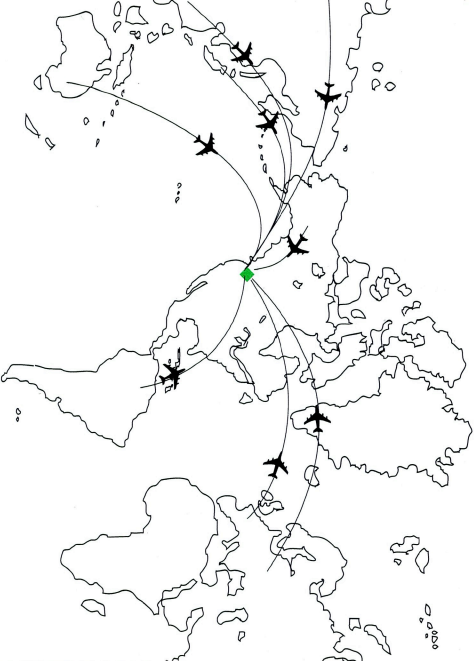


PLANNING FOR THE FUTURE

Thousands of concerned Washington citizens, led by a cluster of cities neighboring the

Airport, have united to find a better solution to the region's transportation needs than a third runway at Sea-Tac. The runway is more than another costly bureaucratic mistake. It's a distraction from the crucial task of crafting *real* answers. ■



OPPORTUNITY AWAITS

Sometimes, numbers dazzle us. But spending half a billion dollars on a

runway of limited use won't make Sea-Tac suitable for the billions in trade and tourism Pacific Rim markets could bring the region in the next century. Only by focusing our energies on a **NEW supplemental facility**, an airport with room to accommodate decades of expansion, can the Puget Sound region be assured of a significant place at the 21st century table.

Port officials understandably seek to please the commercial airlines now using Sea-Tac. But the short-term concerns of airlines, buffeted by a decade of industry turbulence and squeezed profits, don't always match the long-range best interests of our region. ■

AIRPORT COMMUNITIES COALITION
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City of Burien City of Des Moines City of Tukwila Highline School District

FLIGHT PLAN:

REAL SOLUTIONS TO MEET AIR TRANSPORTATION NEEDS.

The Port of Seattle says a third runway at Seattle-Tacoma International Airport will solve the Puget Sound region's air-transport crisis, ease flight delays at Sea-Tac, position the region to meet the transportation economy of the 21st century and only cost about \$250 million.

Wrong. Wrong. Wrong. And wrong.

FOUR VIABLE ALTERNATIVES

1 A MAJOR SUPPLEMENTAL AIRPORT

In order to meet our regional air transportation needs, a major supplemental airport is critical. A third runway is only a Band-Aid fix that won't provide us with the necessary capacity to meet future demands.

2 EASE THE COMMUTER CRUNCH

Commuter flights to Sea-Tac have increased three-fold in the last decade, and now constitute more than **40 percent of all operations**. Yet commuter passengers only comprise 9 percent of Sea-Tac users. More than half (56 percent) of those commuter flyers do NOT connect to other flights.

Diverting non-connecting commuter flights to existing smaller airports would greatly ease peak-hour congestion at Sea-Tac sooner and at a far lower cost — fiscal, environmental and human — than a half-billion-dollar third runway.

3 PEAK-HOUR PRICING

Capacity at Sea-Tac is only constrained at peak hours during peak days. Peak-hour pricing for airlines would spread flights to other times, buying several more years to build a truly regional solution.

4 HIGH-SPEED RAIL

Nearly one-fifth of passenger flights from Sea-Tac serve either Portland or Vancouver, British Columbia. The federal government has designated the area from Vancouver, B.C. to Eugene, Oregon as a high-speed rail corridor. As a result, federal and state governments are spending millions to upgrade track and equipment to take advantage of existing high-speed technology.

The increasing success of high-speed rail as an attractive alternative has been demonstrated in the New York-Washington, D.C. corridor.

COSTLIEST RUNWAY IN AMERICA

Official Port estimates put costs of adding a new 7,000-foot runway at Sea-Tac anywhere from \$210 million to

\$320 million, lowball figures that even Port officials concede do not include millions in mitigation expenses.

In fact, estimates presented to the Puget Sound Regional Council suggest the real cost would exceed **\$500 million**.

Yet even based on official figures, Sea-Tac's proposed third runway would be **the single most expensive runway-construction project in the U.S.**

At a cost of \$71,000 a foot, the runway would cost 14 times what Baltimore is spending on an airport-runway addition, even though that runway would be 800 feet longer.

Why the exorbitant price-tag?

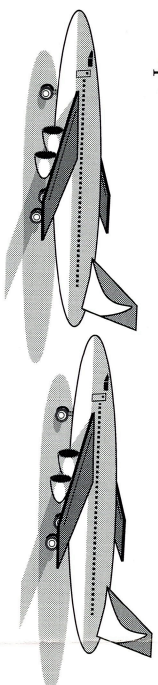
In order to build, the Port must purchase up to **110 acres of privately owned land** and destroy at least **230 existing homes**. Adding a runway in so heavily developed an urban area will require spending millions on federally mandated noise-abatement additions to homes and businesses not destroyed.

Because much of the proposed site involves tampering with the Miller Creek wetlands (considered a serious environmental problem itself), nearly **14 million cubic yards of landfill** would have to be imported to support the runway. ■



Foul weather delays flights over 40 percent of the year at Sea-Tac. Build a third runway, Port officials say, and get on-time performance. But a 1992 FAA study found that while a third runway could increase the number of flights able to land in bad weather, **no increase in foul-weather take-offs** would occur.

Recent Port forecasts demonstrate that a new third runway would not even meet the demand for bad-weather capacity by the time it would open in 2001. ■



TIGHT SQUEEZE. TOO TIGHT.

Most other runway-expansion projects now planned at major U.S. airports provide for a runway longer

than Sea-Tac's 7,000-foot proposal, meaning those airports will be better-equipped to handle widebody aircraft. Most new runways are spaced far enough from existing runways that planes can operate on parallel runways at the same time. Not so at Sea-Tac. To do so would require a runway costing close to \$1 billion and 20 percent longer.

The difference? Most other major U.S. airports are not located in areas as densely populated as Sea-Tac.

Sea-Tac Airport has no place to grow. **Of the 100 largest U.S. airports, Sea-Tac operates on the smallest land area.** Adding a runway to the present site can only make a congested situation worse. The nation's only comparably cramped major airports—New York's LaGuardia and Washington, D.C.'s National—are forbidden to add runways or increase the number of daily flights. ■

