

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Spokane International Airport (SIA), GEG, 9000 W Airport Drive, Spokane, Washington 99224

Project Title:

Spotted Road Interchange and Realignment Project

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, changes in flight procedures, haul routes, new material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The purpose of the Spotted Road Interchange and Realignment Project is to address safety-related issues regarding traffic conflicts at the two intersecting points of Airport Drive and Spotted Road (**Figure 1**). The combination of lower speed traffic along Spotted Road trying to cross Airport Drive (Inbound and Outbound) with higher speed traffic at two intersecting points on Airport Drive has led to multiple accidents, many of which have resulted in serious injuries and even some fatalities. A new interchange at Airport Drive and Spotted Road that separates the traffic traveling to and from the Airport is needed to provide safe and efficient access for freight, passenger, and pedestrian traffic and reduce accidents.



Figure 1. Existing Airport Drive/Spotted Road Intersection Locations looking S/SW.

The layout of the proposed Spotted Road Interchange and Realignment Project shown in **Figures 2 and 3** is a refinement of a schematic design prepared by JUB Engineers in a 2015 report entitled *Airport Drive Couplet at Spotted Road Traffic Study* (Attachment 1.0, hereafter referred to as the 2015 Traffic Study and the layout as the “JUB Concept”). Four different alternative designs to the JUB Concept were described in the 2015 Traffic Study, and additional options were explored by HDR in 2019 along with cost estimates (Attachments 1.1 and 1.2), but refinement of the JUB Concept emerged as the preferred solution over a long planning process that began in 2004 because of its straightforward geometry and simplicity of design. Refer to other supporting preliminary design documentation, including a design refinement memo by HDR (Attachment 1.3), clearance graphics (Attachments 1.4 and 1.5), the proposed layout (Attachment 1.6), and results of coordination with the Washington State Department of Transportation (WSDOT) (Attachments 1.7 and 1.8).

The project corridor is along both the Inbound and Outbound sections of Airport Drive. Airport Drive is an east-west principal arterial and extends from an interchange with Highway 2 (US 2) east of Spotted Road to the Airport terminal to the west, with a posted speed limit of 50 miles per hour (mph). In the vicinity of Spotted Road, the two directions of travel split and are separated as the roadway provides a loop to and from the Airport. Known as Airport Drive Inbound and Airport Drive Outbound, each direction of travel has two 12-foot lanes with 8-foot shoulders on both sides and street lighting. There is no curb, gutter, or sidewalk, except immediately adjacent to the Airport terminal. The two intersections with Spotted Road are not signalized, but do have flashing yellow light warning indicators. Real-time speed indicator devices are placed at two locations along Airport Drive Inbound: east of Spotted Road and east of Flint Road. Airport Drive Outbound also has a speed indicator east of Flint Road. At Spotted Road, there are short deceleration lanes for

both directions of travel along West Airport Drive.

Spotted Road is a north-south major collector roadway with a single lane in each direction. The speed limit along Spotted Road is 30 mph south of Airport Drive, and 45 mph to the north of Airport Drive. Spotted Road provides access from Interstate 90 (I-90) from the south, Highway 2 to the north, and to industrial and commercial developments along the corridor. The roadway has 4-foot shoulders on each side, with curb and gutter along a small portion of the route. North of Airport Drive, Spotted Road is identified by WSDOT as a Critical Urban Freight Corridor T-3 roadway, defined as a critical facility providing access and connection via the Interstate system to ports and intermodal freight facilities.

A new diamond interchange will be constructed with a collector-distributor (CD) facility for the eastbound direction of travel, as illustrated in **Figure 2**. The CD roadway will allow eastbound traffic on Airport Drive Outbound to exit at the ramp to Spotted Road, but continue under the bridge to access Sunset Highway. The project will realign Spotted Road to the east as shown in **Figure 3**. The new alignment will utilize West Spotted Circle and portions of an existing maintenance road and Tech Park Drive. Utilities will be needed to support road lighting. Utilities may also be needed during construction. Any temporary or permanent utility extensions will occur within the proposed roadway prism. The new interchange will not require traffic signals. Airport-owned street lighting will be extended to the new alignment of Spotted Road and Airport Drive. The current traffic signals are airport-owned and will be removed once the existing segment of Spotted Road is removed.



Figure 2. Proposed Airport Drive/Spotted Road Diamond Interchange and Collector Road.



Figure 3. Proposed Spotted Road Conceptual Alignment.

Photographs 1–4 below show the current configuration of the intersections associated with Airport Drive Inbound, Airport Drive Outbound, and Spotted Road.



Photograph 1. Airport Drive Outbound crossing at Spotted Road.



Photograph 2. Airport Drive Inbound looking west at Spotted Road Intersection.



Photograph 3. Spotted Road looking south across Airport Drive Inbound (traffic moves left to right).



Photograph 4. Spotted Road looking north across Airport Drive Outbound (traffic moves left to right).

Over the past 14 years, SIA and regional transportation agencies have conducted a number of transportation planning studies¹ to address the current and future needs of the Airport Drive/Spotted Road corridor. These studies were performed either in anticipation of potential development in the surrounding area, as a result of accident history, or as part of a larger transportation study or planning effort. In all of these studies, the intersections of Inbound and Outbound Airport Drive at Spotted Road were identified as a high accident severity location resulting in fatalities. Many of these studies recommended safety improvements at the intersections to reduce crash frequencies and severity. Each of these reports concluded that providing safer and more efficient access on this corridor is vital to the region's economic success and development.

As a result of studies performed in 2004 and 2006, most of the recommended improvements were implemented along the corridor to reduce accidents at Spotted Road/Airport Drive. These improvements include:

- Stop bars on Spotted Road were moved closer to Airport Drive to improve sight distance.
- Arrows for lane use were painted.
- Islands to designate turn lanes were painted.
- Stop ahead signs with flashing lights were installed.
- Wrongway and one-way sign to indicate direction of traffic was installed.
- Landscaping was removed to improve sight distance.
- Acceleration and deceleration lanes were constructed for turn lanes.
- Rumble strips were added on all Spotted Road approaches added to warn traffic of upcoming intersection.
- Overhead flashing beacons were installed.
- Real-time speed notification signs were placed on Airport Drive Inbound east of Spotted Road and east of Flint Road, and on Airport Drive Outbound east of Flint Road.

The improvements listed above have had minimal success in decreasing accidents at the intersections, and the 2015 Traffic Study recommended a new configuration of these intersections (Attachment 1.0).

¹ Attachment 1.0 provides a summary of past traffic and safety studies.

The Spotted Road/Airport Drive intersections are a point of convergence between visitor, passenger, and employee traffic accessing the Airport along Airport Drive, and cargo/freight traffic accessing the Airport’s developments from Spotted Road. The traffic flow, in combination with the existing geometric layout of the intersections, has culminated in substantial safety concerns as a result of fatalities, serious injury collisions, and line-of-sight limitations that occur at the site. As presented in **Table 1**, between 1998 and 2013, a total of 103 collisions occurred, resulting in two fatalities and 17 serious/disabling injuries.

Table 1. Accidents at Airport Drive/Spotted Road, 1998–2013

Year(s)	Injury Type						Total
	Fatality	Disabling / Serious	Evident Injury	Possible Injury	Injury Unknown	No Injury	
1998–2001					35		35
2002		3	1	1	1	1	7
2003				1		2	3
2004		1				2	3
2005				2		4	6
2006	1		3			4	8
2007				4		3	7
2008		1		2		4	7
2009–2013	1	2	6	5		13	27
2014–2016			6	8	6	6	26
Total	2	7	16	23	42	39	129

Source: JUB Engineers, Inc. (2015) and City of Spokane Police Department Blotter Database (2016)

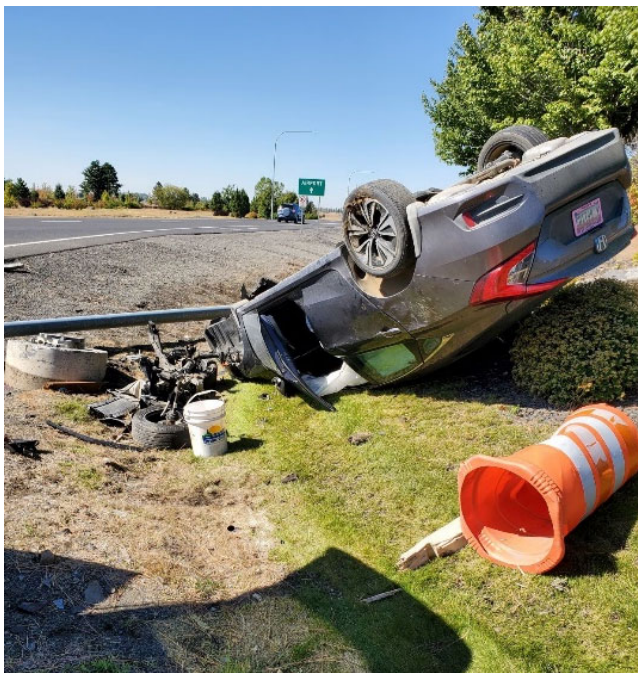
Based on data collected as part of the 2015 Traffic Study (Attachment 1.0), vehicle speeds on Airport Drive and sight distance from the stop signs on Spotted Road could be contributing factors to the number of accidents at the intersections. If Spotted Road traffic either cannot see approaching Airport Drive traffic with adequate time to judge whether there is enough time to safely cross Airport Drive, or if Airport Drive traffic is traveling faster than the posted speed making it harder for Spotted Road traffic to identify adequate gaps in the traffic to safely cross, then drivers may take risks to cross traffic. This can lead to a collision.

The 2015 analysis evaluated speeds from the traffic data collected for each of the legs of the two study intersections. The most critical data are the vehicle speeds on Airport Drive approaching the Spotted Road intersections. Data indicate that 9.6 percent of the Airport Drive Inbound traffic is going more than 5 mph over the 50-mph speed limit; however, 8 percent of the total is between 5 and 10 mph over the speed limit. In addition, over 200 vehicles were going over 60 mph, and some were going faster than 70 mph. These speeds likely contribute to reducing the ability of drivers on Spotted Road to identify adequate gaps in traffic. Only 0.3 percent of the Airport Drive Outbound traffic was going faster than 10 mph above the 50-mph posted speed.

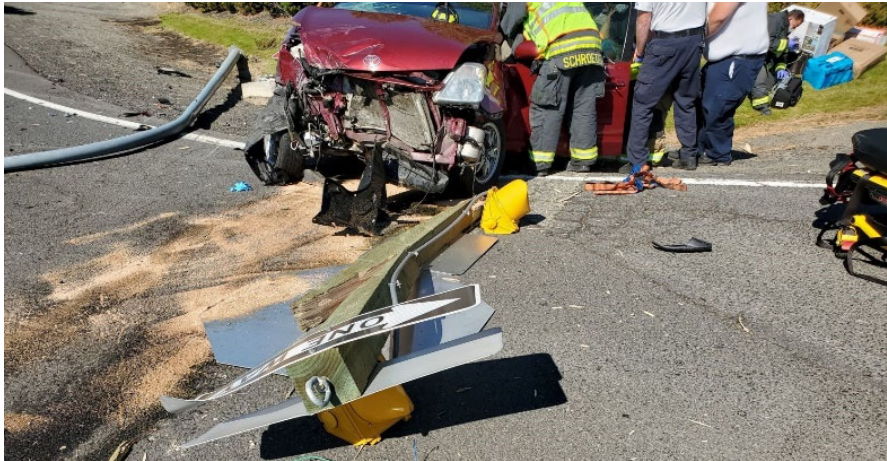
The time from when approaching vehicles on Airport Drive Inbound and Outbound can be seen, to when they arrive at Spotted Road was also evaluated. It was found that traffic on Airport Drive Inbound can be seen by northbound Spotted Road vehicles about 14 seconds prior to arriving at the intersection. Traffic on Airport Drive Outbound can be seen by southbound Spotted Road traffic 9 seconds prior to arrival at the intersection. These times are insufficient to make a safe crossing. Recent accidents highlight the need for safety improvements on Spotted Road (Photographs 5–8).



Photograph 5. Failure to yield has resulted in serious car accidents despite previous improvements implemented to reduce driving speeds (traffic moves left to right).



Photograph 6. The Airport’s growth as well as increased employment in the West Plains have resulted in additional traffic that must be supported by future infrastructure to reduce risk of accident.



Photograph 7. Original infrastructure and short-term safety improvements are no match for increased traffic volumes and future developments resulting from the growth in the area north of the Airport.



Photograph 8. Risks related to Inbound and Outbound Airport travelers specifically result in higher speeds despite current radar speed feedback devices. Such risks include rushing to get to/from the Airport, those unfamiliar with the area, emotional distraction, etc.

Construction for the project is expected to begin in the third quarter of 2023, with an intended completion date during the fourth quarter of 2024.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The project is located east of Spokane International Airport (Airport) and is within Airport property. The Airport is an approximately 7,000-acre commercial service airport in Spokane County, Washington within Spokane City limits. It is the second largest airport in the State of Washington and is an integral part of the region's transportation network and regional

economy. The Airport is operated by the Spokane Airport Board and is recognized by the FAA as a small hub airport. The Airport is generally bound by Geiger Boulevard to the east, Electric Avenue to the south, Craig Road to the west, and McFarland Road and Highway 2 to the north.

The project will take place in the northeast corner of the Spokane International Airport property. The area is zoned as an Airfield Overlay Zone. The proposed interchange will be constructed northeast from where Spotted Road currently intersects with Airport Drive. Transmission lines run alongside Airport Drive, both Inbound and Outbound. The immediate project area has experienced moderate disturbance from construction of Runway End Identifier Lights (REIL) and maintenance roads.

Trees are sparse at the project site and vegetation consists of primarily low grasses and shrubs. Exposed bedrock and ridges run through the site.

The surrounding area is primarily vacant and consists of low grasses and shrubs and water quality treatment swales. West Tech Park Drive is located northwest of the project site.

There are no species in the area listed or proposed for listing under the Endangered Species Act. Similarly, the area is not within the designated or proposed Critical Habitat for any species protected under the Endangered Species Act. The Airport is roughly 2 miles southwest of the Spokane River.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

The project qualifies as a CATEX under the following paragraphs:

5-6.4a. Access road construction, and construction, relocation, or repair of entrance and service roadways that do not reduce the level of service on local traffic systems below acceptable levels. (ATO, ARP, AST)

5-6.4j. Removal or extension of water, sewage, electrical, gas, or other utilities of temporary duration to serve construction. (ATO, AST)

5-6.4o. Minor trenching and backfilling where the surface is restored and the excavated material is protected against erosion and runoff during the construction period. (ATO, ARP, AST)

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airport Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect (APE)? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>Based on the Cultural Resources Assessment, there are no archaeological sites, cemeteries, traditional cultural properties, or historic properties that are listed or Determined Eligible for listing in the National Register of Historic Places in the Area of Potential Effect (APE) (ESA 2020, Attachment 2.0). Refer to the attached letter from the Washington State Department of Archaeology and Historic Properties (DAHP) dated April 8, 2020 concurring with ESA’s conclusions (Attachment 2.1). Also refer to the attached additional methodology for cultural/historical investigations and supporting correspondence with DAHP (Attachments 2.2, 2.3, 2.4, and 2.5).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>The project will have no effect on historic properties as no properties considered eligible have been identified in the APE (ESA 2020, Attachment 2.1).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available).</p> <p>Portions of the project area are undisturbed. Other portions include access roads and instrumentation to support air navigation. Storage buildings at the end of West Spotted Circle were removed in 2022 but the fill pads remain in place. These buildings did not qualify as eligible for listing as historic resources (Attachment 2.1).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact tribal land or land of interest to the tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>The FAA initiated Section 106 consultation with the Spokane Tribe of Indians and the Confederated Tribes of the Colville Reservation on June 12, 2019. Both tribes concurred with the project and no comments were received. Therefore, under 36 Code of Federal Regulations (CFR) 800.3(c)(4) and 36 CFR 800.4(d)(1)(i), the FAA’s responsibilities under Section 106 have been fulfilled. The DAHP issued concurrence that the project will have no effect on Section 106 resources on April 8, 2020 (Project Tracking Code 2019-06-04218). Refer to the attached input from the tribes (Attachments 2.6 and 2.7).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state, or local significance or land from a historic site of national, state, or local significance.</p> <p>There are no publicly owned lands including public parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance or land from a historic site of national, state, or local significance in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project construction or operation physically or constructively “use” any Section 4(f) resources? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>The project will not make use of any Section 4(f) resources during or after construction.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>There are no recreational or park lands purchased with Section 6(f) Land and Water Conservation Funds adjacent to the site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(3) Threatened or Endangered Species

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>There is no documented evidence of endangered, threatened, or candidate species in or near the project area. Additionally, the project area does not fall within the designated critical habitat of an endangered, threatened, or candidate species.</p> <p>According to the U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) species list (Attachment 3.0), the following species may potentially occur within the project area; however, habitat conditions are not suitable to support the presence of these species:</p> <ul style="list-style-type: none"> - Yellow-billed Cuckoo (<i>Coccyzus americanus</i>): Threatened; Critical Habitat is designated in California but not Washington. - Bull Trout (<i>Salvelinus confluentus</i>): Threatened; the nearest designated Critical Habitat is in the Couer d'Alene River, Idaho, over 40 miles away. - Monarch Butterfly (<i>Danaus plexippus</i>): Candidate; no Critical Habitat. - Spalding’s Catchfly (<i>Silene spaldingii</i>): Threatened; Proposed Critical Habitat but not for the project area. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed threatened, endangered, or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide a Biological Assessment and Biological Opinion, if required.</p> <p>The project will not affect or have the potential to affect any threatened, endangered, or candidate species because there are no documented occurrences of listed species and there is no suitable habitat for listed species in the project area. Additionally, the Airport itself and specific project site are not included in any designated critical habitat for any species. Refer to the IPaC species list found in Attachment 3.0 and a summary of no effect below for each species.</p> <p>Yellow-billed Cuckoo. Yellow-billed cuckoos require large tracts of deciduous riparian habitat for breeding, but this species was last known to breed in the State of Washington in the 1940s (https://wdfw.wa.gov/species-habitats/species/coccyzus-americanus). No suitable riparian habitat is found in the project area or vicinity, and the project will not affect the yellow-billed cuckoo.</p> <p>Bull Trout. No fish-bearing streams are found within the project area, and no streams will be affected by the project. The stormwater swales in the project area do not connect to downstream fish-bearing waters, and no bull trout habitat is present on-site. The project will have no effect on bull trout.</p> <p>Monarch Butterfly. Monarch butterflies require milkweed plants to complete their lifecycle (https://www.fws.gov/species/monarch-danaus-plexippus). No milkweed plants were found in the project area during spring field investigations (June 2019), and no adverse impacts on this Candidate species will result from the project.</p> <p>Spalding’s Catchfly. This perennial herb is found in mesic (neither wet nor dry) native bunchgrass habitat, sagebrush-steppe, and open-canopy pine stands. Major threats include habitat loss and competition from non-native species. The project site has been disturbed from past Airport development, and no native grassland is present. No Spalding’s catchfly plants were found in the project area during spring field investigations, and no adverse impacts on this species will result from the project.</p>		
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The following migratory birds are potentially affiliated with the project area:</p> <ul style="list-style-type: none"> - Bald Eagle - Cassin’s Finch - Lewis’s Woodpecker - Olive-sided Flycatcher - Rufous Hummingbird <p>The project does not have the potential to take birds protected by the Migratory Bird Treaty Act. Breeding habitat, including shrubs and trees, is not present at the project site and accordingly will not be impacted by project development.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(4) Other Resources

Items to consider include:

	YES	NO
a. Fish and Wildlife Coordination Act		
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>No, the project area does not contain resources protected under the Fish and Wildlife Coordination Act (FWCA).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.		
<p>Are there any wetland or waters of the U.S. in or near the project area?</p> <p>Three wetlands were delineated in the project area during field investigations in June 2019. These wetlands were identified in the east-central portion of the project area. These features were not identified as stormwater swales as they do not receive runoff from the Airport and are not part of the SIA stormwater conveyance system. All three wetlands are depressional, palustrine emergent features that occur entirely within the project area. Vegetation is similar in these three wetlands and is dominated by bluegrass (<i>Poa annua</i> – FAC), perennial ryegrass, and forget-me-not. Soils examined met hydric soil indicator F6 (Redox Dark Surface). The primary sources of hydrology for all three wetlands include precipitation and a seasonally high water table.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A wetland delineation was completed for the project (ESA 2019, Attachment 4.0). Several agency meetings have been held to discuss the project and potential wetland impacts. Meeting summaries are included as part of the project file.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize, or mitigate the impact.</p> <p>The road alignment would cross delineated stormwater swales (potential jurisdictional wetlands). The swales would be crossed with an elevated roadway (i.e., bridge structure, open bottomed culvert, etc.). The stormwater swales are part of the Airport’s stormwater management system and are needed for flow control. The crossing of the stormwater swales will be designed to maintain flow control and conveyance. A conceptual layout (10% design) has been completed to understand elevation of the interchange and areas where the road will transition from the interchange to a grade-separated layout. Once design advances, culvert sizing will be determined. Based on the conceptual design, there are no concerns with culvert capacity, crossings, or conveyance to the outfall areas. No forested wetlands would be directly or indirectly affected by the project.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>A USACE Clean Water Action Section 404 NWP #14 may be required for the stormwater swales depending on the design. NWP #14 covers, <i>“activities required for crossings of waters of the United States associated with the construction, expansion, modification, or improvement of linear transportation projects (e.g., roads, highways, railways, trails, driveways, airport runways, and taxiways) in waters of the United States.”</i> Up to 0.5 acre of wetland impact may be permitted under NWP #14. Additionally, a Section 401 Water Quality Certification is required by the Washington Department of Ecology (Ecology) as part of the Nationwide Permit.</p> <p>Refer to the attached meeting agenda and notes related to coordination with the USACE and Ecology (Attachment 4.1).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Floodplains		
<p>Will the project be located in, encroach upon, or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>According to the FEMA flood map for area 53063C0525D, the project site is not located within a floodplain. The closest floodplain area is over 2 miles from the project site, along the Spokane River.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Coastal Resources		
<p>Will the project occur in or impact a coastal zone as defined by the state’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the state’s CZMP. Attach the consistency determination if applicable.</p> <p>The project site is located in Eastern Washington, outside Washington’s Coastal Zone Management Program area. The nearest resource covered under Washington’s Coastal Zone Management Program is located 225 miles away on the coastline of King County.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The project will not occur in nor impact the Coastal Barrier Resource System.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. National Marine Sanctuaries		
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No National Marine Sanctuaries are located in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Wilderness Areas		

	YES	NO
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>No Wilderness Areas are located in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Farmland		
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>There is no farmland within the project area. Soils within the project area are classified as 3045 – Rocky-Deno complex, 0 to 15 percent slopes, which is not classified as prime farmland or farmland of statewide importance.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the U.S. Natural Resources Conservation Service and attach the completed Form AD-1006.</p> <p>This project does not include the acquisition or conversion of farmland.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Energy Supply and Natural Resources		
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>A minor amount of consumable natural resources will be used during construction in the form of diesel or gasoline to power construction equipment. The purpose of this project is to alter traffic flow and road placement and will not change energy requirements.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>The project will not impact aircraft traffic patterns. Vehicle traffic patterns will substantially stay the same, but vehicle safety will be improved. No changes in fuel usage during construction or operation are anticipated.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Wild and Scenic Rivers		
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under state jurisdiction (including study or eligible segments) near the project?</p> <p>There are no rivers on the Nationwide Rivers Inventory, designated rivers in the National System, or rivers under state jurisdiction near the project site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>N/A</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
j. Solid Waste Management		
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>Construction and operation of the project will not generate significant levels of solid waste; however, any debris from construction of the project that is not diverted or recycled will be handled in accordance with applicable state and local requirements and disposed of in local permitted facilities.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
<p>Will the project disrupt a community, planned development, or be inconsistent with plans or goals of the community?</p> <p>The project will not disrupt a community or planned development. The project is consistent with the Airfield Influence Areas provisions of the City of Spokane Comprehensive Plan (LU 1.15), City of Spokane Land Use Standards (Title 17C), and the Spokane International Airport Master Plan.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>No residents or businesses will be relocated as part of the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p> <p>No minority (people of color) or low-income populations are in or adjacent to the project area. The Airport and the project site are within a census block group 7.95 square miles in size with a population of 1,108 (https://www.epa.gov/ejscreen) (Attachment 5.0). The project site is in the northeast corner of the Airport census block group. People of color account for 27 percent (51st percentile) of the Airport block group, which is below the state average of 33 percent. Low-income people account for 32 percent (70th percentile) of the Airport block group, which is slightly higher than the state average of 24 percent but below the highest categories of the low-income population, which include those in the 80 to 90th, 90 to 95th, and 95 to 100th percentiles. The nearest block group to the north of the project site, which is in the northeast corner of the Airport block group, has a low-income population of 22 percent (53rd percentile) and a minority population of 11 percent (15th percentile) (North of Highway 2; Attachment 5.1).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>This project will not cause any disproportionately high and adverse effects to minority or low-income populations. All work will occur on Airport property. There are no residential lands adjacent to or near the project area, and no residents or services will be disrupted. Refer to Attachments 5.0 and 5.1 for Environmental Justice screening data for the Spokane International Airport Census block group and for the block group immediately to the north of the project site, referred to as "North of Highway 2."</p>		

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>The project will not result in an increase in surface traffic. The project will relocate Spotted Road outside of the RPZ and improve vehicle safety at the Spotted Road/Airport Drive intersections.</p> <p>The proposed interchange is projected to operate within a level of service (LOS) B, which is acceptable to WSDOT. However, the westbound off-ramp geometry results in a gore spacing distance of approximately 700 feet, which does not meet the American Association of State Highway and Transportation Officials (AASHTO) or WSDOT criteria for ramp spacing, which requires a minimum of 1,000 feet between ramps. This will require a design deviation request from WSDOT.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>No roads will be closed, and the existing Spotted Road will remain open during construction of the new alignment. Preliminary coordination has occurred between the Airport and WSDOT, and further coordination with WSDOT regarding construction phasing will occur as the design progresses forward. The proposed design will require a design deviation request from WSDOT as the project will merge onto WSDOT-controlled right-of-way. The design process has not started. The overall design process and WSDOT design deviation request is summarized in the memo dated February 25, 2022 prepared by HDR (Attachment 1.3). The Airport anticipates following the conceptual alignment and design that was reviewed with WSDOT. Once the design is advanced, the Airport anticipates submitting review of the two exit lanes with WSDOT for concurrence, per the current interlocal agreement between the Airport and WSDOT.</p> <p>Construction on the project is expected to begin in the third quarter of 2023 with an intended completion data during the fourth quarter of 2024.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
The project will not result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix.	<input type="checkbox"/>	<input type="checkbox"/>
Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented? This project will cause no changes in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations. The Airport itself does exceed the forecast, but this is a road relocation project. The proposed project will not cause a change in aircraft operations, aircraft fleet, or flight patterns.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation. N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour? The road realignment will not increase surface traffic volumes. The road realignment will not pass by any sensitive noise receptors. All work will occur on Airport property. There are no residential lands or other sensitive areas adjacent to or near the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area? The project is located in the Spokane Maintenance Area for PM-10 (particulate matter less than 10 microns in diameter).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform listed below, if applicable). Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. An Air Quality Technical Memorandum has been developed for the project and showed that estimated emissions from the project will be kept below the <i>de minimis</i> levels as defined in 40 CFR 93.153(b)(2). This memorandum is attached (Attachment 6.0).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
This project will improve traffic safety and flow but is not anticipated to increase landside or airside capacity.		
<p>Could the project impact air quality or violate local, state, tribal, or federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>The project will not impact air quality or violate local, state, tribal, or federal air quality standards under the Clean Air Act Amendments of 1990 during construction and operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(10) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from the project site, etc.).</p> <p>There are no lakes or rivers, sole source aquifers, or public water supplies within or near the project area. The Spokane River is over 2 miles from the project area.</p> <p>Two large stormwater swales (Stormwater Swales 1a–c and 2a–b) exist in the north-central portion of the project site. A third swale, Stormwater Swale 3, is primarily outside the project area to the southeast, although portions of it extend into the project area. The primary source of hydrology for the swales is runoff from the Airport, which is a mixture of effluent from deicing operations and surface water runoff. Discharge of deicing effluent is permitted under Ecology’s State Waste Discharge Permit (SWDP) Program. SIA is currently operating under Permit No. ST0045499 dated June 12, 2020 (Attachment 7.0), which authorizes SIA to discharge captured airport deicing fluid (ADF) containing wastewater collected using glycol recovery vehicles and engineered retention systems to a land treatment site as identified and implemented in the permit application. The permit also authorizes continued discharge to a stormwater infiltration area (Swales 1a–c and 2a–b). Both the land application site and stormwater swales are monitored weekly for compliance with the permit during the period when ADF is applied on the terminal ramp, typically October to April. The permit remains active and is evaluated annually with the Department of Ecology. To date the Airport remains in compliance with the permit.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>N/A</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>This project will not increase the amount or rate of stormwater runoff either during construction or operations. Spotted Road will be realigned and reconstructed in a</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
different area from its current location; however, the total amount of impervious surface is expected to be similar after project construction. All stormwater will be routed and treated through permitted infrastructure. Stormwater characteristics before and after construction are anticipated to be similar, consisting of roadway runoff.		
Does the project have the potential to violate federal, state, tribal, or local water quality standards established under the Clean Water and Safe Drinking Water Acts? The project will adhere to applicable local, state, and federal water quality regulations including conditions outlined in a National Pollutant Discharge Elimination System (NPDES) permit for construction disturbance of more than 1 acre and general conditions of Section 401 Water Quality Certification.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are any water quality related permits required? If yes, list the appropriate permits. A Section 401 Water Quality Certification is required. An NPDES permit will likely be required for construction.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risk of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of the proposed action. The project is not highly controversial. The project has received letters of support from several prominent local and state politicians; the WSDOT Secretary of Transportation; and senior management at UPS, FedEx, and USPS. These letters of support are provided as Attachment 8.0. The Airport Drive couplet at Spotted Road has gone through an extensive public involvement process that included a technical advisory committee and public meetings, as summarized in the 2015 Traffic Study (Attachment 1.0). No opposition to the project has been recorded to date.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(12) Inconsistent with Federal, State, Tribal, or Local Law

	YES	NO
Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located? The project is classified as an allowable use in the Airfield Overlay zoning designation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project incompatible with surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
The project area is zoned as an Airfield Overlay. Roadways are considered a low-intensity use and are permitted as an allowable use (Spokane Municipal Code 17C.180.080).		

5-2.b(13) Light Emissions, Visual Effects, and Hazardous Materials

	YES	NO
a. Light Emissions and Visual Effects		
<p>Will the proposed project produce light emission impacts?</p> <p>The project will include light-emitting diode (LED) streetlights to illuminate roadways; however, lighting will be installed according to City of Spokane Development Standards and is not expected to produce light emission impacts. Lighting will be similar to the existing lighting used on Spotted Road and on Tech Park Drive, which is owned by the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>The project site is located in proximity to existing roadways. New roadway areas will blend into the existing developments at the project site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials		
<p>Does the project involve or affect hazardous materials?</p> <p>The project is a standard road construction project that will not involve or affect hazardous materials. There are no Resource Conservation and Recovery Act (RCRA) corrective action sites or Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) National Priorities List sites for current or past contamination or cleanup activities (EPA 2019). There is one site located within the project area listed as cleanup complete on Ecology’s Toxics Cleanup website (Ecology 2023).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>There is one site located within the project area (Spotted Road and W Spotted Circle) listed as cleanup complete on Ecology’s Toxics Cleanup website (Ecology 2023).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>N/A</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>Debris from project construction that is not recycled will be handled in accordance with applicable state and local requirements and disposed of in local permitted facilities.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(14) Public Involvement

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>The Airport Drive couplet at Spotted Road went through an extensive public involvement process that included a technical advisory committee and public meetings, as summarized in the 2015 Traffic Study (Attachment 1.0). Since the completion of the planning study, the project has been discussed at Airport Commission Meetings. Accidents on Spotted Road often make the local news (as happened on October 12, 2020 on KHQ NBC News Affiliate). SIA submitted a 2022 USDOT Raise Grant Program for the project on April 14, 2022, that can currently be viewed on the Airport’s website (https://business.spokaneairports.net/core/files/business/uploads/files/2022%20RAISE%20SIA%20Narrative.pdf).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(15) Indirect/Secondary/Induced Impacts

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>Indirect/secondary/induced impacts are not expected from this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>The proposed development is consistent with the City’s Comprehensive Plan and an allowed use under the Airfield Overlay zoning.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of the permits.

- USACE Clean Water Act Section 404 Nationwide Permit 14, anticipated for submittal at the 60% design stage.
- Section 401 Water Quality Certification, triggered by the Section 404 permit, anticipated for submittal concurrently with the USACE permit application.
- NPDES Permit, to be submitted by the Contractor selected for the project in advance of ground disturbance.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

- The project may require a bank use plan and a credit purchase agreement for unavoidable permanent impacts on stormwater swales (potential jurisdictional wetlands) that are 0.1 acre or greater. The bank use plan and credit purchase agreement would be completed during Section 404 permitting process.

Preparer Information

Point of Contact: Sarah Hartung and Jimmy Kralj		
Address: 819 SE Morrison Street, Suite 310		
City: Portland	State: OR	Zip Code: 97214
Phone: 503-274-2010	Email Address: shartung@esassoc.com	

Signature:  Date: 1-11-2023

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Lisa Corcoran, Director, Planning & Engineering Department, Spokane International Airport		
Address: 9000 W Airport Drive		
City: Spokane	State: WA	Zip Code: 99224
Phone: 509.455.6406	Email Address: lcorcoran@spokaneairports.net	
Additional Names:	Additional Email Address(es):	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: _____ Date: 01/11/2023

FAA Decision

Having reviewed the above information, it is the FAA’s decision that the proposed project(s) or development warrants environmental processing as indicated below:

Name of Airport, LOC ID, and location: Spokane International Airport (SIA), GEG, Spokane, WA

Project Title: Spotted Road Interchange and Realignment Project

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1F CATEX that applies).
- An Environmental Assessment (EA) is required.
- An Environmental Impact Statement (EIS) is required.
- The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Kate Glassey
Responsible FAA Official

Title: Project Manager and Acting Environmental Protection Specialist

Signature: _____

Date: January 18, 2023

List of Attachments

Attachment 1.0	Airport Drive Couplet at Spotted Road Traffic Study
Attachment 1.1	HDR memo – options/cost
Attachment 1.2	HDR memo – options/cost
Attachment 1.3	HDR memo, 2/25/22, Refinement of the Preferred Alternative
Attachment 1.4	HDR memo – refined design
Attachment 1.5	clearance graphics
Attachment 1.6	proposed layout
Attachment 1.7	Meeting Agenda: Spotted Road Interchange and Realignment EA, 9/8/2021
Attachment 1.8	WSDOT coordination
Attachment 2.0	Cultural Resources Assessment for the Spotted Road Interchange and Realignment Project
Attachment 2.1	DAHP concurrence
Attachment 2.2	cultural methods/DAHP correspondence
Attachment 2.3	cultural methods/DAHP correspondence
Attachment 2.4	cultural methods/DAHP correspondence
Attachment 2.5	cultural methods/DAHP correspondence
Attachment 2.6	cultural methods/DAHP correspondence
Attachment 2.7	cultural methods/DAHP correspondence
Attachment 3.0	USFWS List of Threatened and Endangered Species (IPaC)
Attachment 4.0	Stormwater Facility (Water Resources) Technical Memorandum, 3.27/2020
Attachment 4.1	Meeting Agenda: Spotted Road Interchange and Realignment EA, 7/13/21
Attachment 5.0	EJScreen Report, Blockgroup: 530630137001
Attachment 5.1	EJScreen Report, Blockgroup: 530630137002
Attachment 6.0	Air Quality Technical Memo, T-O Engineers
Attachment 7.0	Spokane International Airport State Waste Discharge Permit by Rule Permit No. ST0045499
Attachment 8.0	Letters of Support