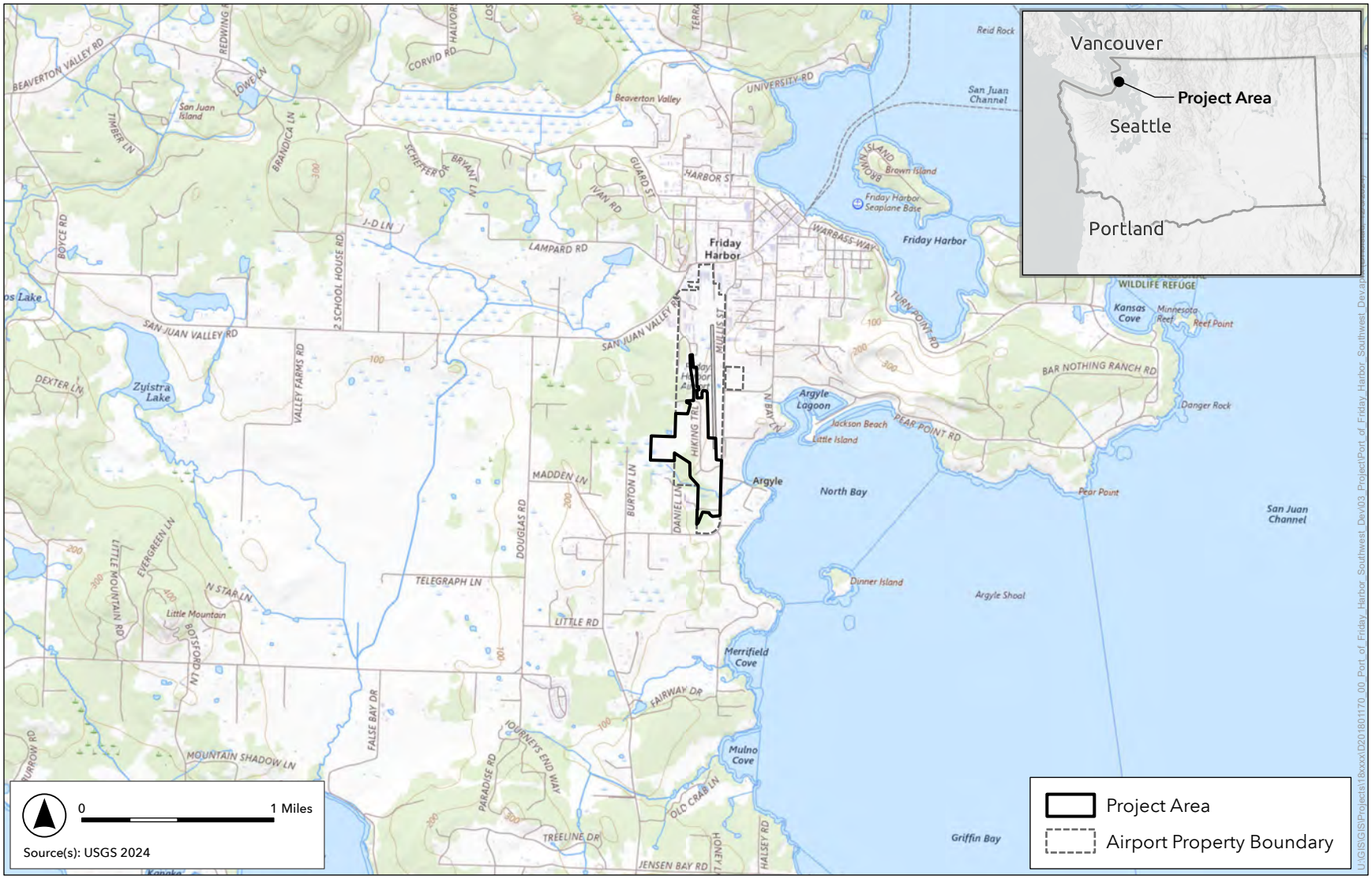

Figure 1-1
Project Location

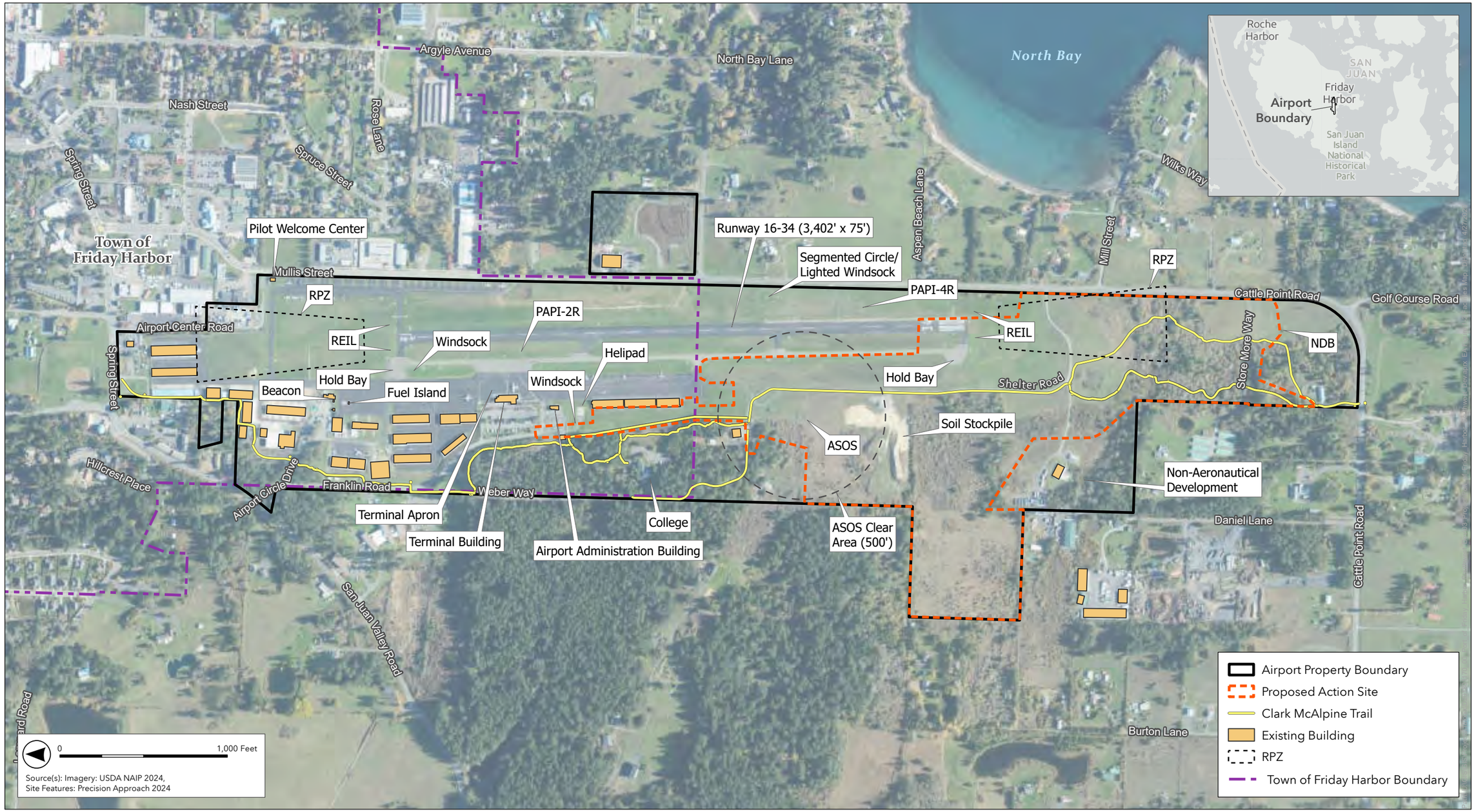

Figure 1-2
Facilities Map

FHR is served by a single runway, Runway 16-34, which is oriented north/south (**Figure 1-2**). The runway is 3,402 feet long, 75 feet wide, and constructed of asphalt with grooves for stormwater runoff, reducing the potential for aircraft hydroplaning. FHR has two taxiways (A and D). Taxiway A is a full-length parallel taxiway serving Runway 16-34. It is 25 feet wide and separated from Runway 16-34 by 156 feet, centerline to centerline. Taxiway D is 35 feet wide and extends east from the Runway 16 threshold to intersect the northeast transient aircraft parking area. This taxiway has a steep grade, exceeding typical taxiway grade standards, and is only used for exiting the runway. Several taxilanes also provide access to hangars and hangar development areas.

The airport has a variety of aircraft storage options. These include T-hangars, which are multiple individual aircraft storage units within a larger single structure. Box hangars are somewhat larger hangars, typically between 2,000 and 6,000 square feet (SF) in size. Conventional hangars are clear-span hangars that are typically larger than 6,000 SF. Conventional hangars are often used for aviation businesses. An estimated 174,759 SF of hangar space provides approximately 122 aircraft parking spaces at FHR. An additional 11,941 SF of space in hangars is dedicated to aircraft maintenance or office space functions.

A 3,800 square yard terminal apron, intended for commercial aircraft operations, abuts the terminal building, allowing limited space for wingtip clearance. Several more aprons exist around the airport (in total, 20,700 square yards), allowing parking positions for 51 small single-engine piston aircraft and 18 larger twin-engine, turboprops, and small jets. Holding bays, intended for final pre-flight checks and engine run-ups, are located on the west side of the Runway 16 threshold and the west side of the Runway 34 threshold. Immediately south of the Airport administration building is a designated helipad for use by emergency services. The helipad is a lighted 35-foot by 35-foot concrete pad with an entrance road to provide access to the helipad, primarily for ambulances to transfer patients to a Life Flight Network helicopter.

FHR is equipped with three windsocks that inform pilots of wind direction and intensity. An Automated Surface Observing System (ASOS) reports weather conditions such as air temperature, dew point, wind speed, visibility, sky conditions, and precipitation. Additional landside facilities support the aircraft and pilot/passenger transition between air and ground and include the passenger terminal complex, on-airport buildings and hangars, general aviation facilities, and support facilities (i.e., fuel storage, vehicle parking, roadway access, and firefighting). The Airport does not have a dedicated snow removal equipment (SRE) storage building, and SRE is currently stored in various locations on Airport property, some of which are outside the perimeter fence.

The Clark McAlpine Trail runs through Airport property, south and west of the runway, including through a portion of the Runway Protection Zone (RPZ) of Runway 34. The RPZ's function is to enhance the protection of people on the ground. A local access roadway, Shelter Road, also crosses the RPZ of Runway 34 providing public access to airport property including areas of aircraft operations. Farther south, Store More Way is a second public roadway located on airport property and currently provides access to self-storage units located south of the Airport (Figure 1-2).

1.2.3 2020 Master Plan Update

The Port updated the FHR Master Plan in April 2020 (Coffman and PAE 2020). A master plan is a planning document that examines aviation activity that could reasonably occur at the Airport through a defined planning period. The FHR Master Plan Update was designed to provide guidance for future development and updated justification for projects for which the Port may request funding participation through federal and state airport improvement programs. Reasonably foreseeable projects are a function of aviation demand (forecasts), meeting federal regulations (design standards), pavement maintenance, and support facility needs. The analysis used local socioeconomic and land use data and national air transportation trends to quantify the levels of aviation activity that can be reasonably expected at FHR through the year 2037. The Master Plan identified specific types and quantities of facilities required or desired to adequately serve the Airport over the next 20 years. One objective of the Master Plan was to identify the adequacy of existing airport facilities and outline what new facilities may be needed, and when these may be needed, to accommodate forecast demands.

The 2020 Master Plan Update identified various needed improvements to the runway and taxiway system, a current and future need for aircraft storage space, and multiple incompatible land uses. To address the lack of aircraft storage, the Master Plan recommended a new hangar development area located in the undeveloped southwest quadrant of the Airport (i.e., SWDA) to meet current occupancy needs and future demand.

1.2.4 FHR Operational Activity

The FAA Terminal Area Forecast (TAF) issued in January 2025 indicated 45,664 aircraft operations occurred in 2023, the most recent available data, with the majority being civilian local operations. **Table 1-1** presents the TAF operations forecast at FHR through 2037. As shown in Table 1-1, aircraft operations and corresponding passenger enplanements are estimated to increase annually.

1.3 Purpose and Need

The purpose of the Proposed Action is to efficiently accommodate current and projected aviation activity by developing landside facilities shown on the conditionally approved ALP and to enhance safety by removing incompatible land uses from the RPZ according to FAA safety and design standards.[1] The current ALP designates the SWDA for development of aircraft storage facilities, taxilanes for hangar and aircraft parking apron access, and a new SRE building. The ALP also depicts a new public road alignment for accessing the SWDA.

Hangars are needed because the Airport does not currently have the facilities to meet current and future demand. Based on forecast growth and hangar occupancy arrangements, the airport needs approximately 85,000 SF of hangar space, a mix of T-hangars and box hangars, to satisfy unmet demand. Additionally, there is a need for a new public road to access the SWDA from outside the airport perimeter fence along with dedicated vehicle parking areas, which would be located outside the fence, to reduce public access to airport property and areas meant for aircraft operations. The new access road would use a portion of Store

[1] Section 2.3.5.3 of FAA Advisory Circular 150/5190-4B, *Airport Land Use Compatibility Planning* encourages limiting transportation modes, such as roadways and walking trails, within the RPZ.

More Way and allow the closure of Shelter Road, which currently passes through the RPZ and is considered an incompatible land use.

TABLE 1-1
FHR AIRCRAFT OPERATIONS FORECAST

Year	Operation Type				Total Aircraft Operations	Enplanements
	Air Carrier	Commuter/ Air Taxi	General Aviation	Local Operations		
Historical						
2020	0	12,831	9,687	22,322	**44,840**	5,346
2021	0	12,831	9,687	22,322	**44,840**	10,084
2022	0	13,089	9,881	22,695	**45,665**	9,929
2023	0	13,090	9,880	22,694	**45,664**	11,312
2024*	0	12,831	9,687	22,322	**44,840**	12,616
Future						
2025	0	13,088	9,881	22,692	**45,661**	12,919
2026	0	13,349	10,079	23,067	**46,495**	13,231
2027	0	13,613	10,282	23,448	**47,343**	13,547
2028	0	13,883	10,489	23,837	**48,209**	13,872
2029	0	14,161	10,700	24,233	**49,094**	14,204
2030	0	14,445	10,913	24,635	**49,993**	14,541
2031	0	14,734	11,130	25,044	**50,908**	14,887
2032	0	15,029	11,350	25,459	**51,838**	15,244
2033	0	15,330	11,576	25,880	**52,786**	15,608
2034	0	15,637	11,807	26,308	**53,752**	15,984
2035	0	15,949	12,043	26,743	**54,735**	16,369
2036	0	16,266	12,284	27,187	**55,737**	16,761
2037	0	16,591	12,531	27,639	**56,761**	17,158

Notes:

* 2024 is forecasted as annual totals have not been finalized in the TAF.

Source: FAA Terminal Area Forecast (TAF), January 2025

Furthermore, there is a need for a SRE building as equipment is currently stored in various locations on Airport property, some of which are outside the perimeter fence. Also, the remaining life of the existing storage facilities is less than the FAA prescribed SRE equipment life. Finally, there is a need to realign portions of the Clark McAlpine Trail so that the full extent of the trail is outside of the RPZ of Runway 34 to protect people and property.

1.4 Description of Proposed Action

The Proposed Action involves development of various aircraft storage and parking facilities and supporting infrastructure on an approximately 115-acre site on the southwest portion of the Airport property. The Proposed Action includes the following:

- Construction of approximately three approximately 12,000 SF T-hangars, and approximately five box hangars with a maximum size of approximately 10,000 SF each. The T-hangars are Design Group I (up to 49-foot wingspan), and the box hangars may be Group 1 or Group II (up to 79-foot wingspan). This includes relocating the Airport's existing soil stockpile to a new on-site soil disposal location to accommodate space for the hangars.
- Construction of taxilanes and an aircraft parking apron to support approximately 10 aircraft FAA Airplane Design Group I (up to 49-foot wingspan) standards.
- Construction of approximately 7 acres of Aircraft Operations Area pavements, aircraft operational support areas, and vehicle pavements. Includes including approximately 4,200 linear feet of vehicle roadway and approximately 35 vehicle parking stalls for aircraft hangars and airport operations support. Roadway would connect to Cattle Point Road at the existing Store More Way intersection, which results in improvements to the existing Store More Way roadway and includes crossing an existing stream. Vehicle parking would be located on the northwestern portion of the Proposed Action site.
- Construction of one approximately 2,000-SF SRE building.
- Relocation of the existing FAA-owned ASOS aircraft weather station including associated utilities.
- Closure of the existing Shelter Road.
- Installation of new security fencing, vehicle gates, and pedestrian gates around the perimeter of the proposed Aircraft Operations Area.
- Installation of pole-mounted and/or building-mounted exterior lights for vehicle parking lots and aircraft parking apron.
- Installation of appropriate airfield lights, retroreflective markers, and signage for the aircraft parking apron and taxilanes.
- Land clearing; demolition of existing facilities; excavation; grading; and embankment and retaining wall construction.
- Extension of utilities to the Proposed Action site, including electrical power. A utility corridor would be provided to allow for the future installation of utilities not installed during this project, which may include water, sanitary sewer, communications, fiber, and other related utility infrastructure.
- Installation of stormwater collection, conveyance, treatment, flow control systems, and associated infrastructure.
- Realignment of a portion of the existing Clark McAlpine Trail that crosses the Proposed Action site, resulting in approximately 3,500 linear feet of realigned trail.

- Landscaping and permanent soil stabilization measures.

1.5 Requested Federal Action

The federal actions for which the FAA is responsible are:

- Unconditional approval of the FHR ALP to depict those portions of the Proposed Action and its connected actions subject to FAA review and approval pursuit to 49 U.S. Code (U.S.C.) §47107(a)(16)(B).
- Determination of project eligibility for Airport Improvement Program funding in accordance with 49 U.S.C. §§ 47101-47144.

1.6 Project Timing

Construction is expected to occur over the course of approximately 20 months between 2028 and 2031. Construction would begin in May 2028, and the Proposed Action would be complete in late 2031.

CHAPTER 2
Alternatives

2.1 Introduction

This chapter describes the alternatives considered and summarizes the screening process conducted to identify, compare, and evaluate alternatives to the Proposed Action. The chapter identifies reasonable alternatives retained for further evaluation in this EA and a concise statement explaining why some alternatives considered were eliminated from evaluation. NEPA requires the consideration of a reasonable range of alternatives to the proposed agency action, including an analysis of any negative environmental impacts of not implementing the proposed agency action in the case of a no action alternative, that are technically and economically feasible, and meet the purpose and need of the proposal. Three alternatives were evaluated, using the screening criteria described below.

2.2 Alternatives Screening

The alternatives evaluation involved a two-step screening process to determine whether the alternative could accommodate the needs and implementation requirements of the Proposed Action. Alternatives that met the screening criteria were carried forward for further analysis in this EA. Alternatives that would not meet the evaluation criteria established below were eliminated from further consideration and were not subject to a detailed analysis of environmental impacts in this EA.

2.2.1 Level 1 Screening: Meet Purpose and Need

The first step of this evaluation focused on whether an alternative meets the purpose and need for the project as described in **Chapter 1**. As described in **Section 1.3**, the FHR Master Plan identified a need for more hangar space, additional airport access and parking, removal of incompatible land uses from the RPZ, and the construction of an SRE building. These projects are needed to efficiently accommodate current and forecasted demand at the Airport, while meeting FAA safety and design standards. To determine whether the alternative meets the Purpose and Need for the Proposed Action, the following evaluation criteria were employed:

- Would the alternative provide sufficient land for development to accommodate construction of at least 85,000 SF of additional hangar facilities, associated infrastructure, and new SRE building to meet unmet aircraft storage demand at FHR?
- Would the alternative remove incompatible land uses from the RPZ?

2.2.2 Level 2 Screening: Constructability and Operational Considerations

Alternatives that satisfied the Level 1 screening were carried forward to Level 2 screening. The second step of this evaluation focused on whether an alternative would be practical and feasible from a technical and economic standpoint, including constructability and operational considerations. To determine whether the alternative is practical and feasible, the following evaluation criteria were employed:

- Constructability: The alternative does not have unusual or complex construction issues that may substantially increase construction costs, is buildable/feasible, and could be completed without unreasonable impacts on daily Airport operations. This also considers the availability of existing utility infrastructure, landside and airside access, site-specific constraints, and similar factors.
- Operational Considerations: The alternative supports ongoing safe, organized, and effective use and movement of aircraft and aviation support services.

2.3 Alternatives Considered

2.3.1 Alternative 1 – Proposed Action

Alternative 1 considers the Proposed Action as defined in **Section 1.4** and depicted in **Figure 2-1**. In summary, this alternative would include the following:

- Construction of approximately three approximately 12,000 SF T-hangars, and approximately five box hangars with a maximum size of approximately 10,000 SF each. The T-hangars are Design Group I (up to 49-foot wingspan) and the box hangars may be Group 1 or Group II (up to 79-foot wingspan). This includes relocating the existing soil stockpile to a new on-site soil disposal location to accommodate space for the hangars.
- Construction of taxilanes and aircraft parking apron to support approximately 10 aircraft FAA Airplane Design Group I (up to 49-foot wingspan) standards.
- Construction of approximately 7 acres of Aircraft Operations Area pavements, aircraft operational support areas, and vehicle pavements. Includes including approximately 4,200 linear feet of vehicle roadway and approximately 35 vehicle parking stalls for aircraft hangars and airport operations support. The roadway would connect to Cattle Point Road at the existing Store More Way intersection.
- Construction of one approximately 2,000-SF SRE building.
- Relocation of the existing ASOS aircraft weather station and associated utilities.
- Closure of the existing Shelter Road access to airport property, currently within the Runway 34 RPZ.
- Realignment of a portion of the existing Clark McAlpine Trail that crosses the Proposed Action site, resulting in approximately 3,500 linear feet of realigned trail.

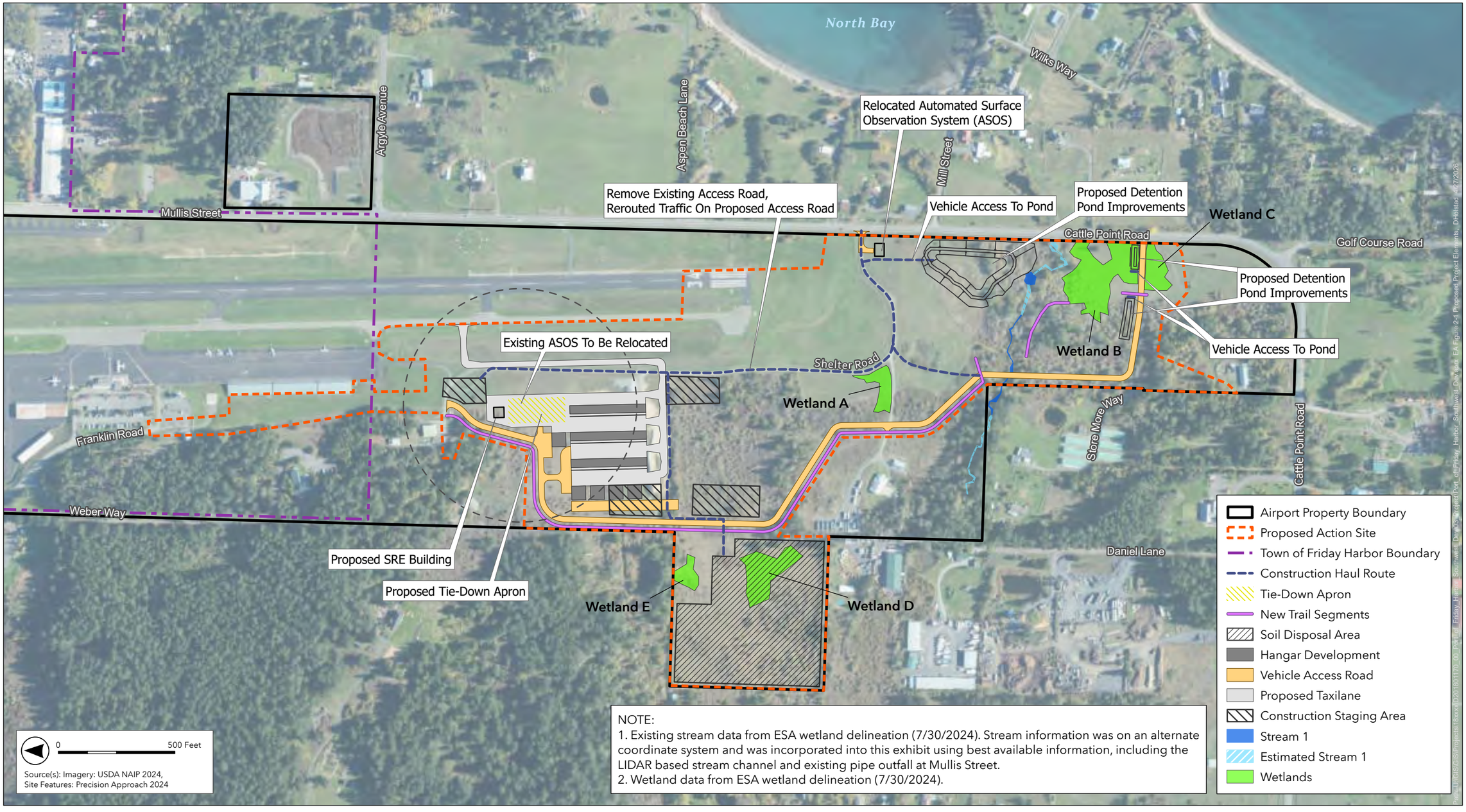

Figure 2-1
Proposed Action – Location and Project Elements

Level 1 Screening: Meet Purpose and Need

Alternative 1 would provide enough land for additional hangars and other aviation facilities, including the SRE building, while removing incompatible land uses from the RPZ.

Level 2 Screening: Constructability and Operational Considerations

The Proposed Action would accommodate the proposed facilities without construction needs or requirements that would render this alternative infeasible. The new infrastructure and changes would improve the safety and efficiency at the Airport.

Conclusion

The Proposed Action satisfies both screening criteria and was carried forward for detailed evaluation in the EA.

2.3.2 Alternative 2 – Road Access From the North

Alternative 2 includes the same project components of Alternative 1, with the exception of the new vehicle roadway connecting to Cattle Point Road at the existing Store More Way intersection. Instead, the primary access road would be constructed in the northern portion of the Airport, and would connect to Franklin Drive near the existing loop road near the terminal. The incompatible land uses would still be moved outside of the RPZ under Alternative 2. The only change in the list of project components detailed in Alternative 1 would be a decrease in vehicle access, with approximately 2,500 linear feet of vehicle roadway removed.

Level 1 Screening: Meet Purpose and Need

Alternative 2 would provide enough land for additional hangars and other aviation facilities, including the SRE building, while moving roads and the trail out of the RPZ, which are considered incompatible land uses in an RPZ.

Level 2 Screening: Constructability and Operational Considerations

Alternative 2 would accommodate the elements of the Proposed Action. While a road from the north would still provide access to the additional hangars and other aviation facilities, the Alternative 2 design has the following constraints:

- Franklin Drive, which would be the primary access road under Alternative 2, is currently used as primary access for the Airport as well as emergency access for the adjacent PeaceHealth Peace Island Medical Center.
- The north access alignment traverses terrain that does not readily support a vehicle roadway, including steep slopes, and construction would require extensive earthwork and ground disturbance.
- Due to the existing terrain and steep slopes, the access road would need to be constructed as a low volume road. The access road needs to accommodate a high volume of vehicles to meet current and future demand, as well as serve as primary access to a future terminal building included in the Master Plan.

- To be compatible with the existing terrain, the alignment of the access road would violate the existing helipad safety area.
- Closure of the existing Shelter Road access to airport property would remove the incompatible land use from the RPZ; however, this would also eliminate access to future and existing businesses.

As described above, the access road from the north would not support a high volume of traffic that is needed to accommodate future demand and is not compatible with the current helipad. Due to the terrain and steep slopes for the roadway alignment, extensive earthwork and grading would be required to construct the road, making this alternative more complex and expensive. Furthermore, under this alternative, Franklin Drive would serve as both the primary access road for the airport as well as the emergency access for emergency vehicles entering and exiting the adjacent PeaceHealth Peace Island Medical Center. Airport travel and operations would continue to be impacted as emergency vehicles enter and exit the medical center. Additionally, the northern access road alignment would be located within the existing helipad safety area, which would require relocation of the helipad to maintain compliance with FAA standards. At this time, no viable alternate helipad site has been identified.

Due to the operational constraints described above and the additional costs from more complex earthwork and construction, this alternative does not satisfy the Level 2 screening criteria related to operational efficiency and constructability, and Alternative 2 was not carried forward for further environmental screening in the EA.

Conclusion

Alternative 2 does not satisfy the Level 2 screening criteria and, therefore, was not carried forward for detailed evaluation in the EA.

2.3.3 Alternative 3 – No Action Alternative

NEPA requires the evaluation of a No Action Alternative, which serves as a baseline against which the environmental effects of the action alternatives are compared. Under the No Action Alternative, none of the previously described alternatives would be constructed. The additional hangar facilities and associated infrastructure, as well as the SRE building, would not be constructed under this alternative to meet current and future demand. Furthermore, roads and trails would not be cleared from the RPZ to meet FAA safety and design standards.

Alternative 3 does not meet the purpose of and need for the Proposed Action as defined in the Purpose and Need. However, this alternative was retained for analysis in this EA for comparative purposes consistent with NEPA (42 U.S.C. § 4321) and FAA Order 1050.1G Section 1.5(b) – *Elements*.

2.4 Alternatives Screening Summary

Table 2-1 provides a summary of the alternatives screening process. Alternative 1 would meet both of the Level 1 and Level 2 screening criteria. Therefore, Alternative 1 was retained for detailed evaluation in the EA.

TABLE 2-1
SUMMARY OF SCREENING CRITERIA

Screening Criteria	Alternative 1 Proposed Action	Alternative 2 Road Access From North
Meets Purpose and Need	YES - Alternative 1 would provide enough land for additional hangars and other aviation facilities, including the SRE building, while moving incompatible land uses out of the RPZ.	YES - Alternative 2 would provide enough land for additional hangars and other aviation facilities, including the SRE building, while moving incompatible land uses out of the RPZ.
Constructability and Operational Considerations	YES - The Proposed Action would accommodate the proposed facilities without construction needs or requirements that would render this alternative infeasible, while improving the safety and efficiency at the Airport.	NO – Alternative 2 would require construction needs and other constraints that would render this alternative infeasible (e.g., extensive earthwork/grading, intrusion into helipad safety area, emergency access).

CHAPTER 3
Affected Environment and Environmental Consequences

3.1 Introduction

This chapter describes the existing physical, natural, and human environment within the study area. It also identifies the reasonably foreseeable effects expected to result from the implementation of the Proposed Action, and presents mitigation measures that would be applied to reduce those impacts as required by applicable environmental laws or to ensure impacts are less than significant. Data used to determine the affected environment were collected by reviewing existing documentation and databases, consulting various individuals and agencies, and conducting field investigations.

FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures,* and the associated 1050.1 Desk Reference provide guidance on NEPA documentation and direction for the evaluation of potential impacts on specific resource categories. According to Paragraph 6.1(i) of Order 1050.1G, *effects* or *impacts* means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives. The analyses in this chapter are consistent with FAA Orders 1050.1G, and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

3.1.1 Study Area

The study area was used to describe existing conditions in the vicinity of the Airport and to assess impacts of the Proposed Action and No Action Alternative. The study area boundary was developed using the description of the Proposed Action. The study area was used to assess where impacts that may result from the Proposed Action and is the area for environmental considerations that relate to physical construction or operational issues that affect environmental resources. The study area includes all demolition, construction, supporting improvements for drainage and utilities, staging, and stockpiling. The study area is shown on Figure 3-1.

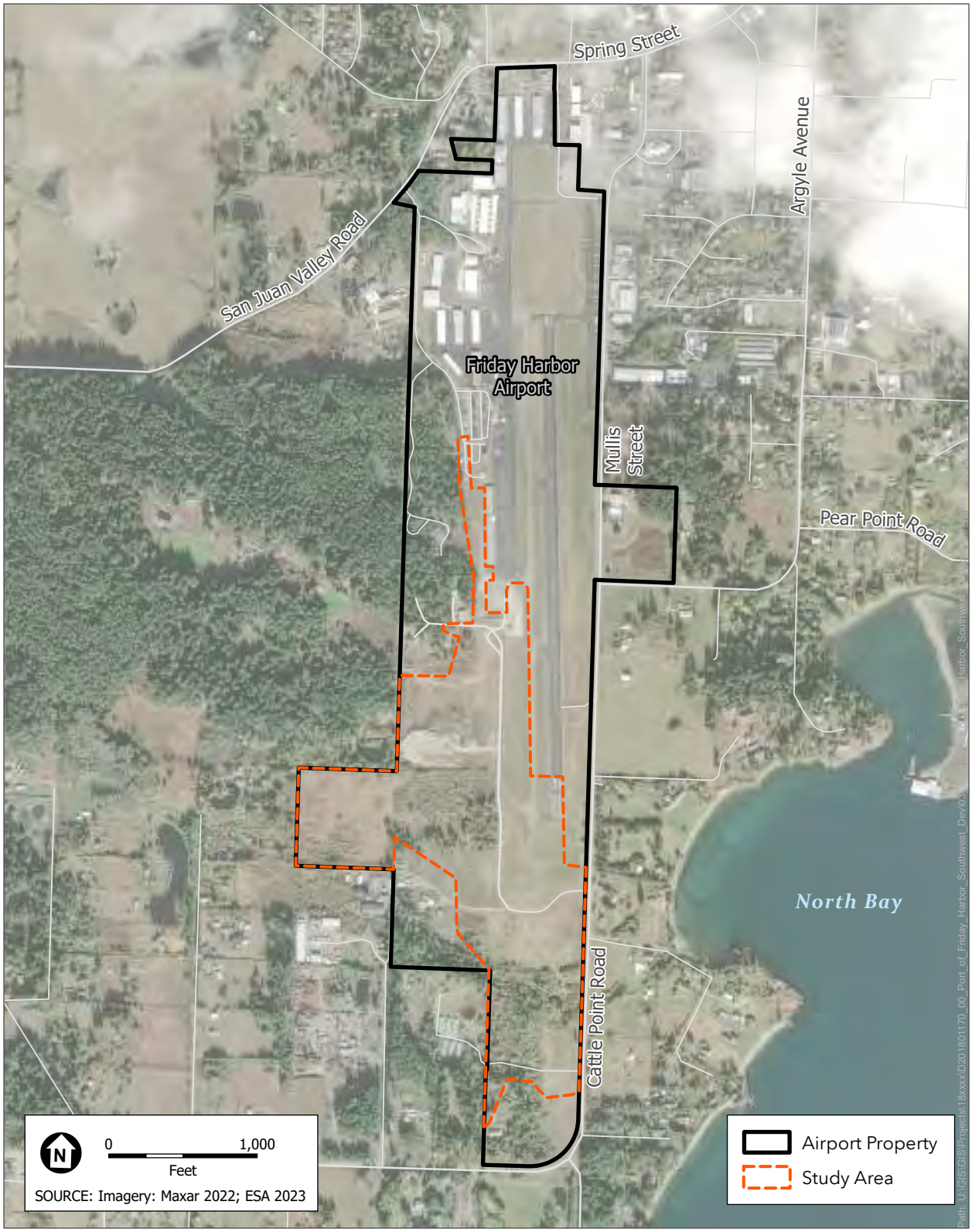

Figure 3-1
Study Area Boundary

3.1.2 Measuring Environmental Impacts and Study Year

Changes to the human and natural environment from the Proposed Action are analyzed and described at a level of detail necessary to disclose impacts and determine their significance. Impact significance was evaluated in accordance with FAA Order 1050.1G and the 1050.1 Desk Reference. The environmental consequences analysis considers the reasonably foreseeable effects of the Proposed Action when compared to the No Action Alternative for the same time frame. The year used to identify Existing Conditions in this EA is 2025, the most recent full calendar year. Construction for the Proposed Action is expected to begin in 2028 and be completed in 2031. Therefore, the Future Conditions study years are 2031 and 2036, which reflect the first full year of operation and 5 years after the first year of operation.

3.1.3 Environmental Resources Not Affected

Environmental consequences are reasonably foreseeable impacts that result from the Proposed Action. This section describes the environmental impact categories that would not be affected by the Proposed Action because the resource is not present or because there is no potential to result in a measurable impact. Therefore, no further analysis of these resources is included in this EA.

- **Coastal Resources** – The Airport is located within San Juan County, which is included among the 15 counties that comprise the Washington State Coastal Zone. The federal Coastal Zone Management Act of 1972 provides authority for the management of coastal resources nationwide. The Washington Coastal Zone Management Program, approved by the National Oceanic and Atmospheric Administration (NOAA) in 1976, is managed through the Washington State Department of Ecology (Ecology) and through implementation of the Washington State Shoreline Management Act (SMA) approved in 1971. Washington State delegates the responsibility of administering the SMA to local counties and cities. In San Juan County, the SMA is administered by the County's Community Development Department. The federal Coastal Zone Management Act requires that federal actions within and outside the coastal zone, which have reasonably foreseeable effects on any coastal use (land or water) or natural resources of the coastal zone be consistent with the enforceable policies of the state's federally approved Washington Coastal Zone Management Program. The regulated shoreline includes all lands within 200 feet of waters of the state, including North Bay. North Bay is approximately 1,000 feet east of the FHR. Therefore, the Airport is not subject to SMA because it is not located within the regulated shoreline of San Juan County's Shoreline Master Program. Accordingly, the Proposed Action and its alternatives would not affect coastal resources. Therefore, this resource is not evaluated in this EA.
- **Noise and Compatible Land Use** – As stated in Section 11.1.2 of the 1050.1 Desk Reference, a noise analysis is not necessary for projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations). Since the Proposed Action involves only Design Group I and II aircraft and forecast operations fall below the 90,000 propellor and 700 jet operation thresholds, this resource is not evaluated in this EA.

- **Floodplains** – The Airport is not located in or near a floodplain as mapped by the Federal Emergency Management Agency.
- **Groundwater** – The Airport is not within a Sole Source Aquifer. The nearest sole source aquifer is the Guemes Island Aquifer, located 17 miles east of the Airport on Guemes Island (EPA 2026b). According to Ecology's What's in My Neighborhood Toxic Cleanup Map (2026a), there are no contamination sites within the DSA or GSA, with the closest one being in a marina 1 mile east of the Airport. There are no private or public water supply wells within the DSA or GSA. Furthermore, the Proposed Action is not within an Aquifer Protection Zone or Wellfield Protection Area. Additionally, the Proposed Action is not expected to require any groundwater withdrawals.
- **Wild and Scenic Rivers** – There are no designated Wild and Scenic Rivers in or near the Airport. According to the National Park Service's (NPS) Nationwide Rivers Inventory, the closest is the Skagit River, located on mainland Washington, approximately 40 miles to the east (2026).

3.2 Resources Considered in this EA

FAA Order 1050.1G identifies environmental impact categories that the FAA considers. A total of 11 categories were evaluated for their potential to be affected by the Proposed Action as described in the following sections (Section 3.3 through Section 3.13).

3.3 Aviation Emissions and Air Quality

3.3.1 Regulatory Context

The federal *Clean Air Act of 1970* (CAA) (42 U.S.C. § 7401 *et seq.* [1970]), as amended, requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for principal air pollutants considered harmful to public health and the environment. States are required to identify those areas where the NAAQS are not met for these air pollutants. Those areas where the NAAQS are not met are designated as being in "nonattainment." A state with a nonattainment area must prepare a State Implementation Plan that details the programs and requirements the state will use to meet the NAAQS by the deadlines specified in the 1990 amendments to the CAA.

EPA established primary and secondary NAAQS for seven air pollutants, described as "criteria air pollutants." These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than or equal to 10 microns in diameter (coarse particulates, or PM_{10}), particulate matter less than or equal to 2.5 microns in diameter (fine particulates, or $PM_{2.5}$), and lead (Pb). The primary standards were established at levels sufficient to protect public health with a satisfactory margin of safety. The secondary standards were established to protect public welfare from other adverse effects of air pollution.

3.3.2 Methodology

EPA has designated San Juan County as in attainment for each of the criteria air pollutants; accordingly, a General Conformity determination is not necessary (40 CFR § 93.153[b]). Because EPA established attainment at the county level, the Proposed Action was assessed for air quality impacts using San Juan

County as the study area. Air quality was assessed as described in Chapter 4 of the *Aviation Emissions and Air Quality Handbook, Version 4* (the *Handbook*). Since the study area is in attainment for all criteria air pollutants, the screening criteria described in Section 4.3.1 of the *Handbook* were used to determine if preparation of an emissions inventory is necessary for this action. The four screening parameter questions and their assessments are shown in **Table 3-1**.

TABLE 3-1
AIR QUALITY SCREENING PARAMETERS AND ASSESSMENTS

Screening Parameter Question	Assessment
If the project is not in the Ozone Transport Region (OTR), will the FAA Action cause an increase in all aircraft operations of more than 14,000 operations per year? If the project is in the OTR, will the FAA Federal Action cause an increase in general aviation aircraft operations of more than 5,000 operations per year, or an increase in all aircraft operations of more than 14,000 operations per year?	The Proposed Action site is not in the OTR. As described in Section 1.3, *Purpose and Need*, aircraft operations are not expected to be influenced by the Proposed Action. Since there will be no increases in aircraft operations, the answer to this screening parameter question is **NO**.
Will the FAA Federal Action cause a projected annual increase of aircraft delay exceeding 340,000 minutes?	The Proposed Action is not expected to result in any aircraft delays. As such, the answer to this screening parameter question is **NO**.
Will the FAA Federal Action cause an additional 25 million vehicle miles traveled (VMT) from on-road vehicles per year?	The proposed landside connections to Cattle Point Road and Store More Way would not result in an increase of 25 million VMT from on-road vehicles per year. As such, the answer to this screening parameter question is **NO**.
If the project is not in an OTR, will the FAA Federal Action result in the use of an average of more than 125 pieces of construction equipment and Ground Supporting Equipment (GSE) during a year? If the project is in an OTR, will the FAA Federal Action result in the use of an average of more than 50 pieces of construction equipment and GSE during a year?	The Proposed Action site is not in an OTR and will not result in the use of more than 125 pieces of construction equipment and GSE during a year. Since this falls below the screening parameter threshold of 125 pieces, the answer to this screening parameter question is **NO**.

Source: Aviation Emissions and Air Quality Handbook, Version 4, 2024b, ESA, 2025

As shown in Table 3-1, the screening parameter thresholds described in Section 4.4.1.1 of the *Handbook* would not be exceeded as a result of the Proposed Action. As such, an emissions inventory was not prepared for this EA.

3.3.3 Affected Environment

San Juan County is designated as in attainment for all criteria air pollutants under state and federal air quality standards. Ecology and the EPA do not operate any permanent air quality monitoring stations in San Juan County.

3.3.4 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the airport infrastructure improvements would not be constructed. There would be no associated changes in operational activity at FHR and, therefore, no emissions associated with the project.

Proposed Action

As noted in **Section 3.2.2**, project parameters did not exceed the screening criteria, and the project does not have the potential to cause significant air quality impacts. Operational and temporary construction emissions increases related to the Proposed Action are expected to be negligible and would not exceed the NAAQS.

3.3.5 Significance

Significant air quality impacts would occur if the Proposed Action results in an exceedance of one or more of the NAAQS or increase in the frequency or severity of any such existing violations for any of the time periods analyzed when compared to the No Action Alternative. As stated in **Section 3.2.1**, the GSA for the Proposed Action is not within an area designated as nonattainment or maintenance for any of the NAAQS. Proposed Action emissions of criteria pollutants **would not result in a significant air quality impact** because the NAAQS would not be exceeded.

3.4 Biological Resources

3.4.1 Regulatory Context

The *Endangered Species Act* (ESA) requires all federal agencies to seek to conserve threatened and endangered species (16 U.S.C. §§ 1531–1544). Section 7(a)(2) of the ESA requires federal agencies, in consultation with the Services (i.e., the U.S. Fish and Wildlife Service [USFWS] and/or National Marine Fisheries Service [NMFS]), to ensure that any action the agency authorizes, funds, or carries out is not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of designated critical habitat. Candidate species (any species that either USFWS or NMFS is considering for listing as "endangered" or "threatened"), shall also be identified to alert federal agencies of potential proposals or listings. State-listed endangered or threatened species are also listed as such by the Washington Department of Fish and Wildlife (WDFW). Many of the bird species referenced in this document are, collectively, also protected under the *Migratory Bird Treaty Act* (MBTA) of 1918 (16 U.S.C. §§ 703–711). In addition, while the bald eagle is no longer federally or state listed as threatened or endangered, it is afforded protection by the *Bald and Golden Eagle Protection Act* (16 U.S.C. §§ 668–668d), MBTA, and state and federal management plans.

3.4.2 Methodology

In addition to a review of existing information, mapping, and aerial photography, information was gathered by conducting site visits over several days in June and July 2024. During site visits, biologists delineated wetlands and streams and documented general information regarding habitats and dominant plant species and communities within the DSA. All observations were qualitative; no quantitative wildlife surveys were performed. Photographs were also taken to document vegetation and habitat conditions. For the purposes of Section 7 consultation under the ESA, two Biological Assessments (BAs) were prepared, one for NMFS and one for USFWS, and provide an analysis of potential impacts to ESA-listed species. The BAs and Wetland and Stream Delineation Report are included in **Appendix B and Appendix D**, respectively.

3.4.3 Affected Environment

Terrestrial Habitats and Species

The majority of the GSA contains disturbed or developed land including airport infrastructure, commercial use, light industrial uses, and existing roadways. Developed areas are typically landscaped with ornamental species, paved, or otherwise developed and generally lack natural vegetation. The majority of the undeveloped portions of the GSA are primarily grassland or have been cleared of vegetation. A narrow riparian forest encompasses a small, intermittent stream (Stream 1) that flows across the southern portion of the Proposed Action site between the end of Runway 34 and Cattle Point Road (see Figures 2 and 6 in **Appendix E**). There is also a narrow forested area along the northern portions of the Clark McAlpine Trail. Outside of the GSA to the west is forest dominated by Douglas-fir with an understory including snowberry, salal, and swordfern. Pockets of this forested area have been cleared for a few rural residences and an outdoor event center. These areas provide habitats for a variety of wildlife species common to San Juan Island to breed, forage, and rest. Based on field observations and literature reviews, birds, mammals, reptiles, amphibians, and invertebrates considered relatively common within the vicinity of the GSA include those generally associated with and tolerant of developed and natural areas throughout San Juan County. Common mammals include red fox and Columbian blacktail deer; common amphibians and reptiles include various frogs and garter snakes; common species of birds include crows, gulls, and Canada geese.

Aquatic Habitats and Species

Aquatic habitat in the GSA is limited to one intermittent stream (Stream 1) and five seasonal wetlands (Wetlands A through E; see Figures 2 through 6 in **Appendix E**). Wetlands are further addressed in Section 3.13 (Water Resources) of this EA. The stream has a forested riparian corridor dominated by shore pine and willow with a well-developed understory of salmonberry, snowberry, and swordfern. Streambed material consists of fine sediments, sand, and gravel with several portions of the streambanks being incised with signs of erosion. Riparian vegetation provides shade over the majority of the stream; however, no habitat features such as large wood, pools, or undercut banks were observed. Fish use is likely minimal and seasonal. The shaded corridor likely provides refuge for amphibians during the summer. The majority of wetlands are dominated by grasses, with the majority of them being frequently mowed. No habitat features such as downed wood or snags are present. Most wetlands are adjacent to roadways, further limiting use by animals for refuge and rest. Wetlands in the western portion of the GSA are farther away from developed areas of the Airport and provide a connection to forested areas to the west, resulting in a slightly higher habitat function than the remaining wetlands to the southeast.

Federally Listed Species

Based on desktop review and screening through the USFWS Information for Planning and Consultation (IPaC) tool, the GSA has the potential to support six federally listed species under USFWS jurisdiction (USFWS 2026a). An additional six species under NMFS jurisdiction (four with critical habitat) were also included in the BA analysis. The majority of these species are marine species that occur in North Bay approximately 1,000 feet east of the GSA, or terrestrial species that do not occur in the DSA or GSA because of their limited range of specific habitat requirements. The USFWS and NMFS list of species are provided in **Appendix B**.

Migratory Birds

The IPaC also lists 20 migratory birds that have the potential to occur in the GSA (**Appendix B**). No bald eagle nests were observed during the site assessment or are mapped in the study area by San Juan County (SJC 2025). However, this species is common on San Juan Island.

3.4.4 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Port would not construct the airport infrastructure improvements at FHR. There would be no development, construction, or ground disturbance; therefore, there would be no effect on biological resources.

Proposed Action

The majority of the areas in the study area that would be impacted by the Proposed Action are primarily grassland or already cleared of vegetation and, in their current state, provide low-quality habitat. Potential direct construction impacts on terrestrial species would occur near the new road alignment where approximately 0.3 acre of shrub and tree cover would be removed for the new access road, including some riparian vegetation. The majority of the affected areas are close to existing airport infrastructure, subject to routine maintenance and wildlife hazard mitigation measures, provide little habitat, and have minimal connectivity to other undeveloped lands. Terrestrial species may also be temporarily impacted by construction noise. However, no highly intensive noise activities, such as blasting or pile driving, would occur, and species that would be present at the time of construction are likely already accustomed to airport noise and activity.

Potential impacts on aquatic species may result from the operation of the Proposed Action. An increase of pollution-generating impervious surface (PGIS) would cause an increase in pollutants in stormwater runoff, which could affect water quality in receiving waters, primarily North Bay. Aircraft operating surfaces discharge various pollutants of concern and primarily include particulates such as trace metals (e.g., copper or zinc) and petroleum-related products (polycyclic aromatic hydrocarbons – PAHs) or general sediment consisting of dirt, dust, and grit. Dissolved copper and zinc discharge can adversely affect olfactory sensory responsiveness and cause behavioral changes in salmonids, including decreased predator avoidance at relatively low concentrations (WSDOT 2019). There is also the potential for 6PPD-quinone (6PPD-q) to be present in stormwater runoff from PGIS. Research indicates that urban runoff mortality syndrome can be caused by the organic compound 6PPD-q from automobile tires, with adult and juvenile coho salmon being particularly vulnerable to lethal effects of exposure to 6PPD-q (Ecology 2022).

Impacts on aquatic species, including ESA-listed species, would be minimized through the construction of permanent water quality facilities that would treat stormwater runoff from PGIS associated with the Proposed Action. As discussed with NMFS prior to design, the Stormwater Management Plan for the Proposed Action (PAE 2025) has been designed to meet NMFS stormwater management criteria for projects involving new or redeveloped impervious surfaces to avoid and minimize impacts on species and habitats protected under the ESA based on guidance from NMFS during the Section 7 consultation process. The Proposed Action would implement BMPs that utilize infiltration, sorption, filtration, and sedimentation, to treat between 91 and 99 percent of stormwater before it reaches North Bay. These

BMPs may reduce some 6PPD-q from stormwater (Ecology 2024). Additionally, infiltration through a bioretention system designed with a soil mixture has been shown to reduce or eliminate toxicity to juvenile coho salmon caused by pollutants in stormwater (McIntyre et al. 2015).

Potential impacts on aquatic species and habitats that would occur from construction include the loss of wetland habitat, turbidity, and stormwater runoff. Approximately 15 linear feet of stream would be temporarily impacted as a result of the construction of the access road. At the current stage of design, the size and material of the culvert under the access road are unknown. However, the project would follow guidance in WDFW's Water Crossing Design Guidelines (WDFW 2013) and also require a Hydraulic Project Approval from WDFW. Additionally, approximately 0.10 acre of Wetland B would be permanently filled to accommodate the access road and a stormwater pond, and the entirety of Wetland D (0.74 acre) would be filled to store excavated material for future use. Both wetlands are dominated by grasses and provide low-quality habitat.

During construction, site grading and vegetation removal could result in turbid runoff entering the stream and may also cause an increase in stormwater runoff. However, construction of the culvert would occur during the summer months when rainfall is low and the stream would likely be dry. Additionally, construction best management practices (BMPs) would be implemented to minimize impacts on water quality and quantity. BMPs include, but are not limited to, developing and implementing a Temporary Erosion and Sediment Control Plan in accordance with the National Pollutant Discharge Elimination System (NPDES) 1200-C Permit requirements, as well as developing and implementing a Spill Prevention, Control, and Countermeasure Plan to ensure the appropriate storage, handling, and use of petroleum products and other potential pollutants on-site during construction. Additionally, industrial stormwater discharges on Airport property would continue to be managed under the Airport's Stormwater Pollution Prevention Plan and NPDES 1200-Z Permit.

Section 7 Consultation

In accordance with Section 7 of the ESA of 1973 (16 U.S.C. §§ 1531–1544) a BA was prepared for this EA. The ESA requires that potential effects on listed and proposed endangered and threatened species be evaluated in relation to the complete extent of the area influenced by a project (the Action Area). The Action Area encompasses the area where effects resulting from the Proposed Action are reasonably foreseeable. The Action Area was determined to be an area extending 1,690 feet from the DSA, including the area where stormwater runoff meets North Bay. The BA identified the following eight federally listed threatened, endangered, or otherwise protected species with the potential to occur within the Action Area: Puget Sound steelhead Distinct Population Segment, yelloweye rockfish, Bocaccio rockfish, eulachon Southern Distinct Population Segment, Southern Resident killer whale, bull trout Coterminous U.S. Population, marbled murrelet, and Puget Sound Chinook salmon Evolutionarily Significant Unit. For all seven fish species, the BA supports a "May Affect, Likely to Adversely Affect" determination for the following reasons: (1) the Proposed Action would increase PGIS; (2) BMPs cannot treat 100 percent of all stormwater pollutants, and treated runoff would ultimately drain into North Bay; and (3) these species or their prey may be present in North Bay. Additional information on the determinations is found in the BA (**Appendix B**).

On August 21, 2025, FAA initiated consultation with USFWS and NMFS. The USFWS issued a Letter of Concurrence on February 20, 2026, for the effects on bull trout and marbled murrelet. NMFS issued a

Biological Opinion (BiOp) on March 19, 2026 in which they concurred with the FAA's determinations for listed species and critical habitat. Both the Letter of Concurrence and the BiOp can be found in **Appendix B**.

3.4.5 Significance

A significant impact would occur on biological resources if USFWS or NMFS determined that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat. FAA identifies additional factors to consider in a significance determination, including whether the action would have the potential for a long-term or permanent loss of unlisted plant or wildlife species; adverse impacts on special status species or their habitats; substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.

Based on background review, field assessments, and the determinations of effect presented in the BA, the Proposed Action is not expected to have the potential to significantly impact terrestrial and aquatic animal species, special status species, or environmentally sensitive or critical habitats. In the BiOp, NMFS determined that take is reasonably certain to occur as harm from exposure to stormwater pollutants generated from the additional PGIS. However, the amount or extent of anticipated take, coupled with other effects of the Proposed Action, is not likely to result in jeopardy to the species or destruction or adverse modification of critical habitat. Therefore, the effects on biological resources **would not be significant**.

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

3.5.1 Regulatory Context

Section 4(f) of the *Department of Transportation Act* of 1966 provides protection to publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic sites from encroachment by public transportation facilities. Section 4(f) also applies to cultural resource sites that are on or eligible for inclusion in the National Register of Historic Places (NRHP). Section 4(f) is now codified in Title 49 U.S.C. § 303(c). Section 4(f) properties must not be affected by a project unless no prudent and feasible alternative exists and efforts to minimize impacts on the property are completed. Section 6(f) of the *Land & Water Conservation Fund Act* (LWCFA) requires that properties receiving LWCFA funding for planning, acquisition, or development be maintained for public outdoor recreational use. These directives are summarized below in **Table 3-2**.

TABLE 3-2
STATUTES AND OTHER REQUIREMENTS RELATED TO SECTION 4(F) AND SECTION 6(F) RESOURCES

Statutes and Other Requirements	Summary
U.S. Department of Transportation Act – Section 4(f) 49 U.S.C. § 303	Protects certain properties from use for DOT projects unless the relevant DOT agency (e.g., the FAA) determines there is no feasible and prudent alternative and a project includes all possible planning to minimize harm.
Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – Section 6009 49 U.S.C. § 303	Amended Section 4(f) to simplify the process and approval of projects that have only de minimis impacts on 4(f) properties.
Land and Water Conservation Fund Act of 1965 16 U.S.C. §§ 4601-4 et seq.	Section 6(f) provides funds for buying or developing public use recreational lands through grants to local and state governments. Section 6(f)(3) prevents the conversion of lands purchased or developed with Land and Water Conservation Fund Act funds to non-recreation uses, unless the Secretary of the Department of the Interior, through the National Park Service, approves the conversion.

3.5.2 Methodology

Potential impacts on Section 4(f) properties in the GSA were assessed using satellite imagery and analyzed for reasonably foreseeable impacts by the Proposed Action or the No Action Alternative. The surrounding area was also reviewed for any publicly owned park, recreational area, wildlife or waterfowl refuge, or historic site.

3.5.3 Affected Environment

The Clark McAlpine Trail is the only Section 4(f) resource that exists in the study area. The trail extends through the western and southern portions of Airport property, including a portion of the RPZ (Figure 1-2). The trail begins on Spring Street at the northern perimeter of the Airport property and extends in a southerly direction to Shelter Road on the southern portion of the Airport. A loop trail south of Shelter Road connects to Cattle Point Road at the southern perimeter of the Airport. The Eddie & Friends Dog Park is located immediately east of the GSA, east of Mullis Street. However, based on the San Juan County Polaris Parcel Search, that property is privately owned (San Juan County 2026). A literature review of all areas within 1 mile of the DSA indicated no recorded historic resources in areas potentially affected by project activities (**Appendix D**). Based on the Land & Water Conservation Fund (LWCF) online mapping, there are no Section 6(f) properties within the GSA or DSA (LWCF 2026).

3.5.4 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the Clark McAlpine Trail would not be realigned and would remain an incompatible land use in the RPZ. There would be no impacts on Section 4(f) under the No Action Alternative.

Proposed Action

Under the Proposed Action, approximately 3,500 linear feet of the trail would be realigned to be adjacent to the new access road along the western side of the SWDA (**Figure 3-2**). There may be temporary closures of the trail during construction; however, trail use would remain open on other portions of Airport property. Trail users may be temporarily affected during construction by trail closures, visual, and noise disturbances associated with construction vehicle and equipment operation.

3.5.5 Significance

Significant Section 4(f) impacts would occur if the Proposed Action either involves more than a minimal physical use of a Section 4(f) resource or property or constitutes a "constructive use" based on an FAA determination that the project would substantially impair the Section 4(f) property, and mitigation measures do not eliminate or reduce the effects of the use below the threshold of significance (e.g., by replacement in kind of a neighborhood park).

The Proposed Action would remove the incompatible land use within the RPZ and provide a safer alternative to the existing trail by relocating it outside of the RPZ. Additionally, construction disturbances and restricted access would be temporary. Post-construction, the trail would provide the same purpose to the public as pre-construction. Therefore, the Proposed Action **would not result in significant impacts** on Section 4(f) properties or resources because it would not involve more than minimal physical or constructive use of the Section 4(f) property.

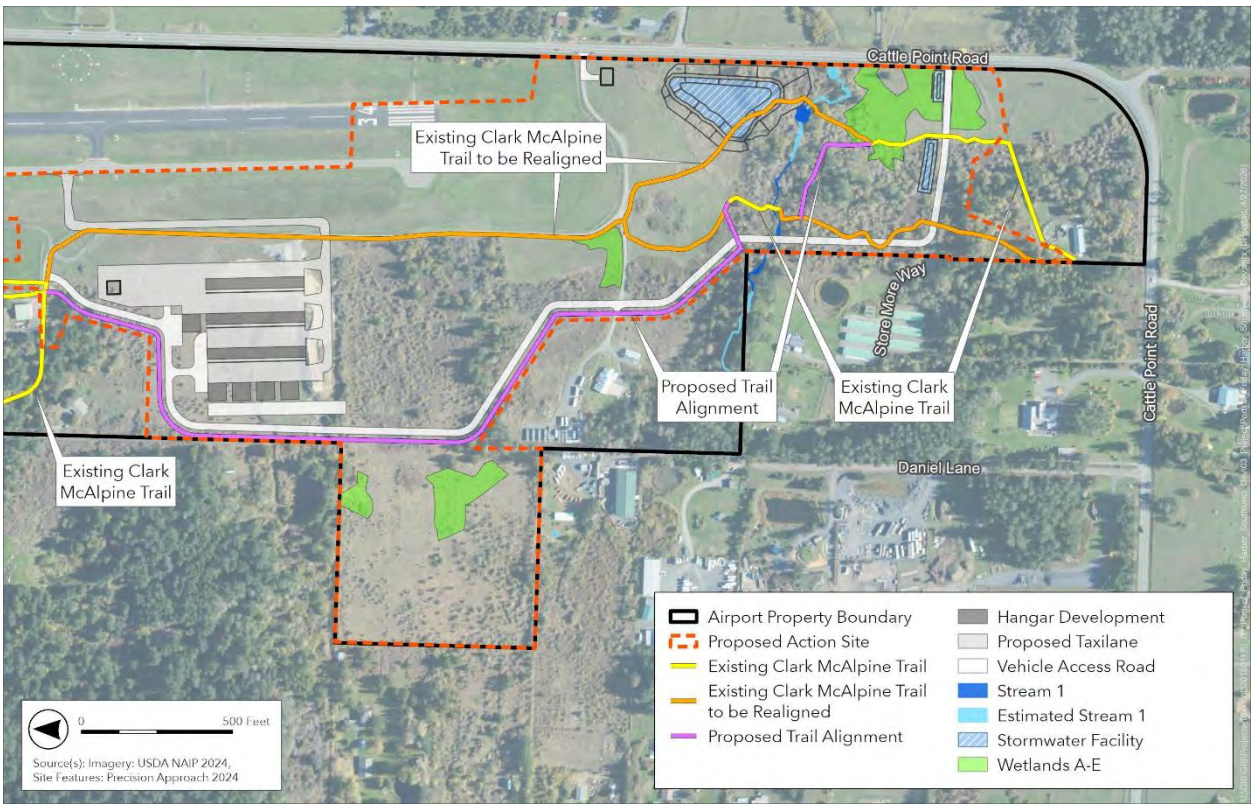

Figure 3-2
Proposed Realignment of the Clark McAlpine Trail

3.6 Farmlands

3.6.1 Regulatory Context

The *Farmland Protection Policy Act* is the primary statute related to farmlands, where important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land. The Natural Resources Conservation Service (NRCS), which is part of the U.S. Department of Agriculture, oversees the *Farmland Protection Policy Act*, which regulates any federal action that converts important farmland to non-agricultural use.

3.6.2 Methodology

The U.S. Department of Agriculture NRCS Web Soil Survey was used to determine whether any prime or unique farmland soils or farmland soils of statewide or local importance are present in the study area (NRCS 2026). Parts I, III, and VI of Form AD-1006, Farmland Conversion Impact Rating, were completed and sent to NRCS on April 23, 2026. Upon completion of Parts II, IV, and V by the NRCS, Form AD-1006 was finalized to assess the potential impacts of converting prime farmland in the study area (**Appendix C**).

3.6.3 Affected Environment

According to the NRCS Web Soil Survey, the DSA contains 31.2 acres of prime farmland, 10.8 acres of prime farmland if drained, and 9.4 acres of prime farmland if irrigated and drained (Figure 3 in **Appendix C**).

3.6.4 Environmental Consequences

No Action Alternative

Under the No Action Alternative, FHR would not construct the airport infrastructure improvements. There would be no development, construction, or ground disturbance; therefore, there would be no effect to farmlands.

Proposed Action

The Proposed Action would convert a total of 16.7 acres of farmland to non-agricultural use. Approximately 10.4 acres of *prime farmland* would be converted through the construction of the hangars, SRE building, taxilane, access road, trail, and the relocated soil stockpile. An additional 5.6 acres of *prime farmland if drained* would be converted as a result of the construction of the access road, trail, and the soil stockpile area; and an additional 0.7 acre of *prime farmland if irrigated and drained* would be converted through the construction of the access road and trail (Figure 4 in **Appendix C**).

3.6.5 Significance

According to FAA Order 1050.1G, a significant impact would occur if the action would have the potential to convert important farmlands to non-agricultural uses. An action would be considered to create a significant impact if the total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260 points. The Port coordinated with the NRCS using the USDA Form AD-

1006. The NRCS completed the USDA Form AD-1006 on April 27, 2026, with a total score of 57 confirming that there would be **no significant impact to farmlands** (**Appendix C**)

This EA will be revised to include the final score and a discussion of significant thresholds when the completed Form AD-1006 is received from NRCS.

3.7 Hazardous Materials, Solid Waste, and Pollution Prevention

3.7.1 Regulatory Context

Materials are defined as hazardous if they appear on a list of hazardous materials prepared by a federal, state, or local regulatory agency, or if they have characteristics defined as hazardous by such an agency. EPA has defined the term "solid waste" to include the following: any gaseous, liquid, semi-liquid, or solid material that is discarded or has served its intended purpose, unless the material is excluded from regulation. Such materials are considered wastes whether they are discarded, reused, recycled, or reclaimed. Various federal, state, and local laws regulate hazardous materials use, storage, transport, or disposal. State and local regulations provide primary oversight over solid waste. These directives are summarized below in **Table 3-3**.

TABLE 3-3
STATUTES AND REQUIREMENTS RELATED TO HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Statute or Other Requirement	Summary
Resource Conservation and Recovery Act 42 U.S.C. §§ 6901–6992	Establishes guidelines for hazardous waste and non-hazardous solid waste management activities in the United States. Regulates the generation, storage, treatment, and disposal of waste.
Hazardous Materials Transportation Act 49 U.S.C. §§ 5101–5128	Establishes procedures, reporting requirements, and approval processes for the transport of hazardous materials by common, contract, and private carriers and by aircraft, railcar, vessel, and motor vehicle.
Emergency Planning and Community Right to Know Act 42 U.S.C. §§ 11001–11050	Requires hazardous chemical emergency planning by federal, state, and local governments, Native American Tribes, and industry. It also requires industry to report on the storage, use, and releases of hazardous chemicals to federal, state, and local governments.
Comprehensive Environmental Response, Compensation, and Liability Act 42 U.S.C. §§ 9601–9675	Establishes joint and several liability for those parties responsible for hazardous substance releases to pay cleanup costs and establishes a trust fund to finance cleanup costs in situations in which no responsible party could be identified. Establishes a list of such properties (i.e., National Priorities List).
Pollution Prevention Act 42 U.S.C. §§ 13101–13109	Requires pollution prevention and source reduction control so that waste would have less effect on the environment while in use and after disposal.
Toxic Substances Control Act 15 U.S.C. §§ 2601–2697	Provides the EPA with the authority to regulate the production, importation, use, and disposal of chemicals defined as toxic, including lead, radon, asbestos, and polychlorinated biphenyls, that have the potential to cause unreasonable risk of injury to public health or the environment.
Dangerous Waste Regulations Washington Administrative Code 173–303	Regulates the management of dangerous waste within Washington and encompasses a broader range of materials, including state-specific "criteria" wastes. The Dangerous Waste Regulations outline requirements for generators, transporters, as well as treatment, storage, and disposal facilities.
San Juan County Code of Ordinances Chapter 8.12, Solid Waste Disposal	Establishes regulations for the conveyance and disposal of solid waste.

3.7.2 Methodology

This analysis identifies and evaluates activities or processes that use hazardous materials or produce hazardous and solid waste, involves waste handling and the use of receiving disposal facilities, identifies existing properties where hazardous materials (including environmental contamination) may occur, and describes applicable pollution prevention procedures. This includes the assessment of whether the Proposed Action would produce any unique waste streams that would not be accommodated by existing management processes and technologies or that would create additional risks to human health or the environment.

EPA's NEPAssist database was reviewed to identify regulated facilities with geographical locations on or adjacent to the Proposed Action site (2026a). Ecology's *What's in My Neighborhood: Toxics Cleanup Map* (Ecology 2026a) and Contaminated Sites List (2026b), were also reviewed to determine the presence of hazardous or solid waste sites within or proximate to the Proposed Action site.

3.7.3 Affected Environment

The Airport is not identified as a *Resource Conservation and Recovery Act* corrective action site nor on the *Comprehensive Environmental Response, Compensation and Liability Act* National Priorities List for current or past contamination or cleanup activities. The airport is also not listed on Ecology's Contaminated Sites List for current or previously reported contamination or cleanup activities. According to Ecology's *What's in My Neighborhood Toxic Cleanup Map*, there are no contamination sites within the DSA or GSA, with the closest site in a marina 1 mile east of the Airport. Aviation fuel (Avgas) is currently available at the Airport via self-serve pumps located in the north apron area, outside of the SWDA. Fuel is stored in two 10,000-gallon underground tanks, located below the pump system. Jet A fuel is not currently available at the Airport.

3.7.4 Environmental Consequence

No Action Alternative

Under the No Action Alternative, the airport infrastructure improvements would not be constructed, and current conditions would remain. The No Action Alternative would not result in any spread or cleanup of hazardous materials or solid waste. No additional pollution prevention measures would be implemented.

Proposed Action

The Proposed Action would not occur within areas that have been previously contaminated and/or cleaned up. However, construction activities may encounter previously unknown contamination. Prior to construction, coordination with Ecology would be required to identify contaminated soils. If contaminated soils are present, soil handling and remediation would follow Ecology requirements.

The Proposed Action would generate relatively small amounts of solid wastes from construction that would be disposed of through the San Juan Transfer Station, which has the capacity to process the solid waste. Once completed, the Proposed Action would not generate hazardous or solid waste.

3.7.5 Significance

FAA has not established a significance threshold for hazardous materials, solid waste, or pollution prevention in FAA Order 1050.1G. However, FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts for this resource category, including the potential for violation of applicable regulations regarding hazardous materials producing or generating an appreciably different quantity or type of hazardous waste and adversely affecting human health and the environment. Based on the above information, the Proposed Action (when compared to the No Action Alternative) **would not result in significant impacts** related to hazardous materials, solid waste, or pollution prevention.

3.8 Historic, Architectural, Archaeological, and Cultural Resources

3.8.1 Regulatory Context

The primary laws that pertain to the treatment of historic, architectural, archaeological, and cultural resources during environmental analyses are the *National Historic Preservation Act* (NHPA) (54 U.S.C. 300101 *et seq*.), the *Archaeological Resources Protection Act* (16 U.S.C. 470aa-470mm), and the *Native Graves Protection and Repatriation Act* (25 U.S.C. 3001-3013). Section 106 of the NHPA requires a federal agency with jurisdiction over a proposed federal action (referred to as an "undertaking" under the NHPA) to consider the effects of the undertaking on historic properties. The term "historic properties" refers to *"any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register [of Historic Places]"* (36 CFR 800.16(l)(1)).

The steps of the Section 106 process are accomplished through consultation with the State Historic Preservation Office, federally recognized Native American Tribes, local governments, and other interested parties. The goal of consultation is to identify potentially eligible historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties. The agency also must provide an opportunity for public involvement (36 CFR 800.1(a)). Documentation of FAA's compliance with Section 106 for the Proposed Action is provided in **Appendix D** and is described below.

3.8.2 Methodology

Area of Potential Effects

Section 106 of the NHPA requires definition of an area of potential effects (APE). FAA delineated the APE in accordance with 36 CFR Part § 800.16(d), which defines the APE as the "*geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist."* The APE is shown in Figures 1 and 2 in **Appendix D**. FAA determined these boundaries through consultation with the Port on the extent of the Proposed Action. The APE is approximately 73 acres fully contained within Airport property. The FAA consulted with the Washington Department of Archaeology and Historic Preservation (DAHP) and Tribes on November 15, 2024, on the APE and survey methodology. DAHP concurred with the APE on November 18, 2024. The Tribes did not respond.

Cultural Resource Assessment

Past cultural resources assessments, recorded archaeological sites, ethnographic studies, inventoried historic resources, archival records, geological maps, soils surveys, and other environmental reports were reviewed to identify any cultural resources within the APE. A surface survey of the APE was conducted on July 19 and 20, 2023 to identify geomorphic processes, describe and define landforms, and understand the relative level of modifications that have occurred across the landscape. The surface survey was designed in part to determine which portions of the APE would be suitable for subsurface survey.

Observations of subsurface conditions in the APE were conducted through both archaeological survey and archaeological monitoring of geotechnical investigations. Archaeological monitoring of initial geotechnical investigations occurred on July 19–20, 2023 when 17 test pits were excavated. The results of this effort were used to confirm and refine the observations made during the surface survey. Next a subsurface archaeological survey of the APE was designed and implemented. Archaeologists conducted a shovel test probe subsurface survey on March 3–6, 2025, which consisted of 139 planned shovel test probes placed in areas of minimal to moderate disturbance, as identified by the surface survey, and where the Proposed Action would include ground disturbance. On October 14–15, 2025, archaeological monitoring of a second geotechnical investigation occurred that included mechanical excavation of five test pits, which also included completion of two geotechnical borings advanced using a hollow-stem auger drill. Cultural resource specialists inspected the trench walls and spoils during test pit excavations and inspected recovered soil samples during borings, recording detailed notes on stratigraphy, the presence or absence of cultural materials, and general area conditions. Results of the literature review, surface review, and subsurface review were compiled in the Cultural Resource Assessment Report (**Appendix D**).

3.8.3 Affected Environment

The eastern portion of San Juan Island is generally considered to be within the traditional territory of today's Lummi Nation (Stern 1969; Suttles 1974, 1990; Tremaine 1975). The Lummi are members of a larger Central Coast Salish culture group (Suttles 1990). Central Coast Salish subsistence traditionally included fishing, hunting, and gathering. Important plants included camas, beds of which were commonly maintained by families among the Northern Straits-speaking groups. Permanent villages were located near water to provide canoe access.

From the late 19th century through the 1970s, agriculture was the primary industry for many who lived on San Juan Island. Passenger air service to the island began in 1947, with cow pastures serving as landing strips. In the early 1960s, Roy Franklin purchased the land currently occupied by the Airport and constructed two runways and associated infrastructure. The Port of Friday Harbor purchased the airport from Franklin in 1981 and reconstructed the airfield and terminal (Coffman and PAE 2020).

The investigations conducted in 2023 and 2025 did not identify any archaeological sites, isolates, or other potential indicators of past cultural activity, or landforms with a high potential for containing such resources. Over the last 50+ years, most of the land within the APE has been previously disturbed for the development and improvements to the Airport property. The portions of the APE identified as having minimal disturbance include the majority of the proposed road and trail alignment along the west side of the APE, as well as the proposed stormwater detention ponds and ASOS in the southeast portion of the

APE. Areas of moderate disturbance are characterized by some evidence of former ground disturbance, such as vegetation clearing, agricultural use, or minor earthwork, and include a portion of the tie-down apron, soil disposal area, and two staging areas. Areas of major disturbance feature clear evidence of grading or excavation and include the proposed hangar and taxiway developments, existing taxiways and runway, majority of the tie-down apron, soil disposal areas, and construction staging area.

The APE does not contain any historic resources (buildings, districts, structures, objects, and sites). Environmental Consequences

3.8.4 No Action Alternative

Under the No Action Alternative, the airport infrastructure improvements would not be constructed and there would be no potential for disturbance to any known or unknown historic or archaeological cultural resources.

3.8.5 Proposed Action

The Cultural Resources Assessment found no NRHP-listed properties within the APE and low probabilities of encountering archaeological resources as part of the Proposed Action. The landscape has been substantially altered within the Airport boundary to create the conditions required for aviation activities, which has resulted in disturbed, redistributed, or completely removed near-surface soils with the potential to contain archaeological remains. Because no NRHP-listed or eligible for listing sites have been documented in the APE, the FAA reached a determination of No Historic Properties Affected for the Proposed Action. On March 23, 2026, a findings letter was sent to DAHP, the Confederated Tribes of the Warm Springs Reservation of Oregon, Lummi Tribe of the Lummi Reservation, Samish Indian Nation, and the Swinomish Indian Tribal Community requesting concurrence with the agency's determination. DAHP concurred with the determination as part of the Section 106 NHPA consultation procedure in a letter dated March 24, 2026 (**Appendix D**). Additionally, no comments were received from interested Tribes.

While the APE has low probability for unrecorded archaeological resources, an Inadvertent Discovery Plan has been prepared as recommended in the Cultural Resource Assessment report. The Inadvertent Discovery Plan is also included in **Appendix D**. In the event that cultural resources are observed during implementation of the Proposed Action, then work would be temporarily suspended at that location and a professional archaeologist consulted. This will allow the FAA to determine whether the resource is eligible for listing in the NRHP and, if so, what actions can be taken to resolve any adverse effects; and for the FAA to notify DAHP and the Tribes and any other consulting parties about the resource.

3.8.6 Significance

FAA has not established a significance threshold for this impact category. However, FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts for historical, architectural, archeological, and cultural resources. Due to the absence of historical, architectural, archaeological, and cultural resources within the APE, the construction of the Proposed Action would result in no historic properties affected. Therefore, there would be **no significant impact** on historic, architectural, archaeological, or cultural sites.

3.9 Land Use

3.9.1 Regulatory Context

Per 49 U.S.C. Section 47107(a)(10), the Port must take appropriate action to the extent possible 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 takeoff and landing of aircraft. The FAA may not approve a grant for an airport development project unless it is satisfied that the project is consistent with existing plans of public agencies with land use jurisdiction.

3.9.2 Methodology

The most current land uses and zoning designations within the County were reviewed for analysis. The following discussion describes the existing land use setting on the site within the Proposed Action site and within the surrounding area, as well as applicable land use plans, zoning ordinances, and other planning documents for San Juan County.

3.9.3 Existing Conditions

The Airport is partially within the Town of Friday Harbor and partially within unincorporated San Juan County. However, the entirety of the SWDA is on County land. This area is zoned as Rural General Use (RGU). San Juan County defines RGU as the land use designation of the Comprehensive Plan designed to provide flexibility for a variety of small-scale, low-impact uses to locate on rural lands. Surrounding areas to the east, west, and south are zoned as Rural Farm Forest, which is the designation designed to protect rural, agricultural, and timber areas from urban and suburban forms of development (San Juan County Code [SJCC] Chapter 18.20). Portions of the DSA and GSA within the Town of Friday Harbor Urban Growth Area (UGA) are zoned as Public Use, and surrounding areas are zoned Commercial and Light Industrial (**Figure 3-3**).

Additionally, one of the policies related to the Airport and land use compatibility in the San Juan County Comprehensive Plan (2025) is to *"promote optimum compatibility between air transportation facilities and services and other land uses, in a manner that minimizes the impacts of airstrip, airfield, and airport use while maintaining adequate, safe, efficient, and convenient service"* (Policy T 13.2).

3.9.4 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the airport infrastructure improvements would not be constructed and no changes to the airport's existing operation would occur. 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.

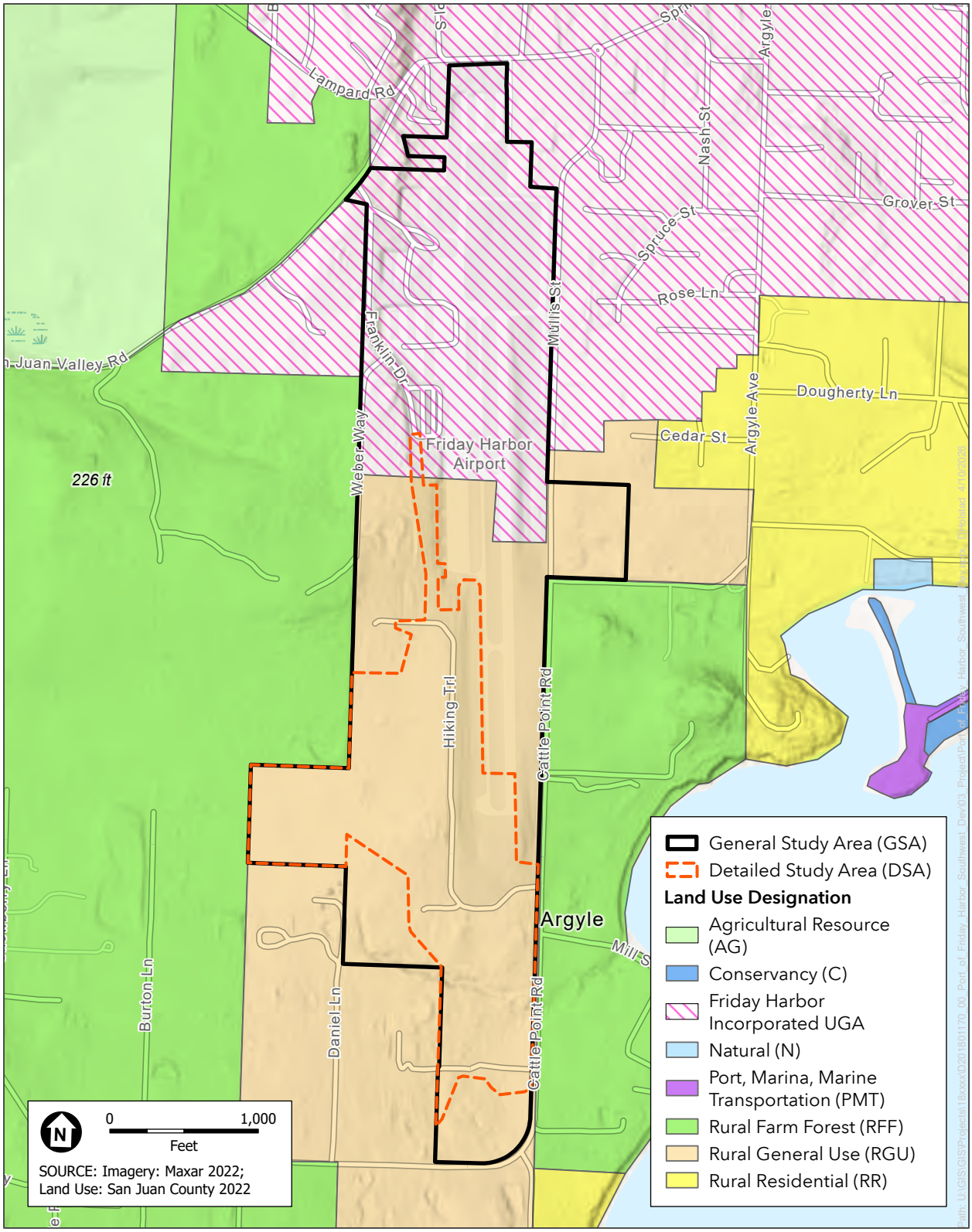

Figure 3-3
Land Use

3.9.5 Proposed Action

Construction of the Proposed Action would occur entirely on Airport property and would be compatible with the current land use and zoning policies of San Juan County and the Town of Friday Harbor. There would be no need for the Port to change existing property boundaries or acquire new land. The Proposed Action would also remove incompatible land uses currently in the RPZ.

3.9.6 Significance

FAA has not established a significance threshold for land use. The determination of significant impacts on land use is dependent on the significance of other impacts. The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of noise impacts related to that airport. The forecasted operations and critical aircraft are the same with and without the Proposed Action, and no additional noise impacts are expected under the Proposed Action. Additionally, the addition of more hangars and other aviation facilities, including an SRE building, would present no conflicts with existing zoning, as airports and related uses are consistent with permissible uses in the RGU zoning district in the San Juan County Code. Furthermore, the Proposed Action includes removing the incompatible land uses from the RPZ. Therefore, the Proposed Action would **not result in significant land use impacts.**

3.10 Natural Resources and Energy Supply

3.10.1 Regulatory Context

FAA Order 1050.1G requires that consideration be given to energy requirements, natural depletable resource requirements, and the conservation potential of alternatives and mitigation measures in the Environmental Consequences section of an EA. Other federal statutes and executive orders also relate to this topic, as shown below in **Table 3-4**.

TABLE 3-4
STATUTES AND OTHER REQUIREMENTS RELATED TO NATURAL RESOURCES AND ENERGY SUPPLY

Statutes and Other Requirements	Summary
Energy Independence and Security Act of 2007 42 U.S.C. 17001 et seq.	Requires federal agencies to take actions to move the United States toward greater energy independence and security; to increase the production of clean renewable fuels; to protect consumers; to increase the efficiency of products, buildings, and vehicles; and to improve the energy performance of the federal government.
Energy Policy Act of 2005 42 U.S.C. 15801	Requires federal agencies to take action to ensure jobs for our future with secure, affordable, and reliable energy. The statute contains provisions that address energy production, including energy efficiency, renewable energy, oil and gas, coal, Tribal energy, nuclear matters and security, vehicles and motor fuels, energy tax incentives, hydropower and geothermal energy, and climate change technology.

3.10.2 Methodology

The analysis of potential effects on natural resources and energy supplies in the GSA was based on a review of local utility providers and expected energy use during construction and operation of the Proposed Action.

3.10.3 Affected Environment

The Airport receives its water supply from Town of Friday Harbor, Cascade Natural Gas provides natural gas, and electricity is provided by Orcas Power and Light Cooperative (OPALCO).

In 2025, Avgas is available at the Airport via self-serve pumps located in the north apron area, outside of the SWDA. Fuel is stored in two 10,000-gallon underground tanks, located below the pump system. Jet A fuel is not currently available at the Airport.

A new fuel apron and two above-ground fuel tanks will be built in June 2026. One tank will hold 12,000 gallons of Avgas, and the second tank will hold 15,000 gallons of Jet A fuel. The two 10,000-gallon underground tanks will be taken offline and decommissioned.

3.10.4 Environmental Consequences

There are no known natural resource or energy resources shortages for the Airport. The Proposed Action is not expected to result in any operational changes at the Airport.

No Action Alternative

Under the No Action Alternative, the Port would not construct the airport infrastructure improvements. There would be no new uses of natural resources or energy supply beyond what would occur with the operational activity forecast. Therefore, there would be no effect on natural resources or energy supply.

Proposed Action

In the short term, the Proposed Action would require the consumption of fuel and electricity to power construction equipment. Materials for construction, such as water, aggregate, concrete, hot mix asphalt, steel, and other related resources, would be consumed by construction activities. In the long term, there would be an insignificant increase of electricity use related to additional hangars, the new access road, and the SRE building. Otherwise, no additional water, natural gas, fuel, or electricity would be consumed by the improvements associated with operation of the Proposed Action. The improvements are not expected to directly result in an increase to based planes or the number of operations, both of which could result in the increased use of fuel.

3.10.5 Significance

FAA has not established a significance threshold for natural resources and energy supply. However, FAA has identified one factor to consider when evaluating potential environmental impacts for natural resources and energy supply, which is the potential for the Proposed Action to cause the demand of these resources to exceed available future supplies. Based on the above information, the Proposed Action, when compared to the No Action Alternative, **would not result in significant impacts** on natural resources or energy supplies, such as water, aggregate, asphalt, fill material, fuel, or electricity.

3.11 Socioeconomics and Children's Environmental Health and Safety Risks

3.11.1 Regulatory Context

The FAA requires analysis of specific social impacts (socioeconomics and children's health and safety) associated with relocations of residential/commercial properties, or other community disruptions that may be caused by any airport action. Directives related to this topic are generally established by statute or contained with executive orders that require federal agencies to evaluate their actions regarding a project's impact on local economies. These executive orders are summarized in **Table 3-5**.

TABLE 3-5
SOCIOECONOMICS AND CHILDREN'S HEALTH AND SAFETY EXECUTIVE ORDERS

Executive Order	Summary
Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks 62 Federal Register 19885 (April 23, 1997)	Applies to health or safety risks that may disproportionately affect children. Environmental health risks or safety risks refer to risks to health or to safety that are attributable to products or substances that children are likely to come in contact with or ingest (such as air, food, water [potable or recreation], soil), and products children use or are exposed to.
Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. §§ 2000d- 2000d-7)	Title VI of the Civil Right Act of 1964 states that *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."* Title VI explicitly prohibits any discrimination in federally funded programs and projects, including those sponsored by the FAA.

3.11.2 Methodology

Socioeconomic impacts associated with the Proposed Action evaluated in this section include residential and business relocations, fragmentation of neighborhoods, effects on communities, and disproportionate health and safety risks to children. The U.S. Census Bureau (Census) database and the San Juan County Comprehensive Plan were reviewed for population and demographic information. The analysis in the section, consistent with FAA requirements, considers the potential for the Proposed Action to move people from their homes; move businesses; divide/disrupt established communities; disrupt orderly, planned development; or create a notable change in employment.

3.11.3 Affected Environment

The Proposed Action is within unincorporated San Juan County, Washington, on San Juan Island near the Town of Friday Harbor. According to the U.S. Census, San Juan County encompasses approximately 174 square miles of land (see Section 3.8, *Land Use*, for additional details).

Socioeconomics

Population

San Juan County's population size varies throughout the year, with a substantial number of seasonal residents and visitors. Daily population is the highest during the peak season, June through September. The County's median age is higher than Washington State, 56.5 years old and 38.6 years old, respectively. Reflecting an elderly and likely high percentage of retired residents, the majority of income in San Juan County is earned through property income (i.e., real estate investments).

Employment in San Juan County is heavily seasonal and influenced by the tourism industry. According to the San Juan Comprehensive Plan, San Juan County faces challenges with housing availability and affordability. There is a lack of housing units that are affordable to those living on wage-earned income. San Juan County has a large number of vacation rentals and second homes Despite the County's high per capita income, in 2016, 11 percent of households in San Juan County were living below the federal Poverty Level, and an additional 22 percent of households were just above the federal Poverty Level but could not afford a basic household budget (San Juan County 2025).

San Juan County has a population of 17,788 based on the Census Bureau 2020 decennial Census. San Juan County has 14,218 housing units and 9,015 total households based on the 2024 American Community Survey (ACS) 5-Year Estimates (Census 2024a).

The Proposed Action is in Census Tract 9604 Block Group 2. The census tract has a total population of 3,678, and the block group has a total population 1,008 people (**Table 3-6**).

TABLE 3-6
POPULATION, INCOME, AND HOUSING DATA

Area	Total Population (2020)	Mean Household Income (2024)	Total Housing Units (2024)	Vacant Housing Units and Housing Vacancy rate % (2024)
Washington	7,705,281	$136,793	3,400,980	232,900 units, 6.8%
San Juan County	17,788	$131,031	13,990	4,975 units, 35.5%
Census Tract 9604	3,678	$156,301	2,072	372 units, 17.95%
Block Group 2	1,008	N/A	550	71 units, 12.9%

Source: U.S. Census Bureau 2020, ACS 5-Year Estimates (2020-2024) Information for the State of Washington, San Juan County, Census Tract, and Block Group (2024a,b,c)

Employment, Housing, and Income

As indicated in Table 3-6, the mean household income of San Juan County is below the mean household income of the State of Washington. However, the mean household income for the census tract for the Airport property is above the mean household income for the state. This is likely due to the Town of Friday Harbor being in the census tract. The housing vacancy rate is substantially higher than the state for both San Juan County and the census tract.

Surface Transportation Network

The existing surface transportation network immediately around the Proposed Action site includes Mullis Street/Cattle Point Road to the east, Cattle Point Road to the south, and Daniel Lane to the west (Figure 2-1). Shelter Road and Store More Way are also within the southern portion of the study area. Mullis Street is a two-lane road that begins to the north in the Town of Friday Harbor. The street runs along the eastern side of the Airport and becomes Cattle Point Road south of Argyle Avenue. Cattle Point Road leads to Shelter Road which provides access to the Airport property and extends along the east and south sides of the airfield. The portion of this road along the west side of the airfield is part of the Clark McAlpine Trail and is only open to Airport vehicles and pedestrians. South of Shelter Road, Cattle Point Road leads to Store More Way, which currently leads to a commercial storage facility. South of the study area, Cattle Point Road leads to Daniel Lane, which leads to a light industrial area and commercial businesses.

Children's Environmental Health and Safety

The GSA is located within the San Juan Island School District, which administers one elementary school, one middle school, one high school, and one Kindergarten through 12th grade alternative learning program, all in the Town of Friday Harbor. There are no schools located within the GSA.

3.11.4 Environmental Consequences

No Action Alternative

Under the No Action Alternative, current socioeconomic and children's environmental health and safety would not be changed, and existing conditions would remain.

Proposed Action

The physical development associated with the Proposed Action would occur entirely on Airport property and would not disrupt or divide any local community. Furthermore, it would not cause relocation of employees or place a strain on local housing stock. 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 employment and/or population growth or change population growth patterns. Additionally, it is likely construction workers would be from the county or region and would not require temporary housing or affect the housing environment in the area. The Proposed Action would reroute airport access from Shelter Road to Store More Way, which would be widened to accommodate larger vehicles. However, the Proposed Action is not expected to increase vehicular traffic above current levels.

Additionally, because the Proposed Action would not emit substantial amounts of air pollutants or increase noise at nearby residences or schools, it would not expose children to increased hazardous air pollutant emissions or substantial increases in aircraft noise levels. Further, the Proposed Action would not adversely affect drinking water, recreational waters, or soil, nor would it introduce new sources of hazards or hazardous materials that could adversely affect children's health and safety.

3.11.5 Significance

An action is considered to have a significant impact on socioeconomics if the action would have the potential to induce substantial economic growth in an area, or disrupt or divide the physical arrangement of a community; cause extensive relocation when sufficient replacement housing is unavailable; cause extensive relocation of businesses that would lead to severe economic hardship; disrupt traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or produce a substantial change in the community tax base. Although no specific criteria have been identified to evaluate potential impacts, disproportionate health and safety risks to children that would result from a proposed action may represent a significant impact. For this analysis, a significant impact on air quality, schools, or public recreational activities would be considered a significant risk to children's health and safety.

The Proposed Action would not induce substantial economic growth in the area, disrupt or divide the physical arrangement of a community, or produce a substantial change in the community tax base. While the Proposed Action would alter the existing traffic pattern in the vicinity of Shelter Road and Store More Way, the proposed widening of Store More Way would accommodate the existing and future level of service. As such, the Proposed Action would not substantially reduce the levels of service of roads serving an airport and its surrounding communities. Additionally, there are no expected impacts on children's facilities or health. Therefore, the Proposed Action **would not result in significant impacts** on socioeconomics or children's environmental health and safety.

3.12 Visual Effects

3.12.1 Regulatory Context

There are no special purpose laws or requirements for visual effects. Visual effects deal broadly with the extent to which airport development contrasts with the existing environment, architecture, historic or cultural setting, or land use planning. FAA safety requirements prohibit any major source of glare from being present at the Airport. Night-time lighting facilities include those to facilitate evening operations and security. Lighting includes runway approach lighting, runway and taxiway lighting, outside building and garage lighting, and high-level lighting in vehicle, aircraft parking, and air cargo parking areas.

3.12.2 Methodology

Analysis of potential impacts associated with visual effects was accomplished by reviewing surrounding land uses for light emission sensitivity as well as the potential for the Proposed Action to interfere with the aesthetics of the surrounding area. This includes the degree to which an action may impact light emissions as well as visual resources and visual character.

3.12.3 Affected Environment

Current Airport facilities are illuminated by various types of lighting for landside and airside operations. Landside, buildings, parking areas, and roadways are lit with lights directed down. Airside, the runway edges are outlined with medium-intensity runway lights (MIRLs) (Port of Friday Harbor 2026). Precision

approach path indicator lights and runway end identifier lights are on Runways 16 and 34. A white-green rotating beacon operates from sunset to sunrise to identify the Airport as a lighted land facility, and the Airport's wind indicator is also lighted for night visibility (AirNav 2026).

In general, the western side of the DSA is wooded/forested or undeveloped land that provides a buffer between the Airport and the few rural residences and commercial businesses to the west. The eastern perimeter of the Airport is fenced; however, airport operations are still visible from the commercial, residential, and public uses on the east side of Mullis Street. In the southern portion of the DSA, south of Shelter Road, the topography gently slopes up the west, providing a view of North Bay from the Clark McAlpine Trail.

3.12.4 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the existing conditions or operational setting at the Airport would not change, and there would be no new sources of light emissions. Therefore, there would be no effect on visual resources.

Proposed Action

The Proposed Action would install pole-mounted and/or building-mounted exterior lights along the new aircraft parking apron and vehicle parking areas. Additionally, MIRLs and other appropriate airfield lights would be installed along the new aircraft parking apron and new taxilanes. Building-mounted exterior lights would also be installed on newly constructed buildings, including the hangars and the SRE building. Pursuant to Chapter 9 of the San Juan County Code, construction activity would not take place between the hours of 10 p.m. and 7 a.m.; therefore, any construction lighting would occur during the daytime/evening.

3.12.5 Significance

FAA has not established a significance threshold for light emissions or visual resources/character. However, FAA has established several factors to consider when evaluating the intensity of potential environmental impacts. The extent to which any lighting associated with the Proposed Action would create an annoyance among people in the vicinity or interfere with their normal activities was analyzed. In addition, visual impacts associated with the Proposed Action were analyzed to determine if visual changes would be significant compared to the current background conditions. All new lights along the taxilanes would be located at or near ground level and be consistent with the existing light emissions at the Airport. All lights installed on buildings or poles would be shielded and/or angularly adjusted to reduce light emissions. The areas to the north, south, and west of the location of the new hangars are generally undeveloped; to the east is the existing airfield. The nearest residential property is on the east side of Cattle Point Road, approximately 900 feet from the hangars. Therefore, the lighting from the Proposed Action would not create an annoyance among people in the vicinity or interfere with normal activities and **would not result in significant impacts** on visual resources.

3.13 Water Resources

According to FAA Order 1050.1G, water resources include wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. As Section 3.1.3 describes, no wild and scenic rivers or floodplains are in or close to the GSA or DSA. Additionally, the airport is not within a sole source aquifer and there are no contamination sites within the DSA or GSA. Therefore, this section does not address scenic rivers, floodplains, or groundwater.

3.13.1 Regulatory Context

The *Clean Water Act* (CWA) of 1972 (33 U.S.C. §§ 1251–1387), the *Safe Drinking Water Act of 1972* (42 U.S.C. §§ 300f-300j-26), the *Rivers and Harbors Act of 1899* (33 U.S.C. § 401 and 403), and the *Water Quality Act of 1987* (Public Law No: 100-4) are the primary federal laws protecting the nation's waters. Executive Order 11990, *Protection of Wetlands*, directs federal agencies to take action to minimize the destruction, loss, or degradation of wetlands on their property and mandates review of proposed actions on wetlands through procedures established by NEPA.

The CWA, as amended, establishes the basic structure for regulating discharges of pollutants or fill material into the waters of the U.S. (WOTUS) and regulating quality standards for surface waters. Section 404 of the CWA regulates the discharge of dredge or fill material into WOTUS, including wetlands, and a permit is required from the U.S. Army Corps of Engineers (USACE), or the responsible state agency, for discharges of these materials into those waters/wetlands. The state certification process under Section 401 of the CWA is usually triggered through a Section 404 permit application. Section 401 directs each state to certify that proposed in-water activities will not adversely affect water quality or violate state aquatic protection laws. Ecology is responsible for administering the state certification program and is also the delegated authority for Washington NPDES stormwater discharge from construction activities.

3.13.2 Methodology

To identify wetland habitats and surface waters within the DSA, the USFWS National Wetlands Inventory database (2026b) and San Juan Polaris critical areas maps (San Juan County 2026) were reviewed, in addition to a review of the WDFW Priority Habitats and Species online maps (2026), Washington Department of Natural Resources Forest Applications Mapping Tool (WDNR 2026), and the NRCS soils map for the Proposed Action site and vicinity (2026). In June and July 2024, ESA biologists conducted on-site field reviews to assess environmental resources that may be affected by the Proposed Action.

3.13.3 Affected Environment

Wetlands

A review of the online mapping resources mentioned above and field surveys identified five wetlands within the DSA, as depicted on Figures 2 through 6 in **Appendix E**. Field investigations involving the identification of hydrophytic vegetation, hydric soils, and indications of inundation or saturation were conducted to determine the extent of the on-site wetlands and other waterbodies that are considered jurisdictional to the state under Revised Code of Washington (RCW) Chapter 90.48 – *Water Pollution Control*. Only preliminary determination of WOTUS per 40 CFR Part 120 was conducted due to the

changing guidance to the definition of WOTUS. The federal jurisdictional limits within the DSA would be determined during the permitting phase of the Proposed Action in coordination with the USACE. It is anticipated that all wetlands in the DSA are hydrologically isolated with no continuous surface connection to jurisdictional waters and would therefore not be considered WOTUS. **Table 3-7** includes wetlands delineated within the DSA. A detailed description of each wetland is provided in the wetland delineation report in **Appendix E**.

TABLE 3-7
WETLAND SUMMARY

Wetland	Cowardin Class[1]	Hydrogeomorphic Class	Wetland Rating Score (Category)	San Juan County Buffer (feet)[2]	
				Water Quality	Habitat
Wetland A	PSS, PEM	Depressional	15 (IV)	50	50
Wetland B	PSS, PEM	Depressional	15 (IV)	50	50
Wetland C	PEM	Depressional	14 (IV)	50	50
Wetland D	PEM	Depressional	13 (IV)	50	50
Wetland E	PFO, PSS, PEM	Slope	11 (IV)	50	50

Notes:

1. PFO = palustrine forested, PSS = palustrine scrub-shrub, PEM = palustrine emergent.
2. SJCC 18.35.100 establishes wetland buffers based on wetland rating category, land use intensity, and impacts on both water quality and habitat. A "high" land use intensity is assumed for all wetlands; however, this will be confirmed by San Juan County during the permit process.

Surface Waters

One intermittent stream, Stream 1, was delineated within the DSA (Figure 2-1). The stream flows west to east through the southern portion of the SWDA. The stream flows through two excavated impoundments before entering a culvert under Cattle Point Road. From Cattle Point Road, Stream 1 flows for approximately 1,000 feet before discharging into North Bay. Based on a site meeting with WDFW on October 25, 2023, despite several artificial barriers that exist in the system, the stream does qualify as fish habitat and therefore is regulated as a fish-bearing (Type F) stream. Due to the relatively permanent connection to North Bay, the USACE would likely take jurisdiction over Stream A as a WOTUS. Additional information is provided in **Appendix E**.

3.13.4 Environmental Consequences

No Action Alternative

Under the No Action Alternative, the airport improvements would not be constructed. There would be no impacts on wetlands, surface waters, or groundwater.

Proposed Action

Wetlands

During the design phase, the design team made several modifications to the original design to avoid and minimize impacts on wetlands. Impacts on Wetlands A, C, and E have been fully avoided, and impacts on Wetlands B and D have been minimized to the extent possible. Design changes included the following:

- To avoid impacts on Wetland A, the original alignment of the access road was relocated slightly to the east.
- Initial designs included two stormwater ponds: the large pond south of Shelter one and an oblong pond immediately west of Store More Way. To minimize impacts on Wetland B, the original oblong stormwater pond at this location was redesigned to be two smaller linear ponds, one of which is completely outside of the wetland.
- Approximately 50,000 cubic yards of excavated soil and fill material would need to be relocated to accommodate the construction of the proposed taxilanes and hangars. Preliminary designs filled both Wetlands D and E for soil disposal. By increasing the height of soil storage from 2.0 – 2.5 feet to a height of 4.0 – 4.5 feet, all impacts on Wetland E have been avoided.

Even after the design changes listed above, the Proposed Action would require ground disturbance, permanent fill, and the addition of impervious surfaces for construction of the access road and stormwater management facilities. These activities would result in approximately 0.84 acre of unavoidable wetland impact. This includes approximately 0.10 acre of Wetland B to accommodate the widening of the access road and construction one of the three proposed stormwater ponds. Additional locations for this stormwater pond were considered; however, this location was the only suitable location based on the natural drainage of the site. Impacts on the remainder of Wetland B would be minimized by lining the swale or building it out of clay to prevent seepage that could impact the hydrology of Wetland B. Additionally, the entirety of Wetland D (0.74 acre) would be filled to relocate and dispose of approximately 50,000 cubic yards of excavated soil. Additional locations for soil disposal were considered, but no other suitable areas were identified.

The Port would apply for a Section 404/401 permit during the stage of project design and obtain all necessary permits and approvals prior to construction. The Proposed Action would follow all environmental commitments, mitigation measures, and other BMPs outlined by Ecology and other agencies as needed.

Surface Waters

Approximately 15 linear feet of stream would be temporarily impacted as a result of the construction of the access road. At the current stage of design, the size and material of the culvert under the access road is unknown. However, the project would follow guidance in WDFW's *Water Crossing Design Guidelines* (WDFW 2013) and also require a Hydraulic Project Approval from WDFW. Temporary impacts on the stream would be minimized during construction through developing and implementing construction BMPs, as needed, including a Temporary Erosion and Sediment Control Plan in accordance with the NPDES 1200-C Permit requirements and a Spill Prevention, Control, and Countermeasure Plan to ensure the appropriate storage, handling, and use of petroleum products and other potential pollutants. Industrial stormwater discharges on airport property would continue to be managed under the Airport's *Stormwater*

Pollution Prevention Plan and NPDES 1200-Z Permit. Additionally, construction would occur during the summer months when rainfall is low and the stream would likely be dry.

Reasonably foreseeable impacts on the water quality and quantity of surface waters would occur as a result of the operation of the Proposed Action. However, impacts on surface waters would be minimized through the construction of permanent stormwater facilities. As described in Section 3.4.4, the Stormwater Management Plan (PAE 2024) for the Proposed Action has been designed to meet NMFS stormwater management criteria for projects involving new or redeveloped impervious surfaces to avoid and minimize impacts on species and habitats protected under the ESA, based on guidance in the SSNP. The general stormwater facility design is to treat PGIS for water quality flows at or close to the source, then convey flows through various open-channel swales or pipes to a detention area in the southeast portion of the Proposed Action site and detain stormwater volume to release at controlled rates. The controlled release would cross Cattle Point Road through an existing 36-inch culvert crossing, which then flows via overland and piped conveyance into North Bay approximately 1,000 feet east of the Airport property. Flow control and runoff treatment BMPs that utilize infiltration, sorption, filtration, and sedimentation would be added to treat between 91 and 99 percent of SWDA stormwater before it reaches North Bay.

Water Quality and Stormwater

An increase of PGIS would cause an increase in pollutants in stormwater runoff, which could affect water quality in receiving waters, primarily North Bay. In addition to various pollutants being discharged on aircraft operating surfaces (e.g., copper, zinc, PAHs), of particular concern is 6PPD-q concentrations from tire wear. Water quality treatment facilities would be designed following two primary guidelines depending on the impervious area shapes. Linear type pavements would be treated utilizing four Compost-Amended Vegetated Filter Strips. Stormwater from the other intersection and parking areas would be conveyed to a series of six bioretention swales. Both types of facilities are considered low-impact development treatment techniques, with the primary treatment occurring as the runoff is filtered through the soil medium. Stormwater from storms smaller than or equal to the water quality storm for the contributing basins would flow through the treatment facilities, and the pollutants are filtered out before discharging downstream and ultimately into the detention (flow control) facilities. The design of both types of water quality treatment facilities utilizes criteria outlined in the *2024 Ecology Stormwater Management Manual for Western Washington* (Ecology 2024). All water quality treatment facilities would be vegetated with a minimum of a low-mow grass mixture and modified as recommended in the 2008 Washington State Department of Transportation *Aviation Stormwater Design Manual* (WSDOT 2008).

The Proposed Action would create two flow control facilities in the form of open storage detention ponds. The site terrain is relatively steep, which lends itself to deeper ponds. The northern detention pond is designed as a 10-foot depth and would be approximately 24,000 SF, which stores a maximum of 320,000 cubic feet of storage. The smaller detention ponds to the south are designed at a 4 foot depth, require approximately 2,000 SF, and detain a maximum of 9,000 cubic feet of storage. Similar to the water quality treatment facilities, the open storage detention pond bottoms would be vegetated with a minimum of a low-mow grass mixture and plantings as recommended in WSDOT (2008) and would also implement BMPs that utilize infiltration, sorption, filtration, and sedimentation, which may reduce some 6PPD-q from stormwater (Ecology 2024b). Additionally, wildlife hazard mitigation measures are incorporated

into the detention pond design and primarily include the layout of the open storage areas generally being in a linear form, steepened side slopes, non-vegetated side slopes, and perimeter fencing to reduce attracting waterfowl and other animals.

3.13.5 Comparison to Significant Thresholds and Mitigation

Wetlands

A significant impact would occur when an action would: (1) adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers; (2) substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected; (3) substantially reduce the affected wetland's ability to retain floodwaters or stormwater runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public); (4) adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands; (5) promote the development of secondary activities or services that would cause the circumstances listed above to occur; or (6) be inconsistent with applicable state wetland strategies. In consideration of the relative quality of the wetlands that would be affected and their position in the landscape, the wetland impact areas were determined to have low ecological value to fish and wildlife.

Impacts on wetlands would be assessed during the permitting process, and any impacts that cannot be avoided would be offset through compensatory mitigation as required by USACE under 33 CFR Part 332, by Ecology under RCW 90.48.260, and/or by San Juan County under SJCC 18.35.040. Therefore, impacts on wetlands **would not be significant**.

Surface Waters

Surface water impacts are significant if an action would: (1) exceed water quality standards established by federal, state, local, or Tribal regulatory agencies; or (2) contaminate public drinking water supply such that public health may be adversely affected. Impacts on the stream would be minimal. Implementation of erosion control BMPs and pollution prevention measures, such as perimeter silt fence and stabilized construction entrances, would minimize the potential for substantial water quality impacts during construction. Vehicle maintenance and refueling would be kept away from the stream to minimize spills and leaks. The construction site would be monitored and BMPs adjusted or added as needed. Further, after construction of the Proposed Action, improvements to the existing stormwater management system would include enough water quality storage volume to accommodate and treat the increase in stormwater before being discharged off-site. The Proposed Action would be consistent with federal, state, and local laws and regulations for surface waters, and the project in not expected to have impacts on public drinking water sources; therefore, impacts on surface waters **would not be significant**.

CHAPTER 4
Agency Coordination and Public Involvement

4.1 Introduction

Public outreach was conducted for the FHR SWDA project to ensure that information about the Proposed Action, alternatives, and potential environmental impacts was made available to the public, and that comments from the public were considered during the preparation of the EA. The following sections summarize the agency coordination and public involvement program for this EA. The primary components of the agency coordination and public involvement for this EA include the following:

- Federal, state, and local agency coordination/consultation.
- Native American coordination/consultation.
- Notification of the availability of the Draft EA for agency and public review.
- Public review and comment period of 30 days.

4.2 Agency and Native American Consultation

A summary of agency and Tribal consultation, and where to find additional information, is included in **Table 4-1**.

TABLE 4-1
AGENCY AND NATIVE AMERICAN CONSULTATION

Agencies	Resource Category	Find Additional Information
NMFS, USFWS, WDFW	Biological Resources	Section 3.4 and Appendix B
NRCS	Farmlands	Section 3.6 and Appendix C
DAHP and Native American Tribes	Historic, Architectural, Archaeological, and Cultural Resources	Section 3.8 and Appendix D
NMFS, WDFW	Water Resources	Section 3.13 and Appendix B

4.3 Local Consultation and Public Involvement

4.3.1 Port Commission

On April 12, 2024, the Port presented the Proposed Action and provided an update on the progress of the EA at the Friday Harbor Port Commission meeting. The meeting was advertised on the Port of Friday Harbor's website and open to the public. The Airport's representatives, Environmental Science

Associates, and Precision Approach Engineering (PAE), conducted the presentation, included in **Appendix F**.

4.3.2 San Juan Trails Committee

On May 2, 2024, ESA and PAE also presented the proposed trail realignment at a San Juan Islands (SJI) Trails Committee meeting. The meeting was advertised on the SJI Trails website and open to the public. The sign-in sheet and the trail exhibit that was presented at the SJI Trails Committee meeting are included in **Appendix F**. As a result of the meeting, the SJI Trails Committee requested to walk the proposed alignment with the Port and their representatives. The site walk was conducted on May 17, 2024. Notes from the site walk are also included in **Appendix F**.

4.3.3 Notice of Availability of the Draft EA

A Notice of Availability for this Draft EA was published on September 18, 2026 on the Airport's website at https://www.portfridayharbor.org/airport-environmental-assessment-report/. Throughout the public comment period, the Draft EA will be available electronically (in PDF format) for download from the Airport's website. A printed copy can be made available upon request.

The Draft EA will be available for review by the public, government agencies, and interested parties for a period of 30 days.

4.3.4 Comments on the Draft EA

The 30-day comment period on the Draft EA begins on September 18, 2026 and will close on October 18, 2026. Anyone wishing to comment on the information and conclusions in this Draft EA may do so at any time during the review and comment period. All comments must be **received** by **5:00 p.m.** Pacific Time on October 18, 2026. The Port and FAA will consider and respond to substantive comments from the public and federal, state, and local agencies received during the comment period. All comments should be submitted in writing to toddn@portoffridayharbor.org or to the following address via U.S. Mail:

Port of Friday Harbor
ATTN: Todd Nicholson
Address: P.O. Box 889
Friday Harbor, WA 98250

Comments should be as specific as possible and address the adequacy of the Proposed Action, the merits of alternatives, the analysis of potential environmental impacts, and the mitigation being considered. Comments should be organized so that they are meaningful and make the FAA and the Port clearly aware of the commenter's views, interests, and concerns.

Before including your name, address and telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information, we cannot guarantee that we will be able to do so.

CHAPTER 5
List of Preparers and Reviewers

Table 5-1 provides the list of EA preparers and reviewers, including their qualifications and role.

TABLE 5-1
LIST OF PREPARERS AND REVIEWERS

Name	Role	Qualifications	Responsibilities
Federal Aviation Administration			
Laura Sample	Environmental Protection Specialist (EPS), Seattle Airport District Office, FAA NW Mountain Region	B.S., Anthropology; Masters of Natural Resource Stewardship, Sustainable Military Lands Management. Ms. Sample has over 15 years of experience.	Ms. Sample was the lead EPS and directed preparation of the EA and detailed review for NEPA compliance.
Timothy House	Lead Planner, Seattle Airport District Office, FAA NW Mountain Region	B.S., Civil Engineering. More than 15 years as planner, program manager, and civil engineer for the FAA.	Mr. House was the Lead Planner for this project and responsible for detailed FAA evaluation of the Purpose and Need.
Port of Friday Harbor			
Todd Nicholson	Executive Director	B.S., Civil Engineering. More than 15 years in civil engineering design and construction. Nine years as Executive Director of Friday Harbor Regional Airport.	As Executive Director for the Airport, Mr. Nicholson assisted with project design, project management, and document review for this EA.
Environmental Science Associates			
Autumn Ward, C.M.	Project Director	M.S., Aeronautics; B.S., Aviation Business Administration. More than 20 years of experience in preparing FAA NEPA documents with expertise in aircraft noise, airport land use compatibility planning, and stakeholder engagement.	As Project Director, Ms. Ward provided technical oversight, reviewed this EA for NEPA compliance, and provided quality assurance/quality control (QA/QC).
Jessica Redman	Project Manager	M.A., Marine Affairs and Environmental Policy; B.S., Environmental Science. Over 20 years of experience in biological resources, environmental regulations and permitting.	As Project Manager, Ms. Redman led the development of the EA and team coordination.
Ilon Logan	NEPA Advisor	M.A., Marine and Environmental Affairs; B.A., English. More than 25 years of biological resources experience including aviation environmental projects and expertise in NEPA documentation as a former Regional EPS for FAA's Northwest Mountain Region.	Ms. Logan provided technical oversight, reviewed this EA for NEPA compliance, and provided QA/QC.
Dominic Scarano	Senior Noise and Air Quality Analyst	B.S., Atmospheric Science. Nine years of experience preparing noise and air quality technical analyses for airport projects.	Mr. Scarano assisted with NEPA documentation, including Air Quality.

Name	Role	Qualifications	Responsibilities
Emily Heim	Planner	B.A., Community Environment Planning. Five years of transportation planning experience and permitting.	Ms. Heim assisted with preparing the Land Use and Socioeconomics analyses.
Precision Approach Engineering			
Corley McFarland, PE	Civil Design Engineer	B.S., Civil Engineering. More than 24 years of experience in site civil and airport infrastructure design.	Mr. McFarland led the preliminary design development and stormwater analysis.