

25 November 1996  
Page 1

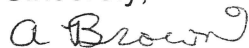
To: Mr. Frederick C. Stouder, City Manager  
City of Burien  
415 SW 150th St.  
Burien WA 98166-1973

Subject: Draft prepared by South King County Impact Assistance and Mitigation  
Studies Team (Enclosed in your October 21, 1996 letter to City Council)

Please forward this to South King County Impact Assistance and Mitigation  
Studies Team. As an engineering manager, I appreciate how constrained the  
team's task is by budget and schedule so please take these comments as a  
desire to help. Having spent over 1000 hours studying the Environmental  
Impact Statements, regulations, and related text books, I hope there is time to  
consider my comments. I apologize being so late but I was unaware of your  
Open Houses until the last one that Citizens Against Sea-Tac Expansion  
(CASE) called me about. No copies of the report were available that night.

Please contact me if you would like any data or information. As an aerospace  
manager, it would be inappropriate for me to take your calls at my office. You  
may leave a message at my home and I will return your call. If you call between  
6 AM and 8 AM you will probably find me at home.

Sincerely,



A. Brown  
239 SW 189 PI  
Seattle, WA 98166  
(206) 431-8693

Enclosures:

- Enclosure 1 : Comments on Draft Study
- Enclosure 2 : Normandy Park Real Estate Data Summary
- Enclosure 3 : Normandy Park Third Quarter 1996 real estate data
- Enclosure 4 : Current and Planned Haul Truck Mitigation
- Enclosure 5 : References and Bibliography

Enclosure 1  
page 2

### Comments on Draft Study

1) The home property value analysis was so conservative it did not even reflect the actual appreciation losses we have already experienced just from the threat of the Third Runway. Enclosure 2 is from my DEIS comments that are in the FEIS appendix (ref. c). It clearly shows that when the Third Runway plans were publicly announced that Normandy Park Homes stopped appreciating. 1996 Third Quarter residential statistics averaged only \$229,000 excluding waterfront which is a drop coincident with the Puget Sound Regional Council (PSRC) Third Runway approval vote (ref. v). Some of my neighbors have tried to sell their homes at a loss (less than their original sale price) but can't find buyers. That information you won't find in the statistics. If you take into account that many of us are trapped in our existing homes because their value has gone down, than even my actual Normandy Park sales data that shows no appreciation and a recent downward trend is overly optimistic.

Last month we received new real estate assessments that showed significant DECREASE in Normandy Park land values (\$10,000 for lots in my area) that were offset by building value increases. The only reason most people have chosen not to contest their assessed value is because they hope to sell before prices go even lower!

The real estate losses are not unique to Normandy Park. Between about 1990 and third quarter 1992 my middle income home in Gregory Heights (Burien) dropped about \$50,000 to \$60,000 at which point I sold it.

**Any VALID real estate assessment analysis  
MUST use values before all the  
negative Third Runway publicity !!!**

2) Study, Page 32, last paragraph, line 5, indicates "14.1% lower in NW" but Table 4-1 indicates higher in NW

3) Considering the recent October 1996 National Resource Defense Council report, "Flying Off Course: Environmental Impacts of America's Airports" (ref. vv) as well as a wealth of other data that clearly shows airport operations cause excessive pollution, it is misleading to treat air pollution problems as only a "possibility".

4) The Port of Seattle will take the sentences that say that the "Methodologies used were appropriate" and forget everything else in the report. This is how they handled the report by the Arbitration Board's report (ref. e). Instead, the report needs to emphasize that using wrong parameters when modeling results in faulty conclusions. For example:

(a) Your statement on Study page 3-3 that " In addition, aircraft characteristics or data which was used was appropriate and adequate" should be deleted unless you did a detailed review of grams per pollutant per aircraft type and agree with the very short 11 minute landing-take-off cycle considering the dependent runway configuration (taxiing and in air). The fleet mix is also in question. The EDMS model version used does not contain enough information on particulates (FEIS, page R-112).

Note, if the refined dispersion analysis used the same "historical meteorological" weather conditions as the air traffic analysis, it used an extra winter (ref. i ). The refined dispersion analysis did NOT use "worst case" according to FEIS, page R-112. According to FEIS page R-131, it used 40°F which is not worst case for all pollutants. Why did we have all the "Smog alert" days this summer considering the FEIS on page R-117 states " Seattle area has shown steady improvement since 1980 with only one "unhealthy" day designated since 1989" ? Are you really sure the model was run correctly?

(b) The traffic analysis wrongly assumes all traffic lanes are available for use and that vehicles travel at the speed limit which is not possible when double haul trucks are present (Note, I was also told by truck experts that the separation between double haul trucks did not use the fully extended length and that the back-up would exceed 28 miles but have not verified that calculation).

(c) "On-site" haul trucks must cross public streets to get from the south-end of the airport to the Third Runway Site. They must cross both S 200th and/or S

188th unless either tunnels or overpasses are built. Presently, trucks could only avoid crossing S 188th by using the narrow runway overpass.

(d) The FEIS on page R-158 states that the the total fill requirement is 26.4 million cubic yards, not 17 million quoted at your October 24 open house. The 26.4 million cubic yards excludes the mandatory replacement of the soft soil and contaminated soil so the real number is larger. I don't have the figure if the runway is constructed 14 feet below the existing runways (ref aaa). An on-site inspection November 10, 1996 of an area that had been supposedly cleaned up revealed that the contaminated soil site has "oil" literally leaking down into a deep hole with water in the bottom of it (ref. ww). The fumes made one participant so sick he was unable to continue with the inspection group!

(e) Unscientific, uncontrolled sampling methods were used for residue

(f) Vibration is getting worse but models say it should be getting better. Could it be all the underground water combined with our seismic rating of 4 that make our situation too unique to model using standard methods?

5) It appears that the expert panel report data was not considered. How can you validate a methodology for a noise model considering the model assumptions were not available to the Expert Noise Panel (ref. e ), and, presumably, also not available to you? The noise panel implied that the model must be wrong since the actual noise measurements do not correlate with the model. Each time the software version has changed, the noise contours have decreased but the real noise has increased. Aren't "hush kits" just "rule beaters" that shift the noise away from existing monitors? In addition, there is the Ray Akers appeal regarding the apparent change in flight paths without the required Environmental Impact Statement that obviously impacts noise modeling.

6) Is there a way to tie in the killing and displacement of endangered and threatened species? The bald eagles that live and breed in the immediate vicinity of the airport as well as the other endangered species were ignored.

6) Recognize that the FEIS (ref. d) has technical errors that have not been corrected yet. For example, the Port has admitted in writing that ethylene glycol is not treated. You should be incredibly skeptical of the FEIS conclusions and data. It even contradicts itself if you study the entire report.



### Recommended Mitigation Additions

- (1) When evaluating the noise situation and making insulation recommendations, it is important to realize that according to the FEIS only 10% of the homes in this area are "cold climate" ( ref. d). Therefore, it is incorrect to assume we get about 15 dB less noise when inside. Most homes need wall insulation too in order for roof and window insulation to be effective. If you could reference the recent Chicago court rulings regarding school insulation (Karaganis) it might help to strengthen your mitigation position. Note also that noise models should be updated to include both Boeing Field and Sea-Tac airport noise for all types of flights as well as ground noise.
- (2) Require flood insurance be paid for by the airport for the surrounding cities. The construction will cause additional flooding in Normandy Park. The FEIS mitigation is inadequate. We live on top of underground springs and by visible creeks that are connected to the water under and around the airport. The planned mitigation for storm water is inadequate so flooding is inevitable.
- (3) Require special insurance paid for by airlines to cover retaining wall problems. Considering the wall be at least three times the standard height, in an area prone to landslides as well as seismically active, it is only a matter of time before it needs extensive repairs, fails, and/or the geotextiles ultimately pollute our drinking water supply.
- (4) Require the airlines pay an additional tax equivalent to a gallon of bottled water per water district resident per day to compensate for the present and worsening condition of our drinking water.
- (5) The current wetlands/lands that will be covered with cement are currently functioning as a pollution buffer. The existing airport pollution mitigation measures are inadequate (liner missing from retention pond for 20 plus years, fuel spills killing off the salmon in creeks, untreated ethylene glycol, etc.). The proposed mitigation measures are inadequate because they don't compensate for the loss of the pollution buffer.
- (6) Various mitigation related to haul trucks as described in CASE's letter dated 3 October to City of Sea-Tac that was also sent to you (enclosure 4).

Enclosure 2 A. BROWN comments on DEIS in FEIS  
pg 6  
Annotations handwritten 11/25/96

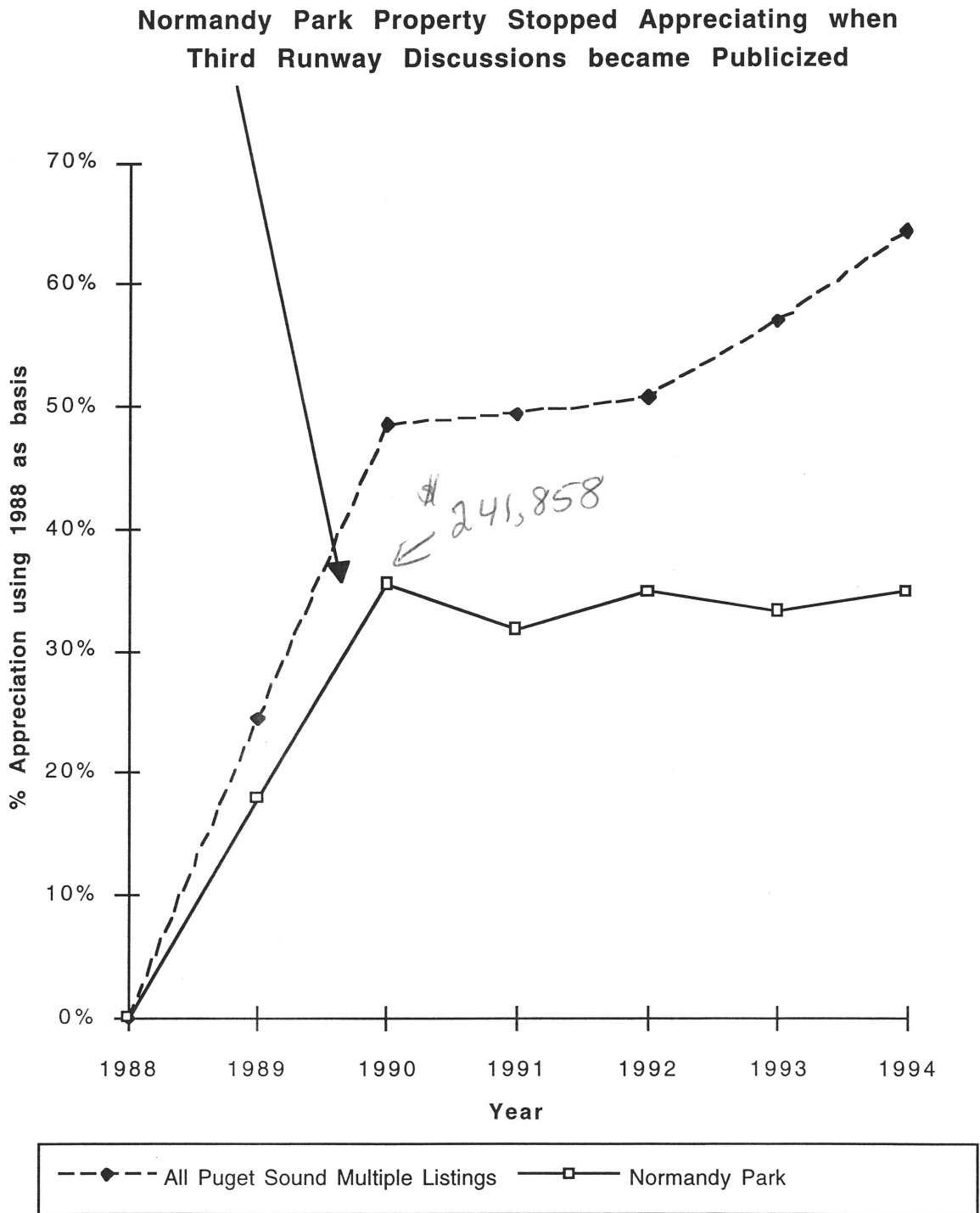


Figure 7 Third Runway Threats Stopped Property Value Appreciation

Enclosure 2 pg 7

Compare to Quarter III 1996 only \$229,650!

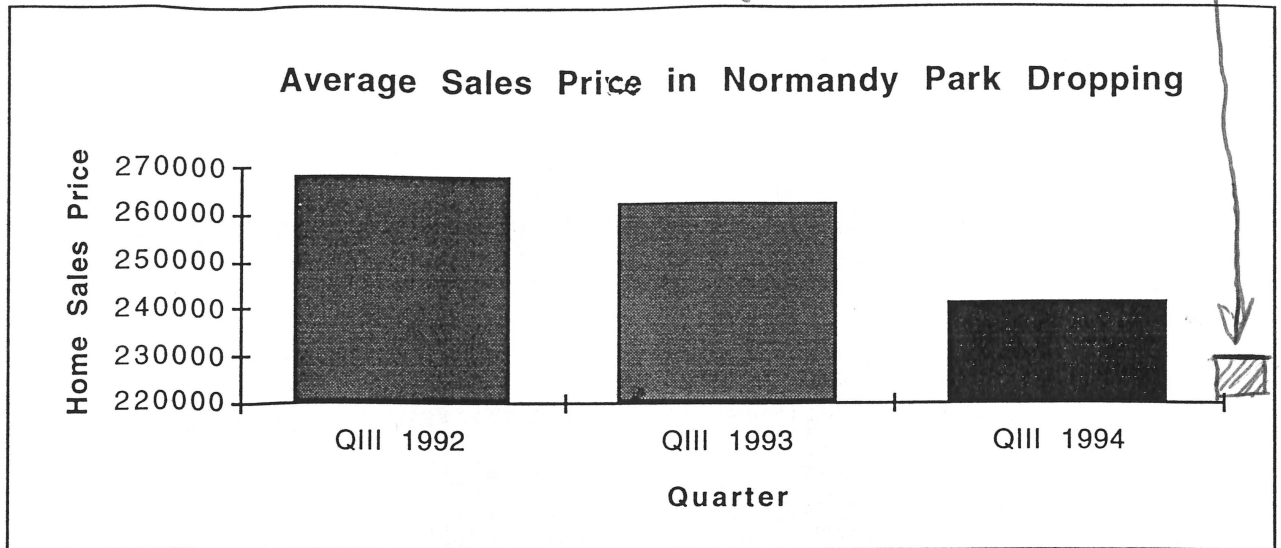


Figure 6 : Average Normandy Park Home Sales Price Dropping

1

1 Excludes waterfront homes - see Appendix B for a description of the homes sold.

The reduction in home values began at about the time Burien rebelled against Seattle and became a city in an effort to fight the Third Runway. As shown in Figure 7, the homes in the Normandy Park area **stopped appreciating** as compared to the average for all the homes in the Puget Sound Multiple Listing (PSML) Association. The difference is actually even greater because the Normandy Park homes are in the multiple listing average as are the other cities surrounding the airport whose property values are also dropping. See Appendix B for substantiating data, note some Normandy Park data excludes waterfront homes.



# NORMANDY PARK UPDATE

## 1996 THIRD QUARTER HOME SALES

### JULY - AUGUST - SEPTEMBER

Sales Price	Bedrooms	Baths	Sq.Ft.	Age	Market Days
\$147,000	3	1	1,200	42	128
\$165,000	3	1.5	1,520	38	78
\$177,500	4	1.5	2,140	41	98
\$196,500	4	1.75	2,780	41	20
\$207,500	3	1.75	2,250	38	30
\$210,000	3	2	2,340	17	186
\$214,950	4	2.5	2,130	42	39
\$214,950	5	2.5	3,000	36	43
\$220,000	5	2.75	2,740	23	67
\$220,000	2	1.5	1,660	43	28
\$225,000	3	2.75	2,800	19	60
\$229,950	5	2.5	2,880	30	2
\$230,000	3	3.5	3,040	20	210
\$249,950	3	1.75	2,420	53	12
\$250,000	4	2.5	2,850	16	80
\$257,000	4	2.5	2,310	44	8
\$265,000	2	1.75	1,480	21	6
\$315,000	6	3	4,160	27	8
\$368,000	4	2.5	3,370	14	2
\$975,000*	4	3	5,000	3	185

\*Sound Waterfront

Average Sale Price (excluding waterfront homes) was \$229,650.00

Average Market Time was 58 Days.

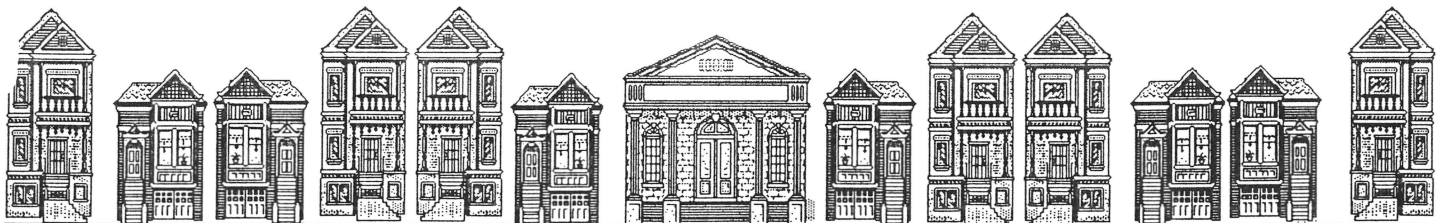
Homes Sold for an Average of 96% of their Asking Price.

There are Currently 39 Homes for Sale in Normandy Park.

For General Real Estate Information, or a Market Analysis of Your Home, Please Call:

**Vicki Johnson**, Associate Broker  
718-8932 Message Center

**Windermere Real Estate**  
244-5900 Branch Office



Enclosure 4

**C.A.S.E.**  
Citizens Against Sea-Tac Expansion

3 October 1996

To: Director of Public Works  
City of Sea-Tac Public Works Dept.  
17900 International Blvd.  
Sea-Tac, WA 98188

Dear Mr. Bruce Rayburn,

Subject : Current and Planned Haul Truck Mitigation in Sea-Tac Airport Area

References :

- (a) "Number of Dirt Trucks Will Increase, Third Runway", by V. Nordstrom, Highline News, 10 August 1996
- (b) Puget Sound Air Pollution Control Agency, Notice of Violation, Registration No P371603874-75, Reg. I, Section 9.15 (a), 2001 S128 St., North Sea-Tac Park Project
- (c) Engineer's Personal Assessment of the Sea-Tac Airport Master Plan Update Draft Environmental Impact Statement (DEIS) - Proposed Third Runway, The United States' Most Expensive, Limited Capacity Runway, incorporated into FEIS response appendix.
- (d) Sea-Tac Airport Master Plan Update Final Environmental Impact Statement (FEIS), 1996
- (g) City of Sea-Tac Public Works Permit PWD0115-96, Parcel 282304-9016, Issued 6/20/96, Expiration 12/17/96, Contractor Segale, Signed by Bruce Rayburn

Both the air pollution and traffic controls in the Sea-Tac airport safety project permit (ref. (g)) appear inadequate when driving on S 188th, SR 509 and SR 518. Considering the volume of fill for that permit is **only about 2 %** of that needed for the Master Plan project covered in the Final Environmental Impact Statement (reference (d)) much more mitigation is needed to minimize future hazards.

Recognizing the problems the current "insignificant" project has caused (see the enclosed petition), it is difficult to imagine the problems if the Third Runway is built in the short time scheduled by using thousands of haul truck trips per day.

This letter addresses measures we recommend be **mandatory to MINIMIZE loss of life and property. Over 75,000,000,000 pounds<sup>1</sup>** of fill requires more mitigation than routine projects !

<sup>1</sup> 24.6 million cubic yards per FEIS (ref. (d)) excludes the soft soil and contaminated soil that needs to be removed and replaced

## Proposed Mandatory Permit Requirements

(1) Each haul truck should be required to participate in a "How am I driving?" program (e.g. 1-800-827-SAFE). These programs post a sign on the back of each truck. It lists in large letters a short truck identification number and a phone number to report traffic violations.

Rationale: Since hauling began for the referenced permit (ref. (g)) there has been a significant increase in citizens' complaints regarding haul trucks (ref. (a)). Both RCAA and CASE receive phone calls requesting whom to contact to complain. It has become a standard topic of discussion at meetings and typically includes the following allegations:

- (a) running red lights at SR 518 and SR 509 interchange (going south)
- (b) traveling outside the white lines
- (c) excessive speed on SR 509 and SR 518
- (d) inability to merge onto SR 509 due to fast moving trucks
- (e) reduced visibility because trucks travel in a line of four (4) or five (5)
- (f) fill flying onto cars behind the trucks
- (g) huge clouds of dust distract drivers because it appears to be an explosion when it's actually just from dumping

Not all trucks are airport bound so by using an identifying number it can ensure the correct companies are contacted about alleged driving violations. Alleged traffic violations are in areas not visible by the uniformed officers required by permit PWD0115-96.

(2) Additional uniformed officer coverage is needed to patrol the areas identified under the Safe driving program as high risks. This patrol coverage should be a condition of the permit and paid by the haul truck contractor.

Rationale: Considering thousands of haul trucks will be coming from all over Puget Sound and converging on Sea-Tac daily, the high risk areas likely will extend well beyond the immediate airport area. The August 1996 forty-two (42) car pile-up on I-5 included at least four trucks. The newspaper and television coverage showed a double-haul truck jack knifed across I-5 near the beginning.

(3) Additional uniformed officer coverage is needed at the SR 509 and SR 518 interchange. This should be a condition of the permit and paid by the truck contractor.

Rationale: The Dept. of Transportation statistics indicate this is the most dangerous intersection in the area. This concern was raised in comments on the Draft Environmental Impact Statement (ref. (c)) but the Final Environmental Impact Statement response R-28 was *"increased truck traffic on any leg does not impose any increased traffic risk"*. There has already been at least one significant haul truck accident on 18 September 1996 at the intersection of SR 509 and SR 518. Also, the SR 509 and SR 518 interchange appears to be generating the most negative comments from residents (see item (1)).

(4) Haul truck operating hours need to be reduced

Permit PWD0115-96 rush hour limitations need to be extended at least to 8:30 AM. Additional limitations may be needed as a result of the traffic analysis requested in item (5).

Rationale: Permit PWD0115-96 has already significantly increased commute times and caused an increase in pollution due to slower traffic. This is particularly significant considering the carbon monoxide levels that already exceed approved levels. Note, the construction area posted speed limit is 10 miles per hour less than the standard speed limit, signs warn you to be prepared to stop (it takes the trucks so long to turn it requires the cars to stop), and one lane is closed to facilitate the trucks turning. This results in a traffic situation that was NOT included in the FEIS traffic analysis (ref. (d)).

(5) The number of trucks entering the Sea-Tac per hour needs to be controlled to avoid creating any additional Loss F conditions and to minimize the impact on those intersections already at Loss F (see King County Road Adequacy Standards). Traffic analyses need to be redone using the reduced speed limits, full stops for traffic behind double haul trucks as they turn and to account for lane closures used to facilitate the turning of the double haul trucks. Because this project far exceeds any standard practice haul project, the entire haul job must be considered rather than each individual contractor's number of trucks.

Rationale: The intent of King County Road Adequacy Standards is to avoid additional Loss F locations. The traffic controls used for Permit PWD0115-96 (See rationale as item (4)) are not reflected in Final Environmental Impact Statement. Even more extensive traffic controls will be needed for the Third runway project. It is much larger both in total number of trucks and number of

trucks per day than PWD0115-96. It's extremely unlikely that the current construction schedule can be met if King County Road Adequacy Standards or the Clean Air Act is enforced.

(6) Either the loads need to be covered and/or reduced so that NO dirt is above the rail. Also moisture content prior to dumping needs to be controlled

Rationale: Current regulations are totally inadequate considering the pollution levels in the area and that the quantity of haul dirt that needs to be brought into the area for the Third Runway far exceeds standard practice. Even assuming the loads are covered, the moisture content of the fill needs to be closely controlled to avoid a repetition of this summer's exploding dust storms.

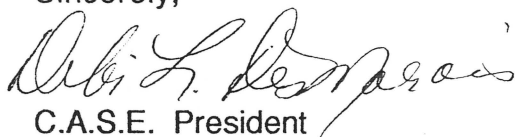
The Puget Sound Air Pollution Control Agency issued a Notice of Violation 29 July 1996 regarding fugitive dust at North Sea-Tac Park (ref. (b)). This is just north of the dumping under Permit PWD0115-96.

(6) Haul Contractor shall pay adequate share of road repairs

Rationale : Hauling trucks are a leading contributor to road damage. This project requires thousands of trips per day of haul trucks that will require road repairs. King County Road Adequacy Standards permit pro-rata payments but if it's not set up in advance the cities may need to sue to obtain the repair costs.

Your timely response to this request would be appreciated. Technical questions regarding this request may be directed to A. Brown of C.A.S.E.

Sincerely,



C.A.S.E. President  
19900 4th Ave SW  
Seattle, WA 98166  
(206) 824-3120



C.A.S.E Vice President

cc: ACC  
Dept. of Transportation  
Environmental Protection Agency  
Federal Aviation Administration  
King County Police  
Port of Seattle  
Puget Sound Air Pollution Control Agency

Enclosure : Petition

*(not included with Nov letter)*



## Enclosure 5

### References and Bibliography

(Note not all items referenced in this letter but for this correspondence decided to include this partial list used in some other correspondence)

- (a) Supplement to the State Implementation Plan for Washington State, Plan for Attaining and Maintaining National Ambient Air Quality Standards for Ozone in Central Puget Sound, January 1993, Amendments June 1994
- (b) Sea-Tac Airport Master Plan Update Draft Environmental Impact Statement (DEIS), 1995
- (c) Engineer's Personal Assessment of the Sea-Tac Airport Master Plan Update Draft Environmental Impact Statement (DEIS) - Proposed Third Runway, The United States' Most Expensive, Limited Capacity Runway, incorporated into FEIS response appendix.
- (d) Sea-Tac Airport Master Plan Update Final Environmental Impact Statement (FEIS), 1996
- (e) "State of WA Puget Sound Regional Council **Final** Noise Decision on Noise Issues", dated 27 March 1996 (bolded by author to emphasize legal title)
- (f) Comments on the Draft General Conformity for the Sea-Tac Airport Runway and Associated Development Projects, A. M. Brown dated April 30 1996
- (g) Technical Report #8 prepared by P&D Aviation for Port of Seattle.
- (h) Testimony at the Congressional Aviation Subcommittee Hearing by nationally known economist Dr. Lynn O. Michaelis, held March 18, 1996
- (i) Testimony at the Congressional Aviation Subcommittee Hearing by air transportation expert, Dr. Stephen Hockaday, held March 18, 1996
- (j) Study submitted to FAA by Envirometrics, Dr. Ruby, Smith Engineering & Management, Cutler & Stanfield, dated 6 June 1996
- (k) Implementation of an LDA/DME Approach to Runway 16R in lieu of a Third Runway at Sea-Tac, prepared by G. Brogan & Associates, Inc. dated 26 June 1995 (presumably submitted as comment to Draft EIS)
- (l) Letter To PSRC President Doug Sutherland, From Pork Patrol, Al Furney, Chair, dated 12 June 1996 - in June 3-19, 1996 PSRC correspondence package
- (m) "City, State Forces Wrangle over Third Chicago Airport, Aviation Week & Space Technology, 8 April 1996
- (n) GAO/RCED-95-35BR (Government Accounting Office)
- (o) "Finally ! It's Here (Denver International Airport Opens), Newsweek, 6 March 1995
- (p) "Denver International Airport - Economic aspects", Travel Weekly, 2 February 1995 v54 n9 p4
- (q) "Montreal Airport never got quite off the ground" Times 15 April 1996 - in PSRC Correspondence package dated June 21-26, 1996
- (r) Comments regarding adding the part time dependent runway to the MTP. To D. Sutherland PSRC, From A. Brown, dated 15 June 1996 - in PSRC Correspondence package 3-19 June 1996. Special Note the cover letter enclosed a copy of 25 pages of comments dated 11 June, 1996. These comments were hand delivered to the PSRC with

the CASE comments on June 11,1996 so the July 19,1996v date is incorrect with respect to the pages labeled 1/25 and so on.

- (s) "Comments on Public Comment Meeting June 27,1996 - Topic : Proposed Addendum to the 1995 Metropolitan Transportation Plan (MTP) to include the Third Runway", To D. Sutherland & PSRC Executive Board, From A. Brown, dated 7 July 1996 - in PSRC Correspondence package July 10-11, 1996 (enclosure 3 in this Port Appeal letter of August 1996)
- (t) Expert Noise Arbitration Panel Hearing December 1994
- (u) FAA Hearing June 1995
- (v) PSRC Executive Boarding Meeting and Public Testimony, June 1996
- (w) Letter (Supplement to FEIS Comments, "Draft conformity analysis does not support your conclusion that the project conforms to the State Implementation Plan"), To D. Ossenkop of FAA , cc Hinkel of Port, From U.S. Environmental Protection Agency, dated 6 June 1996
- (x) Letter To PSRC, From D. DesMarais, dated 8 July 1996 - in PSRC Correspondence package June 26 - July 9, 1996
- (y) "Executive Board Order, dated April 25,1995", To PSRC, From Ravenna- Bryant Community Association, dated 8 May 1996 - in PSRC Correspondence package June 21-26, 1996
- (z) Letter, To PSRC, From A. Brown, dated 10 April 1996 - in PSRC Correspondence package April 3-15, 1996
- (aa) "Draft Amendment to MTP -- Third Sea-Tac Runway, June 10, 1996 Order", To PSRC, From North East District Council, dated 28 June 1996 - in PSRC correspondence package June 26 - July 9, 1996.
- (bb) Letter, To D. Hinson of FAA, From R. Akers, dated 28 May 1996 - in PSRC correspondence package May 23-29, 1996.
- (cc) ECO-088, To D. Ossenkop of FAA, From R. Parkin of U. S. EPA, dated 18 March 1996 - in PSRC correspondence package April 3-15, 1996.
- (dd) Response to Requests for Supplemental Review, Addendum to the Flight Plan Project FEIS (1992) and Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport Final EIS (1996), PSRC, 10 July 1996.
- (ee) Letter, To PSRC, From City of Normandy Park, dated 9 April 1996 - PSRC correspondence package April 3-15,1996.
- (ff) "PSRC's Resolution (A-93-03) and it's Impact on Related Legislation", To PSRC, From H. J. Frause, dated 1 April, 1996 - in PSRC correspondence package April 3-15,1996.
- (gg) City of Sea-Tac Public Works Permit PWD0115-96, Parcel 282304-9016, Issued 6/20/96, Expiration 12/17/96, Contractor Segale, Signed by Bruce Rayburn
- (hh) "Number of Dirt Trucks Will Increase, Third Runway", by V. Nordstrom, Highline News, 10 August 1996
- (ii) "Study : Bigger airport means more poor kids", Highline News, 7 August 1996, page A7
- (jj) "Three Killed, 2 Hurt in Sea-Tac Wreck", Highline News, 7 August 1996. page A1
- (kk) "Enplanement Fees" (Alaska Airlines) , Seattle Times, June 1996

- (ll) "FAA Plans to Publish Draft Addendum to 1976 Agency Noise Policy by September", Airport Noise Weekly, Volume 8, Number 11, dated 10 June 1996, page 81-82.
- (mm) "Briefing Book", Environmental Conservation Division, Northwest Fisheries Science Center, National Marine Fisheries Service, NOAA, January 1994 (entire book but special attention to page 24)
- (nn) "Programs and Accomplishments", Utilization Research Division, Northwest Fisheries Science Center, National Marine Fisheries Service, Seattle, WA, May 1995.
- (oo) "Our Living Oceans, Report on the Status of U.S. Living Marine Resources", United States Dept. of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, 1995
- (pp) "Transfer of Land for Runway Underway", Airport Noise Report, Volume 8, Number 12, 8 July 1996, page 94.
- (qq) "Dramatic Drop in our infant mortality rate", Post-Intelligencer, 2 August 1996, pages C1, C4
- (rr) "ATA Questions Validity of Airport Construction Needs Study; Says Adequate Funds Exist for Necessary Airport Projects", ATA News, Air Transport Authority of America, 20 March 1996
- (ss) "Rockwell has won back the Global Positioning System (GPS) satellite contract", The Composites & Adhesives Newsletter, July-September 1996, page 3.
- (tt) "Notice of Decision by the Port of Seattle", Public Notices, Seattle Times, 8 August 1996
- (uu) "Air Pollution, Council's report based on Epidemiological study", by R. Kassel, National Resources Department Council Urban Environmental Program Sr. Attorney, Post-Intelligencer, 16 June 1996, page E3.
- (vv) "Flying Off-Course: Environmental Impact of America's Airports", National Resource Defense Council, October 1996 need to reference
- (ww) "Waste Clean Up, Safe and Sound?", Highline News, 23 November 1996, pages A1, A7 (additional information supplied by a participant)
- (xx) "Third Runway Battle, The Big Dirt Haul", Highline News, 16 November 16, 1996, pages A1, A2 (Shows map of potential haul routes referenced in FEIS (ref. d))
- (yy) Engineering Principles of Ground Modifications, by Manfred R. Hausman, McGraw-Hill Publishing Company, New York
- (zz) Soils in Construction, Third Edition, by W/. L. Schroeder Prentice Hall, New Jersey
- (aaa) "Sea-Tac Third Runway to get its fill of dirt", Seattle Times 15 August 1996 pages A1, A19 (runway 14 feet below FEIS assumptions)

Note: This is only a partial list of references. Typically, the same information appears in multiple locations. All correspondence to the FAA, Port of Seattle, PSRC, Corp. of Engineers, Dept. of Ecology, Environmental Protection Agency, Expert Noise Panel, PSABCA, and Dept. of Transportation on current airport operations as well as the Third runway are applicable.