

EXECUTIVE BOARD MEETING

NOTE TIME

THURSDAY, JUNE 27, 1996

→ 9:00 A.M. ←

**SEATTLE CENTER FLAG PAVILION
SEATTLE, WA
MAP ATTACHED**

AGENDA

9:00 A.M. - 12:00 NOON - PUBLIC HEARING

- 1. CALL TO ORDER - EXECUTIVE DOUG SUTHERLAND, *PRESIDENT***
- 2. ROLL CALL**
- 3. PUBLIC COMMENTS**

12:00 NOON - 1:30 P.M. - LUNCH

1:30 - 3:30 P.M. - EXECUTIVE BOARD DELIBERATION

- 4. PRESIDENT'S REMARKS**
- 5. POLICY BOARD REPORTS**
- 6. EXECUTIVE DIRECTOR'S REPORT**
- 7. CONSENT AGENDA**

A. APPROVAL OF MINUTES OF MEETING HELD APRIL 25, 1996*

OPERATIONS COMMITTEE

B. APPROVAL OF VOUCHERS DATED 4/29/96 THROUGH 6/17/96 IN THE AMOUNT OF \$874,201.18*

C. APPROVAL OF FISCAL YEAR 1997 CONTRACTS*

D. APPROVAL OF FY 1997 MEMBERSHIP DUES*

TRANSPORTATION POLICY BOARD

E. CERTIFICATION OF TRANSPORTATION ELEMENTS OF LOCAL COMPREHENSIVE PLANS FOR THE CITIES OF DES MOINES AND ISSAQUAH**

F. ASSESSMENT OF CONSISTENCY WITH METROPOLITAN TRANSPORTATION PLAN FOR REGIONAL TRANSIT AUTHORITY'S REVISED SYSTEM PLAN*

G. ROUTINE AMENDMENT TO 1996-98 TRANSPORTATION IMPROVEMENT PROGRAM AND 1996 UNIFIED PLANNING WORK PROGRAM*

8. NEW BUSINESS

- **RECOMMENDATION TO GENERAL ASSEMBLY ON AMENDMENT TO METROPOLITAN TRANSPORTATION PLAN (MTP) TO INCLUDE PLANS FOR SEA-TAC AIRPORT EXPANSION WITH ADDITIONAL NOISE REDUCTION MEASURES****

9. ANNOUNCEMENTS

REGIONAL FORUM ON THE REAUTHORIZATION OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA), JULY 2, 1996, PORTLAND, OREGON*

GENERAL ASSEMBLY MEETING, THURSDAY, JULY 11, 1996, SEATTLE CENTER FLAG PAVILION, SEATTLE WA, 2-5 P.M.

NEXT EXECUTIVE BOARD MEETING DATE AND TIME - THURSDAY, JULY 25, 1996, 6TH FLOOR BOARD ROOM, 1011 WESTERN AVENUE, SEATTLE, WA, 10:00 A.M. - 12:00 NOON

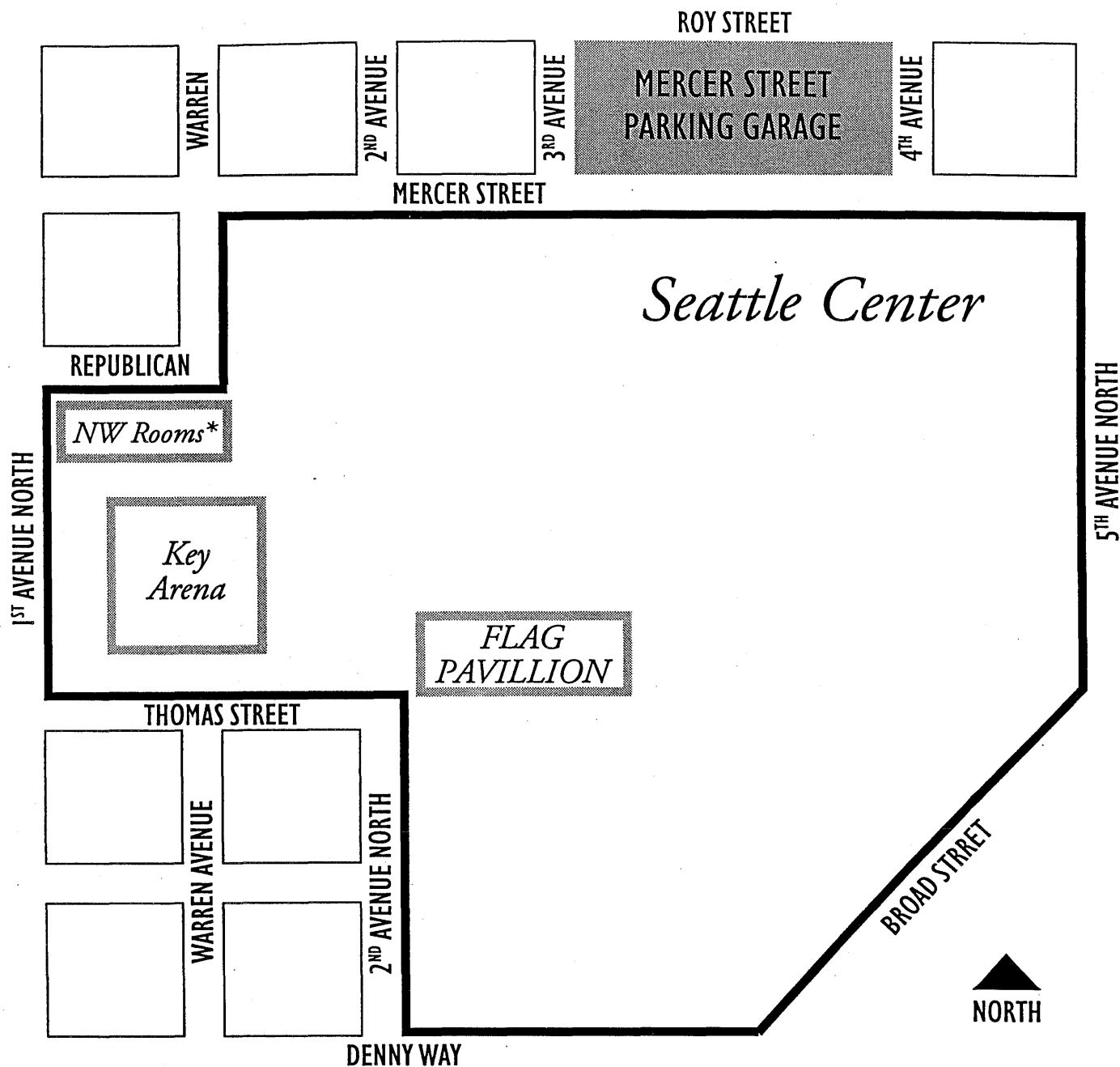
3:30 P.M. - ADJOURN

- **DOORS WILL OPEN AT 8:00 A.M. FOR SIGN UP TO SPEAK; TIME WILL BE DIVIDED BY NUMBER OF PEOPLE WHO SIGN UP TO SPEAK WITH A MAXIMUM OF 3 MINUTES PER SPEAKER.**

***SUPPORTING MATERIALS ATTACHED FOR EXECUTIVE BOARD MEMBERS AND ALTERNATES. FOR COPIES OF THE COMPLETE AGENDA PACKET, PLEASE CONTACT THE REGIONAL COUNCIL INFORMATION CENTER, (206) 464-7532.**

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Parking is located in the Mercer Steet Parking Garage. (Driving directions are on the reverse side.)

* The *Fidalgo* and *Shaw Rooms* are located in the northwest corner of the Seattle Center. They are part of the "Northwest Rooms" complex, directly north of Key Arena.

DRIVING DIRECTIONS TO SEATTLE CENTER

(To the Mercer Street Parking Garage)

DRIVING NORTH OR SOUTH ON INTERSTATE 5 (I-5):

Take Exit 167, Mercer Street. Turn right on to Fairview Avenue, immediately turn left on to Valley; stay in the center or left lanes. Valley becomes Broad Street. Turn right on 5th Avenue, left on Roy, left on 3rd Avenue and left into the Parking Garage. (See map on the reverse side.)

FROM THE EASTSIDE:

Take Highway 520 to I-5 and go south or take I-90 to I-5 and go north. Take Exit 167, Mercer Street. Turn right on to Fairview Avenue, immediately turn left on to Valley; stay in the center or left lanes. Valley becomes Broad Street. Turn right on 5th Avenue, left on Roy, left on 3rd Avenue and left into the Parking Garage. (See map on the reverse side.)

FROM FERRIES:

Travel north on Alaskan Way, which turns right and becomes Broad Street. Turn left on to 5th Avenue North, left on Roy Street, left on 3rd Avenue and left into the Parking Garage. (See map on the reverse side.)

FROM WEST SEATTLE:

Take Highway 99 and exit on Western Avenue. Turn right on Broad Street, left on to 5th Avenue North, left on Roy Street, left on 3rd Avenue and left into the Parking Garage. (See map on the reverse side.)

**MINUTES
PUGET SOUND REGIONAL COUNCIL EXECUTIVE BOARD
THURSDAY, APRIL 25, 1996
9:00 A.M.
OLYMPIC ROOM, SEATTLE CENTER
SEATTLE, WASHINGTON**

Call to Order/Roll Call

The meeting of the Executive Board was called to order at 9:15 a.m. by Pierce County Executive Doug Sutherland, President. The attendance was determined by the signatures on the Attendance Sheet.

Members and Alternates present included:

Executive Doug Sutherland, President	Councilmember Frank Hansen
Executive Gary Locke	Mayor Jeanne Hansen
Mayor Roger Bergh	Councilmember Rob McKenna
Councilmember Cheryl Chow	Mayor Mitch Mitchusson
Commissioner Aubrey Davis	Ms. Renee Montgelas
Commissioner Pat Davis	Commissioner Ed Morrow
Councilmember Jan Drago	Councilmember Gary Nelson
Executive Bob Drewel	Councilmember Bob Overstreet
Mayor Erselle Eade	Commissioner Clare Petrich
Mayor Brian Ebersole	Mayor Norm Rice
Councilmember Bob Edwards	Mayor Dave Russell
Councilmember Robert Evans	Commissioner Matt Ryan
Councilmember Larry Gossett	Mayor Leonard Sanderson
Commissioner Paige Miller	Councilmember Christopher Vance
Mayor Ed Hansen	

Members absent included:

Councilmember Karen Biskey	Secretary Sid Morrison
Commissioner Jack Fabulich	

PSRC staff present for all or part of the meeting included:

Anne Avery	Mary McCumber	Don Pethick
Larry Blain	Richard Milne	Bob Sicko
Jerry Dinndorf	Sylvia Nelson	Margaret Warwick
Mark Gulbranson		

A listing of guests present for all or part of the meeting is attached to the official record of these minutes.

Executive Doug Sutherland explained the “ground rules” for those who had signed up to address the Board. He also noted that he had received quite a bit of written correspondence and would make sure that all Board members received copies. He also noted that “those of you who are interested and wish to continue to communicate with us by writing to us, those comments will continue to be received and included in our official record.”

Citizen Comments

Executive Sutherland said he had been given a list of approximately 70 speakers; therefore, the one hour allocated for comments would be divided among those who wanted to speak. He encouraged groups to choose a spokesperson in order to use the time effectively.

The first person to address the Board was Margy Layman from Arlington and a member of SCRAP. She pointed out that “Montreal opted to build a regional airport rather than expand their city airport. It is a failure, a huge waste of money. The Puget Sound area has the same population as Montreal. A regional airport will not work as an alternative to Sea-Tac expansion.” She urged Board members to “do whatever you can to make the airport as bearable as possible for the surrounding residents.”

Mayor Arun Jhaveri from the City of Burien, which is a member of the Airport Communities Coalition, said that “before you deliberate and make any decision, you need to look at the most current information that has come to light in the last six months, including the final draft and final EIS, the master plan, the testimony, and the Expert Arbitration Panel’s order.” He challenged all Board members to read all documents. “If you have not read all these documents you cannot make any decision for this region.” He said, “all the new information has just arrived in the last six months. So, as responsible elected officials, it is your responsibility and accountability to review this information before you make a decision for the long-term air capacity solution, for not only this region, but also for the state as a whole.”

Roy Wiberg from Federal Way said he had many questions but wanted to make the comment “that at this point, the problem has to be turned over to a more reliable state or federal control group, like the EPA. The present set up with the FAA and Port of Seattle is kind of like having the fox in charge of the henhouse.” He said there were “many misinterpretations of data and inadequately measured conditions. ~~I believe the EPA could work with the present people running the program and would advise and make recommendations to improve the evaluation and solution to these problems.~~” He referred to a letter he received from the noise group at Sea-Tac Airport, and said it was “one of many areas where the present program does not solve the problem.” He left his statement with Regional Council staff for distribution to Board members.

Frank Allen of Federal Way asked if an impact statement was done on “what actual construction is going to do your lives. Right now there is virtual gridlock on Des Moines Way south from about 3:30 in the afternoon until about 6:00; also on First Avenue South. Can you imagine what’s going to happen when we add 50 two-section dump trucks to this thing on a rainy day? Can you imagine the effect that the noise will have on the people that are surrounding the area? Can you imagine what a few more cement trucks will add to this? Can you imagine what the roads will look like when dirt, gravel, debris is dumped inadvertently by the dump trucks on this route? I think we need to look very carefully at what

is happening...and figure out what actual construction would do to the lives of the people surrounding this."

Don Newby, Deputy Mayor from the City of Burien, presented some information on "what is the crisis and what is the rush. The first one has to do with the delays. In 1990, when we started this process, delays were a particular issue. As flight operations have continually increased over the years, particularly the last five years, our delays have gotten better and better and better. So, quite frankly, it's a compliment to the airlines in working their schedules and working jointly with other parties in order to provide less delays. I think more significantly is the delay the people of the northwest are going to have just getting to the airport to make their flight." He said, "we ought to start addressing the congestion and impacts on our roads, along with the flight delay." He also talked about the impacts on the area of building the third runway, and finished by saying that the projected costs "do not include the new terminal facilities, the ground improvement programs. It does not include any impact whatsoever, and there certainly has not been any cost-benefit analysis on this airport, or for the region."

Elmira Forner from Kent, a former member of the Washington State House of Representatives and ranking member of the Trade and Economic Development Committee for four years, said she was present "to urge the Puget Sound Regional Council to move forward with plans to build a third runway at Sea-Tac Airport. I applaud the efforts of Pierce County Executive Doug Sutherland in his April 15 memorandum to the Executive Board. He outlined alternative action D, which allows construction of the much needed third runway, to move forward with the additional noise reduction measures that keep the commitment to noise reduction impacts, while meeting the needs to expand capacity at Sea-Tac." She also said that "siting of essential public facilities is always a painful process; whether it is a new school to educate our children, or a road to reduce traffic congestion, or whether it is a new jail to keep our criminals from preying on innocent victims, public facilities in the Puget Sound area have been a painful and costly process. But each project has been successful. Those facilities have made our community a better, safer and high quality place to live. I believe the construction of the additional runway at Sea-Tac will prevail and be one of the greatest basic assets of our community." She closed by saying she supported the "continuing efforts to find a workable solution to a very critical problem." She urged the Regional Council to "take action now. Don't let years and years of effort, and taxpayer money, be needlessly aborted."

Mike Rees from the Magnolia area in Seattle said "noise is an issue and needs to be addressed per the recommendations of the Expert Panel. However, I wish to draw your attention to the conspicuous absence of the airlines in this debate as far as the third runway is concerned. In testimony at the Congressional hearing in Des Moines last month on the third runway, the senior vice president of the Air Transportation Association said that they will undertake their own cost-benefit analysis, and only if it is fiscally prudent would the airlines take on a new financial obligation. One of the justifications for proposing the third runway is that it will reduce the expected delays in air traffic in the near future. Again, the airlines...stated...that the key lies with the air traffic control system, not our airports. System delays are overwhelmingly the result of inefficient air traffic control capacity. The airlines need to be engaged as a participant in this determination as to the need for a third runway."

Chris Clifford from Renton said the Board had "two decisions to make. One is very simple and one is very difficult. The simple decision is the one that you set the conditions on and that was that if the noise

mitigation board did not find in favor, this proposal would not go forward. That is a very easy decision to make. The answer from this Board is to keep their promise and say 'no'. The difficult decision is going to be figuring out what we do as a state to deal with our growing air capacity needs. It is not a regional decision, this is a state decision, this is a state problem."

Bob Gillespie, speaking on behalf of the Bellevue Chamber of Commerce Board of Directors, said "the Chamber has supported the creation of an all-weather third runway at Sea-Tac. ...We believe there is too much at stake, too much at risk if we don't expand our air transportation capacity. We think there is also significant threat to the tourism and trade-related jobs in this region and that in the future the companies that provide those sorts of jobs will look elsewhere when they are considering where to locate. If we don't think that major air carriers will, when faced with ever-increasing arrival and departure delays and flight delays, continue to consider us as a main hub, they will look elsewhere, other cities that provide a better opportunity for them. Also, too, how often is safety mentioned in this discussion? We feel not often enough, and if you look at the inclement weather we are having today, it's all too frequent in this region. It raises the spectrum of safety problems in the future." He asked for approval "contingent upon further noise reduction measures."

Diana Hale from Lake Stevens said "thank you for the process, the consideration you have given to it, and please offer your support for the third runway, with additional noise mitigation."

Rich Feldman, representing the King County Labor Council, voiced support for "taking on the Expert Panel's recommendation of potential action D, supporting a third runway with additional noise reduction." He also commented on the "eight years of process in looking at the third runway," and the "extensive analysis of options, the EIS, they've all pointed to the proposed foul-weather runway at Sea-Tac as the most cost-effective, environmentally responsible solution for our air capacity issues." He noted that "in 1995, Sea-Tac was the world's third fastest growing airport...handling a record 386,000 flights...this need for increasing capacity is going to continue...it is not going to go away." He pointed out that "106,000 jobs are supported in some way by Sea-Tac; about 22,000 jobs directly; family-wage jobs that pay on the average of \$18/hour. These jobs don't come easily in this economy."

George Walker, Co-Chair of Air Washington, directed attention to the organization's letter of April 4, which includes its recommendation to the Regional Council. "As we enter the 21st Century, the Puget Sound region and Washington State must have a world-class airport with adequate air capacity to compete in the global economy. Without adequate air capacity we risk economic stagnation, a potential loss of jobs, and a compromised quality of life. We've had eight years of study, process and community involvement, which all point to the proposed runway at Sea-Tac as the most cost-effective and environmentally responsible solution to our air capacity crisis."

Monty Hagenston, a councilmember from the City of Arlington, encouraged "amending Resolution A-93-03 to provide for additional noise reduction measures, while continuing the process for a third runway at Sea-Tac. By choosing this option, the region will not only be able to continue to compete as a global leader in the economic development, but it will also protect the concerns of citizens in and around the airport. The process that has gone on in the last seven years has clearly pointed toward Sea-Tac as the most logical and economic site to build additional air traffic capacity for the region."

Gary Gibbs, from Lake Stevens and representing SCRAAP, thanked and commended the Expert Panel. "They came up with many important conclusions, two of them that we find very important. It was good that they brought up all the inroads and gains that the Port has done on noise issues, substantially. And secondly, the long laundry list of what we can do to get us over the threshold from substantial to very meaningful." He added that his citizen organization felt that "this is the thrust, the intent that the PSRC has been working for since the process began, and that is, to find a workable solution for the region's air transportation needs, all the while mitigating and reducing or eliminating noise impacts." He said SCRAAP recommends endorsement of option D.

Don Doran, President of the Mukilteo City Council, said his city council "unanimously approved a resolution supporting moving forward with the PSRC's resolution 93-03 and amending this resolution to allow the current additional noise mitigation as called out by the Expert Panel. We believe this is the most sensible way of ensuring and maintaining the economic viability of the Puget Sound region."

Roger Sherman, a resident of the Capital Hill area in Seattle, said he was very strongly affected by airport noise and was not included in the noise study. He said that "if the PSRC does an end run around the established process and lets the Port build the runway anyway, what assurance will you give us that the Port is actually capable of addressing the noise problem? The study period of the Expert Panel was to prove that the Port was capable, not necessarily willing, but actually capable of solving a problem, and there is nothing in the recommendations which show what the effect of the recommendations would be. So the question of whether or not the Port is capable of addressing the noise problem or even reducing it, is open at this point. Without proof, how could you possibly proceed?"

Dean Thornton of Air Washington said "air travel is essential to economic well being; the congestion is going to get worse because air travel is going to increase, and this eight-year study has demonstrated that there is no other acceptable, reasonable, practical alternative to the third runway." He urged the Board to go forward with option D, "because your other option is to close your eyes to the economic necessity of the region and the state."

Skip Priest, Mayor of the City of Federal Way, thanked those who "took the time over the last month to listen to those of us who wanted to discuss this issue with you." He said that "throughout this debate there have been legitimate quality of life issues raised, and I know for many of you they are considered to be NIMBY arguments. I would make two comments about that. First of all, as responsible elected officials where we're having situations where there is condemnation without compensation, we have to be very, very careful before we take those kinds of steps. There has to be a very, very clear benefit that is occurring as a result of any steps that are taken. If you look at the final EIS, you find one of the major arguments that is being made is that in fact there is no economic impact if this runway is built or if it is not built." He also said that in the last five years, according to the FAA, delays are down, and "they are down significantly, and they are down throughout the system. In fact, Sea-Tac today has one of the best on-time records of any airport in the country." He added that "there have been legitimate cost issues raised by the airport master plan. I would advise and hope that each one of you will look very closely at this airport master plan because it raises significant problems."

Ed Pina, Vice President of the Highline School Board, said he was there because "the process you defined is over. Don't undercut it. We need a new process. One that avoids the political nature of past

programs and decisions.” He asked that a new process “address the true and remaining mitigation costs of the second runway and the proposed third runway, and any alternatives.” In describing the condition of a closed school building, he said “a building must be air conditioned. ...All costs associated... need to be mitigated--airport expansion lowers home values, brings in more apartments, brings in socio-economically disadvantaged students. Such students require more expensive educational programs. The recurring cost of these programs, the testing and the operating of these programs, must be mitigated through annual payments.”

Kitty Milne, Councilmember from the City of Burien, said the “conclusions about noise are really just the tip of the iceberg of a myriad of problems associated with building a third runway in a densely populated area, impacts that are conspicuously absent from the over eight years of study that have been done on this issue. The PSRC owes all of its constituents an honest, thorough and fair appraisal of all impacts.” She noted that the state legislature allocated \$500,000 to the ACC (Airport Communities Coalition) communities for impact planning and mitigation studies. “This analysis will study economic impacts, social impacts, including health, education and recreation, tax base and property value impacts and public service impacts, including fire and police. These dollar impacts will not be small.”

Sandy Miedena from Burien said she was “against building a third runway at Sea-Tac. We’ll need a new airport anyway in the future, so why not spend the money where it will be needed.” She said there is more growth taking place in eastern Washington, “Wenatchee is the fastest growing airport in Washington right now.”

Virginia Keith from Everett encouraged the Board to “expedite whatever mitigation is necessary to build the third runway. I support option D.”

Hope Elder from Federal Way said she was opposed “very, very strongly to the third runway.” She encouraged Board members to “take a look at all the costs.”

Simon Miedena from Burien also encouraged Board members to “uphold Resolution A-93-03.” He called for a regional airport, not expansion of Sea-Tac.

Jim Bartlemay, Vice President of CASE, asked Board members to abide by the resolution. “If you do not, then you lose the credibility that the PSRC has.”

Mike Mashock from Lake Stevens recommended “approval of building the third runway at Sea-Tac, and implementing noise controls steps that are achievable and cost effective to give relief to the local citizens. We have studied this issue too long and spent way too much money to bring us back to the place we started from. The third runway at Sea-Tac is affordable, it’s achievable, it’s planned, it’s supported by the majority of the Seattle community, and it is vital for the economic success of our region. We need to learn from the experiences at Denver and Montreal. The airlines support centralization of their operations. Second regional airports are a flawed concept that do not work.” He encouraged use the ideas of the Noise Control Panel, “to turn down the noise for the citizens, but let’s turn up the clear logic of building the third runway.” He urged support of option D.

Wallace Myers of Burien said that since 1951 "the airport noise frequency has increased steadily." He said he has a renter moving out after four years. "He told me the airport noise is worse and vibrates the house." Mr. Myers encouraged getting the state involved. He submitted his comments for distribution to Board members.

At this point, Executive Sutherland announced that the hour allocated for citizen comments was nearly up, but added that he would "try to get as many of you in as I possibly can."

Representative Julia Patterson said that "this Council promised to let the Expert Arbitration Panel 'make the final binding decisions.' The Panel made its decision, therefore, this council should feel legally and morally obligated to honor those decisions as final and binding. Debating the Panel's report at this time misses the point. The Arbitration Panel was brought in to resolve the debate and it has." She also said that "the Panel said 'no'; the issue is not the programs, the issue was and is, real noise impacts on real people in real communities. The issue is the teacher who loses 40 minutes a day waiting for planes to pass by. The issue is whether people can hear themselves talk or think. The issue is whether or not people can get a good night's sleep. Has the Port made a meaningful reduction in the impact of air traffic noise on people's real lives? That's the question. And the answer given in the report, over and over again, was 'no.' There has not been a meaningful reduction in real noise impacts on people's lives. The Port is not doing enough to make an appreciable difference, and your binding resolution has not been fulfilled. That was the final decision of the Panel, and the people who don't like it should honor it." She closed by saying, "please don't fuel more public cynicism by renegeing on a promise now, because if you lose the public trust now you may never get it back again."

Phil Watkins from the Federal Way City Council said "the process is over. The Expert Panel has reached its conclusion--it must be honored. Any attempt by this body to contrive a jury-rigged fourth quarter end run around its own rules simply will not be credible. We have learned much about the proposed runway and not only from the Expert Arbitration Panel; at a Congressional field hearing in March there were witnesses who put into context the monumental costs of the proposed runway and called into question the Port's demand projections. Just days ago the Environmental Protection Agency called into question the credibility of the Port and the Federal Aviation Administration with reference to noise impacts over the Rainier Valley in Renton and Seattle. So, the old process is done. It is time to move on." He added that the City of Federal Way "stands ready to assist in identifying a statewide solution to a statewide problem."

Representative Karen Keiser said that "at a time where we see, as representatives, a growing public cynicism and skepticism of public officials and of public decision making, we find it especially disturbing that you do now take up and consider the idea that, and take actions that, would only increase that kind of distrust and skepticism of government. It does not make sense to us to establish rules and criteria at the beginning of a process and then to change the rules and the criteria at the end of the process. We urge you to stand firm and maintain the rules that you established in the beginning, and the ruling of the independent Noise Panel should be abided by. I would also say that if you should choose to consider the costs of mitigation, that you must consider the true costs of mitigation and by using an independent panel to determine the true costs; that includes not only what you might calculate but bring in the costs of reversing the blight that we see being imposed on our neighborhoods and our communities."

Senator Mike Heavy said he was there to present "the kinder, gentler side of this issue." He said that "as you try to wiggle and evade this final and binding decision by the arbitration panel, I would suggest to you that you 're getting yourselves into a tar baby. You've already made a couple of swings at it, you're about ready to kick your right foot in it, and in the end you're going to get stuck with it and you're not going to get out of it, and you're not going to serve the best interests of this region. This is a case, this is an issue, of money versus people. People from Federal Way through the middle of Seattle who aren't going to quit. Some of them have heart attacks and strokes, but they are replaced by other people, and you know, and on the other side you have money with the Port of Seattle putting thousands and thousands of dollars into Air Washington, and they've testified before you and they've all met with you. I would suggest to you in the end, go with the people because the people are going to win and they're not going to take this--it's a bad idea. The Expert Review Panel, read it, they said take a look at LDA, look at technology. They said look at system and demand management. Get an independent look on all your assumptions. Don't let the monied interests drive your opinions. Take a look...get an independent look at this whole thing and you'll find that this is not the answer, that we can do this without building this total environmental and financial disaster."

Pam Carter, Councilmember from Tukwila, said that the process set up by Resolution A-93-03 "is done. If you read it carefully, it says that the Expert Arbitration Panel, their decision, is final and binding. I don't know what else final and binding means other than final and binding. So the RASP is not amended. There are definitely regional air transportation concerns to be addressed." She said that if the PSRC chooses to address those, "they need to begin a new process, because the old process is finished. The Expert Panel provides a very good model of a way to do this. There was objectivity and equity. It was truly independent." She called for a new process that is "objective and independent." She also said that this new process "should also look at the larger issues that have not been addressed, such as the cost benefits, the project scope, the financing. If you're going to consider the mitigation suggested by the Noise Panel, you also need to get back into some of the other things that it mentions. ...You need to be fair and abide by the decision."

Nancy Roeder from North Seattle said that she lives over 15 miles from the airport. "We have had a tremendous amount of noise because we live under the jet path." She said she wanted to know "how much noise" and ended up buying a noise monitor. She said she found she has noise over 65db "time after time. That qualifies me under the noise amelioration." But, she said, she lives outside the geographic area, and questioned the boundaries used.

President's Remarks

Executive Sutherland told the audience that "if we proceed beyond today's meeting on this subject, there will be additional opportunity for public comment."

Consent Agenda

ACTION: It was moved and seconded to adopt the Consent Agenda: (a) approval of the minutes of the meeting held March 28, 1995; (b) approval of vouchers dated 2/28/96 through 4/15/96, in the amount of \$884,936.43; (c) approval of a prioritized list of 1997 Statewide Transportation Enhancement Projects; (d) certification of Transportation Elements of Local Comprehensive

Plans for the Cities of Bothell, Buckley, North Bend, and Pacific and the Town of Index; and (e) approval of a routine amendment to the 1996-98 Transportation Improvement Program (TIP). The motion carried unanimously.

New Business

- **Follow up to Expert Panel Decision on Noise Issues.**

Executive Sutherland noted that the Puget Sound Regional Council employs two attorneys, "and lately we've heard a lot from Mr. Bricklin (David Bricklin of Bricklin and Gendler)." He then introduced Mr. Rod Brown of Marten and Brown, "who will be dealing with any process issues that come up today."

He then told the Board that he had asked Regional Council staff to identify four different approaches for discussion and to look at the pros and cons on each of those options. Potential Action A would require no further action. Mary McCumber added that staff would issue a technical addendum to the Metropolitan Transportation Plan to clarify the status of the third runway. "The other part builds off your action in 1994, where you are already on record saying that the 'Executive Board recommends that the State, in cooperation with appropriate local jurisdictions and Regional Transportation Planning Organizations, implement a comprehensive process for evaluating all options to meet the State of Washington's long-term air travel and inter-regional ground transportation needs, including high speed rail.' So we would be looking to the state over the longer term to look at capacity issues."

Executive Sutherland described Potential Action B - the search for potential new airport sites, "in which we would direct the staff to initiate discussions with the state." Ms. McCumber said it was similar to A, "except it is more aggressive on encouraging/urging the State to look at this issue from a statewide perspective. It could have budget implications to the Regional Council in the future, if selected. The state does not have funds to initiate now and it would require legislative action. If the state was to undertake such an action, we may need, within our region, to appropriate funds for the future work program and budget to be able to involve this organization and local governments in the process, if the process included this region."

Executive Sutherland then described Potential Action C - the third runway with existing noise reduction measures, "which in essence says we disagree with the report of the Expert Panel but that we authorize the Port of Seattle to proceed as is currently indicated." Ms. McCumber added that "both C and D have some similarities in that you would be initiating a process, and both of them would require amendment of your original resolution and the Regional Transportation Plan. They would also both require a budget action by this body. There currently aren't funds identified for amending the original resolution. Potential Action C would say that the noise condition that you had in the original resolution would be met by the Port of Seattle's compliance with the Noise Mediation Agreement. We would need to go through an environmental review process, a June hearing and Assembly action. If you took this route it would require \$50,000 from the fiscal year 1996 contingency fund."

Executive Sutherland said that Potential Action D was to proceed with the third runway at Sea-Tac, with additional noise reduction measures. "It is different from C in that it says 'go ahead, but you have to

commit to do certain things.” Ms. McCumber noted that on pages 38 through 41 of the Panel’s final decision, “they offered some specific recommendations as it relates to noise. This action would be affirming your interest in expansion of Sea-Tac, starting the process toward that, and looking at all of those specific recommendations for different agencies, to see if additional mitigation relating to noise can be put into place. This, again, would be an action to start the process. It would mean that you would be going through a deliberative process looking at these recommendations. You would again need to go through the environmental review process, have a public hearing, and go to the General Assembly.” She explained that the budget impact would include \$10,000 to hire a noise consultant, “to assist our staff in working through this issue.”

David Bricklin directed attention to a memorandum to the Board from him, dated April 24, 1996, regarding the legal and financial implications of the Noise Panel decision. This was prepared in response to inquiries from Board members. A copy of that memorandum is attached to these minutes as part of the official record.

He explained that “you need to recognize that the VISION 2020 document that this organization adopted actually serves three purposes, and the legal and financial implications vary depending upon which hat the VISION 2020 document is wearing.

“First, VISION 2020 constitutes the region’s Metropolitan Transportation Plan, which is a requirement of federal law, and if a third runway were pursued in a manner which was inconsistent with the MTP, we’ve been advised the FAA would not provide funding for the project. That’s not because there is a statutory prohibition on that, but rather that the agency has a policy, which is quoted in my memo, that they routinely assert in their grant documents that requires that recipients of FAA airport improvement dollars be acting consistently with the local plans. That would amount to approximately \$267,000,000 of FAA airport improvement dollars at stake, which is more than half of the Port’s estimated expense of the project.

“Also, with regard to federal law, without FAA approval, the Port would be unable to reallocate passenger facility charges to help support the cost of runway improvements. Those passenger facility charges currently generate about \$20,000,000 a year.

“Second, VISION 2020 constitutes the Regional Transportation Plan, which is a creature of state law. If the Port were to act inconsistent with the Regional Transportation Plan, that could impact ground transportation funding. There are a number of ground transportation improvements already contemplated in the vicinity of the airport that are required under the existing scenario and those dollars would not be impacted. There is an expectation that additional improvements would be required for the third runway but they’re not known. The dollar amount of that is not known, and whether ISTEA grant dollars would be available for that is not known. There’s a big question mark on the financial implication there.

“Finally, VISION 2020 constitutes the region’s multicounty planning policies, a requirement of the Growth Management Act. There are no financial implications there, but there is a potential regulatory problem because, as all of you know, the Growth Management Act is very strong on consistency between the plans of the jurisdictions of the region, and there would be a big regulatory question mark

on the Port for acting in a manner inconsistent with the region's multicounty planning policies."

Councilmember Bob Edwards referred to hearing a lot of questions about and reference to a "final and binding decision," and asked "to what extent was the Expert Arbitration Panel's decision a final, binding decision?" Mr. Bricklin responded, saying that "the Resolution was clear that the Panel's decision was final and binding as to whether the required noise condition was met as of April 1, 1996, and the organization is bound by that determination, as of April 1, 1996. The Resolution did not address any event subsequent to April 1, 1996. So the Council is free to take additional action based on information it has available to it at this time or any time in the future. The Resolution, in particular, was very clear that the region was committed to pursuing a third runway; 'vigorously' was the word of the Resolution and the intent was, I think, to do everything it could do to accomplish noise reduction. The Panel has laid out specifically some items that the region could undertake to further that noise reduction effort and be consistent with the remainder of the Resolution, 'pursue vigorously the third runway.' I think the short answer is, legally, this is a legislative policy document, A-93-03 was, legislatures are free to amend their policy determinations at any time... I don't see anything inconsistent with moving forward from this point."

Councilmember Vance said he had prepared language to modify Potential Option B when the Board was ready to take action. Commissioner Aubrey Davis said that those involved with this issue have been concerned for some time. "The State Transportation Commission passed in 1993 a proposal to the Legislature that it begin to initiate a process to deal with the global airport needs of this state for the future, recognizing that already underway was the process at the PSRC dealing with the immediate issues at Sea-Tac, and suggesting that the State should proceed far beyond that, but not interfere with that process. Another thing that concerns us is that ever since GMA passed there has been a deficit, a shortfall in that legislation, because there is no subject dealing with facilities of statewide significance. And the Legislature has been trying unsuccessfully to deal with that ever since GMA passed. The Legislature has been unwilling to adopt legislation dealing with issues of statewide significance. I think there is diminishing interest in the possibility of kicking this to the state now. The State so far has ducked that issue."

Councilmember Vance had a question about the terms "'initiate the process,' and 'additional noise reduction measures,' in Potential Action D. "Would staff go back and flesh this out and come back with us next meeting with specifics on what that process would be and specifically what those additional mitigation measures would be?"

Executive Sutherland distributed a Draft Timeline for Amendment of Resolution A-93-03 for Potential Actions C and D, which he said he had requested, "just in case this question did come up."

Ms. McCumber said there was also additional language in the agenda packet on page 9-4, under Item D, discussing the environmental review process, having a working session, a public hearing, and a General Assembly meeting. Ms. McCumber explained that "all the pieces are within the agenda package. Some possible dates are what are on the chart."

Councilmember Vance asked if there was information on the specifics in terms of the additional noise mitigation steps. Executive Sutherland replied that that information was in the Panel's report: "a listing of specific actions that they would recommend that we review and make some determination. What this

motion would do, as I read it, would begin a process that could be staff to staff, staff and interested members of the Board, or however we feel would be the most appropriate way to review it. To go through those to determine which ones of those would be applicable, which ones can we do and which are the responsibilities of local jurisdictions, which are responsibilities of other jurisdictions. The idea then would be to come back some time in May and have a work session of the Board, so that we can look in some detail at what those options are. Between now and then to have either staff or others who have the ability to be able to flesh out what those items really mean, so we can get some sense of what those activities would be.”

Executive Sutherland added that the Board would meet in June to make a recommendation to the General Assembly, if the Board decided to amend Resolution A-93-03. He said the May meeting would be a working session only.

Councilmember McKenna asked about “additional steps to ensure compliance with those noise mitigation measures. Is it enough to simply adopt a modification of this Resolution stating that we demand that the Port take certain steps, if we don’t also institute specific milestones and measurements, parameters that we can actually monitor the compliance with those steps in the future? And secondly, what about provisions for continuing leverage or enforcement, that is to say, if we green light the third runway but don’t have any continuing leverage to enforce the Port’s compliance with the steps they agreed to undertake, where does that leave us? And shouldn’t we then consider not only actual additional noise mitigation steps but also the measurements and compliance monitoring that I mentioned, and some sort of mechanism for enforcement of this contract that we’re contemplating?”

Executive Sutherland said he believed those questions are part of the discussion and the final recommendation of the Board, “if indeed we go to the General Assembly. To be able to get to that, we need to spend some time in May looking at specifics, to be able then to work between May and the June meeting to determine what are some of those things. I think there needs to be some work though, in order for us to get to those conclusions.”

Councilmember McKenna added that he noted that the language for option D “simply refers to additional noise reduction measures without those other components, and it seems to me before we adopt any of these items, that we flesh out what they would entail. And if, in your mind, it is implicit that in option D that we would go to the General Assembly with some recommendations for compliance monitoring and for enforcement, that it would be wise to include those concepts here, because what I see in this language are simply references to additional noise reduction measures without the second and third parts of the process, which I’ve described.”

He asked for language that would “explain that we intend to do that, if indeed you believe that is what we intend to do. I think it would be advisable to make our intent explicit.”

Executive Drewel said he thought the “discussion we are having is vitally important,” and asked if the Board was ready to take action.

ACTION: Councilmember Vance moved the following: That the Executive Board (1) directs staff to initiate discussions with the State, requesting that Governor Lowry or Secretary Morrison take

the lead in commissioning an independent evaluation of options to meet the State's and Western Washington's long-term air travel and inter-regional ground transportation needs, including a cost-benefit comparison of the best ways to meet those needs at SeaTac Airport, and an analysis of an off-site options; (2) directs staff to prepare a timetable for review of the results of the independent evaluation, public hearings, and preparation of recommendations by the Growth Management, Transportation Policy and Executive Boards; and (3) authorizes the expenditure of up to \$60,000 from the FY 1996 and FY 1997 contingency funds to assist in funding the state-sponsored independent evaluation, including consultant support and environmental review. The motion was seconded.

Councilmember Vance directed attention to a letter from the Metropolitan King County Council and one from Councilmember Kent Pullen. He urged members to consider the feeling of the County Council, and read from the letter. "We are concerned that the citizens of our County will be asked to disproportionately bear the financial, physical, and environmental burdens of this project--particularly because King County residents are the only constituency in the PSRC who pay a tax levy to the Port of Seattle. We strongly recommend, therefore, that the PSRC uphold the decision of the expert arbitration panel and that any action taken by the PSRC include a process which contains independent, objective and measurable standards of performance, in terms of impacts on King County residents, and a requirement that those standards be met by the Port of Seattle before any approvals or authorizations are issued by the PSRC. We also strongly recommend the PSRC engage the State of Washington in any process that attempts to address the air capacity needs of the region." He noted that the letter concludes with the following: "If the PSRC chooses to proceed without including these essential components into any action it takes, our Council would be compelled to strongly consider opposing any action taken on airport expansion by the PSRC. Failure to include these protections for King County residents would also severely undermine the integrity of the regional effort to solve our air capacity concerns."

He continued, saying that "if we're going to have a new process, it must be independent of political influence, as the Noise Panel was, and that it include measurable and objective standards of performance, including, in terms of reducing real noise on the ground to King County residents." He said there was growing concern on the King County Council about the disruption in the lives of the residents in south King County as this project moves forward. "The best thing to move forward with is a process like that; that's what this amendment would do, is commission an independent evaluation at the state level."

Councilmember Vance said it was important to do it at the state level because, "we need to have some type of body that is not local in nature, that will not come apart at the seams as this body did when residents started protesting the possibility of having an airport in their neighborhood. I remind members that the process is moving forward as planned. The two panels and the consultant had identified potential sites for a second regional airport, but when the residents of Pierce and Snohomish County realized what that would mean, they were able to derail the process, and having an airport in my district, I don't blame them." He said it was time to "elevate this discussion to the state."

Councilmember Nelson said he would oppose the motion because "I think the motion would take us backwards. We've essentially done what this motion is asking us to redo."

Rod Brown, PSRC attorney, explained the voting procedures, including the use of weighted votes.

VOTE: A weighted vote was called for by Mayor Ebersole.

King County - Yes - 67.13; No. - 201.38

City of Seattle - No - 130.6

Other Cities and Towns in King County - Yes - 45.97;
No - 91.93

Kitsap County - No - 36

Other Cities and Towns in Kitsap County - No - 36

Pierce County - No - 109

City of Tacoma - Yes - 9; No - 67

Other Cities and Towns in Pierce County - No - 33

Snohomish County - No - 86.5

Everett - No - 27

Other Cities and Towns in Snohomish County -
No - 59.5

Port of Everett - No - 10

Port of Seattle - No - 50

Port of Tacoma - No - 30

State Transportation Commission - No - 30

State Department of Transportation - No - 30

The motion failed with 122.1 (10.6%) voting in favor; 1027.9 (89.4%) against the motion to amend.

At this point a large number of audience members left the meeting, expressing their disapproval with the results of the vote.

ACTION: Executive Drewel moved the adoption of Potential Action D:

The Executive Board: 1) directs staff to initiate the process to amend Resolution A-93-03, to remove the deadline of April 1, 1996, and to provide for additional noise reduction measures, based on the recommendations of the Expert Panel 2) authorizes the expenditure of up to \$60,000 from the FY 1996 and FY 1997 contingency funds to carry out this process, including consultant support, environmental review, a public hearing, and a General Assembly meeting in July 1996; and 3) initiates review of Resolution A-93--03: Implementation Steps to ensure consistency with such action. There were several seconds.

ACTION: Councilmember Vance moved to amend Executive Drewel's motion, to modify Potential Action D as follows:

The Executive Board: 1) directs staff to retain a consultant to conduct an independent evaluation of additional noise reduction or abatement measures based upon the results of data collected and analysis conducted since adoption of Resolution A-93-03, including that assembled for the Port's EIS, the state-funded impact study and the Expert Panel proceedings which would enable the Port of Seattle to accomplish a reduction in real on-the-ground noise impacts, and to retain a consultant to provide an independent evaluation for the Policy and Executive Boards on the cost-benefit and financial impacts of the third-runway proposal; 2) directs staff to prepare a timetable for review of the results of the independent evaluations, public hearings, and preparation of recommendations by the Growth Management and Transportation Policy Boards and the Executive Board; 3) directs staff to prepare a budget from the FY 1996 and FY 1997 contingency funds to carry out this process, including consultant support, environmental review, a public hearing, and a General Assembly meeting upon completion of that review; and 4) directs staff to initiate the process for General Assembly to add the third runway to the RASP,

consistent with past General Assembly and Executive Board resolutions, contingent upon a) a finding by Growth Management and Transportation Policy Boards that the third runway is cost-effective; b) binding agreement by the Port that no local tax revenue can or will be used to implement any element of the third runway project; and c) implementation of those measures recommended by the independent consultant which would produce a meaningful reduction in real on-the-ground noise impacts. Councilmember Edwards seconded the motion.

Councilmember Vance urged all members to "pay close heed to this amendment. It is easy to dismiss what I have to say on this issue because I represent the people who just walked out. It is my district. Option B is the only option the airport communities could support and the only option I am going to support. However, if this body is going to go forward with Option D, I urge you to consider not what I have to say, but the letters before you from the majority of the King County Council." He said that the Council feels that this new process must be independent. "We cannot simply trust the Port to do this. There must be an independent evaluation."

He also said both the Growth Management Policy Board and the Transportation Policy Board must be included. "There are a number of people who sit on the policy boards that do not sit here on the Executive Board. If you do not include the policy boards they will not be part of the decision." He added that he was speaking for his Council, "which makes a large percentage of this organization, and, again, urge members to read the last paragraph of this letter, signed by the majority of the King County Council. If the PSRC chooses to proceed without these essential components, our Council will be compelled to strongly consider opposing any action taken on airport expansion by the PSRC."

He said "if you are going to build this thing in our county, that you take seriously input offered to you by the majority of the County Council." He urged support of the amendment.

VOTE: The motion to amend failed by a vote of 21 against the motion, and 3 in favor (Councilmember Edwards, Councilmember Evans, and Councilmember Vance).

ACTION: Councilmember McKenna moved to amend the main motion to read as follows:

The Executive Board: 1) directs staff to initiate the process to amend *Resolution A-93-03*, to remove the deadline of April 1, 1996, and to provide for (a) additional noise reduction measures, based on the recommendations of the Expert Panel; (b) establishment of a plan for implementation of such noise mitigation measures, including milestones; (c) monitoring compliance with such implementation plan; and (d) provisions for creation and enforcement of an agreement between the PSRC and the Port of Seattle for implementation of such plan; 2) authorizes the expenditure of up to \$60,000 from the FY 1996 and FY 1997 contingency funds to carry out this process, including consultant support, environmental review, a public hearing, and a General Assembly meeting in July 1996; and 3) initiates review of *Resolution A-93-03: Implementation Steps* to ensure consistency with such action.

Councilmember McKenna explained that he had attempted to "capture the additional steps that I think are necessary if we are going to have a meaningful agreement for not only agreeing on additional noise mitigation measures but also implementing them. And, there was some sense earlier that these ideas

were implicit in any event in potential action D. Therefore, it seems to me, in fairness and good practice we should make those implicit ideas explicit, because without them any approval given the third runway would result in a complete loss of any leverage this body has for assuring compliance and implementation of the noise reduction measures.”

Mayor Rice asked how Councilmember McKenna planned to “provide for the creation of enforcement mechanisms outside of what is already in agreement, and who adjudicates that, who makes the decision?” Councilmember McKenna replied that “what potential action D already contemplates is essentially a contract, an agreement between the PSRC and the Port of Seattle, wherein, as it’s been described to me, the Port would agree to undertake additional noise reduction actions in return for the PSRC modifying Resolution A-93-03, and approving the third runway. If in fact that is what is contemplated, that is an agreement for noise reduction measures for approval. I’m simply spelling out additional, necessary components. No contract, in my opinion, is meaningful without measurement of performance and without enforcement of performance, and what I have suggested is that in the workshop that we’ll be holding, and the work we’re asking staff to do, that we begin to think about how we’re going to measure compliance and how we’re going to essentially enforce the contract.”

Executive Drewel wanted to point out that when he made the motion on D, “implicit in that are the recommendations in the Expert Panel Review Report to begin on page 38 and 39; and my hesitation at this point to alter the language prior to the process as established, there are suggestions in this report itself what those milestones might be, how the measurements might be conducted, so that’s my only hesitancy at this point for alteration of the language.”

Councilmember McKenna said “what worries me is that the language we’re pegging on here is additional noise reduction measures based on the recommendations of the Expert Panel, and I interpret that to mean the actual measures, the actual mitigation steps does not necessarily or automatically mean the additional steps which were described in here. If, in fact, you believe those additional steps are contemplated, then it seems to me there is no problem in making explicit what is implicit in the Expert Noise Panel Report.”

Commissioner Pat Davis said she understood from the President that “we don’t want to go into details today, we want a full discussion during the discussion during the work session, and what Mr. McKenna is doing is certainly legitimate, but the membership would be better able to discuss and make a decision on that when we have had a full discussion of the actual language, as Executive Drewel suggested. Maybe we wouldn’t do it today, but we would do it and it would be in the record that that would happen.”

Commissioner Aubrey Davis said he did not see how it was feasible to have an enforceable contract. “Once we start down the trail and are halfway to the project, if we decide there are some problems at that point, what do you do? I don’t think that’s a good alternative. I do suggest that the people working on this look hard at the specifics of D and C as part of what is implied in your intention.”

Councilmember Gossett said he did not think the language proposed by Councilmember McKenna “jeopardizes or damages or puts a value on what it is that the Port will eventually lay out that they think can be done, and can be done in a measurable and meaningful way to reduce noise in and around the

airport.”

Councilmember Vance said he would support the amendment. “I’m disappointed that we are apparently going to reject creating an independent process, which is what we did in 1993. I’m disappointed that we’re not going to, right at the beginning of this new process, explicitly say that we want real on-the-ground noise reduction.” He added that “if we do not adopt Mr. McKenna’s amendment, we’re giving the Port a blank check.”

Mayor Ed Hanson suggested looking at a “more generic way of addressing the issue, rather than a specific provision of enforcement agreement between the PSRC and the Port, leaving that as an issue to be addressed during the work session. ...Not prejudging today what that provision might be.” He proposed a “friendly amendment, to modify subparagraph (d) to make it more generic rather than as specific as it is.”

Mayor Rice suggested deleting it altogether, keeping (b) and (c). “The reason why I think it ought to be deleted is just that as you go through here, the recommendations, there’s analysis and feedback on the Panel’s recommendation in number three, there will be a potential amendment. It seems to me that you want to deal with the actual enforcement at the time that you know what it is, at least the proposed agreement or amendment that is going to go forward to the public, rather than before. I want to make sure that we know what we’ve got in front of us, how we’re going to handle those milestones, what we’re going to do in all this lawyering, before you say we’re going to do this. I think that there has to be some closure and some review and some enforcement after you’ve gone through this process, but I don’t see trying to put that in now.”

Executive Drewel suggested that “what we are discussing now might lend a little bit of strength to the level of or lack of comfort that I have with these types of amendment to the language at this point in time. Again, I can go through pages 38-40 and come up with what I would term milestones, what I would term time commitments, and I would argue strenuously that that type of review and that type of attention would best occur at another time. To no extent should that imply that it won’t happen, it’s just a question of when is the most appropriate time to have that type of language introduced.”

Councilmember McKenna said that “in light of Mayor Hansen’s remarks, I would be willing to modify this suggested amendment by deleting the first several words of (d), specifically deleting the words ‘provisions for creation and enforcement of’ so that it would read--and (d) an agreement between the PSRC and Port of Seattle for implementation of such plans. Certainly, when we discuss whatever that agreement or memorandum of understanding is, I’ll come back to the issue of enforcement. I do think it is important that we begin to think ahead, and the staff be asked to advise us on what kind of understanding, agreement we’re going to have with the Port.”

The “friendly amendment” was also acceptable to the person who seconded the motion.

VOTE: The motion to amend the main motion carried unanimously.

A weighted vote on the main motion as amended was requested by Mayor Ebersole.

Vote on the main motion, as amended:

The Executive Board: 1) directs staff to initiate the process to amend *Resolution A-93-03*, to remove the deadline of April 1, 1996, and to provide for (a) additional noise reduction measures, based on the recommendations of the Expert Panel; (b) establishment of a plan for implementation of such noise mitigation measures, including milestones; (c) monitoring compliance with such implementation plan; and (d) an agreement between the PSRC and the Port of Seattle for implementation of such plan; 2) authorizes the expenditure of up to \$60,000 from the FY 1996 and FY 1997 contingency funds to carry out this process, including consultant support, environmental review, a public hearing, and a General Assembly meeting in July 1996; and 3) initiates review of *Resolution A-93-03: Implementation Steps* to ensure consistency with such action.

VOTE: A weighted vote was called for by Mayor Ebersole.

King County - Yes - 201.38; No - 67.13;

City of Seattle - Yes - 130.6

Other Cities and Towns in King County - Yes - 91.93;
No - 45.97;

Kitsap County - Yes - 36

Other Cities and Towns in Kitsap County - Yes - 36

Pierce County - Yes - 109

City of Tacoma - Yes - 67; No - 9

Other Cities and Towns in Pierce County - Yes - 33

Snohomish County - Yes - 86.5

Everett - Yes - 27

Other Cities and Towns in Snohomish County -
Yes - 59.5

Port of Everett - Yes - 10

Port of Seattle - Yes - 50

Port of Tacoma - Yes - 30

State Transportation Commission - Yes - 30

State Department of Transportation - Yes - 30

The motion carried with 1027.9 (89.4%) voting in favor; 122.1 (10.6%) against the motion to amend.

There was no other business discussed.

Announcements

● **Next Meeting Dates and Times**

- Thursday, May 30, 1996, a working session of the Board, time and location to be determined
- Thursday, June 27, 1996, Public Hearing and Executive Board
- General Assembly Meeting - Thursday, July 11, 1996, time and location to be determined.

In response to a question from Councilmember Edwards regarding public comments at the work session, Executive Sutherland said that there would not be any. "I think that we're going to have a lot of things to go through. However, subsequent to that we will definitely have public comment." Ms. McCumber explained that "we'll be taking the Panel's recommendations for additional noise measures and asking the different agencies about implementation of those. That will also be available for the public to comment on and we'll summarize that and bring it to the workshop for you. So, there will be a lot of additional opportunities for written comments prior to the workshop, and verbal comments at the public hearing in June."

Adjourn

The meeting adjourned at 11:45 a.m.

Puget Sound Regional Council



ACTION ITEM

June 14, 1996

To: Executive Board

From: Executive Gary Locke, Chair
Operations Committee

Subject: Approval of Vouchers

AT ISSUE

In accordance with the Washington State Auditor, the Operations Committee reviews and recommends approval of vouchers to the Executive Board.

RECOMMENDED ACTION

The Executive Board should approve the following vouchers:

<u>REQUESTED WARRANT DATE</u>	<u>VOUCHER NUMBERS</u>	<u>TOTALS</u>
04/29/96	44423-44467	\$ 49,337.44
04/30/96	44468-44533	125,084.60
05/14/96	44534-44588	166,592.63
05/15/96	44589-44672	59,823.75
05/30/96	44673-44717	50,687.44
05/31/96	44718-44782	146,429.57
06/13/96	44783-44834	162,722.44
06/17/96	44835-44925	<u>113,523.31</u>
	TOTAL	874,201.18

Normal skips in voucher numbers may appear from time to time as a result of printer tests for accurate alignment.

For additional information, please contact Michele Schutz at 464-5416.



ACTION ITEM

June 14, 1996

To: Executive Board

From: Executive Gary Locke, Chair
Operations Committee

Subject: **Fiscal Year 1997 Contracts for Accounting, Human Resource Assistance, and Legal Services**

AT ISSUE

The Puget Sound Regional Council's contract procedures require authorization from the Executive Board when entering a contract in excess of \$10,000. With the beginning of the new fiscal year on July 1, 1996, it is necessary to enter into annual contracts for accounting, human resource assistance, and legal services.

RECOMMENDED ACTION

The Executive Board should authorize the Executive Director to enter into contracts for:
1) accounting services in an amount not to exceed \$35,000; 2) human resource assistance in an amount not to exceed \$20,000; and 3) legal services in an amount not to exceed \$50,000.

BUDGET IMPACT

The adopted Fiscal Year 1997 Budget and Work Program includes funding for all three contracts. The budget for each contract is based on prior-year experience. The new contracts will reflect the level of service required to carry out the contracts' scope of work, but in each case will not exceed the authorized contract amounts.

DISCUSSION

The following description identifies who will be providing the consultant services. A scope of service for each contract is attached.

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Accounting Services

Arthur Anderson & Company and Francis & Company have provided accounting services to the Puget Sound Regional Council and its predecessor since 1986. For FY 1997, staff recommends that we use Arthur Anderson & Company for 30 percent of the contract because of the firm's understanding of the Regional Council's financial management system and the fact that the Council's Senior Accountant for the past nine years resigned and the new Senior Accountant was brought in in April. The other 70 percent of the contract would be fulfilled by Frances & Company, a certified public accounting firm and a minority-owned firm. Francis & Company is responsible for reconciling all fund accounts and bank statements, preparing quarterly grant reports, and reviewing all quarterly tax reports.

Human Resource Assistance

Human Resources Novations, Inc., a certified women-owned business, has provided services to the Regional Council for the last four years. The work involved the development of a staff organizational structure, compensation study, general human resource advice and counsel, and other human resource issues. The proposed contract for FY 1997 would continue use of Human Resource Novations to provide advice and counsel on human resource issues, carry out ongoing tasks, and assist in the continuing development and implementation of staff training programs.

Legal Services

Important mandates such as the federal designation as the region's Metropolitan Planning Organization, with specific responsibilities under ISTEA and the federal Clean Air Act, and the State Growth Management Act, the Council's role as the Regional Transportation Planning Organization, and its air transportation planning activities have given the Regional Council important legal responsibilities. Staff is recommending to continue the use of two law firms--Martin and Brown, and Bricklin and Gendler--who have jointly provided service to the Regional Council since the beginning of the 1994 fiscal year.

Scope of Services
Accounting Services

1. Assist in closing accounting books and records for the period ending June 30, 1996.
2. Assist in preparing audit work papers to be used by the state auditors.
3. Assist in preparing the financial statements in a format consistent with generally accepted accounting practices.
4. Work with Regional Council staff and the state auditor to ensure that financial statements are in proper format.
5. Assist in annual review of procedures manual to comply with the internal controls.
6. Review month-end closing, financial statements, job-cost, Personnel Tracking reports and other reports, Revenue Recognition calculations, and Public Employment Retirement System (PERS) transmittal reports.
7. Reconcile all fund accounts/bank statement.
8. Prepare quarterly grant reports.
9. Review all quarterly tax reports.

Scope of Services
Human Resource Assistance

1. Provide general human resource advice and counsel during the contract period.
2. Assist in the development of staff retreat, serve as the retreat facilitator, and assist in the implementation of the issues raised at the retreat.
3. Assist in the review of the PSRC personnel manual, affirmative action plan, and compensation program.
4. Assist in the evaluation of the new performance appraisal system, making recommendations for improvement as appropriate.
5. Assist in the continuing development and implementation of a staff training program.

Scope of Services

Legal Services

1. Provide legal counsel to the Puget Sound Regional Council in the development and negotiation of interagency planning coordination agreements. Tasks will include:
 - a. Review drafts of proposed agreements prepared by staff of the Regional Council and/or the agency with which the agreement is to be entered into.
 - b. Provide advice and guidance to the Regional Council staff in refining draft agreements to assure full consideration of the interests of the Regional Council and all legal aspects of the agreements.
 - c. Provide legal counsel to Regional Council staff and officials in the negotiation of such agreements.
 - d. Participate in the actual negotiations of specific agreements as requested by the Regional Council.
2. Provide legal counsel to the Regional Council in carrying out its role and responsibilities as the designated Metropolitan Planning Organization and Regional Transportation Planning Organization. This service would include the Regional Council's role under federal legislation, including ISTEA and the federal Clean Air Act, as well as the state Growth Management Act, the State Environmental Policy Act, and other land use and environmental issues.
3. Provide legal counsel to the Regional Council on issues related to air transportation.
4. Provide legal counsel to the Regional Council on issues related to the agency's business and administrative matters, including all aspects of personnel management.



ACTION ITEM

June 14, 1996

To: Executive Board

From: Executive Gary Locke, Chair
Operations Committee

Subject: **FY 1997 Membership Dues**

AT ISSUE

The Regional Council's adopted Fiscal Year 1997 Budget and Work Program includes \$1,102,100 in member dues, an increase of three percent (3%) over last year. The Executive Board is responsible for assessing and collecting dues from member agencies, statutory members, and associate members. The proposed assessment for each individual member is attached.

RECOMMENDED ACTION

The Executive Board should authorize the Executive Director to assess and collect a total of \$1,102,100 in dues from the following members for FY 1997:

1. Member cities and counties - \$1,000,160
2. Statutory members - \$100,668
3. Associate members - \$1,272.

DISCUSSION

The FY 1997 budget of \$6.0 million includes revenues from state and federal grants and local funds. The state and federal grants account for 78 percent of the agency budget and the local funds cover 22 percent. Local funds come from service income (\$50,000), transit dues (\$144,200), and member dues (\$1,102,100).

Member dues come from three sources: cities and counties, statutory members, and associate members. Of the \$1,102,100 in dues for 1997, \$736,625 provides the matching requirement for the state and federal funds. The balance of the local dues, \$365,475, is allocated to the following three program areas: Regional Planning and Implementation, Data Services, and Administrative Services.

Last year was the first year since 1987 that the local dues level increased. As part of the FY 1997 budget deliberations and the General Assembly's March action, the total dues were increased by 3.0 percent to cover the cost of inflation.

The assessment for cities and counties is based on a formula that uses assessed value and population and allows jurisdictions with a population of 4,500 or less to be assessed \$424 or the formula-driven amount, whichever is less. The \$424 represents the costs associated with serving a member jurisdiction (i.e., agendas, newsletters, postage, etc.) and is also the assessment for associate members. For member cities and counties with a population greater than 4,500, one-half of each jurisdiction's assessment is based on its proportion of the total regional assessed value, and one-half is based on the jurisdiction's proportion of the total regional population. For Statutory members, the dues assessment was established in the FY 1994 Budget and has been subject to the same percentage increase (last year and this year) as the assessments for other members.

Puget Sound Regional Council
FY 1997 Dues Assessment

13-Jun-96

Increase with new cities	1995 POPULATION	1995 ASSESSED VALUE	FY97 DUES	FY96 DUES	CHANGE
COUNTIES					
King	445,051	26,407,080,561	149,849	157,807	(7,958)
Kitsap	151,075	7,394,884,334	46,645	43,001	3,644
Pierce	290,157	12,719,570,651	85,597	106,438	(20,841)
Snohomish	269,544	13,988,731,550	85,362	79,569	5,793
TOTAL	1,155,827	60,510,267,096	367,453	386,815	(19,362)
CITIES					
Algona	1,970	189,084,913	424	412	12
Arlington	5,350	364,066,006	1,927	1,695	232
Auburn	35,230	2,725,391,669	13,571	12,727	844
Bainbridge Island	17,910	1,889,689,925	8,255	7,734	521
Bellevue	102,000	10,906,584,919	47,404	44,363	3,041
Bonney Lake	9,085	411,744,033	2,716	2,463	253
Bothell	25,850	2,085,880,774	10,189	9,296	893
Bremerton	39,610	1,223,940,521	10,306	9,101	1,205
Buckley	3,870	131,022,163	424	412	12
Burien	27,680	1,621,766,765	9,264	8,784	480
Clyde Hill	3,000	475,645,989	424	412	12
Des Moines	21,450	905,189,876	6,233	5,880	353
Du Pont	605	109,226,086	397	295	102
Duvall	3,490	194,194,500	424	412	12
Eatonville	1,610	62,775,669	421	409	12
Edmonds	31,310	2,417,193,408	12,047	10,818	1,229
Enumclaw	10,170	468,007,523	3,060	2,803	257
Everett	79,180	6,400,774,051	31,241	29,563	1,678
Federal Way	74,290	3,895,166,213	23,634	21,881	1,753
Fife	4,250	479,933,823	424	412	12
Fircrest	5,375	268,859,722	1,675	1,555	120
Gig Harbor	3,890	342,389,462	424	412	12
Hunts Point	500	290,854,116	424	412	12
Issaquah	9,025	921,964,808	4,079	3,660	419
Kent	44,620	4,139,871,545	19,039	17,284	1,755
Kirkland	42,350	3,634,551,650	17,277	16,151	1,126
Lake Forest Pk	7,130	720,807,392	3,202	412	2,790
Lake Stevens	4,955	237,166,325	1,515	1,399	116
Lynnwood	31,950	2,067,195,826	11,219	10,231	988
Marysville	16,890	967,988,556	5,595	4,895	700
Medina	3,050	851,002,316	424	412	12
Mercer Island	21,290	2,930,140,894	11,653	11,045	608
Mill Creek	9,230	728,286,013	3,594	3,232	362
Milton	5,270	246,091,149	1,595	1,506	89
Monroe	6,095	398,353,547	2,151	1,807	344
Mtl Terrace	20,050	896,310,342	5,962	5,500	462
Mukilteo	14,760	1,299,838,480	6,111	5,656	455

	1995	1995	FY97	FY96	
Increase with new cities	POPULATION	ASSESSED VALUE	DUES	DUES	CHANGE
Newcastle	8,052	516,047,295	2,814	2,582	232
Normandy Park			0	2,551	(2,551)
North Bend	2,925	275,517,726	424	412	12
Orting	2,475	90,782,505	424	412	12
Port Orchard	6,240	274,918,365	1,845	1,617	228
Poulsbo	5,765	330,000,709	1,909	1,710	199
Puyallup	27,250	1,589,707,446	9,102	8,191	911
Redmond	40,030	4,225,060,773	18,455	17,087	1,368
Renton	44,890	3,546,097,162	17,489	16,601	888
Ruston	720	28,159,728	201	186	15
SeaTac	22,910	2,200,804,060	9,978	9,283	695
Seattle	532,900	42,312,764,239	208,199	198,255	9,944
Snoqualmie	1,540	108,006,331	424	412	12
Stanwood	2,910	148,183,815	424	412	12
Steilacoom	6,120	445,793,860	2,283	2,116	167
Sultan	2,535	108,548,129	424	412	12
Sumner	7,700	385,403,894	2,400	2,231	169
Tacoma	184,500	8,174,159,395	54,660	51,210	3,450
Tukwila	14,750	2,417,702,955	9,116	8,901	215
University Place	30,500	1,312,054,626	8,930		8,930
Woodinville	9,615	875,481,793	4,058	3,779	279
Woodway	960	158,304,642	424	412	12
TOTAL	1,699,627	127,422,450,417	632,707	584,213	48,495
Total City/County	2,855,454	187,932,717,513	1,000,160	971,028	29,133
ASSOCIATE MEMBERS					
Island County			424	412	12
Port of Bremerton			424	412	12
Thurston Regional Planning Council			424	412	12
Total Associate Members			1,272	1,236	36
Statutory Members					
Port of Seattle			52,983	51,440	1,543
Port of Tacoma			31,790	30,864	926
Port of Everett			10,597	10,288	309
State Transp. Commission			5,298	5,144	154
Washington State Dept of Transportation (\$30,000) -NOTE 1					
Total Statutory Members			100,668	97,736	2,932
Grand Total	2,855,454	\$187,932,717,513	\$1,102,100	\$1,070,000	32,101

1995 Population: Figures provided by State of Washington Office of Financial Management

1995 Assessed Value: Figures provided by County Assessor's Office, 1-10-96.

Dues assessment from Washington State Dept of Transportation included in the overall RTPO grant for FY 1996 and FY 1995.

Population for the City of University Place provided by the City.

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ACTION ITEM

June 14, 1996

To: Executive Board

From: Executive Bob Drewel, Chair
Transportation Policy Board

Subject: Recommendations to Certify the Transportation Elements in the Comprehensive Plans for Des Moines and Issaquah

AT ISSUE

The Puget Sound Regional Council is working with local governments to review local, countywide, and regional plans and policies for consistency. In response to specific mandates in the Growth Management Act for regional transportation planning organizations (RTPOs) and to directives in the *Interlocal Agreement for Regional Planning of the Central Puget Sound Area*, the Regional Council's Executive Board took action in Spring 1994 and adopted a *Policy and Plan Review* process. The adopted process provides direction for certifying local transportation elements for conformity with state planning requirements and consistency with the region's transportation plan. The review process also provides an opportunity to coordinate and share information related to local and regional planning.

Following the adopted process, Regional Council staff reviewed the comprehensive plans for Des Moines and Issaquah. The transportation elements in these plans were reviewed for conformity with Growth Management Act requirements, including consistency with the region's adopted transportation plan, VISION 2020.¹ While there was not a quorum of Transportation Policy Board members at the Board's June 13 meeting, it was the consensus of those members present that, based on their review, the Executive Board should certify the transportation elements in the comprehensive plans for both jurisdictions as meeting the requirements in the Growth Management Act.

RECOMMENDED ACTIONS

The Regional Council's Executive Board should take the following actions concerning conformity with the requirements in the Growth Management Act and consistency with VISION 2020, the adopted regional transportation plan:

- (1) Certify the Transportation Element in the 1995 City of Des Moines Comprehensive Plan; and
- (2) Certify the Transportation Element in the 1995 City of Issaquah Comprehensive Plan.

¹Plans adopted before May 25, 1995 are reviewed for consistency with the transportation provisions in VISION 2020, as amended in March 1993. Plans adopted after that date are reviewed for consistency with the 1995 Metropolitan Transportation Plan (which was adopted on May 25th).

DISCUSSION

The review of the transportation elements in local comprehensive plans is based on information provided in a checklist completed by local jurisdiction staff. The first part of the checklist focuses on requirements for local transportation elements as outlined in the Growth Management Act (Chapter 36.70A.070, Revised Code of Washington -- RCW). The second part of the checklist includes questions that are based on the transportation components in VISION 2020. After reviewing the checklist and adopted comprehensive plan submitted by a jurisdiction, Regional Council staff prepare a draft report on consistency. This report includes the proposed recommendation for certification. The draft report is then sent to local jurisdiction staff for review and comment. After comments have been received, the report is finalized and forwarded to the Regional Council's Transportation Policy Board and Executive Board for review and action. *The final consistency reports for Des Moines and Issaquah are enclosed in the agenda packages distributed to Executive Board members and alternates.*

Conformity with the Growth Management Act

The Growth Management Act includes the following requirements for transportation elements in local comprehensive plans: (1) the use of land use assumptions to estimate travel; (2) the identification of facility and service needs, including establishing level-of-service standards; (3) identification of funding for needed facilities and services; (4) intergovernmental coordination; and (5) transportation demand management (TDM) strategies (Chapter 36.70A.070, RCW). *The comprehensive plans for Des Moines and Issaquah adequately address these requirements for transportation planning.*

Consistency with the Region's Transportation Plan

VISION 2020, the adopted transportation plan for the central Puget Sound region, calls for the development of a region-wide, multimodal transportation system that links urban centers with high capacity transit. The regional plan also includes policies and strategies designed to reduce the need for driving alone. Four key policy areas are emphasized in reviewing local transportation elements with VISION 2020 for consistency. These areas include: (1) optimizing and managing the use of existing facilities and services; (2) managing travel demand, to address traffic congestion and environmental objectives; (3) coordinating transportation and land use planning, to support transit and pedestrian-oriented land use patterns; and (4) expanding transportation capacity to offer greater mobility options. An additional issue related to transportation planning in the central Puget Sound region and addressed in VISION 2020 is conformity with federal and state air quality requirements. *The transportation elements in the comprehensive plans for Des Moines and Issaquah adequately address these major policy emphasis areas of the VISION 2020 transportation strategy.*

For more information, please contact King Cushman, Director of the Growth and Transportation Planning Department, at (206) 464-6174 or Rocky Piro, Senior Planner, at (206) 464-6360.

ACTION ITEM

June 14, 1996

To: Executive Board

From: Executive Bob Drewel, Chair
Transportation Policy Board

Subject: Adopted RTA System Plan - Consistency with Metropolitan Transportation Plan

AT ISSUE

The Puget Sound Regional Council is responsible under state law for determining whether the Regional Transit Authority's (RTA) revised regional transit system plan is consistent with the region's long-range transportation strategy -- the 1995 Metropolitan Transportation Plan (MTP). The Transportation Policy Board has reviewed a staff assessment regarding consistency with the MTP for both the draft and final RTA Ten-Year Transit System Plan and Regional Long-Range Vision. Although the Policy Board did not have a quorum at its June 13 meeting, the consensus among those present was to recommend to the Executive Board that the adopted RTA plan be found to be consistent with the MTP.

RECOMMENDED ACTION

The Executive Board should find that the adopted Ten-Year Regional Transit System Plan and Regional Transit System Long-Range Vision, as approved by the RTA on May 31, 1996, is consistent with the Metropolitan Transportation Plan and forward this finding to Regional Transit Authority Board.

DISCUSSION

The RTA's Draft Ten-Year Transit System Plan and Long-Range Vision, released for public review in March, was determined to be consistent with the 1995 MTP based on a Regional Council staff analysis prepared in May. This analysis was presented to the Regional Council's Transportation Policy Board on May 9, 1996, for their consideration and comment. The Transportation Policy Board generally agreed with this staff assessment and raised additional questions which were forwarded to the RTA for their consideration in developing a final plan.

On May 31, the RTA amended the draft plan and adopted a final plan to be placed on the general election ballot in November 1996. Regional Council staff reviewed the changes that were incorporated into the final RTA plan and presented an updated staff analysis (see attached paper dated June 6, 1996) at the Transportation Policy Board meeting on June 13. Policy Board members that were present at the

June 13 meeting generally agreed with the staff analysis finding that the RTA's adopted Ten-Year Regional Transit System Plan and Regional Transit System Long-Range Vision is consistent with the 1995 Metropolitan Transportation Plan.

If you have any questions or comments, please contact me at (206) 464-6174 or Ned Conroy, Senior Planner, at (206) 587-5670.

Attachment: *Review & Assessment of Regional Transit Authority's Final Ten-Year Regional Transit System Plan and Regional Transit System Long-Range Vision for Consistency with Adopted Metropolitan Transportation Plan*

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**Review & Assessment
of the
Regional Transit Authority's
Adopted Ten-Year Regional Transit System Plan
and
Regional Transit System Long-Range Vision
for Consistency with
Adopted Metropolitan Transportation Plan**

June 6, 1996

Purpose of Review and Assessment

Under state law, the Puget Sound Regional Council is responsible for determining the consistency of all local and regional transportation plans within the region. The consistency comparison is with the region's adopted long-range transportation plan, the Metropolitan Transportation Plan (MTP), adopted in May 1995. The State Growth Management Act requires the Regional Council to certify transportation elements of all city and county comprehensive plans for consistency with the MTP. The State High Capacity Transit legislation requires the Regional Council to review and determine the consistency of regional high capacity transit system plans with the MTP, with such findings being confirmed by Regional Council Board action.

The Regional Council has been providing cities and counties with advanced staff assessments of consistency on their plans before final adoption actions by local agencies. A previous paper, dated May 9, 1996, provided the RTA with an advanced staff assessment of the RTA's *Draft Ten-Year Regional Transit System Plan* and *Draft Regional Transit System Long-Range Vision* for input and consideration prior to final RTA plan adoption. The staff analysis was presented to the Regional Council's Transportation Policy Board on May 9, 1996, for consideration and comment. The Transportation Policy Board generally agreed with the staff assessment and raised additional questions that were forwarded to the RTA for consideration in final plan development.

Regional Council staff have worked closely with staff from both the RTA and the Washington State Department of Transportation (WSDOT) to help assure coordination and compatibility of each agency's critically important transportation system plans, as they will have a major impact on shaping and supporting the region's future mobility needs and development strategies. Two earlier versions of the regional transit system plan -- the Joint Regional Policy Committee (JRPC) plan and the RTA's initial Master Plan and Phase 1 proposal -- were previously found to be consistent with the Regional Council's *VISION 2020* Plan, the region's long-range growth management, economic and transportation strategy. Since those earlier Regional Council actions, *VISION 2020* was updated by the Regional Council (May 1995) and included adoption of a more specific transportation element -- the Metropolitan Transportation Plan (MTP).

Consistency Assessment with the Metropolitan Transportation Plan

The 1995 Metropolitan Transportation Plan is the adopted long-range transportation strategy for the central Puget Sound region. The plan emphasizes investments in key transportation improvements that begin to reduce the region's ever growing dependency on automobile travel in a manner that helps improve mobility while supporting the region's economic vitality in balance with environmental quality. The regional plan calls for the development of a regionwide, multimodal transportation system that links urban centers, improves travel in major corridors, and connects to local communities. The MTP proposes that an improved and expanded regional network of local and high capacity transit facilities and services be developed to serve as an integral part of the regional transportation system. This network of transit facilities and services proposed in the MTP includes: regional high capacity corridors connecting major centers; a complete network of freeway HOV lanes and other transit-priority treatments; and a significant expansion of regional and local bus services to serve a variety of transit markets throughout the urban growth area.

Consistency with the MTP is based on the ability of the RTA plan to support or help achieve the long-range policies of the plan. The four major policy areas in the MTP are to: 1) Optimize the use of transportation facilities and services; 2) Manage the demand for travel; 3) Support pedestrian- and transit-oriented land use; and 4) Expand transportation capacity to provide travel options. The regional transit improvements in the RTA's recently adopted plan and vision reflect much of the overall direction established in the previously adopted RTA Master Plan that was found to be consistent with the regional transportation plan in November 1994. Below is a brief summary of how the investments and strategies proposed by the RTA in their recently revised and adopted plan provide positive support for each MTP policy area.

Optimize the Use of Transportation Facilities and Services

The MTP promotes preserving the existing transportation system and managing it in a way that achieves the most efficient operation of existing facilities and services. A major emphasis of the revised RTA plan is to do more with what we currently have by building upon more productive use of existing facilities to increase overall regional system capacity and reduce the need for costly and less productive capital investments. The HOV expressway concept proposed by the RTA would improve upon a network that is partially completed and currently operating below its potential effectiveness. Under the RTA plan, WSDOT retains responsibility for funding the completion of the freeway HOV lane system and the RTA is responsible for funding direct access ramps to inside-HOV lanes at key locations. With this regional investment in the completion and operation of a comprehensive freeway HOV system, the RTA also proposes to negotiate an agreement with WSDOT regarding how to most effectively manage the HOV network to ensure adequate speed and reliability of transit.

The commuter rail and light rail segments also build upon transportation facilities already in place. The existing railroad network will be enhanced through the combination of track improvements for commuter rail operations as proposed by the RTA, as well as intercity passenger rail and freight rail as proposed by the state and other entities. Partnerships will be pursued to increase opportunities for public-private investments in rail. In addition, one of the most difficult and significant investments required for an effective electric light-rail system to serve the core of a metropolitan area is already in place -- the downtown Seattle transit tunnel and its five stations. The RTA plan also commits to

developing a coordinated system of regional and local transit services that includes working with other agencies to design physical improvements that facilitate connections between services and make operational improvements to maximize integrated system efficiencies through fare collection, scheduling, and service coordination.

Manage the Demand for Travel

The MTP promotes changes in travel demand to shift a portion of single-occupant vehicle trips to transit and other high-occupancy vehicles. One of the most fundamental ways to influence changes in travel demand is to provide a convenient and reliable transportation alternative that is competitive with automobile travel. The improvements and programs proposed by the RTA offer a well-matched combination of high capacity transit services tailored to fit the distinct needs and constraints of travel demand in most of the major travel corridors in RTA's three-county area. The RTA's proposal will improve transit as an option for regional trips and enhance the operation of local transit services to a point where public transit is far more competitive with the auto than it is today. In addition, over the long term, the transit investments proposed in the adopted *Long-Range Vision* should have a beneficial effect on land use planning and development to promote more trips by walking and bicycle. The RTA also is committed to cooperating with other public transportation agencies to enhance their ongoing work with employers and local jurisdictions to match transit services with economic incentives to better promote the use of transit and ridesharing.

Support Pedestrian and Transit-oriented Land Use Patterns

The MTP promotes transportation investments that support and help to create more compact, pedestrian-oriented development in centers, at major transit access points, and in neighborhoods. Achieving the land use patterns promoted in MTP will obviously depend on a variety of regulatory, policy, and investment decisions, though regional public transit does play an important role to establish a more viable framework for focusing development. RTA regional transit improvements and enhanced local transit would help to support compact development so people can conduct more trips by foot, bike, and transit and depend less on auto travel. RTA investments in community connections -- park-and-ride lots and transit centers -- foster links between regional and local services and provide focal points where higher density growth could be supported. Investments in rail alignments and stations in higher density corridors will significantly improve opportunities for compact, mixed-use growth patterns encouraged by the MTP. The initial light rail segment offers a variety of opportunities to promote employment, residential, and commercial development within walking distance of transit stations.

Expand Transportation Capacity and Travel Options

This policy area of the MTP emphasizes improving access to and expanding capacity of all modes, with an emphasis on "catching up" with development of alternative travel modes. The RTA's proposed investments would contribute significantly in this policy area. The following highlights from the adopted RTA Ten-Year Plan investment strategies directly address and offer much needed alternative travel options for the region's most heavily traveled corridors:

- Initial electric light rail development would parallel the central part of the I-5 corridor through the most dense and intensely developed land in the region, from Sea-Tac Airport to the University

District in the City of Seattle. The I-5 corridor from Lynnwood to Tacoma is currently the region's most heavily traveled corridor, with 250,000 daily trips across the ship canal bridge. This corridor is projected to continue to grow in travel demand, with the highest growth in travel demand extending all the way from Everett to Tacoma by 2010. Although HOV system improvements will improve system capacity in the I-5 corridor, land and topographic constraints prohibit opportunities for other significant roadway capacity increases.

- HOV expressway improvements and investments in regional express bus service that are proposed will significantly increase travel capacity for transit along I-5 north to Everett and south to Tacoma, and along the full length of I-405. The I-405 corridor is the region's second highest travel corridor and experiences severe daily congestion, with 150,000 daily trips along I-405 between SR-520 and I-90.
- New commuter rail services are proposed to link Seattle with Everett and Tacoma, providing an alternative travel option in the critically congested SR-167 corridor and establishing transit linkages to ferry terminals in Snohomish County.
- Much expanded and improved regional express bus service is also proposed along SR-167 through the Green River Valley to further enhance flexible travel options linking much of the growing Pierce County area with south and east King County.
- A unique segment of new light rail service is proposed to connect downtown Tacoma with Pierce County's regional transit terminal hub next to the Tacoma Dome, linking Tacoma and the greater Pierce County area with vastly improved regional transit service. This light rail segment will provide new travel capacity in an area where physical constraints limit options for further roadway improvements and improve regional access necessary to achieve economic development objectives in downtown Tacoma.

In an effort to integrate the system of regional transit services with local transit services, the RTA further proposes investments in 'community connections' or 'gateways.' The community connections include improvements to proposed or newly constructed transit stations, park-and-ride lots, transit centers, and rail stations. These investments would substantially improve regional transit options and enhance local service delivery.

Summary

The RTA's *Ten-Year Regional Transit System Plan* and *Regional Transit System Long-Range Vision* will contribute significantly toward achieving the major policy objectives in the MTP. The components in the *Ten-Year Plan* will provide immediate travel benefits and the *Long-Range Vision* establishes a foundation for long-term regional transit improvements. Upon final Regional Council action on the consistency with the MTP, the adopted RTA plan will be incorporated by the Regional Council into the update of the High Capacity Transit (HCT) Element of the MTP. The high capacity transit component is expected to play an important regional role in helping to achieve economic development and environmental objectives and supporting changes in travel demand over the long-term future. Overall,

the regional transit investments adopted by the RTA will provide key support for the broader, environmental, growth management, and economic development objectives embodied in VISION 2020.

If there are any questions or comments on this assessment, please contact King Cushman, Director, Growth and Transportation Planning Department at (206) 464-6174 or Ned Conroy, Senior Planner, at (206) 587-5670.

ACTION ITEM

June 14, 1996

To: Executive Board

From: Executive Bob Drewel, Chair
Transportation Policy Board

Subject: Routine Amendment to 1996-98 Transportation Improvement Program

AT ISSUE

Kitsap Transit and Kitsap County have submitted projects for a routine Transportation Improvement Program (TIP) amendment using funds from two ISTEA funding sources: Federal Transit Administration (FTA) Discretionary Section 3 funds, and Surface Transportation Program (STP) funds designated for rural areas. Previous phases of the projects are already in the 1996-98 Regional TIP. The additional phases for the projects are summarized in Exhibit A.

The Transportation Policy Board considered each project at a separate meeting. The Policy Board considered the Kitsap Transit project at its meeting held on May 9, 1996, and recommended approval. The Policy Board considered the Kitsap County project at its June 13 meeting. Although Policy Board did not have a quorum at its June 13 meeting, the consensus among those present was to recommend approval of the amendment for the Kitsap County project.

RECOMMENDED ACTION

The Executive Board should approve an amendment to the 1996-98 regional TIP to include the projects shown in Exhibit A. The Board should also give project selection approval to the projects in the manner listed in Exhibit A. The approval is based on finding the projects consistent with VISION 2020 (including the Metropolitan Transportation Plan) and with the air quality conformity determination of the Regional Council's TIP. The Board should also find that funding is reasonably expected to be available to carry out the projects.

DISCUSSION

The recommended action would approve the amendment as requested by Kitsap Transit and Kitsap County. The following information describes the basis for approving the requests.

1. VISION 2020 Plan Basis (including the Metropolitan Transportation Plan)

Both projects supports transportation investments that provide alternatives to single-occupant vehicle travel (RT-8.14).

2. Air Quality Conformity Basis

The projects shown in Exhibit A are identified in state and federal rules as having a neutral effect on air quality and therefore are exempt from air quality conformity requirements.

3. Funding Reasonably Expected To Be Available

The Regional Council has confirmed that the Discretionary Section 3 funds and the STP funds are realistic estimates of what may be expected to become available for the projects shown in Exhibit A.

4. Project Selection

The Regional Council is responsible for "project selection" of the projects as shown in Exhibit A.

Maintaining the TIP and the Unified Planning Work Program (UPWP) is one of the responsibilities the Regional Council undertakes as the Metropolitan Planning Organization for King, Kitsap, Pierce and Snohomish counties.

For more information, please contact Dick Callahan at (206) 464-6171.

Attachment: Exhibit A

Exhibit A

PROJECTS PROPOSED FOR ROUTINE AMENDMENT TO 1996-98 TIP

Sponsor	Project Title and Work Description	Funding	PSRC ACTIONS NEEDED		
			TIP amend	UPWP amend	Project selection
1. Kitsap Transit	Bremerton Regional Transportation Plaza Construct a multimodal transfer center at the site of the current Bremerton ferry terminal.	\$ 8,000,000 Fed'I/Section 3 Discr. \$ 2,000,000 Match \$ 10,000,000 Total	X		X
2. Kitsap County	West Kingston Road (SR-104 to Miller Bay-Indianola Road, in North Kitsap County) Construct a minor widening of a two-lane road to add pedestrian and bike improvements, safety improvements, redesigned intersections and resurfacing. The project is near Kingston Junior High School and a new elementary school being built.	\$ 219,493 Fed'I/STP(R) \$ 34,256 Match \$ 500,000 CRAB/RAP \$ 700,000 Other State & Local \$ 1,453,749 Total	X		X

ACTION ITEM

June 20, 1996

To: Executive Board

From: Mary McCumber, Executive Director

Subject: **Recommendation to General Assembly on Amendment to Metropolitan Transportation Plan (MTP) to Include Plans for Sea-Tac Airport Expansion with Additional Noise Reduction Measures**

AT ISSUE

The Regional Council Executive Board will conduct a public hearing from 9 a.m. to noon on Thursday, June 27, at the Seattle Center Flag Pavilion, then will meet in the same location that afternoon, from 1:30-3:30 p.m., to take action on a draft amendment to the Metropolitan Transportation Plan. **Executive Board members are encouraged to attend both the public hearing and that afternoon's Board meeting.**

At its April 25 meeting, the Executive Board agreed to use the recommendations in the *Final Decision on Noise Issues* (March 27, 1996, pp. 37-41) of the Expert Arbitration Panel on Demand/System Management and Noise as the basis for deciding what additional noise reduction measures should be part of including plans for a proposed third runway at Sea-Tac Airport as an amendment to the Metropolitan Transportation Plan (MTP). The Board directed staff to initiate the process to include a third runway at Sea-Tac and

“...provide for (a) additional noise reduction measures, based on the recommendations of the Expert Panel; (b) establishment of a plan for implementation of such noise mitigation measures, including milestones; (c) monitoring compliance with such implementation plan; and (d) an agreement between the PSRC and the Port of Seattle for implementation of such plan...”

Agencies and communities that could be responsible for implementing the Expert Panel recommendations prepared written responses to the Panel's recommendations. The Panel recommendations and responses were discussed at an Executive Board workshop on May 30. Written public comment on the Panel recommendations also was encouraged; this correspondence was distributed at the workshop.

Based on those responses and the workshop discussions, as well as direction from the Executive Board on April 25, Regional Council staff grouped the Panel recommendations, and potential steps that could be incorporated into an implementation plan, into: I-Panel Recommendations on Which There Is Agreement; II-Panel Recommendations on Which There Is Disagreement; and III-Implementation Options and Monitoring. These were incorporated into a draft action item that was distributed to Board members and made available for public review on June 10.

It should be noted that, if approved, several of the Panel Recommendations and Implementation Options could have a budget impact on the Regional Council and would require separate action to amend the Regional Council's adopted Fiscal Year 1997 Budget and Work Program (for July 1, 1996-

June 30, 1997). Based on General Assembly action, staff will develop and submit an FAA grant request; FAA grants require a 10 percent match from the recipient. If all potential implementing options regarding the Regional Council were pursued, including mediation assistance for the Highline School District/Port of Seattle (up to \$50,000), which both parties have indicated is currently not needed, and costs associated with participation in a Part 150 Study and other efforts (\$140,000-\$220,000), Council costs could reach a total of \$270,000 over Fiscal Years 1997, 1998, and 1999. Staff will develop a budget and work plan amendment, including a detailed work program to implement the General Assembly action and a proposal regarding the use of contingency funds for the required match for an FAA grant, for the Executive Board's consideration at its August meeting.

DRAFT RECOMMENDED ACTION

The Executive Board should:

- 1) Select appropriate noise reduction measures from the recommendations of the Expert Panel, and include appropriate implementation and monitoring steps, to be included in the 1995 Metropolitan Transportation Plan as Appendix G;**
- 2) Review and revise as needed draft Resolution A-96-02, including Attachment A-Amendments to the 1995 Metropolitan Transportation Plan; and**
- 3) Recommend this package to the General Assembly as part of an amendment to include a third runway at Sea-Tac Airport in the Metropolitan Transportation Plan for the central Puget Sound region.**

DISCUSSION

On the pages that follow are the following items:

Pages 8-4 through 8-19,
Expert Panel Recommendations, divided into Sections I and II as noted, and Section III-Implementing Options and Monitoring (these are unchanged from Draft Action Item distributed June 10)

Pages 8-20 through 8-24,

Draft Adopting Resolution A-96-02, including Attachment A-Amendments to the 1995 Metropolitan Transportation Plan

Again, the Panel Recommendations, Implementation Options and Monitoring steps that follow are unchanged from those that were released for public review on June 10. In addition, based on direction from the Executive Board, Regional Council staff developed, as noted above, the draft adopting resolution, and corresponding text changes to the MTP (Attachment A-Amendments to the 1995 Metropolitan Transportation Plan).

Consistent with its process under SEPA (the State Environmental Policy Act), the Council on May 12 published notice of its intent to publish an Addendum to the Flight Plan Project Final Environmental Impact Statement and the Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport Final EIS. A total of six requests to the Council to prepare a Supplemental Environmental Impact Statement (SEIS) on its proposed action were received.

Based on initial review of those requests, the Council's SEPA Responsible Official has tentatively determined that the requests are without merit; that it is appropriate for the Regional Council to use an addendum; and that there is no need for an SEIS. A final determination will be made by the Responsible Official prior to the June 27 Executive Board meeting. Copies of the requests are available at the Regional Council Information Center, (206) 464-7532, and will be available at the June 27 Executive Board meeting. A written response to the requests will be available prior to the General Assembly meeting on July 11, 1996.

Correspondence on air transportation issues received from June 3-June 19, 1996, is included with this agenda mailing, is also available at the Information Center, and will be available at the June 27 Executive Board meeting. Correspondence received June 20-26 will be distributed at the June 27 meeting. In addition, at the June 27 meeting, staff will briefly summarize the nature of written comments since April 25, as well as the comments offered at the June 27 public hearing.

Also included in this mailing as background is a staff *Summary of the Regional Council's Decision Process Related to Amending the Metropolitan Transportation Plan to Include a Third Runway with Additional Noise Reduction Measures*, which includes copies of Resolution EB-94-01 and Resolution A-93-03.

Following action by the Executive Board on June 27, the Regional Council General Assembly will consider the Executive Board's recommendations on Thursday, July 11, at the Seattle Center Flag Pavilion, with public comment set for 2-3:30 p.m., and Assembly discussion and action set for 3:30-5 p.m. The General Assembly's action would be to amend the Metropolitan Transportation Plan to include a third runway at Sea-Tac with additional noise reduction measures. The ultimate decision on whether to proceed with a third runway will be made by the Port of Seattle Commission.

Panel Recommendations, Implementation Options and Monitoring

(Note: these items, on pages 8-4 to 8-19, are unchanged from the draft made available for public review on June 10, 1996)

I. Panel Recommendations on Which There Is Agreement

The following Expert Panel recommendations have been agreed to at least generally by the agencies/communities responsible for implementing them, with the provisos as noted in the Discussion, which follows. The numbers in front of each recommendation correspond to the numbering system used for the recommendations by the Expert Panel on pages 37-41 of its *Final Decision on Noise Issues*.

- (1) PSRC and the Coordinating Committee (PSRC, Port of Seattle, WSDOT, FAA) ...take steps to mediate and resolve the impasse between the Highline School District and the Port of Seattle on noise insulation for schools...**
- (2) The Port should implement its plan to upgrade its noise monitoring system, with no fewer than 25 permanent monitoring stations located throughout the affected communities; that the results be disseminated at regular intervals in the form of DNL, SEL and Time Above metrics (using three types of measurement).**
- (4i) The Port should address ground-related aircraft noise by implementing the thrust-reversal noise impact reduction activities called for in the Noise Mediation Agreement (assess and, if possible, reduce the use of thrust reversers).**
- (5) The Port take the following actions...**
 - (5b) Work closely and aggressively with King County International Airport and Alaska Airlines to eliminate the carrier's two nighttime Stage 2 cargo flights....**
 - (5c) Work with the airlines to minimize the total number of flights in the middle of the night (e.g., 1:30-5:30 a.m.)**
 - (5d) Continue to minimize the number of variances issued for the Nighttime Limitations Program...**
 - (5e) Work with foreign air carriers to ensure that Stage 3 aircraft continue to be used for nighttime international flights.**
 - (5f) Work with owners/operators of Stage 2 aircraft under 75,000 pounds (which are currently exempt from the Nighttime Limitations program) to secure their cooperation in minimizing or eliminating the use of such aircraft during the nighttime period.**
 - (5g) Continue to work with the airlines to minimize nighttime engine run-ups.**

- (6) The Regional Council, FAA, and communities affected by airport noise participate actively and constructively in the Port's upcoming Part 150 study... The Port's Part 150 process should include, but not be limited to....**
 - (6e) Evaluate, with FAA and community input, the potential net benefits of preferential runway use during low activity periods -- coupled with an expanded residential insulation and acquisition program, as needed.**
- (7) That, with respect to the Noise Remedy Program, the Port...**
 - (7a) Begin a rapid, full-scale insulation program as soon as the impasse with the Highline School District is resolved, with the maximum feasible commitment of resources and the earliest possible completion schedule.**
 - (7d) Work with the PSRC and affected communities to design and implement alternative, noise-compatible land uses within the current acquisition zone.**
 - (7f) Investigate possible modifications to the insulation program to mitigate the impacts of low frequency noise and vibration.**
- (8) That the Regional Council and Coordinating Committee take the lead in...**
 - (8a) Recognizing the degree to which parties and factors outside the direct authority of the Port are undercutting the effectiveness of the Port's current efforts to reduce noise impacts, initiate and coordinate remedial action. Such coordination may include facilitating the use of mediation, marshaling state and local public resources where needed, providing public information via the media, or otherwise addressing the roadblocks that now prevent the residents of the region from realizing the full benefits of the Port's existing abatement and mitigation programs...**
 - (8b) Create guidelines or other equitable procedures for dealing fairly with conflicting views and needs of different communities when a proposed noise reduction strategy results in a net improvement but causes a transfer of noise impacts.**

DISCUSSION

On **Recommendations (1) and (7a)**, above, the Port and the Highline School District met following the May 30 Executive Board workshop and have indicated that they plan to continue discussions and facilitation/mediation is not needed at this time (see letters, Attachment 2).

On **Recommendation (2)**, the Port agrees to upgrade its noise monitoring system, to include 20 to 25 monitors. The technical specifications (number of monitors, locations, measurements, etc.) would be developed in parallel with its Part 150 Study (beginning this fall and extending over two to three years), so that public comment relating to system design can be included in the Part 150 public participation program.

For **Recommendation (4i)**, the Port agrees to act on the recommendation related to thrust-reversal noise impact reduction activities called for in the Mediation Agreement, which calls for analysis and directs the Port to work with the pilots once this analysis is complete. The FAA and the Port note that safety and airport capacity are also factors related to use of thrust reversers, and the Port added that "minimizing the use of thrust reversers, if approved, may only be helpful during the late nighttime hours when traffic is very light."

On **Recommendation (5b)**, all parties (with the exception of Alaska Airlines, which did not respond) have agreed that the county is aggressively working to eliminate the two nighttime Alaska Airlines Stage 2 cargo flights from King County Airport. King County proposes to fund a study and rule-making process with which it could ban such flights by all operators (this would be over a period of about 18 months, and depends upon County Council approval). The County notes that Alaska Airlines has committed to changing its schedule this summer to eliminate one of the flights; it will be shifted back to Sea-Tac to a time before the noise curfew begins. Federal rules require phase-out of all Stage 2 aircraft by the year 2000, though the FAA can allow waivers for up to four years.

On **Recommendations (5c, d, e, and f)**, the Port: agrees to discuss voluntary rescheduling of flights in the middle of the night (e.g., 1:30-5:30 a.m.) with the airlines; agrees to continue minimizing the number of variances issued for the Nighttime Limitations Program, noting that there currently are no variances; agrees to work with foreign air carriers to ensure that Stage 3 aircraft continue to be used for nighttime international flights, noting that currently all such flights are Stage 3; and agrees to work with owners/operators of Stage 2 aircraft under 75,000 pounds (which are currently exempt from the Nighttime Limitations program) to voluntarily limit or eliminate their use.

For **Recommendation (5g)**, the Port agrees to continue to work with the airlines to minimize nighttime engine run-ups. The Port notes that restrictions have been in place for many years, that the number of nighttime run-ups is only two to four per month, and that it does not anticipate that nighttime run-ups can be further reduced.

Regarding **Recommendation (6)**, all parties agree that a Part 150 Study, in some form, could or should be conducted; however, there is significant disagreement regarding the form and content of that study. Briefly, a Part 150 Study is used to develop a noise contour map or maps for areas exposed to noise at 65 decibels or greater, identify existing and future non-compatible land uses, and develop a noise compatibility program for areas within the 65 Ldn contour. Under FAA guidelines, the Part 150 Study is to "bring together through public participation, agency coordination and overall cooperation, all interested parties...thereby facilitating the creation of an agreed upon noise abatement plan especially suited to the individual airport location while at the same time not unduly affecting the national air transportation system." As noted by an Executive Board member at the May 30 workshop, this process would also include the airlines, which were noticeably absent during much of the Expert Panel process and the followup since April 25.

The Airport Communities Coalition said that it "does not believe that there is any significant value to a traditional Part 150 Study" because it believes communities could not effectively participate unless they were able to share fully in receiving Study funds, and in Study development and implementation.

However, the ACC indicated that it would be willing to participate in a Part 150 Study in which it is "a co-equal partner with the Port." The Port has stated that the ACC is encouraged to take part in the study, but that the ACC does not represent either all impacted communities such as the City of SeaTac, nor the airport users. The FAA, which must approve Part 150 noise mitigation measures and noise maps, noted that the Part 150 program must have approval of the airport sponsor (in this case, the Port of Seattle) prior to FAA approval. The issue of how a Part 150 Study would be implemented is discussed further in Section III-Implementation Options and Monitoring.

Regarding **Recommendation (6e)**, all parties agree that preferential runway use during low activity periods should be studied, with the Port and FAA specifically stating that it should be looked at as part of the Part 150 Study.

For **Recommendation (7d)**, the Port says it will develop a land use plan for compatible re-use of acquisition property, and notes that it is already working with the City of SeaTac and other interests on using these properties for economic development and job creation, and the Regional Council could assist. Examples of the type of assistance that could be provided are noted in Section III-Implementation Options and Monitoring, under the heading The Regional Council (Items C-2 and C-3). The ACC says the Port could provide "financial assistance to stimulate suitable development of transitional zones." The Port said that in evaluating possible redevelopment of its acquisition property, it has funded master plans, environmental assessments, preliminary design, and public involvement.

On **Recommendation (7f)**, the Port agrees to modify its existing contract with noise experts to specifically mention investigation of methods to mitigate the impacts of low frequency noise and vibration, while noting that since the FAA must approve the way the Port spends federally approved funds, and modifications to its insulation program would need FAA criteria approval.

Regarding **Recommendation (8a)**, both the Port and Regional Council staff agreed that the Coordinating Committee (staff from PSRC, the Port, WSDOT, and FAA) was established for a specific purpose (related to implementation of Resolution A-93-03) and is not the appropriate forum to deal with these issues. WSDOT and FAA did not specifically respond; however, the Port indicates it "will support the PSRC" in efforts to address cross-jurisdictional issues. The Highline School District initially indicated that such a forum might be useful to resolve the impasse between the District and the Port; however, as noted above in the discussion on Recommendations (1 and 7a), both the Port and District now agree that such assistance is not needed at this time. Options for how Recommendation (8a) might be implemented are discussed under Section III-Implementation Options and Monitoring.

For **Recommendation (8b)**, regarding guidelines for dealing fairly with conflicting views and needs of different communities when a proposed noise reduction strategy results in a net improvement but causes a transfer of noise impacts, the Port, FAA and Regional Council staff all note that such guidelines would come out of a Part 150 Study if a noise reduction strategy such as a change in flight tracks was studied and found to be feasible.

However, the Port indicates that it is excluding from the Part 150 Study consideration of a “minimum population” flight track study that would be regional in nature. However, the Port notes that other flight track or noise shifting issues (such as a change in climb profiles) could be studied in Part 150 and would result in, at least, a discussion of criteria about transfer impact. The FAA notes that it would consider participating in a Part 150 study of a change in flight tracks, **but there would have to be agreement by all jurisdictions in the region on a proposed change.**

II. Panel Recommendations on Which There Is Disagreement

- (3) The Port and organizations representing affected communities jointly sponsor social surveys at regular intervals to assess the effectiveness of future noise abatement and mitigation measures in terms of perceived noise impacts.**
- (4ii) The Port should address ground-related noise by working to minimize the number, level and duration of daytime engine run-ups.**
- (5) That the Port...**
 - (5a) Negotiate and obtain a public commitment from the FAA for full cooperation in rigorously and aggressively enforcing compliance with the North Flow Nighttime Departure Noise Abatement Procedures. The Port, at a minimum, should notify airlines of violations of these nighttime noise abatement procedures. Better, the Port should institute procedures to apply pressure, through enforcement penalties and/or the power of public opinion in the media, to reduce violations (for example, publishing fines and performance scorecards in the region's newspapers.)**
- (6) The Port's Part 150 process should include, but not be limited to....**
 - (6a) Evaluate actions needed to apply, monitor and enforce the North Flow Daytime Departure Duwamish/Elliott Bay Noise Abatement Procedures... Investigate and, if possible, use this corridor during periods of lighter activity...**
 - (6b) Evaluate the feasibility of extending the (use of) North Flow Nighttime Departure Noise Abatement Procedures (currently 10 p.m. to 6 a.m.) to the evening "shoulder" (8 to 10 p.m.) and, if possible, to the early morning "shoulder" (6 to 7 a.m.) as well.**
 - (6c) Re-evaluate, with FAA and community input, the use of "minimum population exposure" flight tracks...**
 - (6d) Evaluate, with FAA and community input, the potential net benefits of a noise abatement departure profile employing using a steeper angle of climb, coupled with an expanded residential acquisition and insulation program if (as a result of this procedure) the 75 dB noise contour expands in the immediate vicinity of the airport while areas farther out receive benefits.**
- (7) That, with respect to the Noise Remedy Program, the Port...**
 - (7b) Complete the "sensitive use" public buildings insulation pilot studies and fund the full program envisioned in the Noise Mediation Agreement, as well as a program for insulation of multi-family dwellings, with an aggressive schedule to allow completion as soon as possible.**

- (7c) Evaluate the possibility of an expanded residential acquisition program...
- (7e) Further accelerate, if possible, the rate of insulation of homes now included in the residential noise insulation program, and consider expanding the area eligible for noise insulation if the Airport's 65 dB DNL contour remains at or near the 1993 contour boundaries.
- (8) That the Regional Council and Coordinating Committee take the lead in...
 - (8c) Take effective action on land uses to minimize the introduction of incompatible land uses and to facilitate compatible redevelopment of currently incompatible land uses, including implementation of the recommendations on land uses in the 1993 *AIRTRAC Final Report*.
 - (8d) Investigate creative ways of linking noise reduction objectives with airport demand and system management strategies.

DISCUSSION

Regarding **Recommendation (3)** on social surveys, the Port does not support the recommendation, while the Airport Communities Coalition supports it. Both acknowledge the difficulties in reaching agreement on how surveys would be conducted. The Port says surveys would "add to confusion and contention" and "not in any way improve the noise environment" or improve prospects for federal funding of noise reduction efforts. The ACC says surveys could be "extremely useful for monitoring the actual effect and progress (if any) of noise reduction" efforts. In making this recommendation, the Expert Panel noted the Port's noise consultant's comments in the 1993 AIRTRAC Final Report, "The way to avoid incorrect predictions of community response to a ...[noise reduction] action is to ask the community directly how it feels about a particular airport action and the proposed mitigation program connected to it." The Port notes, however, that all of its noise programs "have been developed and implemented with extensive public participation," and a number of mechanisms exist for people to let the Port know how it feels about noise issues. The Port notes, for example, that each household receiving insulation is asked to fill out a questionnaire about their satisfaction with the insulation treatment. The ACC says, however, that "social surveys provide the best empirical means by which the Port and the region can determine whether, and to what extent, particular noise reduction measures actually are perceived by those for whose benefit these measures have been implemented. The Port notes that it believes that quantitative and readily substantiated data is more productive and informative for assessing effectiveness of noise abatement programs, and that it has agreed to Panel Recommendation (2) involving regular reporting of data from its upgraded noise monitoring system.

On **Recommendation (4ii)** regarding minimizing the number, level and duration of daytime engine run-ups, the Port says reducing the number of run-ups is not possible because these testing procedures are essential for aircraft maintenance and safety (and are largely prohibited at night); **however, where the tests occur "and other operational changes which may reduce their impact" are allowable and the Port agrees to evaluate these issues as part of the Part 150 Study (beginning this fall, over two to three years).**

Regarding **Recommendation (5a)**, which calls for the Port obtaining a commitment from the FAA to **enforce** (emphasis added) compliance with the North Flow Nighttime Departure Noise Abatement Procedures, the FAA notes that it has only advisory authority regarding pilots' and airlines' compliance with noise abatement procedures. The Port notes that FAA "has sole authority for the movement of aircraft, and only the FAA can assess fines or penalties of any kind due to nonconformance." The Port acknowledges that "lower levels of compliance exist for procedures over Elliott Bay and over Puget Sound at night, and that changing conditions such as increased activity at night suggest that these procedures should be re-evaluated "so that realistic compliance goals can be developed and successfully approved." The Port notes that the FAA is on record as fully supporting Sea-Tac noise abatement procedures and that the Port monitors these procedures, and reports results, when appropriate, to the FAA, the Sea-Tac Noise Advisory Committee, and the airlines. FAA further notes that "at any time, deviations from the Elliott Bay low activity may be authorized for safety reasons and operational necessity." **The FAA does commit to "use the Elliott Bay procedures to the maximum extent possible," and also agrees to "participate in the Port's Part 150 Study to further evaluate this issue."**

Regarding **Recommendations (6a, b, c, and d)**, which are items the Expert Panel suggested to be included in the Port's upcoming Part 150 Study:

- (6a) The FAA notes again that, while it cannot **enforce** noise abatement procedures such as the North Flow Daytime Departure Duwamish/Elliott Bay, in response to this recommendation, the agency has and is taking action to ensure both aircraft compliance and that apparent violations are reviewed. However, as to the second part of the recommendation -- to evaluate use of these procedures during periods of lighter activity during the day -- both the Port and FAA say use of these procedures during periods of lighter activity has been evaluated and is not safe and will impede airport capacity, and therefore, there's no reason to include it in a Part 150 Study. The ACC says it is feasible and could be implemented without a Part 150 Study.
- (6b) The FAA says extending the use of North Flow Nighttime Departure Noise Abatement Procedures to 8-10 p.m. and 6-7 a.m. has been evaluated and is not safe and will impede capacity at the airport. The FAA adds that this has been evaluated further since the May 30 Executive Board workshop, and it has determined again that extending these procedures is not feasible due to safety and other considerations. The ACC says it is feasible and could be done immediately.
- (6c) As to evaluating the use of minimum population exposure flight tracks, the FAA says the current flight tracks "provide the best possible balance" between efficient aircraft flow and concerns of communities affected by aircraft overflights, and does not believe that any of the three specific Panel recommendations are feasible.

The FAA says further that it would participate in a Part 150 Study to evaluate other specific flight track proposals if all the communities in the region were in agreement on a proposal prior to it being studied. The Port says it would not take the lead on this issue but would participate if the FAA did so, and that it could look at potential flight track changes that are less regional in scope as part of the Part 150 Study. The ACC says the Port should immediately initiate a study of minimum population exposure flight tracks.

- (6d) Regarding a look at using a steeper angle of climb and, if this procedure is feasible, initiate an expanded residential acquisition and insulation program, the Port said it would look at “the benefits of modified climb procedures” as part of its Part 150 study. However, the FAA notes that the current climb gradients were “established specifically to meet agreed upon noise abatement altitude restrictions” and that “we do not believe increasing the current regulatory climb gradients is reasonable.” Different departure profiles options could be considered as part of the Part 150 Study, the FAA says. The ACC says a procedure of this type is in use in California and should be studied here. The Port does note that it will study the benefits and impacts of modified climb procedures in Part 150, and that changing procedures would shift noise. While the FAA agreed to review the study results, they cautioned that the current climb gradients are already steep and they do not believe increasing the current regulatory climb gradients is reasonable.

Regarding **Recommendations (7b, c, and e)**, all of which potentially could expand the Port’s current insulation and acquisition programs, the Port notes that its policy has been to ensure that such programs are eligible for federally approved funding. The Port notes that it must assure it can complete current commitments before agreeing to new ones, and adds that “priorities must be established, as the likelihood that everything can be done, especially simultaneously, is decreasing with each federal fiscal year...total available funding, including federal funds, may be significantly less than it has been historically.” Specific to these recommendations:

- (7b) the Port notes that “insulation for multi-family buildings will cost four to five times the original estimates and may be considered low priority for federal funding” and that the Port would need to use the Part 150 Study to look at how broad a program can realistically be provided, what FAA and Port priority it would have in relation to other programs, and what boundaries should be established. Also, “what other sources may be available for funding programs” would be looked at in the Part 150 Study.
- (7c) the Port notes that an expanded residential acquisition program “would mean moving into areas where the Port and FAA have already been investing resources in home insulation...(and) the existing program commitments may be in excess of the \$110 million the Port has already committed for insulation.”
- (7e) the Port notes that it is insulating 100 homes per month and “it would be both unwise and unrealistic to set a higher standard as a requirement.” It notes that each home requires careful, meticulous individual attention to ensure satisfactory results, which creates “a very real and practical limit to the number of homes that can be treated at once.”

As to expanding the eligible area, the Port’s policy has been to ensure that its mitigation programs are eligible for federal funding, which would preclude using federal funds for insulating homes beyond the 65 Ldn contour, which is the FAA boundary for eligibility for federal funding.

At the workshop on May 30, during discussions on insulation and acquisition programs, Executive Board members stressed the need to determine: 1) what should be done; 2) how much it would cost; and 3) sources of funding. **The critical question regarding these issues is, if there is a policy decision to expand current programs, where would the funding for these programs come from.** The Port has allocated \$50 million for eligible public school insulation projects, which would include the Highline School District, and \$60 million to complete the single-family residential insulation program. Beyond completion of the current pilot projects, funding has not been identified to insulate other public buildings and multi-family housing within the current 65 Ldn contour/Noise Remedy Program Boundary. In addition to the funding constraints that may preclude an expanded residential acquisition program (currently limited to areas within the 75 Ldn contour), an expanded noise insulation program beyond the current 65 Ldn contour/Noise Remedy Program Boundary would also require additional sources of funding, and these most likely would have to come from other than federally approved sources, which under current guidelines are restricted to use within the 65 Ldn contour.

Regarding **Recommendation 8c** on the Regional Council and Coordinating Committee* taking the lead minimizing the introduction of incompatible land uses and facilitating compatible redevelopment of currently incompatible land uses, the ACC notes that it would "welcome the opportunity to work with the Port to achieve land use compatibility;" however, "The ACC Cities must be the sole lead agencies in the implementation of any program involving the development of alternative, noise compatible land uses and the prevention of additional noncompatible land uses." The Port notes that the City of SeaTac also has land use jurisdiction and would need to be involved. The 1993 AIRTRAC *Final Report* recommended the development of state policies for land use compatibility around airports; legislation of this nature regarding general aviation airports was approved during the 1996 session; with Executive Board approval, the Regional Council could seek support for such legislation applying to commercial airports.

For **Recommendation 8d**, regarding linking demand and system management issues to noise reduction, the Port indicated in its initial response that it would cooperate with WSDOT and the Regional Council in efforts to link noise reduction objectives with demand and system management strategies. However, WSDOT says that high speed rail, as system management, would not be a feasible noise mitigation strategy. WSDOT noted that its analysis showed that "even with optimistic passenger diversion numbers, there was a minimal impact" on Sea-Tac operations, and thus there would be a low effect on noise impacts. And the Port, in followup information, noted that "the Expert Panel concluded that demand management measures are not reasonably expected to have a significant effect on the mix of aircraft types or total numbers of aircraft operating at Sea-Tac," and that therefore, "demand management measures cannot be considered as potential noise reduction measures."

*As noted in Discussion on Recommendation (8a) in Section I, the Coordinating Committee was established for specific purpose and its participants believe it is not the appropriate forum to deal with these issues.

III. Implementation Options and Monitoring

Based on the Expert Panel recommendations listed on the previous pages, and on analysis of responses to the Panel recommendations as well as direction from the Executive Board on April 25, Regional Council staff has developed the following Implementation and Monitoring Options for consideration by the Executive Board. These Options are based on, and should be adjusted to, the Board's action on the Panel recommendations contained in Sections I and II.

Implementation Options

Highline School District Insulation

The Highline School District and the Port of Seattle are meeting to try to reach agreement on a plan for insulating the District's schools. The Implementation Options for Highline School District Insulation, below, go together and are designed to try to help facilitate an agreement if the parties involved are unable to reach agreement and request Regional Council assistance.

If direct talks between the Highline School District and Port of Seattle and/or the FAA fail to produce agreement on a noise insulation program for the District's schools:

- A. The Puget Sound Regional Council, if asked to participate by the Port, the District or the FAA, will attempt to help reach such an agreement by:
 - 1. appointing an ad hoc committee of the Executive Board to serve as facilitator, **or**
 - 2. working with the parties to select an independent mediator, **or**
 - 3. if mediation is unsuccessful, working with the parties to reach agreement on an arbitration process.
- B. Services of a mediator or arbitrator, meeting expenses and related costs not to exceed \$50,000, and to be paid by:
 - 1. the Port of Seattle, **or**
 - 2. the Highline School District, **or**
 - 3. the Puget Sound Regional Council, **or**
 - 4. some combination of the above.

Part 150 Study

The Implementation Options for the Part 150 Study (A through D, below) include those items which the Port of Seattle and/or the FAA has agreed to study (C), and other steps based upon the recommendations of the Expert Panel. Any other items added by Executive Board action on the Panel's recommendations could be included in the approved Implementation Options for the Part 150 Study. While all parties agree that a Part 150 Study in some form could be useful, the Airport Communities Coalition has indicated that a Part 150 Study will be useful only if the ACC is a "co-equal" partner with the Port in the study. However, both the Port and the FAA indicate this is not realistic or feasible. Also, even if an item is included in a Part 150 Study and a recommended action on that item comes out of the Study and is submitted by the airport proprietor in their recommended noise control plan, the FAA must still evaluate that recommendation's impact on safety and efficient operation of the nation's air transportation system.

Finally, while the Expert Panel and ACC say that potential changes in flight tracks should be included in the Part 150 Study, the FAA says it will only be involved in such a study if there first is agreement by all jurisdictions in the region on a proposed flight track change. The Port notes that it could look at flight track issues that are narrow in scope as Part of the Part 150 Study.

In carrying out the Part 150 Study:

- A. The Port of Seattle will invite the Regional Council, the FAA, and communities within the region affected by airport noise to participate, and ensure that they are able to participate actively and constructively, in the Port's upcoming Part 150 study, which will commence in the fall of 1996 and is expected to take two to three years.
- B. Part 150 Study participants will seek to reach agreement on the scope of the study, the selection of a consultant, the use of peer review, and milestones for the study, to include the following: 1) public process defined; 2) scoping process; 3) development of noise exposure maps; 4) development of noise reduction and land use compatibility measures; 5) Port consideration and approval of the program; 6) FAA review and approval. The scoping action would include a determination on whether a proposed flight track change will be considered.
- C. Items to be considered in developing the scope of the Part 150 Study will include but not necessarily be limited to:
 - 1. Moving the location where daytime engine run-ups occur, to reduce ground-related noise.
 - 2. Evaluating the potential net benefits of preferential runway use during low activity periods.
 - 3. Evaluating benefits and impacts of changes to departure climb profiles.
 - 4. Analysis of need to adjust Noise Remedy Program boundaries to include those in 65 DNL by 2000.
 - 5. Evaluating scope, boundaries and funding for public use and multi-family buildings.
- D. If, as a result of the Part 150 Study, a proposed noise reduction strategy (such as a change in flight tracks) results in a net improvement but causes a transfer of noise impacts to other communities, the Port of Seattle, Regional Council, FAA and communities affected by airport noise will seek agreement on guidelines or other equitable procedures for dealing fairly with conflicting views and needs of different communities.

Port of Seattle Resolution

The Port of Seattle would adopt a resolution making a commitment to carry out implementing actions as noted in the following Implementation Options. Implementation Options A-C (below) for a Port of Seattle Resolution have all been agreed to by the Port of Seattle. Option D seeks to ensure that the Port of Seattle carries out, as appropriate, all FAA-approved recommendations from the Part 150 Study. Option E seeks to ensure that Port of Seattle will carry out any other actions approved by the Executive Board.

The Port of Seattle will pass a resolution affirming that it agrees to:

- A. Evaluate and upgrade its existing noise monitoring system to include the use of approximately 25 noise monitors, develop a schedule for completion by the end of 1998, and thereafter disseminate regular reports using DNL, SEL and Time Above metrics to the public.
- B. Work with the FAA and airlines to:
 - 1. Analyze the potential for reducing the use of thrust reversers.
 - 2. Minimize the number of flights in the middle of the night (1:30-5:30 a.m.).
 - 3. Continue to minimize the number of variances for the Nighttime Limitations Program.
 - 4. Work with foreign air carriers to ensure that Stage 3 aircraft continue to be used for nighttime international flights.
 - 5. Work with the owners/operators of Stage 2 aircraft under 75,000 pounds to limit or eliminate their use.
 - 6. Continue to work with airlines to minimize nighttime engine run-ups.
- C. Modify its existing contract with noise experts to specifically include the need to review methods of mitigating the impacts of low frequency noise and vibration, and to supply such information to the Port.
- D. Ask the FAA to include, within its Record of Decision on the Master Plan Update Final Environmental Impact Statement, the requirement to conduct a Part 150 Study with the goal of achieving additional noise abatement and mitigation through implementation of FAA-approved (including environmental determination) Part 150 Study recommendations.
- E. Implement, to the best of its ability, all of the items for which it has responsibility that are included in the 1996 amendment to include a third runway at Sea-Tac Airport with additional noise reduction measures in the Metropolitan Transportation Plan for the central Puget Sound region.

King County International Airport

This Implementation Option would include in the MTP a course of action that King County has agreed to take and is pursuing.

King County will continue to pursue elimination of the two nighttime Alaska Airlines Stage 2 flights from Boeing Field.

The Regional Council

Implementation Options A-C, below, are consistent with Regional Council staff responses to the Expert Panel recommendations, subject to approval by the Executive Board. Implementation Option D provides a mechanism for Council inclusion of a third runway in the MTP upon the receipt of the Port of Seattle's Resolution containing the items noted above under Port of Seattle Resolution. An alternative to Option D would be a Memorandum of Understanding between the Regional Council and the Port.

Option E responds to an Executive Board member's comment at the May 30 workshop regarding seeking federal law changes to allow use of federally approved funding for insulation and acquisition programs beyond the current federal constraints.

The Regional Council will:

- A. Seek funding through the FAA and, if necessary, through other sources, to actively participate in the Port's upcoming Part 150 Study. (Requires budget action, see Page 1.)
- B. Annually convene representatives of the Port of Seattle, FAA, communities affected by airport noise, and other interested parties, to coordinate efforts by all parties to alleviate issues that are undercutting the effectiveness of current noise reduction efforts and eliminate roadblocks to resolving issues, then report on progress to the Executive Board.
- C. As part of its Policy and Plan Review process,
 - 1. Conduct an initial review of land use plans for areas that are within the 65 Ldn contour, and provide annual review of future changes;
 - 2. offer assistance to jurisdictions in finding ways to minimize the introduction of incompatible land uses;
 - 3. provide facilitation services, if requested, by the Port of Seattle and jurisdictions in the vicinity of Sea-Tac Airport, to reach agreement on ways to redevelop currently incompatible land uses.
- D. Affirm, upon receipt of a Resolution approved by the Port of Seattle that contains all the items noted under Port of Seattle Resolution, above, that the Metropolitan Transportation Plan amendment including a third runway at Sea-Tac Airport will be in effect.
- E. Will seek support for state legislation for state policies regarding land use compatibility around commercial airports, and will seek support for federal legislation to allow use of federally approved funding for insulation and acquisition programs beyond the current federal constraints.

Washington State Department of Transportation/Transportation Commission

The Implementation Options below for WSDOT and the Transportation Commission are consistent with the Regional Council's support of high speed rail in the I-5 corridor (A), and with the WSDOT response to the Expert Panel recommendation regarding policies for noise compatible land uses around airports (B). Regarding Option B, however, the ACC has indicated that its members should be "the sole lead agencies" regarding such policies.

The Washington State Department of Transportation and Transportation Commission:

- A. Will seek funding for acceleration of efforts to provide improved higher speed rail service in the I-5 Corridor.
- B. Will seek legislation similar to what was approved for general aviation airports during the 1996 session, to provide state policies for land use compatibility around commercial airports.

Other Issues

Implementation Options A and B, below, are dependent upon Executive Board action on the corresponding Expert Panel recommendations. Implementation Option A for **Social Surveys** would be appropriate if the Panel Recommendation regarding social surveys is approved. The Port of Seattle is opposed to surveys; the ACC is in favor of them; both acknowledge that who pays the costs is an issue that would need to be resolved if they are conducted. Implementation Option B responds to comments

by Executive Board members at the May 30 workshop regarding available funding for insulation and acquisition programs; they stressed the need to determine: 1) what should be done; 2) how much it would cost; and 3) sources of funding.

A. Social Surveys

The Port of Seattle, in conjunction with the Airport Communities Coalition and the City of SeaTac, will jointly sponsor annual or semi-annual social surveys to assess the effectiveness of noise reduction/mitigation efforts in terms of perceived noise impacts. These surveys will be conducted by an independent consultant with costs:

1. evenly split among all participating parties, **or**
2. split on a pro rata basis based on population.

B. Other Financing Issues

1. Upon completing its public buildings and multi-family building insulation pilots, the Port of Seattle will assess the costs of insulating all other public buildings and multi-family buildings and all eligible single-family residences within the 65 Ldn contour/Noise Remedy Program Boundary, and the financial resources available to carry out these efforts.
2. The Port of Seattle will assess whether, and at what cost, additional services are available to accelerate the rate of insulation of single-family homes.
3. The Port will also assess the options, costs, and noise reduction benefits of expanding noise insulation programs beyond the current 65 Ldn contour/Noise Remedy Program Boundary.
4. Based upon these assessments, the Port will begin an insulation program for the remaining public buildings and multi-family buildings within the current 65 Ldn contour/Noise Remedy Program Boundary:
 - a. to the extent possible with available funds; **or**
 - b. to the extent possible with available funds and, if funds are insufficient, the Port will work with the Regional Council to seek funding from other sources, including the State of Washington, **or**
 - c. with the understanding that, if current sources are insufficient, the Port of Seattle will seek and ensure that sufficient funds are obtained to complete this insulation program.

Alternative Implementation Options

Alternative Implementation Options A and B, below, could respond to Executive Board members who seek more certainty that actions are completed before a third runway is included in the Metropolitan Transportation Plan.

Option A would require Regional Council determination (by the Executive Board or General Assembly) that all appropriate steps, including the Expert Panel recommendations and the other Implementing Options approved by the Regional Council, **are being carried out**. Option B would require that all such steps **have been completed**.

Since under FAA grant guidelines a project must be consistent with local or regional planning to receive federal funding, Option A could delay any action, including federal funding, on a third runway for many years, depending on additional Council and implementing agency/community action, and Option B could, at a minimum, delay any action on a third runway indefinitely.

- A. Inclusion of the third runway in the MTP is effective upon Regional Council determination that all the parties noted in this 1996 amendment to the MTP have taken all appropriate steps to ensure that these efforts are being carried out, **or**
- B. Inclusion of the third runway in the MTP is effective upon Regional Council determination that all of the items noted in this 1996 amendment to the MTP have been completed.

Monitoring

- A. The Port of Seattle will report to the Regional Council twice yearly on progress toward all the efforts encompassed in this action, **and**
- B. King County will report to the Regional Council Executive Board every six months on progress toward eliminating nighttime Stage 2 flights at King County International Airport, **and**
- C. Regional Council staff will report annually to the Executive Board on its participation in the Part 150 Study and, based on its Policy and Plan Review Process, on progress toward minimizing the introduction of incompatible land uses within the 65 Ldn contour, **and**
- D. As part of its contract with participating parties, the independent consultant conducting social surveys will be required to report the results of the surveys annually to all participating parties, and to the Regional Council Executive Board.

Draft Adopting Resolution

RESOLUTION A-96-02

A Resolution of the General Assembly of the Puget Sound Regional Council Amending the 1995 Metropolitan Transportation Plan (MTP) and Related Planning Documents to Provide for the Long-Term Commercial Air Transportation Capacity Needs of the Central Puget Sound Region.

WHEREAS, the Puget Sound Regional Council, designated under federal and state laws as the Metropolitan Planning Organization and Regional Transportation Planning Organization for the central Puget Sound region, is responsible for adopting and maintaining regional growth management and transportation strategies and the Metropolitan Transportation Plan for the region; and

WHEREAS, the Metropolitan Transportation Plan includes an aviation component; and

WHEREAS, the region's air transportation needs have been studied and planned for years as chronicled in a *Summary of the Regional Council's Decision Process Related to Amending the Metropolitan Transportation Plan to Include a Third Runway with Additional Noise Reduction Measures*; and

WHEREAS, the region is again confronted with a need to plan for the expansion of air transportation capacity; and

WHEREAS, in determining whether to amend the 1995 Metropolitan Transportation Plan to include plans for a third runway at Seattle-Tacoma International Airport with additional noise reduction measures, the Regional Council considered a number of factors including:

- 1) the need for additional airport capacity or other actions to address the region's growing demand for commercial air transportation services;
- 2) the impact of poor weather on Sea-Tac Airport's current operating capabilities;
- 3) the alternatives for meeting air travel demand including the feasibility of a major supplemental airport and demand/system management actions;
- 4) the environmental impacts of the various alternatives as documented in the Flight Plan and Master Plan Update Environmental Impact Statements;
- 5) new information and analyses documented in an addendum to these EISs;
- 6) the conclusions of the Expert Arbitration Panel on Demand/System Management and Noise regarding demand/system management actions and noise reduction measures; and

- 7) the extensive public comment received throughout the process as a result of the EIS processes, workshops, decision meetings, open houses, a telephone hotline, and public hearings; and

WHEREAS, the Regional Council through its regional planning decision process has sought to address these factors and finds that commercial air transportation is important to the mobility needs of the region's populace and its economy, and that the solution to the increasing demand for commercial air transportation services needs to strike a balance between environmental impacts, quality of life factors, and the air transportation needs of the region; and

WHEREAS, the Regional Council has determined, on balance, that the adoption of an amendment to the Metropolitan Transportation Plan to plan for a third runway at Sea-Tac Airport with additional noise reduction measures is a reasonable and necessary decision for addressing the long-term commercial air transportation capacity needs of the central Puget Sound region; and

WHEREAS, the Regional Council's regional planning decision expressed in this resolution is distinct from the project-level decisions yet to be made by other agencies including the Port of Seattle and the Federal Aviation Administration;

NOW, THEREFORE, BE IT RESOLVED that the General Assembly hereby amends the 1995 Metropolitan Transportation Plan to include plans for a third runway at Seattle-Tacoma International Airport, with additional noise reduction measures and implementation and monitoring steps that are to be included as Appendix G of the MTP. The amendments are detailed in Attachment A, adopted as part of this resolution.

The Metropolitan Transportation Plan document also serves as the area's Regional Transportation Plan (RTP) as part of VISION 2020, the growth management, economic and transportation strategy for the central Puget Sound region, which includes King, Kitsap, Pierce and Snohomish counties. All references herein to amending the MTP necessarily also include amending the RTP and the 1988 Interim Regional Airport System Plan (RASP) which was amended by Resolution A-93-03.

ADOPTED by the General Assembly this 11th day of July, 1996.

Executive Doug Sutherland
Pierce County
President, Puget Sound Regional Council

Attest: _____
Mary McCumber, Executive Director

ATTACHMENT A: Amendments to the Metropolitan Transportation Plan

- Chapter 5-Metropolitan Transportation Plan Components
Aviation Program

(Note: New text is in **bold**; deleted text is ~~struck out~~.)

Page 69, Paragraph 1 (Note: paragraph numbering begins with the first complete paragraph on each page):

The region will meet its long-term commercial air transportation needs consistent with the Puget Sound Regional Council General Assembly's Resolution A-96-02, **which amends the 1995 Metropolitan Transportation Plan, and Resolution A-93-03 As Amended (See Appendix F- PSRC Air Transportation Capacity Resolutions)** by:

- **Pursuing Planning for a third runway for Sea-Tac Airport, with the implementation of additional noise reduction measures as noted in Appendix G, and provided the project meets the independent evaluation of noise reduction and demand/system management conditions and satisfies the Federal Aviation Administration and Port of Seattle environmental impact review and permit processes and is authorized by the Port of Seattle and agencies with permitting authority.**
- Working with the state... (original text continues)

Beginning on Page 71, Paragraph 1, and carrying over to Page 72:

These conditions were: (1) the feasibility of a major supplemental airport... The noise reduction objectives and demand and system management actions were to be independently evaluated. ~~A determination of whether these conditions were satisfied is to be made no later than April 1996.~~

In October 1994, at the end of Phase 1 of the supplemental airport feasibility assessment, the Executive Board adopted Resolution 94-01... That resolution marked satisfaction of the first condition for authorization of the third runway in Resolution A-93-03. ~~Authorization of the third runway at Sea-Tac International is still subject to satisfaction of the second and third conditions in Resolution A-93-03 (relating to noise reduction and demand and system management actions.) The Regional Council, utilizing an independent Expert Arbitration Panel, is continuing with its efforts to determine whether the second and third conditions have been satisfied by the April 1996 date established by Resolution A-93-03.~~ **The Expert Panel on Demand/System Management and noise was appointed in 1994 by the State Secretary of Transportation to independently evaluate efforts to meet the demand/system management and noise conditions. The Panel concluded in late 1995 that neither demand management actions such as gate controls or system management actions such as high-speed rail would obviate or defer the need for a third runway at Sea-Tac Airport, and therefore were not feasible within the meaning of the resolution, satisfying the demand and system management condition of Resolution A-93-03. In March 1996, the Expert Panel concluded that while significant "impressive" efforts had been made to reduce noise at Sea-Tac, these efforts were not sufficient to meet the noise condition in Resolution A-93-03.**

The Panel recommended a list of additional noise reduction measures. Based on these recommendations, the Regional Council in July 1996 amended Resolution A-93-03 and adopted Resolution A-96-02 to include plans for a third runway at Sea-Tac with additional noise reduction measures in the Metropolitan Transportation Plan. The additional noise reduction measures,

including steps for implementation and monitoring, are set forth in Appendix G. The final decision on a third runway is also dependent upon completion of the Port of Seattle's environmental impact review, approval by the Port of Seattle, and completion of necessary permit processes.

In addition... (original text continues).

Page 77, New Entry in Table 4. *Summary Description of Metropolitan Transportation System Improvements* (all text that follows is new)

Regional Air Transportation System

Component	Description
Commercial Aviation	Upon satisfaction of environmental review and permit processes and authorization by the Port of Seattle Commission and other agencies, develop a third runway at Sea-Tac Airport with additional noise reduction measures.

- Appendix F- PSRC Air Transportation Capacity Resolutions
Resolution A-93-03 As Amended

Page 177, New Paragraph 6

WHEREAS, additional procedures employed in the process of amending this resolution in 1996 are reflected in a Regional Council document entitled *Summary of the Regional Council's Decision Process Related to Amending the Metropolitan Transportation Plan to Include a Third Runway With Additional Noise Reduction Measures*;

Page 177, Beginning at Paragraph 7 (old paragraph 6)

NOW, THEREFORE, BE IT RESOLVED, that the Regional Council Executive Board recommends that the General Assembly adopts the following elements of a Regional Airport System Plan amendment:

That the region should pursue vigorously, as the preferred alternative, a major supplemental airport and a third runway at Sea-Tac with additional noise reduction measures.

1. The major supplemental airport should be located in the four-county area within a reasonable travel time from significant markets in the region.

2. The third runway shall be authorized by April 1, 1996:

a. Unless shown through an environmental assessment, which will include financial and market feasibility studies, that a supplemental site is feasible and can eliminate the need for a third runway; and

b. After demand and system management programs are pursued and achieved, or determined to be infeasible, based on independent evaluation; and

c. When noise reduction performance objectives are scheduled, pursued and achieved based on independent evaluation, and based on measurement of real noise impacts.

3. The Regional Council requests consideration by the Federal Aviation Administration of modifying the Four-Post Plan to reduce noise impacts, and the related impacts on regional military air traffic.

- ~~4. Evaluation of the major supplemental airport shall be accomplished in cooperation with the state of Washington.~~
- ~~5. Proceed immediately to conduct site-specific studies, including an environmental impact statement, on a Sea-Tac third runway.~~
- ~~6. and~~ Eliminate small supplemental airports, including Paine Field, as a preferred alternative.

BE IT FURTHER RESOLVED... (retain remainder of old language)

- **Appendix G-Air Transportation Noise Reduction Measures and Implementing and Monitoring Steps**

(Text for this appendix will be verbatim language from Executive Board/General Assembly decisions on Expert Panel Recommendations, Implementing Options and Monitoring)

**SUMMARY OF THE REGIONAL COUNCIL'S DECISION PROCESS RELATING TO
AMENDING THE METROPOLITAN TRANSPORTATION PLAN TO INCLUDE A THIRD
RUNWAY AT SEA-TAC INTERNATIONAL AIRPORT WITH ADDITIONAL NOISE
REDUCTION MEASURES**

PUGET SOUND REGIONAL COUNCIL

JUNE 20, 1996

**SUMMARY OF THE REGIONAL COUNCIL'S DECISION PROCESS RELATING TO AMENDING THE
METROPOLITAN TRANSPORTATION PLAN TO INCLUDE A THIRD RUNWAY AT SEA-TAC
INTERNATIONAL AIRPORT WITH ADDITIONAL NOISE REDUCTION MEASURES**

The purpose of this document is to summarize: (1) the planning that has been undertaken to provide for the long-term commercial air transportation capacity needs of the central Puget Sound Region; (2) air travel demand forecasts and need; and (3) the environmental process for the Council's regional planning decision.

1. Commercial Air Transportation Planning

The RASP

The first regional aviation plan was completed in the late 1960s and has been updated periodically. The 1988 Regional Airport System Plan (RASP, adopted by the Puget Sound Council of Governments, forerunner to the Regional Council), looked at the components of the regional airport system, and offered a detailed series of recommendations regarding commercial aviation and general aviation. The 1988 RASP recommended that planning be conducted to address commercial aviation needs and then, if needed, adjustments could be made to general aviation capacity at airports that might potentially be impacted by the conclusions and recommendations from the commercial aviation studies.

The 1988 RASP recommended that Puget Sound Council of Governments, in cooperation with the Port of Seattle as the operator of Seattle-Tacoma International Airport, should complete a detailed evaluation of the region's long-term commercial air transportation needs. This effort resulted in the Flight Plan Project (1989-92) and subsequent decision processes and studies. The Regional Growth and Transportation Strategy (VISION 2020) adopted in 1990 recognized the 1988 RASP as the interim air transportation element of the Regional Transportation Plan (now called the Metropolitan Transportation Plan) "until a new plan is adopted." (PSCOG Resolution A-90-01). This action was reaffirmed by the Regional Council through approval of the "Interlocal Agreement for Regional Planning of the Central Puget Sound Area" dated September 30, 1991.

Flight Plan

The Flight Plan Project was concluded in 1992. The purpose of Flight Plan was to develop a solution to meet the region's commercial air travel needs to the year 2020 and beyond. Based upon its two-and-a-half year effort to examine ways to accommodate demand and the environmental impacts of the studied alternatives, the Flight Plan Study recommended a multiple airport system that included a new runway at Sea-Tac Airport.

Sea-Tac Master Plan

As a result of Flight Plan, in November 1992, the Port of Seattle Commission adopted Resolution No. 3125, As Amended, which adopted the Flight Plan recommendation pertaining to adding a dependent air carrier runway at Sea-Tac Airport and directed Port staff to undertake the necessary detailed studies and a project-specific environmental impact statement. A comprehensive update to the Sea-Tac Airport Master Plan was undertaken to evaluate the long-term facility needs at the airport and to

develop an array of possible improvements for efficiently meeting forecasted regional air travel demand to the year 2020. In February of 1996, the FAA and the Port of Seattle, as co-lead agencies, published an environmental impact statement for the Master Plan Update which evaluated potential environmental impacts and identified mitigation measures for proposed airport improvements, including a new runway.

Major Supplemental Airport Study and Expert Panel Evaluation

In April of 1993, after studying the conclusions of the Flight Plan report and environmental review documents, and in an effort to find the best method of meeting the region's long-term commercial air transportation needs, the Regional Council General Assembly in April 1993 adopted Resolution A-93-03, which called for the region to pursue both a major supplemental airport and, subject to conditions, a third runway at Sea-Tac International. These conditions were: (1) the feasibility of a major supplemental airport and whether it could be put into service in time to eliminate the need for a third runway; and (2) implementation of noise reduction objectives; and (3) feasible demand and system management actions. The major supplemental airport was subsequently defined as being of sufficient size to accommodate two parallel runways capable of independent operations. The noise reduction objectives and demand and system management actions were to be independently evaluated. A determination of whether these conditions were satisfied was to be made no later than April 1, 1996.

Resolution A-93-03 was followed by Executive Board action adopting specific Implementation Steps for carrying out the resolution's requirements. Among the provisions of the Implementation Steps was the establishment of expert panel(s) to perform the independent evaluations of demand/system management and noise issues. The noise issues to be analyzed were limited to impacts associated with the existing facilities at Sea-Tac. The issues did not include any analysis of noise impacts related to a possible third runway.

In October of 1994, after receiving a consultant's report on potential new airport sites, the Regional Council Executive Board adopted Resolution EB-94-01 which concluded that no feasible sites for a major supplemental airport could be found in the four-county region. That resolution marked satisfaction of the first condition for authorization of the third runway in Resolution A-93-03. Through Resolution EB-94-01, the Board recommended cooperative actions by the state, local governments and regional transportation planning organizations to examine whether other options such as high speed rail could meet the region's long-term air travel and inter-regional ground travel needs.

An Expert Arbitration Panel was appointed in June 1994 by the Secretary of the Washington State Department of Transportation (WSDOT) to make findings on the satisfaction of the Demand/System Management and Noise conditions.

In May of 1995, the General Assembly of the Puget Sound Regional Council adopted the Metropolitan Transportation Plan, which incorporated Resolution A-93-03 as an appendix and included the third runway at Sea-Tac subject to satisfaction of the conditions for noise reduction and demand and system management actions by April 1, 1996.

In a series of written orders on Demand System Management Issues, concluding with its final order in December of 1995, the Expert Panel found that congestion pricing, gate controls, high-speed rail and more readily achievable improvements in existing rail service could not reasonably be relied upon as a justification for obviating or deferring the construction of the new runway at Sea-Tac and therefore are

not “feasible” demand and system management steps within the meaning of the PSRC Resolution, even though these improvements if achieved, would likely produce significant benefits to the region. Consequently, the demand/system management condition of the Resolution was satisfied.

In its final order of March 27, 1996, the majority of the Panel concluded that “although the Port of Seattle has scheduled, pursued, and achieved an impressive array of noise abatement and mitigation programs, the Port has not shown a reduction in real on-the-ground impacts sufficient to satisfy the noise reduction condition imposed by Resolution A-93-03.” Thus, because the noise condition was not met by April 1, 1996, the Metropolitan Transportation Plan (MTP) currently does not provide for a third runway at Sea-Tac Airport or provide any other means for meeting the region’s acknowledged long-term air transportation capacity needs.

The Panel concluded “that the Port could have done more, and that, had it done so, the additional improvement probably would have made a material difference in real, on-the-ground noise impacts, turned a marginal improvement into a meaningful one, and therefore affected the final outcome of this proceeding.” In conclusion, the Panel offered a list of recommended noise reduction measures to be considered.

Regional Council Follow-up to Expert Panel Decision

At its April 25, 1996 meeting, the Executive Board of the Puget Sound Regional Council agreed to use the recommendations in the Panel's *Final Decision on Noise Issues* (March 27, 1996 pp. 37-41) as the basis for deciding what additional noise reduction measures should be part of including a proposed third runway at Sea-Tac Airport as an amendment to the Metropolitan Transportation Plan (MTP). The Board directed staff to initiate the process to include a third runway at Sea-Tac and

“...provide for (a) additional noise reduction measures, based on the recommendations of the Expert Panel; (b) establishment of a plan for implementation of such noise mitigation measures, including milestones; (c) monitoring compliance with such implementation plan; and (d) an agreement between the PSRC and the Port of Seattle for implementation of such plan...”

Agencies and communities that could be responsible for implementing the Expert Panel recommendations prepared written responses to the Panel’s recommendations, and the Panel recommendations and responses were discussed at an Executive Board workshop on May 30, 1996. Written public comment on the Panel recommendations also was encouraged; this correspondence was distributed at the workshop.

A Resolution of the General Assembly of the Puget Sound Regional Council amending the Metropolitan Transportation Plan (MTP) to include a third runway at Sea-Tac Airport with specific noise reduction measures based upon the recommendations of the Expert Panel was distributed to the Council’s Executive Board on June 20, 1996, for action at the Board's meeting on June 27, 1996. Following action by the Executive Board, the Regional Council General Assembly will consider the Executive Board’s recommendations on Thursday, July 11, 1996.

2. Commercial Air Travel Demand Forecasts and Need

The Flight Plan Project concluded that the existing Sea-Tac airfield would not be adequate to meet regional air travel needs past the year 2000.

Growth at Sea-Tac is being driven by strong regional population and economic growth, along with the region's reliance on air travel. The Puget Sound Region's population nearly doubled between 1960 and 1990. By 1995, the region's population eclipsed three million, and an additional one million people are projected to be here by the year 2020.

Forecasted aviation needs at Sea-Tac International, which serves most of the commercial passenger and cargo aviation needs for the region and much of the state, have been subsequently updated in the Port of Seattle Master Plan Update Technical Report No. 5, April 12, 1994.

The table below shows that projected annual passenger volumes for the region are expected to double between 1993 and 2020. However, during the same period, the number of aircraft operations that are forecasted to handle these passengers (the measure most directly related to runway capacity) is forecast to increase by about 30 percent. This more moderate trend in the growth in aircraft operations is largely due to the expected replacement of smaller aircraft, especially commuter aircraft, with larger aircraft.

The capacity and current efficiency of the airfield at Sea-Tac International is determined by the rate at which aircraft can arrive and depart using the two existing runways, in one hour. This rate is then annualized using a level of acceptable delay for each arriving or departing operation that is based on local weather conditions and the daily operational demand profile experienced at the airport. Using this method, the efficient annual capacity is calculated to be about 380,000 operations (arrivals and departures).

Aviation Trends and Forecasts* Four-County Puget Sound Region-All Airports

Forecast Measure	Current And Forecast Period			
	1993	2000	2010	2020
Air Passenger Activity				
Total Annual Passengers (Millions)	18.8	23.8	30.6	38.2
Annual Aircraft Operations	339,459	379,200	405,800	441,600
Air Cargo Activity				
Sea-Tac International	381,541	510,000	680,000	880,000
Boeing	(1990) 22,199	35,249	---	78,734

*Sources *Master Plan Update, Technical Report No. 5*, April 12, 1994 Port of Seattle; Project II Report, October 1992, A-1 Washington State Air Transportation Commission.

The forecasts suggest that Sea-Tac International will reach its efficient operational capacity around the year 2000 but the actual aircraft operations for 1995 were 386,500, exceeding the year 2000 forecast. Additional Operations can be accommodated but only with increased average delay.

The airport's capacity is greatly affected and reduced by regional weather conditions. Poor weather, which occurs about 40-45 percent of each year, affects air traffic safety procedures and reduces the airport from operating two streams of arriving aircraft to one stream. This reduction occurs because the two existing runways are too close together (800 feet between centerlines) to both be used for landing aircraft during periods of poor weather. A third runway appropriately separated from the existing runways would help eliminate this problems and provide capacity to land aircraft in poor weather.

In addition to runway and airspace capacity, airport capacity is also bounded by airport terminal capacity and ground access capacity. These three constraints (airspace, runway, and terminal/ground access) were addressed in the Port of Seattle's airport Master Plan Update, with the ground access issues also addressed in the highway, transit and freight and goods elements of the updated regional MTP.

3. Environmental Process

The Regional Council is amending the Aviation Program and Appendix F, Resolution A-93-03 of the Metropolitan Transportation Plan (MTP) to include a third runway at Sea-Tac Airport with specific noise reduction measures.

The Regional Council has used two environmental impact statements previously published to assess the potential environmental impacts of its action: The Flight Plan Project Final Environmental Impact Statement (1992) and the Final Environmental Impact Statement for Proposed Master Plan Update Development Actions at Seattle-Tacoma International Airport (1996). The Regional Council has also published an Addendum which provided additional information/analysis, but which did not substantially change the analysis of significant impacts and alternatives in the existing environmental documents.

The use of the two prior environmental impact statements and an Addendum is authorized by the SEPA rules. The Regional Council is required to prepare a supplemental EIS if, subsequent to publication of the Port's EIS, there have been substantial changes to the proposal; there is new information indicating the proposal's probable significant adverse impacts; or the Regional Council discovers misrepresentation or lack of material disclosure in the EIS. See WAC 197-11-600(3)(b) and (4)(d).

The Regional Council has reviewed both the Flight Plan EIS and the Master Plan Update EIS, particularly with regard to the Regional Council's broad regional planning issues, and determined that the environmental impact statements are adequate for the current regional planning decision. The Regional Council also sought to determine whether there was any new regionally significant information subsequent to the Master Plan Update EIS which would trigger a requirement for supplemental environmental review. The Regional Council did not identify any such information.

Because the Regional Council is acting on the same proposal for which the prior environmental impact statements were prepared, formal "adoption" of those documents was not necessary. See WAC 197-11-600(4)(a).



RESOLUTION NO. EB-94-01

**A RESOLUTION of the Executive Board of the
Puget Sound Regional Council, Seattle, Washington,**

WHEREAS, regional studies completed by the Puget Sound Air Transportation Committee, the Washington State Air Transportation Committee, and the Puget Sound Regional Council (PSRC) have clearly identified a near-term air transportation capacity problem at Sea-Tac International Airport, and concluded that the addition of a third all-weather runway at Sea-Tac would provide adequate capacity for the region through the year 2030; and

WHEREAS, the PSRC General Assembly adopted Resolution A-93-03 approving the addition of a third Sea-Tac runway subject to certain conditions, including studying the feasibility of siting a major supplemental airport in the four-county region, and delegating implementation of the resolution to the PSRC Executive Board; and

WHEREAS, the PSRC Executive Board established Implementation Steps and has responsibility for the Regional Council's work program, budget and contracts; and

WHEREAS, the Executive Board concludes that there are no feasible sites for a major supplemental airport within the four-county region and that continued examination of any local sites will prolong community anxiety while eroding the credibility of regional governance; and

WHEREAS, the need for a major supplemental airport continues to be questioned, especially in light of emerging long-term transportation initiatives, including high speed rail and demand/system management programs which may reduce long-range air travel demand; and

WHEREAS, State law fails to address the issue of incentives and compensation beyond normal mitigation for those communities which are recipients of essential public facilities; and

WHEREAS, the cost of building a major supplemental airport would impose a substantial new financial encumbrance which would conflict with other important regional obligations, while the cost of building a third Sea-Tac runway would be met with already identified revenues; and

WHEREAS, air carriers have stated their opposition to the concept of supplemental airports, citing the market-driven economic realities of their industry; and

WHEREAS, a broad spectrum of labor, business, and community groups support the addition of a third Sea-Tac runway to meet the near-term air transportation capacity needs of the region.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Board further clarifies that the "Resolution A-93-03: Implementation Steps" adopted by the Executive Board allow the Executive Board to determine whether the Regional Council should go forward with additional supplemental airport studies and pursuant to that authority, the Executive Board determines that further studies should not be undertaken.

BE IT FURTHER RESOLVED, that the decision of the Executive Board of the Puget Sound Regional Council is to affirm the General Assembly's approval of a third runway for Sea-Tac, provided the project meets the independent evaluation of the noise and demand management conditions set out in Resolution A-93-03, and satisfies the environmental impact review process.

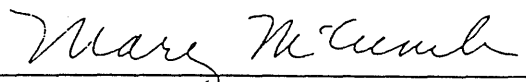
FURTHER, the Executive Board recommends that the region work with the State to enact legislation allowing for substantial and equitable incentives and compensation for communities impacted by the proximity of essential public facilities.

FURTHER, the Executive Board recommends that the State, in cooperation with appropriate local jurisdictions and regional transportation planning organizations, implement a comprehensive process for evaluating all options to meet the State of Washington's long-term air travel and inter-regional ground transportation needs, including high speed rail.

ADOPTED by the Executive Board this 27th day of October, 1994.



Mayor Richard Mitchusson
City of Poulsbo
President
Puget Sound Regional Council

Attest: 
Mary McCumber, Executive Director

RESOLUTION A-93-03

**A RESOLUTION of the General Assembly of the
Puget Sound Regional Council Amending the
1988 Interim Regional Airport System Plan (RASP) for
Long-Term Commercial Air Transportation Capacity Needs of the Region**

WHEREAS, the Puget Sound Regional Council, designated under federal and state laws as the Metropolitan Planning Organization and Regional Transportation Planning Organization for the central Puget Sound region, is responsible for adopting and maintaining regional growth management and transportation strategies for the region; and

WHEREAS, the Regional Council has adopted VISION 2020: Growth and Transportation Strategy for the Central Puget Sound Region, to guide growth management and transportation decisions and actions in King, Kitsap, Pierce and Snohomish counties; and

WHEREAS, VISION 2020 seeks to assure that the people of this region continue to enjoy an outstanding and improving quality of life that includes a vibrant economy, a healthy environment, and livable communities connected by a multimodal, transit-oriented transportation system that emphasizes accessibility and enables the efficient movement of people, goods and freight; and

WHEREAS, with respect to assessments of commercial air transportation needs, the Regional Council acknowledges long term forecasting uncertainties, and the reduction on a day-to-day basis of current airport capacity at Sea-Tac Airport during bad weather conditions; and

WHEREAS, VISION 2020, as the Regional Transportation Plan for the region, includes the 1988 interim Regional Airport System Plan with language that called upon the region to "proceed expeditiously with the detailed evaluation and selection of a preferred regional air carrier system alternative," and which now needs to be amended to reflect the Regional Council's recent planning and deliberations regarding the long-term commercial air transportation capacity needs of the region; and

WHEREAS, jurisdictions in the region agree to site regional transportation facilities in a manner that reduces adverse societal, environmental and economic impacts; seeks equity and balance in siting and improving the region's transportation system; and addresses regional growth planning objectives; and

WHEREAS, the Regional Council, through the Flight Plan Project, has sought to address policy, environmental, and procedural concerns through a variety of products and processes, including the following:

- (a) The Regional Council, acting jointly with the Port of Seattle, completed a non-project Final Environmental Impact Statement evaluating various system alternatives for meeting projected demands and their noise and other environmental impacts, and
- (b) The Regional Council conducted a series of workshops, decision meetings, open houses, and a public hearing, to listen to the concerns and suggestions of community groups, individuals and interests that could be affected by a regional commercial air transportation capacity decision; and

WHEREAS, as a part of this effort, the Regional Council finds that commercial air transportation is important to the region's economy, and that additional commercial air transportation capacity needs to be identified and preserved, and implemented when needed at some point in the future; and

WHEREAS, the Regional Council finds that there is no perfect air transportation capacity solution, but that whatever solution is adopted must be part of an integrated transportation system that includes air and marine transportation as well as roadways and rail, that demand management and system management should be utilized to make the most efficient use of the existing system, and that any solution must not result in a decrease in safety and must address noise; and

WHEREAS, the Regional Council further finds that the adopted solution should be flexible, must be consistent with the growth management planning that is occurring in the region, and should be financially feasible; and

WHEREAS, the Regional Council Transportation Policy Board and Executive Board have developed and refined this recommendation to the Regional Council General Assembly; and

WHEREAS, this amendment to the interim Regional Airport System Plan is consistent with the VISION 2020 Final Environmental Impact Statement;

NOW, THEREFORE, BE IT RESOLVED that the Regional Council Executive Board recommends that the General Assembly adopt the following elements of a Regional Airport System Plan amendment:

That the region should pursue vigorously, as the preferred alternative, a major supplemental airport and a third runway at Sea-Tac.

1. The major supplemental airport should be located in the four-county area within a reasonable travel time from significant markets in the region.
2. The third runway shall be authorized by April 1, 1996:
 - a. Unless shown through an environmental assessment, which will include financial and market feasibility studies, that a supplemental site is feasible and can eliminate the need for the third runway; and

- b. After demand management and system management programs are pursued and achieved, or determined to be infeasible, based on independent evaluation; and
 - c. When noise reduction performance objectives are scheduled, pursued and achieved based on independent evaluation, and based on measurement of real noise impacts.
- 3. The Regional Council requests consideration by the Federal Aviation Administration of modifying the Four-Post Plan to reduce noise impacts, and the related impacts on regional military air traffic.
 - 4. Evaluation of the major supplemental airport shall be accomplished in cooperation with the state of Washington.
 - 5. Proceed immediately to conduct site-specific studies, including an environmental impact statement, on a Sea-Tac third runway;
 - 6. Eliminate small supplemental airports, including Paine Field, as a preferred alternative.

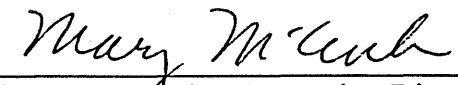
BE IT FURTHER RESOLVED that the Board is directed to:

- 1. Take all necessary steps to assure efficient, effective and economical implementation of this resolution.
- 2. Negotiate with the Port of Seattle, the Washington State Department of Transportation and other responsible agencies, as necessary, to assure the implementation of this resolution.
- 3. Assure that implementation of this resolution is at all times in compliance with the requirements of all applicable federal, state and local laws and regulations.
- 4. Report to the General Assembly on the results of its actions at the next regularly scheduled Assembly meeting or at such special meeting of the Assembly as the Board may call.

ADOPTED by the General Assembly this 29th day of April, 1993.



Bill Brubaker, Councilmember
Snohomish County
President, Puget Sound Regional Council

Attest: 

Mary McCamber, Executive Director

RESOLUTION A-93-03: IMPLEMENTATION STEPS

**As adopted by the Regional Council Executive Board
August 26, 1993, and September 23, 1993**

COORDINATION: The Puget Sound Regional Council, the Washington State Department of Transportation, the Port of Seattle, and the Federal Aviation Administration will establish a coordinating committee of representatives from each agency to monitor and report back on the following efforts to implement Resolution A-93-03. A memorandum of understanding will be developed by the affected agencies to formalize this implementation process.

I. MAJOR SUPPLEMENTAL AIRPORT FEASIBILITY STUDY

- A. The Puget Sound Regional Council, in cooperation with Washington State Department of Transportation (WSDOT), leads feasibility study. A working group of public and private advisors provides advice on analyses, reviews findings, and comments on feasibility study issues. Public information and involvement provided through a variety of options to be developed in the fall of 1993.
- B. Consultants apply technical screening criteria to sites in 4-county area (King, Snohomish, Pierce and Kitsap). Screening criteria are developed by the consultants subject to review by the coordinating committee and review and action by an appropriate Regional Council policy board.
- C.
 - 1. If no sites exist, advise Executive Board and other interested parties. If Executive Board concurs, process ends. Substantial weight shall be given to the consultants' conclusion. (Mid-1994).
 - 2. If sites exist, consultants continue with environmental, financial, legal, and market feasibility studies.
- D. Feasibility study issues:
 - 1. Is there a major supplemental airport site which is feasible (i.e., environmentally, economically, market, legally)? What is (are) the site(s)? Who would be the airport sponsor?
 - 2. When would a major supplemental airport be operational?

- E. The Major Supplemental Airport (MSA) Expert Review Panel (See Appendix A, Expert Panels) independently evaluates the feasibility study's technical conclusions, i.e., the answers to the questions in paragraph D, and additionally considers:
1. What are the existing capacity constraints at Sea-Tac International Airport?
 2. What will be the demand and delay at Sea-Tac International Airport until and after a major supplemental airport becomes operational?
 3. What will be the consequences (e.g., economic, environmental) of the anticipated delay at Sea-Tac International Airport?

If it can be developed in a timely manner, initial data for these three questions will be developed during the Port of Seattle Master Plan and EIS preparation process.

- F. The Major Supplemental Airport (MSA) Expert Review Panel concludes whether a major supplemental airport eliminates the need for a third runway at Sea-Tac International Airport. The Panel's conclusions are transmitted to the Regional Council.
1. If the Major Supplemental Airport (MSA) Expert Review Panel concludes that a major supplemental airport is feasible, the Regional Council Executive Board determines whether to develop an amendment process to incorporate the specific site or sites into the Regional Transportation Plan.
 2. As it relates to the third runway, the Major Supplemental Airport (MSA) Expert Review Panel's conclusion shall be reviewed by the Regional Council Executive Board for final determination. Substantial weight shall be given to the conclusion of the Major Supplemental Airport (MSA) Expert Review Panel.

II. DEMAND MANAGEMENT/SYSTEM MANAGEMENT STUDY

- A. The Puget Sound Regional Council, the FAA, the Washington State Department of Transportation, and the Port of Seattle will identify appropriate lead agencies to analyze demand management and system management options: including pricing mechanisms, gate controls, and high speed rail.
- B. The lead agency for each option will analyze that option to determine its feasibility, considering the time frame for implementation and the likely extent of its impact on future operations at Sea-Tac International Airport.
- C. Lead agency conclusions are then subject to independent evaluation by the Expert Arbitration Panel.

- D. Expert Arbitration Panel determines which demand management/system management options are feasible, considering the reasonableness of methods and assumptions employed by the lead agencies, as well as issues such as long term regional goals, existing contractual obligations and legal constraints, safety, operational efficiency, and expense. (1994-1995).
- E. Conclusions of this Expert Arbitration Panel regarding which Demand Management/System Management options are feasible (including timeframe and impact) will be provided to the Major Supplemental Airport (MSA) Expert Review Panel. (See Feasibility Study, Part I.E.2.)
- F. The Expert Arbitration Panel (working on demand and system management issues) determines whether all earlier identified feasible measures are being pursued and achieved. (1996)

III. NOISE REDUCTION PERFORMANCE OBJECTIVES

- A. The PSRC Resolution A-93-03 calls for aircraft noise reduction objectives that are scheduled and are being pursued. The following programs are responsive to this regional request (See Appendix B for descriptions of these programs):
 - 1. The Sea-Tac Noise Budget and Nighttime Limitations Program, which are established in Mediated Noise Abatement Actions for Seattle-Tacoma International Airport, as agreed to by the Mediation Committee on March 30, 1990;
 - 2. Port of Seattle restrictions on the performance of aircraft powerback operations and on aircraft engine run-ups which are established in the Sea-Tac International Airport Schedule of Rules and Regulations and which are intended to address issues related to certain ground source noise; and
 - 3. Acoustical Insulation Program as set forth in the Port of Seattle Resolution 3125, as amended.
- B. Verification that the Port is achieving the objectives of the Acoustical Insulation program and ground source noise restrictions (as specified in III.A.2 and 3) will be accomplished by semi-annual reports by the Port to PSRC.
- C. A method of independent validation needs to be developed that the Noise Budget and Nighttime Limitations Program noise reduction objectives are sufficient to cause a reduction in measurable real ("on-the-ground") noise by 1996. The validation methodology shall utilize the measurement of on-the-ground noise by the existing airport noise monitoring system at Sea-Tac Airport.

- D. The Port of Seattle will lead the development of the validation methodology in close cooperation with the Puget Sound Regional Council, the Washington State Department of Transportation and the Federal Aviation Administration. In the event the Coordinating Committee members are unable to agree on a valid methodology, the specific points of disagreement may be referred to the Expert Arbitration Panel for prompt resolution upon request of two or more Committee members.
- E. In accordance with the recommended validation method, the Port of Seattle would collect and present the required noise data. In the interim, the data will be presented to the Executive Board semi-annually.
- F. In early 1996, the Expert Arbitration Panel will determine whether the noise reduction objectives are being pursued and achieved and resulting in a reduction in measurable on-the-ground noise. If the Panel is unable to so determine, it will notify the Executive Board.

APPENDIX A

EXPERT PANELS

NOTE: Other specifics regarding the Expert Panels will be the subject of an MOU between the Regional Council, the Port of Seattle, the Washington State Department of Transportation, and the Federal Aviation Administration.

1. There would be up to three Expert Panels established to review issues concerning (1) the major supplemental airport; (2) Sea-Tac operational issues related to demand management/system management and noise reduction performance activities.

2. Each panel would be comprised of three people. At least one person would be a member of all panels. The Panels would have additional overlapping membership in areas where there is need for the same or similar experience and expertise, particularly in the areas of noise and demand/system management. (If memberships overlap significantly, the need for three separate panels could be avoided.)

3. The panels would be appointed by the Secretary of WSDOT, considering criteria established in the MOU. The Coordinating Committee would develop a list of candidates to be considered by the Secretary.

4. The panel established to review issues concerning the major supplemental airport will provide a recommendation to the Executive Board and will be known officially as the "Major Supplemental Airport (MSA) Expert Review Panel." The MSA Expert Review Panel will be convened upon completion of the environmental assessment, which will include a financial, legal and market feasibility study. The panel's recommendation shall be given substantial weight by the Executive Board.

5. The panel(s) reviewing demand/system management and noise issues will make final, binding decisions and will be referred to as Expert Arbitration Panel(s).

a. The Expert Arbitration Panel established to review Sea-Tac International Airport demand and system management issues will initially convene in 1994 to determine the feasibility of demand management and system management options. The Panel's conclusions regarding feasible demand and system management options on Sea-Tac operations will be reported to the MSA Expert Review Panel. The demand and system management Expert Arbitration Panel will convene in early 1996 to determine whether feasible demand management and system management options are being pursued and achieved.

b. The Expert Arbitration Panel to review noise issues will convene in 1994 to validate the methodology to determine whether the Noise Budget and Nighttime Limitations programs are sufficient to cause a reduction in on-the-ground noise by 1996. (The Panel may be convened earlier to resolve specific points of disagreement upon request of two or more Coordinating Committee members in the event Coordinating Committee members are unable to agree on a validation method.) The Panel will reconvene in late 1995 or early 1996 to determine

whether the noise reduction performance objectives are being pursued, and achieved as scheduled based upon its independent evaluation of information generated through measurement of on-the-ground noise by the noise monitoring system around Sea-Tac International Airport.

6. Procedures will be established to ensure that the panels conduct their business in an objective and expeditious manner. Time limitations and participation guidelines will be established to ensure a fair opportunity for PSRC members and other stakeholders to participate. Procedures may provide for oral or written presentations, or both.

APPENDIX B

GENERAL DESCRIPTION OF EXISTING NOISE PROGRAMS

1. NOISE BUDGET:

The purpose is to achieve an annual reduction in noise energy produced by aircraft operations. The budget includes annual maximum noise energy for each year between 1991 and 2001.

2. NIGHTTIME LIMITATIONS PROGRAM:

The purpose is to phase out Stage 2 aircraft during nighttime hours. In 1994, the time period will be extended to 10:30 p.m. to 6:45 a.m., and in 1995, the time period will be extended to 10:00 p.m. to 7:00 a.m.

3. ACOUSTICAL INSULATION PROGRAM:

The purpose is to insulate up to 5,000 eligible single-family residences in the existing Noise Remedy Program, provided such residences are included on the waiting list as of December 31, 1993. The rate of insulation for such residences can be assessed in December 1995 in accordance with these objectives, as set forth in the Port of Seattle Resolution 3125, as amended.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

RECEIVED
JUN 19 1996

PUGET SOUND REGIONAL COUNCIL

June 12, 1996

Dear Colleague:

I would like to invite you to attend a Regional Forum on the Reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA) to be held in Portland, Oregon, on July 2, 1996. This forum is part of a national outreach program to gather citizen input at the State and local levels and will provide valuable input to shape the Department of Transportation's proposal for Federal highway, transit, traffic safety and intercity passenger programs when Congress takes up reauthorization of ISTEA next year. At stake is the authorization for a \$24 billion program vital to transportation systems throughout the nation.

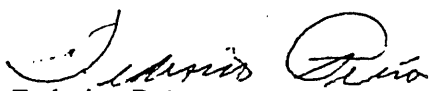
In conducting these forums, I believe we need to make field visits to every region of the country and hear how important this program has been to States, communities and their economies. We need to hear what is working and what is not. By listening to our customers, to transportation providers, to State, county and city leaders and everyday citizens, I think we can build the record for a proposal most responsive to what the country needs.

The July 2 morning session will include two panels of speakers from the Northwest who will outline their views on the ISTEA program in general to the U.S. Department of Transportation leadership team led by Deputy Secretary Mortimer L. Downey and the Members of Congress planning to attend. The afternoon session will include two additional panels of speakers who will address the theme of the "Environment," so this important facet of ISTEA receives focused and in-depth discussion. Opportunity for public questions and comment will be provided at both the morning and afternoon sessions.

Because time may not permit us to hear from everyone who wishes to provide input, written statements may be sent to the U.S. Department of Transportation, Office of Governmental Affairs, Room 10405, 400 7th Street, S.W., Washington, D.C. 20590. For further information on this Regional Forum, please contact Connie Yew, Federal Highway Administration, Region 10 Office in Portland at (503) 326-2064.

This Regional Forum is scheduled to commence at 8:30 a.m. in the auditorium of the Federal Building at 911 - 11th Street, N.E., in Portland, and to adjourn at 5:00 p.m. You are cordially invited to attend and we hope to see you there.

Sincerely,


Federico Peña

**U.S. Department of Transportation
ISTEA Reauthorization Portland Regional Forum
9:00 a.m., Tuesday, July 2, 1996
Federal Building Auditorium, 911 N.E. 11th Avenue**

TENTATIVE AGENDA

- 8:30 a.m. Registration and Coffee
- 9:00 a.m. Welcome, Introductions and Opening Remarks - Deputy Secretary Mortimer L. Downey
- 9:10 a.m. Welcoming Remarks: U.S. Senators Mark Hatfield and Ron Wyden and Oregon Governor John Kitzhaber
- 9:40 a.m. Panel 1:
Oregon Department of Transportation Director Grace Crunican
Portland Mayor Vera Katz
Port of Portland Executive Director Mike Thorne
Intel Corporation Keith Thompson
Clackamas County Commissioner Ed Lindquist
Tri-Met General Manager Tom Walsh
- 10:40 a.m. Break
- 10:45 a.m. Panel 2:
Washington State Legislative Transportation Committee Chair, State Representative Karen Schmidt.
Washington State Transportation Commission Chair Connie Niva
Idaho Department of Transportation Director Dwight Bower
Intertribal Transportation Association Founding President: Wendell George
Alaska Inter-Tribal Council Executive Director Joseph Llanos
Associated General Contractors of Washington Southern Regional Manager Roland Dewhurst
- 11:45 p.m. Questions and Comments from Audience
- 12:30 p.m. Break for Lunch (Afternoon panels reconvene at 1:30 p.m.)

- 1:30 p.m. Opening Remarks - Deputy Secretary Mortimer Downey and U.S. Environmental Protection Agency Assistant Administrator for Air and Radiation, Mary Nichols.
- 1:40 p.m. Opening Remarks - Congresswoman Elizabeth Furse and Congressman Earl Blumenauer
- 1:50 p.m. Panel 3: Speakers and Topics
Southern California Association of Governments Executive Director Mark Pisano: Conformity
Metropolitan Service District, Portland, Executive Director Mike Burton: CMAQ
Oregon Transportation Commission Vice Chair Susan Brody: Controlling VMT Growth
1000 Friends of Oregon, LUTRAQ Project Director Keith Bartolemeu: Coordination of Transportation and Land Use
Puget Sound Regional Council, Transportation Policy Chairman Bob Drewell, County Executive Snohomish County, Washington: Coordination of Transportation and Land Use
- 2:50 p.m. Break
- 3:00 p.m. Panel 4: Speakers and Topics
National Association of County Engineers President John Trent, Pierce County, Washington: NEPA
Washington State DOT Secretary Sid Morrison: Wetlands
Oregon Tourism Commission, Steven Corey: Scenic Byways
Northwest Bike Federation Executive Director Suzie Stephens:
Washington Transportation Policy Institute President Duane Berentson: Public Involvement
- 4:00 p.m. Questions and Comments from Audience
- 5:00 p.m. Adjourn

Other Federal Principals:

US Department of Transportation Deputy Assistant Secretary for Governmental Affairs John Horsley

Join the U.S. Department of Transportation Leadership Team

including

Deputy Secretary Mort Downey

EPA Assistant Administrator for Air and Radiation Mary Nichols

Deputy Assistant Secretary for Governmental Affairs John Horsley

Federal Highway Director of Environment and Planning Kevin Heanue

at



Listening to Our Customers

TUESDAY JULY 2, 1996

Federal Building

911 - 11th Street, N.E.

Portland, Oregon

Presentations by

Regional Leaders:

8:30a.m. - 12:30p.m.

Presentations on

Environment:

1:30p.m. - 5:00p.m.

**CORRESPONDENCE RECEIVED FOR
EXECUTIVE BOARD MEMBERS**

JUNE 21-26, 1996

Patricia Patterson

for State Senate ■ Dem. ■ 39th District

FOR IMMEDIATE RELEASE

June 27, 1996

Contact: Patricia Patterson
(360) 652-6653

Post-It™ brand fax transmittal memo 7671		# of pages ▶ 1
To PSRC	From P. Patterson	
Co.	Co.	
Dept.	Phone # 360-652-6653	
Fax #	Fax #	

Candidate Patterson Urges Building of Third Runway at Sea-Tac

(Arlington, Wa.) Patricia Patterson, 39th District Democratic Candidate for the State Senate, today urged the Executive Board of the Puget Sound Regional Council to pass the amendment to the Metropolitan Transportation Plan. Passage of the amendment allows the PSRC board to move ahead with authorization of the proposed third runway at Sea-Tac International Airport.

"The amendment to the transportation plan requires mitigation of the higher noise levels that were outlined in a recent report. Those mitigation measures are important in order to provide relief to the communities surrounding Sea-Tac Airport," Patterson stressed. "Once mitigation is approved, however, there is no reason to delay this project any further."

"Sea-Tac Airport is a regional asset and key to our future economic viability. Expansion of the existing airport has been determined to cause the least impact to the area. Authorization of the proposed third runway is critical to the all of us. The air capacity issues has been studied for many years and it is time to take action," she added.

Patterson is a candidate for the State Senate in the 39th Legislative District which includes Monroe, Snohomish, Lake Stevens, Arlington, Darrington and other smaller towns in northeast Snohomish County.

#####

Intelligent, Responsible, Effective

Paid for by the Committee to Elect Patricia Patterson, Dem.
P.O. Box 3567, Arlington, WA 98223 ■ (360) 435-2835



72



FUSI-IT Fax Note 7671		Date 6/26	# of pages 8
To PSRC	From Mayor Ed Hansen		
Co/Dept Attn: Grace	Co. City of Everett		
Phone # 206-464-7090	Phone # 206-259-8700		
Fax # 206-587-4825	Fax # 206-259-8729		

OFFICE OF THE MAYOR

June 26, 1996

Edward D. Hansen
Mayor

President Doug Sutherland
and Members, Executive Board
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

RE: Decision on third runway at Sea-Tac International Airport
Please enter into the official record

Dear President Sutherland & Executive Board Members:

I regret that I am out of town and unable to be with you for the Thursday, June 27 Executive Board meeting, and trust that Councilwoman Thelma Jean Hansen will represent the City of Everett ably in my absence. I did, however, want to reiterate my support for a PSRC decision to move ahead with the third runway at Sea-Tac International Airport while fulfilling additional noise mitigation measures as laid out by the Expert Review Panel.

I believe it is important to emphasize that we in the City of Everett -- and I believe members of the PSRC Executive Board as a whole -- are committed to the idea that there must be mitigation for communities which are asked to host difficult-to-site essential public facilities. Along those lines, the Port of Seattle is in the midst of a total noise reduction/sound insulation program on the order of \$300 million and has agreed to 21 of 28 Expert Panel recommendations for additional noise mitigation measures. This includes meetings with the Highline School District to resolve any differences on school insulation, as well as collaboration with King County as to continued action on night-time noise from older airplanes. This is a significant commitment, both in terms of resources and in going beyond previously contemplated mitigation programs.

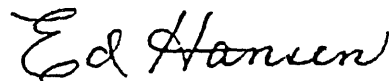
Additionally, it is our responsibility to look at the future needs of our region and its economy and take the most prudent and cost-effective steps to address those needs. When we look at the growth in our population and in our economy; as we continue to experience problems with current Sea-Tac capacity; when we review the amount of study and deliberation that has already been put into this process; and when we remember that all of the other proposed "solutions" offered to us -- for example, a supplemental airport

President Doug Sutherland
and Members, Executive Board
Puget Sound Regional Council
June 26, 1996
Page Two

which airline representatives have said again and again is not needed at this time and will not be used -- we come to an inescapable conclusion: A third runway at Sea-Tac is the best decision for our region.

Again, my apologies and regrets for being unable to join you for today's important discussion and decision-making. Thank you for your consideration, and for placing into the record this letter, along with the attached Everett City Council Resolution No. 4256, March 18 letter to the U.S. House Aviation Subcommittee, and copy of a recent article concerning Canada's experience with Mirabel Airport.

Very truly yours,



Edward D. Hansen
Mayor of Everett and Member,
PSRC Executive Board

EDH/drl

Enclosures

c: Bob Drewel, Snohomish County Executive
John Garner, Snohomish County Council
Ed Morrow, Port of Everett
Roger Bergh, Mountlake Terrace City Council

**RESOLUTION NO. 4256****A RESOLUTION in support of efforts to move forward
with development of a third runway
at Sea-Tac International Airport.**

WHEREAS, the Puget Sound region is in the midst of rapid growth, with more than a million people expected to be added over the next 20-plus years to an existing population base of nearly three million; and

WHEREAS, the region is home to some of the world's major exporters, high-tech firms and leading-edge corporations, such as The Boeing Co., Microsoft, Weyerhaeuser, GTE Northwest, McCaw Cellular, Nordstrom, and others, all of whom need and depend on reliable and convenient air transportation; as evidenced by the fact that Washington State leads the nation in exports per capita; and

WHEREAS, over the next couple of decades, airport takeoffs and landings in our region will increase by about 54,000 per year -- or 163 flights per day; and

WHEREAS, a two-runway airport, particularly one that is limited in capacity during the Northwest's frequent periods of rainy and inclement weather and has one of the nation's worst records for on-time arrivals, will be woefully inadequate to accommodate this huge increase in air travel; and

WHEREAS, the idea of constructing a new supplemental airport at this time to address the need is called into serious question by airline representatives, who have said time and time again that it is not needed and will not be used; and

WHEREAS, the dubious wisdom of constructing a new airport that airlines say isn't needed and won't be used is perhaps best exemplified by the Mirabel Airport in Montreal, completed in 1975 at a cost of \$1 billion Canadian (\$4 billion with debt and operating losses factored in) and 21 years later is a testament to closed check-in counters, nearly-empty terminals, and virtually no domestic service left, with all scheduled international flights set to be transferred to closer-in Dorval Airport; and

WHEREAS, with all of these factors in mind, board members of the Puget Sound Regional Council (PSRC) -- representing a broad cross-section of 50 cities, four counties, and three port districts -- spent seven-plus years and \$7-plus million analyzing how to address the region's long-term airport capacity needs; and

WHEREAS, on October 27, 1994, the PSRC Board voted to adopt Resolution A-93-03, calling for development and construction of a third runway at Sea-Tac while at the same time establishing a process to mitigate the expansion by assisting the communities most heavily impacted by the expansion; and

WHEREAS, the aforementioned mitigation efforts are well underway -- including acquisition of 1,300 of the most noise-impacted homes and relocation of residents in those homes; sound insulation for an additional 3,100 homes; and total noise reduction/sound insulation program on the order of \$300 million; and

WHEREAS, an independent and outside three-person expert panel concluded in a report issued March 27, 1996, that while the Port of Seattle has made significant strides in reducing and mitigating noise impacts from Sea-Tac, it had not fully met the threshold for noise reduction to satisfy the Puget Sound Regional Council's conditional approval of a third-runway as spelled out in Resolution A-93-03.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EVERETT:

- 1) The City Council of the City of Everett lends its support to the proposed amendment of Resolution A-93-03 to come before the PSRC Board Thursday, an amendment which will provide for additional noise reduction measures.
- 2) The City Council of the City of Everett urges the region to continue to move forward with development of a third runway at Sea-Tac International Airport while these added noise reduction measures are undertaken.
- 3) The City Council of the City of Everett maintains its strong belief, along with the overwhelming majority of elected officials and citizens in the Puget Sound region, that a third runway at Sea-Tac International Airport is the only viable, cost-effective, and prudent response at this time to addressing our growing region's long-term air capacity needs.


Councilperson Introducing Resolution

PASSED AND APPROVED this 24th day of April, 1996.


Council President



OFFICE OF THE MAYOR

Edward D. Hansen
Mayor

March 18, 1996

The Honorable John Duncan
Chairman, Aviation Subcommittee of the
House Transportation & Infrastructure Committee
2251 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Duncan and Members of the Aviation Subcommittee:

Thank you for traveling to the Puget Sound region to examine the issues concerning a third runway for the Sea-Tac International Airport. I was asked to testify at this hearing and wanted to do so, but was then informed that would not be possible. As a result, I hope this letter can be entered into the record for today's field hearing.

Specifically, I wish to address some of the reasons why I, as a voting member of the Puget Sound Regional Council -- which is comprised of delegates who represent more than 50 cities, four counties and three port districts -- joined in passing a resolution in late 1994 approving development and construction of a third runway at SeaTac:

- **Growth in population and in our economy:** It is simply impossible for those of us in the Puget Sound to assume a two-runway airport can sustain our region over the next 25 years. In that time, we will be adding more than a million people to a population that already numbers nearly three million. And, as a region that includes some of the world's major exporters, hundreds of high-tech firms, and a series of the nation's largest and most cutting-edge corporations (Boeing, Microsoft, Weyerhaeuser, McCaw, Nordstrom), we must have a world-class airport that meets our needs.
- **Problems with Sea-Tac's current capacity:** We know that over the next couple of decades, takeoffs and landings in our region will increase by about 54,000 *per year* -- or 163 more flights *per day*. A two-runway airport, particularly one that is limited in capacity during the Northwest's frequent periods of rainy/cloudy/inclement weather and has one of the nation's worst

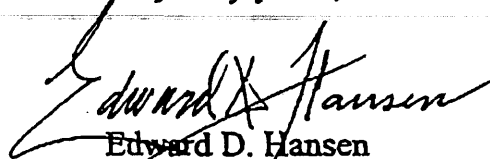
records for on-time arrivals, will be woefully inadequate to accommodate this huge increase in air travel.

- **A thorough study and review process -- at the local level:** It is critical to bear in mind that airport siting and expansion issues are very difficult ones -- and ones best decided at the local level. Our region did that following a very thorough process that included seven different studies at a cost of more than \$7 million. The process resulted in a decision that a third runway at Sea-Tac -- and a process to mitigate the expansion by assisting the communities most heavily impacted by the expansion (which, by the way, is ongoing) -- was the best decision for our region.
- **Other "solutions" simply are not practical or workable at this time:** Those who say our area should be constructing a supplemental airport ignore the fact that there is no market for such an airport. Airline representatives have said again and again that it is not needed and will not be used. There must be a critical mass of airline use and connecting flights to make any airport successful. And suggestions such as a new airport at Moses Lake in Eastern Washington are not practical and will not provide the convenient service which our world-class economy will require.

Again, I wish to thank you and your colleagues for coming to our region to discuss this critical issue. The majority of us in the Puget Sound have taken the time to discuss and debate this issue at a local level -- and we have concluded by an overwhelming majority that the third runway at Sea-Tac is the best decision for our region.

Thank you for your consideration, and for allowing me to have my thoughts placed in the official record for today's Congressional field hearing.

Very truly yours,



Edward D. Hansen
Mayor of Everett and
Member, Puget Sound
Regional Council

Canada lands white elephant with airport

◆ *IN A SITUATION reminiscent of the controversy over overcrowding and quicker access at Sea-Tac airport, Montreal's solution to more airport traffic has come down to Earth. Mirabel Airport, once called "the airport of the 21st century," has turned into a white elephant.*

By ANNE SWARDSON
Washington Post

MIRABEL, Quebec — Canada is not known as a country of big dreams and grand visions. But anyone who doubts there are exceptions has only to drive north from Montreal on Highway 15.

Just under an hour's drive from

town, rising silently out of the cow pastures, stands what may be Canada's biggest white elephant. For most of the day, no airplanes park at its gates, and almost no passengers walk through its terminal. Mirabel Airport, which at its 1975 opening Prime Minister Pierre Elliott Trudeau said would be "the airport of

the 21st century," is today a quiet testament to the dangers of excessive optimism.

The original cost of construction was \$1 billion (Canadian), and estimates are that it has cost the country \$4 billion after debt and operating losses are figured in.

An under-performer since it opened, Mirabel is about to lose most of the little scheduled passenger business it has left. This winter, the Montreal airport authority, Aeroports de Montreal, announced that all scheduled international flights will be transferred to closer-in Dorval Airport by 1997. Only charter

and cargo flights will remain; Mirabel has virtually no scheduled domestic service.

One recent afternoon, Mirabel's terminal was nearly empty. Three taxis stood idle in front, waiting vainly for someone willing to pay \$42 for the trip into town.

Perhaps 20 people strolled around inside, none carrying luggage. All 12 Air Canada check-in counters were closed. So was the high-end restaurant, with a sign saying it would reopen in three days.

Evenings are busier at Mirabel.

PLEASE SEE *Airport* ON A 11

Times

4/15/96

Mirabel airport never quite got off the ground

Airport

CONTINUED FROM PAGE 1

Even so, the sparkling-clean terminal had the look of a party to which no guests had come. No children frolicked in the brightly colored play area; most of the video games stood idle.

Mirabel was conceived in the days before separation struggles cast a pall over business in Quebec, before people and companies began fleeing the Montreal area, back when projections showed Montreal would just keep getting bigger and bigger. By 2000, according to old federal government projections, 30 million people a year were to be flying into Montreal's two airports.

The federal government was in charge of Mirabel. It chose the rural site, expropriated the land of more than 3,000 farmers — at the time, the 89,000-acre airport was the world's largest in area — and built the facility. Things went awry from the beginning.

At the opening ceremony a Boeing 747 flew a jumbo load of dignitaries, including Trudeau and the premier of Quebec, to Mirabel from Dorval. They were to be put into one of the mobile lounges and shuttled to the ceremony in the terminal, but first one lounge and then a second one refused to function. The officials had to climb down a stairway from the plane and ride across the tarmac in cars. The crowd of 5,000, one newspaper columnist said recently, was the largest the airport would ever see.

As the years passed, two promised ground-transportation connections were never built. The highway that was to run straight from Dorval to Mirabel stopped less than halfway there, and the high-speed rail line from downtown never got on track. Under Mirabel to this day is an empty cavern where the trains were supposed to run. Without that transport, Mirabel never attracted its share of domestic flights, and without enough domestic flights to feed into, international carriers

illustrated by the fact that on most nights — the airport had no curfew — only one air-traffic controller was on duty. In January 1986, a charter flight coming in from Acapulco with 169 passengers on board was unable to establish radio contact with the controller and landed at Mirabel assisted only by controllers at Dorval. Airport officials said later the controller had been taken ill; press reports said he had a reputation for sleeping on the job.

Airport officials were aware of Mirabel's image. In the 1980s, in fact, they adopted a white elephant

*Under Mirabel is an
empty cavern where trains
were supposed to run.
Without that transport,
Mirabel never attracted its
share of flights.*

as the airport's symbol in an attempt to deflect ridicule with humor. But there weren't many laughs, and one by one international airlines began slipping away.

After the flight transfers, Dorval will become more crowded than ever. The authority plans to spend \$140 million to build a new wing for the additional flights, but passengers still will have to get there — over highways from Montreal that are already hopelessly crowded.

*Times
4/15/96*

RECEIVED

4916 Purdue Ave NE
Seattle WA 98105
23 June 1996

JUN 26 1996

PUGET SOUND REGIONAL COUNCIL

Executive Board
Puget Sound Regional Council
1011 Western Ave
Seattle Wa 98104

Dear Sirs:

This is a comment on the upcoming "recommendation" about modifying the 93-03 Resolution on the Third Runway at Seattle Tacoma Airport. I have read the comments submitted at the 30 May Workshop in Bellevue and have participated in this process since 1987. The process and its products have, it is now unavoidably apparent, been part of a systematic deception and manipulation of the public to enable a seizing and violation of parts of the cities of southwest King County as part of a preconceived outcome rather than as part of a deliberative process. The democratic process has been torn asunder. First, the 93-03 Resolution was manipulated to say that the outcome was pre-ordained unless the expert panel rules that certain conditions were not met. Then, the "six alternatives" were publicly manipulated to ensure an outcry for other than the pre-ordained alternative - Seize the territory around SeaTac!. Then the expert panel was threatened, even before it rendered its judgement, that its should be overthrown if it didn't rule as desired. When it had the guts to rule independently then the call was to declare it null and void - all in the name of "due process". Now comes the effort to supposedly "modify" the agreement to achieve the same effect - to "legalize" the seizing and violation of parts of these cities against their will (documented in the record). In essence ganging up on them with the message that "It in the public Good!".

You forget the Boston Tea Party in American History and you forget the Sudetenland within our own lifetimes. Well! This is a Puget Sound Sudetenland and its is as reprehensible as that 60 years ago on a larger scale. The whole minuet is unconscionable as a first principle. It cannot and will not be allowed to occur without the strongest possible opposition. The comments of those cities about withdrawal from PSRC, and even secession from King County, followed by the declaration of any decisions concerning this process to be null and void, unthinkable five years ago, are more than highly likely, if this line of effort proceeds to gang up on these communities. Such drastic measures are absolutely necessary, if this comes to pass, if the communities in this area are to ever interact in a productive fashion. What is even more incredible is that this kind of behavior on the part of public officials is not even needed to solve the problem, which is planning for adequate air transport capacity for the future.

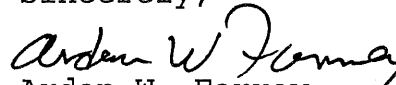
The third runway is ill-conceived, unaffordable and ineffective. The rest of the world looks on in wonder as to why we collectively are so irrational. A hill top airport in the middle of a urban area has no future since its site is completely inappropriate and that has been known world wide for twenty five years at a minmum, as noted by the Seattle Community Council Federation comments. Every other locale that has tried this route has bought tears and heartache. Yet our officials - The FOLLOWERSHIP - has tried to lead the public in a direction that is clearly a disaster. You should know that if you persist as a group of lemmings in attempting to force your way in this direction, that the outcome will not be what you expect. As an individual voter I would not only support but also actively work for the secession of those communities from the present arrangement in order to secure for them a stable governmental structure so that they could thrive. If it can happen to them it can happen to any of the rest of us. I would also actively work to remove from office those officials who brought us to this disastrous and completely unnecessary state of affairs. This is an issue of principle, not the Third Runway's abysmal economics, and is it the core issue of debate; you should clearly understand that. It is matter of conscience - we do not teach our sons and daughters to seize and violate against their will other individuals and we will NEVER tolerate one of our governmental bodies doing the same to another community in our name. Only after that issue is abundantly clear can we move on to the outrageous cost and total ineffectiveness of the proposed project. The dereliction of officials responsible for that that economic mess is alone a question of lack of competence in office, in view of the many experts who have publicly commented on its utter lack as a business venture. The fate of the recent bond issues should give you pause, if you believe that the public will put up with an order of magnitude greater waste of public money than these failed issues and then to no useful purpose whatsoever except to try to avoid the ineveitable accountability.

I will close by telling, not asking, you that you, as public officials, MUST step up to the responsibilities of your offices and vote to establish a responsible long term process, open and fair to all -as the present process has not been, for planning an executing an effort for adequate long term air capacity for this region. I am only but one voter but the rest are not fooled either. This is an Augean Stable of truly Herculean proportions. If you ignore what MANY in Southwest King County and the rest of the region have been trying to tell you, then you and all of us in the region will pay a tremendous price for what could have done much more effectively and economically with a more enlightened approach. What must be done will be done and that thought should lighten all of your judgements.

Your reputations and credibility as officials are at stake and only you will make or break them.

I wish you all wisdom, courage and enlightenment.

Sincerely,


Arden W. Forrey

cc: Gary Locke King Co Executive
Martha Choe Seattle City Council
Regional Commission on Airport Affairs

June 24, 1996

RECEIVED
JUN 26 1996
PUGET SOUND REGIONAL COUNCIL

To: Doug Sutherland

cc: Puget Sound Regional Council

I've read your response to my letter and the enclosure on the "Public Process Set for Transportation Plan Amendment". I agree that the Port of Seattle has furnished little data indicating they have reduced noise around the airport. They have furnished little data on the air pollution their operations are spewing out. What the Port of Seattle is trying to do is to ram the most expensive runaway in this country's history down the throats of the surrounding communities with token remediation. I find it most amusing that the PRSC held their executive board workshop in Bellevue on May 30. You should have held it in a portable classroom at Mt. Rainier High School in Des Moines. Then you might begin to understand what the communities around the airport suffer.

On page 40 paragraph 7c, the document talks about the "environs of a major airport are plainly not the best location for residential neighborhoods." No kidding. Do you realize that some of finest Sound view property in King county is impacted by Sea Tac airport? I'm not talking about low income neighborhoods here. Just think what these sound view properties would be worth without airport noise! So why does PSRC insist on supporting the Port of Seattle for a third runway in a residential area? The airport is obsolete.

The Port of Seattle has not finished insulating houses from the second runway in 1972. The Port refuses to manage the south flow pattern and consequently the noise footprint is much larger that the Port is responsible for. Calls to their noise hotline result in a recording to leave your complaint. If your lucky, someone will call you back and tell you essentially the planes turn where they want in the south pattern. The south pattern needs to be managed as stringently as the north flow.

The PRSC didn't have the character/guts to site another airport. Even though another airport could spread some of the region's growth around--Snohomish, Kitsap or Pierce county. Another airport could provide long term solutions to any technological advance---BIG airplanes or supersonic airplanes. You guys can't make the tough decisions for the region--just don't put it in my back yard. I'm hoping somebody in government will develop some long term focus--Sid Morrison or the governor.

So if you think you're going to put in another runway, I suggest you think real hard about the cost. And you PRSC representatives from the communities of King county, Snohomish, Pierce and Kitsap county that want aother runway, you should have to pay the cost of running the Port of Seattle's little boondoggle. You should have to pay half of my property taxes every year I have to put up with airplane noise from SeaTac. After all, you don't want an airport in your backyards so why should my quality of life suffer? What makes your neighborhood any better than mine?

Rebecca Hathaway

Rebecca Hathaway
160 South 295th Place
Redondo, WA 98003

DEAR ASRC,

You want ANOTHER RUNWAY that won't have Foul weather capability! Forget it.

ASRC & the Port of Seattle ARE A BUNCH OF LIARS. Neither of you are competent to RUN AN AIRPORT

unbelievable &

EPA, Sims Question FAA

(Continued from page 2)

low-income families and members of ethnic minorities live in the Rainier Valley, bringing the area within the terms of Executive Order 12898. The Order is intended to foster non-discrimination in federal programs that substantially affect human health or the environment.

The EPA suggested that the FAA involve Rainier Valley residents in the planning process for the final EIS, & that the FAA develop further information about noise impacts, economic impacts.

King County Councilman Ron Sims has followed up with a letter of inquiry, pointing out that the FAA-prepared EIS fails to discuss single-event noise levels peaking at 80 to 100 decibels in the Rainier Valley, and asking if the noise impacts are less damaging if they are recorded on the DNL basis rather than as single-event occurrences.

Bad Weather and Sea-Tac: Third Runway Won't Solve Problem

Port third runway propaganda, such as a flier recently circulated with regional issues of various daily newspapers, is in conflict with FAA studies on this question: Will the third runway solve Sea-Tac's bad weather problems?

The Port suggests that the Airport will work with equal efficiency in good weather and bad. The Port's flier says that with a third runway "Sea-Tac will remain efficient in poor weather as well as in good weather."

This claim overlooks the fact that the new runway would be a "dependent" runway, not able to handle operate at full capacity in poor weather, because its traffic would be too close to the incoming planes using either of the old runways. Traffic can arrive side by side on independent runways. The most recent of numerous FAA studies on Sea-Tac capacity "Airport Capacity Plan Update", March 1994, states that landing on a third runway aircraft must be spaced 1.5 nautical miles (6000 feet) from other airport apart under poor (IFR) weather conditions. This means that aircraft must land on one runway at a time and a third runway will not solve Sea-Tac's poor-weather problem despite its enormous cost.

In addition, the proposed new runway is parallel to and outside the other two, so that aircraft landing on a third runway must cross two active runway in order to reach the terminal, further reducing the potential capacity of the new runway.

SeaTac vs Port

Trial has been set for July 15 in the city of SeaTac's lawsuit against the Port of Seattle, according to Bob McAdams, acting City Attorney. As reported in our Summer 1995 issue, SeaTac

Port maintains that it alone has power to zone land that it owns or acquires. While other conflicts are also at issue, the critical point for RCAA supporters is the zoning future of the

PSRC Membership at Issue

Tukwila may withdraw from the Puget Sound Regional Council if the Expert Plane's order is overturned, according to a

June 24, 1996

Governor Lowry:

I'm writing this letter in hopes that someone in government has enough character to make some tough decisions because it's obvious that the Puget Sound Regional Council won't. Over the past two years I have done my citizen's duty in writing letters and attending hearings on the proposed third runway proposal at SeaTac. Apparently the Port of Seattle, has no scruples in going back on its word. No surprise to me as the Port hasn't lived up to at least three agreements--1970 no more runways after two, insulate the houses impacted by the second runway, and the independent council finding the Port hasn't reduced noise so no third runway.

The Puget Sound Regional Council consists of politicians from King, Pierce, Snohomish, and Kitsap counties who were supposed to find a site for an additional airport. One not hemmed in by residential development such as SeaTac and a site that would meet transportation needs for 15 to 20 years. Well guess what! Nobody wants an airport in their backyard. I believe the siting of an another airport for Puget Sound should be a state matter. Realistically, the growth around the Seattle metropolitan area is becoming untenable. A 18 mile commute in the afternoon takes me anywhere from 40 to 50 minutes on a good day. How much more growth can the Seattle area support without serious degradation of the quality of life? We need to spread the growth around to other counties. I've heard of sites from Paine Field to McChord, from the Narrows airport to Bremerton, and from Puyallup to Marysville. There are sites but no one willing to stand up and say--This is where another airport is going to go. Besides, I'm sure any county Port facility other than the Port of Seattle could run an airport better. Building a second runway in 1970 without sufficient foul weather separation is something the Port of Seattle should be accountable for, not rewarded for by giving them another runway to mismanage.

The citizens of Burien, Normandy Park, Des Moines, and Federal Way have been suffering with airplane noise and pollution since the mid 1950's. Sea Tac operations impact some of the premier sound view property in King County. We are talking residential areas where no land was saved for an airport expansion. It's time to quit trying to make a 1950's style airport work for the 21st century. Let's build a true regional airport to support the future not fix past mistakes.

Rebecca Hathaway
160 South 295th Place
Redondo, Wa 98003

Here's a copy of the
letter I sent to
Gov Lowry because
PSRC won't do its
job

County Executive Doug Sutherland
Pierce County
County City Building
930 Tacoma Ave. S.
Tacoma, WA 98402

*Copy: PSRC
MAY 1996*

RECEIVED

JUN 26 1996

PUGET SOUND REGIONAL COUNCIL

June 17, 1996,

JS
Dear Executive Southerland,

Thank you for returning my phone call last month. I appreciate your efforts. I strongly encourage you to recommend passage of the amendment to the Metropolitan Transportation Plan at the June 27, Executive Board meeting. This air capacity issue has been studied for over seven years. You have the framework for the best solution. It is time to move forward and take action.

I encourage you to implement practical, effective recommendations from the 'Expert Panels' study on noise reduction. Although I no longer live there, I previously lived for 10 years south of Paine field. Before that I lived for one year across the bay from a Naval Air Station. I know what aircraft noise is, and I know we must do as much as possible to help the citizens near Sea-Tac.

I am pleased to see that the amendment you will approve, will allow the authorization of the third runway at Sea-Tac International Airport. Building the third runway is the economic key to maintaining the vitality of our region. We can not sustain our role in the Pacific Rim without the capacity it brings to our trade area. Without this improvement in our transportation hub we will loose trade to Portland, Vancouver and Los Angeles, and cripple our economy.

Expansion of Sea-Tac was determined to be the best alternative for our region. Authorization of the third runway is critical to our economic development. It must be accomplished for our economic success.

Thank you for keeping this a fair and open process. You have my support.

Sincerely,



Mike Mashock

206-325-8774



EVERETT AREA CHAMBER OF COMMERCE

June 25, 1996

The Honorable Doug Sutherland
President, Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104

RECEIVED
JUN 26 1996

PUGET SOUND REGIONAL COUNCIL

Dear Mr. Sutherland:

The Everett Area Chamber of Commerce remains steadfast in its support of the expansion of the Sea-Tac International Airport and the development of a third runway with additional noise reduction measures.

We strongly encourage the PSRC to adopt an amendment to the Metropolitan Transportation Plan (MTP) that directs the Port of Seattle to continue with the development of the third runway and existing noise reduction efforts.

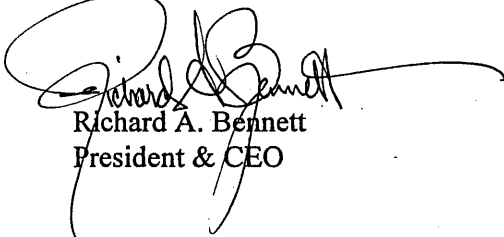
The PSRC should not delay this effort by placing conditions on the proposed runway requiring completion of any actions.

Noise reduction progress should rely on quantifiable results of monitoring and measuring equipment, not the perceptions derived from a "social survey."

For the Puget Sound area to remain competitive in the international marketplace we must continue with this cost-effective and environmentally responsible effort to construct the third runway.

Please support adoption of the proposed amendment to the MTP that directs the Port of Seattle to proceed with the proposed third runway at Sea-Tac International Airport.

Sincerely,



Richard A. Bennett
President & CEO



EVERETT AREA CHAMBER OF COMMERCE

June 25, 1996

The Honorable Doug Sutherland
President, Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104

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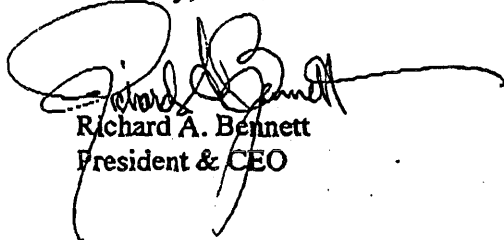
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Sincerely,


Richard A. Bennett
President & CEO

Post-It® Fax Note	7671	Date	6/25	# of pages	1
To	Doug Sutherland		From	EACC	
Co./Dept.			Co.		
Phone #			Phone #		
Fax #			Fax #		

FAX #1 TWO TO TWO



RECEIVED

JUN 21 1996

PIERCE
COUNTY EXECUTIVE

Washington State Senate

Olympia Office:
424 John A. Cherberg Building
P.O. Box 40482
Olympia, WA 98504-0482

Senator Kevin Quigley
39th Legislative District

Telephone:
(360) 786-7676
FAX: (360) 786-7450
Toll Free: 1-800-562-6000

June 19, 1996

County Executive Doug Sutherland
Pierce County
930 Tacoma Ave S
Tacoma, WA 98402

Dear Executive Sutherland,

I am writing to you in regard to the Puget Sound Regional Council's upcoming decision concerning the proposed third runway at Sea Tac airport.

I believe that moving forward with this project is very important for our region's economic development and prosperity, as well as the quality of life for all Washington State residents. A third runway at Sea Tac airport will enable the Puget Sound area to remain a leader in international trade for the 21st century. In addition, it will meet our state's transportation needs well into the future. I also applaud the Regional Council for its noise mitigation efforts in the Sea Tac area, and I encourage you to remain vigilant in making sure that these measures are implemented.

As an Executive Board member of the Puget Sound Regional Council, I urge you to move forward with the third runway project at Sea Tac airport as quickly as possible. Thank you for your consideration of this request.

Sincerely,

Kevin Quigley
Senator, 39th District

Emma G. Chopard

23603 7th Ave. So.

Seattle, WA 98198-7304

878-1936

RECEIVED

JUN 25 1996

PUGET SOUND REGIONAL COUNCIL

Puget Sound Regional Council;
To whom it may concern,

Regarding the third runway at Sea-Tac Airport: Your literature talks about "noise reduction" as if that solves the problem. We have mentalized our home at our expense because of the noise and the fact that we were not in the "noise zone"!

The noise, nevertheless, makes one a prisoner in one's own home. To be outside at times deafens one! Are we expected to be indoor moles? Please, no.

Even now, at 4:10 A.M. a plane just came by, noisy enough to wake me.

Then, filling in for the building of "proposed" runway. The traffic and dirt in and around Sea-Tac would be intolerable. We have suffered through months of road repair on Hwy. 99 in Sea-Tac. Now you are asking the public to endure years of this?

And those thousands of trips with loaded trucks ruining not only the newly paved Hwy. 99 but other roads - please, no!

Do those who favor the extension live here? Please consider another site! It is not fair to totally ruin the most beautiful area in Washington. Thank you, Mr. & Mrs. Leslie Chopard

RECEIVED

JUN 25 1996

PUGET SOUND REGIONAL COUNCIL

Puget Sound Regional Council
Executive Board
1011 Western Ave. Suite 500
Seattle, Washington 98104
(206) 464-7090

June 7, 1996

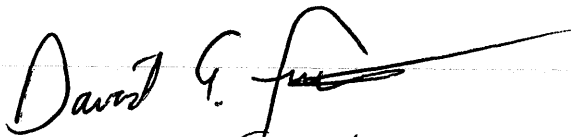
Dear PSRC Executive Board Members :

At your June 27, 1996 Executive Board meeting, I would highly recommend the passage of the amendenment to the Metropolitan Transportation Plan. The air capacity issue has been studied for many years and it is time to take action.

I am very pleased to see the amendment will allow the PSRC move a head with the authorization of the proposed 3rd runway at Sea Tac International airport with the requirement of Sea Tac airport pursuing higher levels of noise mitigation. I comend you on addressing the majority of the expert pannel's suggestions on noise reduction. It is imparative we give some relief to the surrounding communities of Sea Tac Airport.

While is no perfect solution, expansion of Sea Tac was determined to cause the least impact. Sea Tac Airport is a regional and state wide asset and key to our future economic viability. Authorization of the proposed 3rd runway is critical. This has been a very difficult issue. Thank you for keeping it an open and public process.

Sincerely,


DAVID Furth
2610-106th Dr. NE
Lake Stevens, WA 98258



NORTHWEST
HANDLING SYSTEMS, INC.

Washington

1100 SW 7th Street
Renton, Washington
98055-2939
(206) 255-0500
1-800-426-3888

Alaska

6041 MacKay Street
Anchorage, Alaska
99518-1737
(907) 563-0600
1-800-426-3888

Oregon

12823 N.E. Airport Way
Portland, Oregon
97230-1030
(503) 255-0500
1-800-442-6431

RECEIVED

JUN 25 1996

PUGET SOUND REGIONAL COUNCIL

June 24, 1996

Puget Sound Regional Council
The Honorable Doug Sutherland
1011 Western Avenue, Suite 500
Seattle WA 98104

Dear Mr. Sutherland,

I am writing this to voice my concern over the Sea-Tac expansion. I am concerned that the project will suffer more needless delays. These delays will do nothing but cost the public more money. The PSRC should adopt an amendment to the Metropolitan Transportation Plan that directs the Port of Seattle to move ahead with the proposed runway and continue existing noise reduction programs.

This is a much needed project that is years overdue. The region needs this to move forward.

Thank you for your consideration.

Sincerely,

Kevin Thomas
General Manager
NW Handling Systems, Inc.

PORT BLAKLEY TREE FARMS

GROWING & LOGGING TREES SINCE 1864

500 UNION STREET, SUITE 830
SEATTLE, WASHINGTON 98101

(206) 624-5810

FAX (206) 624-9745



RECEIVED
JUN 25 1996
PUGET SOUND REGIONAL COUNCIL

June 24, 1996

Councilmember Rob McKenna
King County Council
516 3rd Ave., Room 1200
Seattle, WA 98104

Dear Rob,

I realize that the 3rd runway is a very expensive and politically difficult issue. However, I urge you to vote for the 3rd runway and help the Puget Sound Regional Council move forward on this needed plan without further delay.

Thank you for your continued service to the Puget Sound region.

Sincerely,

PORT BLAKLEY TREE FARMS

James E. Warjone
Chairman & General Partner

JEW/caf

cc: Jim Sutherland, PSRC ✓

RECEIVED

MRS. MEREDITH P. SMITH
1407 EVERGREEN POINT ROAD
BELLEVUE, WASHINGTON 98004

JUN 25 1996

Medina,

98039
PUGET SOUND REGIONAL COUNCIL
June 29, 1996

Dear Mr. Sutherland and
Mr. Drewel —

We have lived in Medina for 33 years, and feel severely impacted by the jets doing their east turn right over our home. This jet noise did not occur until 1987, and in the summer particularly, it has made a severe impact on quality of life here. Please extend the curfew at least until 7 am. When they (the jets) start, there is no sleep possible at our house. I frankly don't see why the Puget Sound Regional Council

Doesn't require a far longer
ascent down the lake before
allowing the thrust of the turn.
It might cost the airlines more
fuel, but the citizens deserve
better treatment & greater con-
sideration. . . The planes are
extremely noisy here and in
the Madison Park area when they
make that turn.

God save us from a third
runway & any more jets!

Sincerely,

Helen and
Buzz Smith



Nintendo of America Inc.
4820 150th Avenue N.E.
Redmond, WA 98052 U.S.A.

(206)882-2040
1-800-633-3236
FAX (206)882-3585

June 21, 1996

RECEIVED
JUN 25 1996

PUGET SOUND REGIONAL COUNCIL

Fax: 206-587-4825

The Honorable Doug Sutherland
President
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Dear Mr. Sutherland:

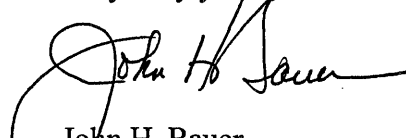
I am pleased to address the Puget Sound Regional Council through you and would appreciate if you would be so kind as to share my views with your colleagues.

I strongly agree with the need for the proposed new runway at Sea-Tac and encourage you to move this initiative ahead. Construction should begin immediately. I recognize and am sensitive to noise reduction recommendations; however, these issues will be resolved with additional work and should not be a condition which causes delay of the approval to proceed.

Today, the Puget Sound area has a competitive advantage in the Pacific Rim with respect to location, facilities and many other factors. These advantages are at risk of being lost as other communities, many of which are less well-situated, address their problems and take actions. We cannot flounder with delays. In the next century, location alone will no longer qualify a community as being integral to the Pacific Rim. Denver may work better if it has better facilities. We cannot take that risk.

Many thanks for your efforts.

Very truly yours,



John H. Bauer
Executive Vice President

cc: Howard C. Lincoln, Chairman
Nintendo of America Inc.

RECEIVED

6-23-96

JUN 23 1996

RE: Third Runway

I view this as a waste of
tax payer money and big government
spending.

If you would move cargo to
Gray's Harbor or some other
small airport and small
commuter planes to Boeing Field
or the like you would have
no need for the most costly
runway in nation history to
be built.

We have the airport package
on our house and still get
wake up every day at
3:45am by a jet so where
is the sound reduction!

Oppose Third Runway
Debra Roberts
970-2898

Ravenna-Bryant Community Association
6535 Ravenna Ave. N.E.
Seattle, WA 98115

May 8, 1996

Mary McCumber
Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

RE: Executive Board Order,
dated April 25, 1995

Dear Ms. McComber:

The Order of the Executive Board of the Puget Sound Regional Council ("PSRC"), dated April 25, 1996, (the "Order") is an abdication of the responsibility of the Regional Council under federal law to act as a planning agency, and, in reality the Order amounts to an effort to subvert an arbitration judgment and a long-range statewide solution for increasing airport capacity --- all without any direct public participation. Carrying the Order will undermine respect by the citizenry for regional planning and add to public cynicism of government officials.

The Order by its own terms excludes from the discussion all the following parties, among others:

- 1) The public-at-large;
- 2) State legislators;
- 3) Seattle School District No. 1;
- 4) Seattle and King County Housing Authorities;
- 5) King County as representative of Harborview Hospital and the Hospital Districts;
- 6) The Board of Regents of the Washington State Community Colleges; and
- 7) The State Department of Ecology.

All these seven should be invited to the table to participate in a discussion of a project that will have the greatest environmental impact of any in the region in this generation; yet, PSRC's process locks them out.

Moreover, the order gives credence to the Federal Aviation Administration ("F.A.A."), which declined to cooperate with the Expert Arbitration Panel; to the airlines, which refused to supply information that the Panel pleaded for; and to the Port of Seattle ("Port"), which

seeks to overthrow the Panel's order and the procedure it had agreed to at the outset and has the worse record of performance of any governmental agency in the Northwest. Save for the prime victim --- the Airport Communities Coalition --- the Order invites the polluters and their sponsors to decide what, if anything, the response should be. It's like letting the tobacco industry determine governmental policy on smoking and what should be done about the injury of cigarette smoking to the health of smoker's and non-smokers alike.

The Public-at-large

The Expert Arbitration Panel invited the public to participate in its proceedings. It held a hearing at SeaTac just for the public to testify; it started every meeting inviting people to speak; it received boxfuls of letters and documents. Unlike the Port or the PSRC proceedings, Panel members asked the representatives of the Port and the FAA questions based on the material the public had submitted. The Panel's questions showed that public input was important and had a stature independent and complementary to that of the elected officials. Our community association, the North East District Council, and the Seattle section of the Regional Commission on Airport Affairs, all, wrote letters to and spoke to the Expert Arbitration Panel.

Many of the Panel's recommendations reflect direct public input --- especially those affecting Seattle and King County, whose elected officials failed to participate, e.g. these recommendations:

- # 2 Noise monitoring at multiple locations;
 - # 3 Social Surveys of the effective of the noise abatement programs;
 - # 5 Nighttime Departure Noise Abatement Procedures; Minimizing the ever-increasing number of late night/early morning flights;
 - # 6 North Flow Daytime Departure; "minimum population exposure" flight tracks; steeper angle of climb; expanded residential insulation program;
 - # 7 "Sensitive-use" public buildings insulation pilot studies and fund the full program envisioned in the Noise Mediation Agreement;
 - and # 8d. Investigate creative ways of linking noise reduction objectives with airport demand and system management strategies.
- These recommendations affect not only the 65 Ldn zone, but also --- and particularly using the nighttime flight departure over Elliott Bay and Puget Sound --- areas outside that zone.

State Legislators

At the first meeting after the Expert Arbitration Panel decision was announced, State Senator Julia P. Peterson and other King County legislators offered to work upon and support legislation establishing a Washington State Regional Airport Planning Authority that would do planning on a statewide basis --- not the four county region alone --- and work with Oregon airport authorities toward recommending a plan that

would meet the aviation needs for future generations for the entire North West. In the last decade, the Port has spurned these offers, and vigorously lobbied the legislature against a state-wide solution. The Regional Council needs to accept that offer, invite state legislators to its meeting, and hear and throw its full support behind them.

Moreover, the Port will only carry out those of the Panel's recommendations fully that the state legislature mandates that it do. The Port, itself, told the Panel that it would take no action that would require any airline to increase costs, reduce airport efficiency, or cause any delay. It took until 1993 for the Port to insulate homes as promised for the second runway in 1973 --- twenty years earlier.

Even with the noise insulation programs, finally underway, the Port's own policies undercut its scope and effectiveness, e.g.

- + The Port demands navigation easements as a condition to noise insulation, and expends less in insulating homes than the total just compensation due for the property rights it acquires. The insulation program is operated as a major component of the Port's right-of-way acquisition program. (Until mid-1993, almost all the millions that the Port advertizes that it has expended for noise remedies were in fact invested for acquisition of right-of-way now used by the Port for runways and airport facilities, for navigation easements, and for its own costly administrative expenses.)

- + The Port refuses to finance noise remedies from income generated by airport operations (such as concessions from terminal leases, parking garage fees, profits from sales) citing agreements it made and renewed with the airlines in the late 1980's and early 1990's as to the disposition of the airport's revenues. All its noise insulation rely on federal grants. The Port even rebates airport landing fees paid by the airlines by shifting expenditures that had previously been made by landing fee income to taxes paid as "passenger facility charges" by the public.

- + The Port rebuffs requests efforts by the community for the Port to use its contracting authority and rate setting powers to encourage airlines to take action reduce noise and air pollution. The Port admitted to the Expert Arbitration Panel that six years after its own "Noise Mediation Agreement," it has yet to write a single letter of complaint to any airline or to write its first letter to the F.A.A. to request enforcement of flight tracks mandated in the Mediation document, itself, although it has proof of 1000's of violations (complete with time, place, flight track, airline, and pilot) and complaints from the public. In the second year of its meeting, the F.A.A. told the Port's Noise Abatement Advisory Committee that Cargolux, a foreign flag carrier, more persistently than any other airline flew its aircraft north-to-northeast over Seattle after the 10 P.M. curfew on east turns during north flow conditions, and in violation of the noise abatement flight path; nonetheless, the Port set to the Secretary of Transportation a glowing endorsement for its application to inaugurate direct flights between Seattle and Miami without even asking the airline to mend its misconduct.

Seattle School District No. 1

The Ldn 65 zone for Sea-Tac based aviation reaches into and impedes education in South Park and other elementary schools in Seattle. The Ldn 60 zone, recommended by the Federal Interagency Committee on Noise ("FICON") envelopes Cleveland High School. Studies made by independent consultants that cumulate noise by Sea-Tac aviation and Boeing Field aviation show noise levels that exceed Ldn 65 at Cleveland High School. An independent analysis of the data collected by the Port's own consultant indicates that if noise generated by Sea-Tac aviation over Cleveland High School were measured and averaged only during school hours the level would exceed Ldn 65. It falls below Ldn 65 only because the Port averages in the times and lower noise levels during weekends when school is closed. The Panel's comments on page 27-28 apply as well to the interference of Sea-Tac aviation with education in Seattle's schools.

Our Washington Constitution, Article IX, makes the education of all children the "paramount duty of the state." Yet, the PSRC excludes the hard-pressed Seattle School District from commenting on a proposal to thrust more noise overhead and aggravate the already excessive noise levels which impede education. The Order thereby imposes the costs of pollution --- not upon the pollutor with ample means to pay and the ability to reduce it --- but upon the school students who are least able to pay.

About six weeks ago, the Environmental Protection Agency took the F.A.A. to task for shifting its flight path to the east and routing airplane directly over Seattle's minority community in Beacon Hill and Rainier Valley. This shift violates an Executive Order of the President of the United States against burdening minorities and the poorer neighborhoods with environmental hazards and risks that the more well-to-do find objectionable ("environmental racism"). In excluding the Seattle School District from the table and from commenting on the recommendations, the PSRC is manifesting the same indifference to minorities as the F.A.A. did. The very schools that most need the insulation in Beacon Hill and Rainier Valley are the very schools with the highest minority ratios in the Puget Sound Region.

Seattle and King County Housing Authorities

Park Lane, Holly Park, and High Point are definitely affected communities within the contemplation of the Expert Arbitration Panel. Let PSRC convene a meeting at one of their community centers, or better yet, spend a warm summer evening there, with the windows open, under north flow, as plane after plane booms overhead; few of the Executive Board members could outshout the jet noise. Using computer projections from a monitor located a half mile away from the current flight path, the Port bids those communities begone: "only Ldn 65 qualifies and you're but Ldn 60." Measurements of the Regional Commission on Airport Affairs already show measurements in and above the Ldn 65 range.

Moreover, the Port's Noise Abatement officer and its own consultant told the Expert Arbitration Panel that 1995 was the nadir for noise, and the sound levels will rise forever more with the increasing traffic and the shift to larger aircraft with more loads.

The communities, sponsored by the Seattle Housing Authority and the King County Housing Authority, typically have older homes, built often as temporary housing, with less insulation than homes constructed for commercial sale. The drop-off between outdoor and indoor noise levels in their housing is less than the 7.9 dB commonly assumed (Panel Finding, p.23). Moreover, most of those communities have a high ratio of minorities.

The Expert Arbitration Panel listened to the public and by its reference to "communities" to be insulated encompassed housing sponsored by public authorities. By excluding the housing authorities from the process, the PSRC behaves like the rich man in the New Testament parable who feasted while Lazarus lay hungry outside the gate with only the dogs to lick his wounds and give comfort.

Harborview Hospital and Hospital Districts

King County's Harborview Hospital on First Hill is directly below the flight path for out-going and in-coming aircraft. Providence Hospital nearby is closer to Sea-Tac based aircraft overhead than to Heaven. Both institutions care for the sick and the infirm, those who are most in need of quiet for convalescence. There are hospital districts and charitable hospitals in the Highline area too. The PSRC did not invite any hospital to comment or to its workshop. Yet the Expert Arbitration Panel received testimony and letters from doctors and patients about the adverse impact of aviation noise and air pollution.

COMMUNITY COLLEGE

Highline Community College is directly under the flight path, and Sea-Tac noise disrupts its classroom lectures and study. The Community College has spent large sums for insulating its own buildings, but still the noise intrudes. The Panel's decision (p. 27-28) makes mention of Highline Community College. In computing the population within the Ldn 65 zone, the Port deducted all its 4000 students. The Panel's decision notes the the Port insulated just 22 rooms in 4 of 17 college buildings. The Panel's recommendation contemplate insulating all buildings. Yet, the PSRC ignores the Community College in soliciting comment and shuts it out of the PSRC workshop.

DEPARTMENT OF ECOLOGY and KING COUNTY

State law entrusts the Department of Ecology with jurisdiction to enforce state noise abatement ordinances, and King County with

jurisdiction over noise pollution in King County. Both agencies have expertise in noise and noise abatement, and responsibilities under their enabling legislation to reduce noise.

Neither agency was invited to comment or to participate in PSRC's discussions. The Order sets up a situation, where except for the Airport Communities Coalition, only the polluters will be heard and the presentation will be one-sided. In proceeding in this manner, the Puget Sound Regional Council is disregarding the goals, policies, and directives of the State Environmental Policy Act, RCW Chapter 43.21C, and acting in an irresponsible manner and forcing the citizenry to resort to the courts for justice.

CONCLUSION

There is an African fable about the vultures, hyenas, and jackals in conclave reaching agreement about harvesting and feasting on the great herds on the plains; about how swelling with pride, these predators announced their achievement to the grazing game; and how the springboks, gnus, and zebras, who had not been invited, ran away and are still running. History has parallels: often politicians, besotted with authority, act with indifference or condescension to the people living there and find their planning undone: the Germans and Russians time and again partitioned Poland for themselves only to see Poles rise and reclaim their country; the European colonial powers divided and redivided North America as their own only to see us Yankees wrest our independence and carry out our manifest destiny; and the European partitioned and repartitioned Africa as spoil on table-top maps near the turn of this century but to find the Africans oust them completely after mid-century. To further their own greed, the government officials imposed solutions upon others that they would never have accepted if imposed upon their own communities --- all in the name of progress and the greater good. History teaches that plans made by politicians without participation of the public and without enjoying public confidence will be thrust anaught. Once the public begins to feel the impact of expanding Sea-Tac, it will demand the end of the PSRC, which authorized it, just as it earlier threw out the Puget Sound Council of Governments.

The fundamental reality is that Sea-Tac is located in the midst of a rapidly urbanizing area. Its expansion is incompatible with its location. Sea-Tac rightly claims that it does more than Dallas-Fort Worth or Dulles airports; its location in the midst of an urban area requires it to do much more. The Port with Sea-Tac must do at least as much as San Diego or Orange County do. Sea-Tac falls far short of their noise abatement measures. Sea-Tac is the only major airport in the United States that supports routing jets over the center of population of the region instead of using over the water approaches; and Sea-Tac is the only major airport in the United States to object to an F.A.A. proposal to detour more aircraft over water and away from population centers. The F.A.A. made its proposal in 1992 in conjunction

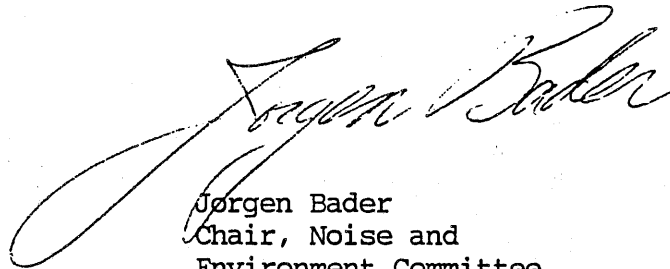
with its installation of the micro-wave landing system and the Port rejected it.

The Regional Council needs to look to the legislature for a statewide solution. Delaying the search for a new airport outside the four-county region will simply lead to the opening of Paine Field and McCord Air bases to commercial aviation within a generation. The noise levels that the PSRC thrusts upon Western King County through Sea-Tac expansion will set the standard of acceptability for the entire region. Instead of airport serving the community, Sea-Tac expansion makes communities subservient to airports.

Yours truly



Brian Peyton
President



Jørgen Bader
Chair, Noise and
Environment Committee

cc. Hon. Gary Locke :
Hon. Cynthia Sullivan
Hon. Martha Choe :
Seattle School District
Seattle Housing Authority
Department of Ecology ,

Ravenna-Bryant Community Association
6535 Ravenna Ave. N.E.
Seattle, WA 98115

RECEIVED
JUN 25 1996

June 20, 1996 PUGET SOUND REGIONAL COUNCIL

Doug Sutherland
President, Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104 - 1035

RE: PSRC Memorandum, dated April 30, 1996
"Recommendations on Noise Reduction Measures"

Dear President Sutherland:

This letter follows up on our letter, dated May 8, 1996, that had addressed your Executive Order, dated April 25, 1996; it addresses your Memorandum, "Recommendations on Noise Reduction Measures," dated April 30, 1996; and it takes up and elaborates on three of the points that we had made earlier:

1) The Regional Council needs to invite participation by the Seattle and Federal Way School Districts; require the Port to insulate their schools as a high priority; and set calendar deadlines so that no grading or building permits for the Third Sea-Tac Runway may issue until the insulation of schools is complete;

2) The Regional Council needs to invite participation by the Seattle and King County Housing Authorities; and as a condition to any further federal assistance to the Port of Seattle ("Port") for any airport purpose, require the Port to proceed forthwith to insulate Park Lake, Holly Park, Rainier Vista, and other housing communities; and to make sure that insulation is in place and effective before granting the Port approval to do further construction; and

3) The Regional Council needs to stop its stampede to approve the Third Sea-Tac Runway. It needs to consider the environmental consequences of the project and allow for genuine public participation.

Your meeting at the Bellevue Conference Center on May 30th shows the need for emphasizing these points.

SEATTLE AND FEDERAL WAY SCHOOLS

The Port and the Executive Board at the Bellevue meeting on May 30th acted as if Sea-Tac aviation only impacts the Highline School District and

students attending its schools. In fact, anyone with ears to hear, who visits Seattle's schools from Cleveland south and some of the Federal Way Schools, experiences disruptive noise levels from Sea-Tac aviation. The testimony of teachers from Seattle and Federal Way and of students and parents document fully the pervasive, invasive impact of Sea-Tac noise on education.

While attempting to minimize the amount of noise, the Final Environmental Impact Statement ("FEIS") of the Federal Aviation Administration ("F.A.A.") - Port documents the severe impact. Appendix C of the FEIS assigns schools a code number and geographic co-ordinates; Table C-68 gives noise readings for the various code numbers at the coordinates. Collating the two shows these 1995 noise levels: Madrona (# 1013) at Ldn 65.3; Cleveland High School (# 1011) at Ldn 62.2; Mercer (# 1007) at 61.7 Ldn; and Concord (# 1006) at 61.6 Ldn. The 1995 measures reduce the boundaries within the "Ldn 65" zone of noise impact zones that were shown on charts prepared for the Port's Part 150 program several years earlier; and the earlier maps in turn are revisions made by the Port to maps prepared by its consultants that showed an even larger impact zone. The Port's own noise consultant told the Expert Arbitration Panel that noise would increase after 1995. Increasing noise should expand the "Ldn 65" zone. Yet, the F.A.A.'s environmental impact statement projects a decrease!! Independent measurements made by the Regional Commission on Airport Affairs show that the Port and the F.A.A.'s consultants understate the true noise level and all the schools are within the "Ldn 65 zone."

The Third Runway will establish for all practical purposes a freeway in the sky directly over the axis of Seattle, and that freeway will be used day and night by a constant stream of aircraft. Aircraft are by far the noisiest machines made by mankind, ejecting the most penetrating and disruptive noise. An analogy might be drawn to freeways and the rules of the United States, Department of Transportation, applicable to freeways. The rules of the United States Department of Transportation for freeways appear in 23 Code of Federal Regulations ("C.F.R.") Part 772. 23 C.F.R. § 772.11 (g) requires that noise abatement be part of the plans if the noise generated exceeds that in Table 1 at the end of the Part. The plans then need to review a variety of techniques. 23 C.F.R. § 772.13 (c)(6) lists "Noise insulation of public use or non-profit institutional structures." Table 1 sets out the maximum interior noise levels allowed for certain adjacent land uses. The maximum interior noise levels for schools and hospitals is "52 L Eq(h)." The "L Eq (h)" is the steady state equivalence of noise for an hour. The Expert Arbitration Panel at page 32 noted that insulation can reasonably produce a reduction in interior noise levels of 7 dB. That equates a 52 L Eq interior to a 59 L Eq exterior noise level. Converting "L Eq" to "Ldn" involves averaging over a twenty-four hour period and adjustments for a nighttime penalty. Nonetheless, we were informed by an accoustician, that, if the noise that will be inflicted by Sea-Tac aviation were instead caused by a highway project, under United States Department of Transportation standards, the noise levels reported in the F.A.A.- Port environmental impact statement for Concord, Cleveland, Madrona and Mercer would have required the applicant for federal aid to have identified them in the project plans and the schools would be eligible for insulation. Insulating those schools is therefore consistent with U.S. DOT policy. Denying them insulation penalizes schools permeated by aviation noise.

HOUSING AUTHORITIES

Park Lake, Holly Park, and Rainier Vista are all located under the Sea-Tac flight path. Anyone visiting them hears constant jet roar overhead. Yet at no time has the Port or the F.A.A. contacted the Seattle or King County Housing Authorities to offer insulation assistance nor did either of them send notice to the community councils of the affected housing communities about the proposed project and its specific impact upon them. In fact, neither the draft or the final environmental impact statements of the F.A.A. - Port identifies these housing communities by location with either code numbers or coordinates in their exhibits.

The United States Department of Housing and Urban Development ("HUD") promulgated "Housing Quality Standards" in the form of rules for eligibility for federal assistance for new construction and for renovation. The Housing Quality Standards cover projects (24 C.F.R. § 882 and 886); Section 8 Housing (24 C.F.R. 883); and Housing Voucher programs (24 C.F.R. § 887). All of the Housing Quality Standards are similar. 24 C.F.R. § 882.109 (k) provides, in part, as follows:

- " (1) Performance criteria. The site and neighborhood shall be reasonably free from disturbing noises ...
- (2) Acceptability criteria. The site and neighborhood shall not be subject to serious adverse environmental conditions, natural or manmade, such as ... excessive noise; vibration ...
- (5) The site and neighborhood shall be reasonable free from distrubing noises and reverberations and the hazards to the general health, safety, and welfare of the occupants, including ... excessive noise.."

Another set of regulations puts numbers to flesh out "excessive." 24 C.F.R. § 51.101 (8) and 51.103 (c) sets as goal that the exterior decibel not exceed a 55 decibel "day-night average sound level" and 24 C.F.R. § 51.101 (a) sets the maximum interior at 45 decibels "day-night average sound level." When the interior noise exceeds that goal, 24 C.F.R. § 51.104 requires attenuation measures. Exterior noise levels above 65 db are not acceptable.

Park Lake, Holly Park, and Rainier Vista, among other communities, have noise levels caused by Sea-Tac based aviation above the HUD-mandated level. Holly Park and Rainier Vista have housing built before World War II, and therefore before Sea-Tac airport opened; Park Lake dates from the 1950's.

HUD and the F.A.A. differ in the way that each measures noise. HUD measures all noise received on the ground receptor. The F.A.A. counts only the contribution (increment) made by Sea-Tac aviation. The F.A.A. therefore excludes the noise of other aviation, e.g. float planes, helicopters, aviation from Boeing Field (King County International Airport) and Renton, and it disregards highway and arterial noise. Thus, if aviation and ambient noise together would cause a cumulative noise level above 65 Ldn, HUD would find it unacceptable. Yet, in an illustration by Sea-Tac staff at a

public meeting, the F.A.A. and the Port would deny any relief if Sea-Tac based aviation alone merely caused a noise level of 64.9 Ldn although the Sea-Tac aviation component amounted to 99.44 % of the gross and the gross exceeded 65 Ldn.

Until 1991, the Port took the position that housing within the " 65 Ldn" zone was incompatible with Sea-Tac; that insulating incompatible housing makes no sense; that insulating housing further away can wait indefinitely, preferable forever; and that its Port remedy property would consist of acquiring property to suit airport expansion and re-use when the Port had an immediate prospect for its use. As a results, it spent nothing at all for insulation until 1993.

The Port's current stance with respect to housing projects continues its miserly practices. The Des Moines - Highline News, June 1, 1996, p. A-2 reports from an informed source that of the \$ 113 million the Port proposes to expend for all its noise remedy programs, only \$ 11 million will come from Sea-Tac revenues. All the remainder will be derived from the United States.

PORT AUTHORITY AND FINANCES

The Revised Code of Washington ("R.C.W.") Chapter 53.54 authorizes expenditures for alleviating and abating the impact of jet aircraft noise on areas surrounding an airport serving more than 20 scheduled jet aircraft flights per day. 20 per day amounts to 7300 per year. Sea-Tac is over 40 times that amount. RCW 53.54.020 defines "impacted areas" in a "Provided clause" inserted at the end of the section at the behest of the Port. "Impacted areas" are the geographic territories no more than six miles beyond the paved end of any runway or more than one mile laterally from the centerline of any runway. The schools and housing projects cited in this letter are all within the statutory "impacted areas."

The Washington State Environmental Policy Act ("S.E.P.A."), RCW 43.21C, requires state agencies to set goals and policies in accordance with its stated goals and to follow certain procedures, including the environmental impact statement process. It uses the mandatory verb, "shall." It applies to the Port and to the Regional Council. Under the circumstances here, S.E.P.A. imposes an imperative on the Port to exercise its full statutory authority and upon the Regional Council to make sure that it does so. Anything less would be a default by both governments to carry out their S.E.P.A. duties.

Making insulation of Seattle and Federal Way schools and the housing authority communities a condition for any Sea-Tac expansion clearly comes within the authority of the Regional Council. The Intergovernmental Cooperation Act, as amended, 31 USC § 6501 et seq., in Section 6506 (c) requires that the federal agencies and federally-assisted programs consider and accommodate local land uses, including housing and education. It provides in part, as follows:

"To the extent possible, all national, State and local viewpoints shall be considered in planning development programs and projects of the United

States Government or assisted by the Government. State and local government objectives and the objectives of regional organizations shall be considered within a framework of national public objectives expressed in laws of the United States... and needs of regions, States and localities shall be considered in plan formulation, evaluation and review."

Sub-section (d) requires that consideration be given to all developmental aspects of our total national community, including housing and "human resources development, community facilities, and the general improvement of living environments." The latter phrase comprehends schools.

Executive Order 12372 of the President of the United States implements the Intergovernmental Cooperation Act. Section 2 (c) requires federal agencies to make efforts to accommodate State and local elected officials' concerns with proposed Federal assistance "...communicated through the designated State process." "Local elected officials" include those of the Seattle and Federal Way School Districts.

The Regional Council can --- and must --- make insulation of Seattle and Federal Way schools and of the Seattle and King County Housing Authority communities a condition for Sea-Tac to receive any further federal assistance. By doing so, the Regional Council makes that insulation a "project cost."

Defining insulation as a "project cost" has several beneficial consequences:

(a) It puts insulation of impacted Seattle and Federal Way schools and housing authority communities on the Port's "to do" list, and may eventually lead to getting them done.

(b) It makes this insulation eligible for federal assistance and for Passenger Facility Charges ("PFC's"). PFC's are taxes paid by a passenger starting a trip by airplane at an airport and levied by the airport operator under authority of federal statute. The amount and purpose of the taxes is approved by the Federal Aviation Administration. The Port has no state authority to levy PFC's at Sea-Tac; its levy depends on the direct enabling authority of federal law. PFC's raised \$ 24,122,000 in 1993; \$ 26,963,000 in 1995; and are estimated to raise \$ 28,600,000 in 1996. Port 1996 Budget, Table III-2.

(3) It makes these projects eligible for Sea-Tac revenues, such as parking garage revenues, leases at the terminal, concession fees, utilities and advertizing at the airport etc. RCW 53.36.040 (3) authorizes the use of any airport revenues for these purposes. Nonetheless, the Port made agreements with the airlines since Sea-Tac opened to restrict the use of airport revenues for "capital purposes" to those projects that the airlines approved. Those agreements are continually extended and still in effect. Citing the airline veto, the Port has refused to expend any airport revenues for insulation unless the United States provides 85 to 90 % matching moneys. As a condition to Sea-Tac expansion, insulation is a "capital purpose" under the airline agreements.

The Port's Annual Reports, (e.g. Appendix D-1 in the 1996 Budget, and

Appendix IV-7 in the 1994) explain how aviation landing fees are calculated and how capital spending affects the amount. Under its formula, the Port calculates its revenues from all sources, including estimated landing fees; it then deducts its expenses; any excess of revenues over expenses are returned to the airlines as rebated landing fees. Parking garage revenues, terminal rentals, etc. all return a large excess of revenues over expenses; landing fees pay less than half of the expenses attributable to their operation and maintenance. Earlier budgets broke out revenues for the parking garage, terminal, and airfield operations. The parking garage had expenses less than 10 % of its gross receipts.

Landing fees in 1996 per 1000 pounds of landed weight in 1996 were lower than in 1992. The rates were as follows:

1994 Budget (App-D 1)	1996 Budget (IV-1)
1991 \$ 1.68	
1992 1.84	1.84
1993 2.20	2.18
1994 2.04(Est.)	1.94
1995	1.78
1996	1.75

The 1994 and 1996 Budget cite different figures for 1993 and 1994. The decline in landing fees reflects, in large part, the Port's transfer of expenditures for capital purposes that had been paid from airport revenues to income from "PFC's" (passenger taxes). That transfer reduced capital expenses from airport revenues by a corresponding amount and made more money available for rebate of landing fees to the airlines.

If the Port were to use in 1996, the rate of its Landing Fees that it had imposed in 1993 (\$ 2.18), the Port would have raised \$ 8,413,588.90 for insulation programs (\$2.18 - \$1.75 = .43 ¢; 43 ¢ x 19,566,486 (in thousand pounds)). In 1994, it would have raised \$ 4,240,800. (24 ¢ x 17,670,000); and in 1995, \$ 7,582,400 (40 ¢ x 18,956,000). In three years, the Port would have raised \$ 20,236,788 --- enough to insulate Seattle and Federal Way's Schools and the housing authority's communities. In fact, the lowered fees to the airlines exceed by 80 % the Port's proposed entire investment of its own revenues in noise remediation programs for the whole Third Runway project, as reported by the Des Moines Highline Times article (page 4 above.)

The Port says that it is in the airport business. In its view, increasing airline profits builds airline business and that takes precedence over protecting the health and welfare of residents or student education. Its parsimony to the public victimized by pollution repudiates its responsibilities under S.E.P.A. and its duties as a government responsible to the taxpayers. If insulating is a project cost, the airlines --- the polluters --- pay; if not, the victims and ultimately the taxpayers (who do not benefit from overhead air traffic) pay.

The Port's bad example hardly excuses the Regional Council. The Regional Council is not in the airport business. The Regional Council sole reason for existence is to act as a planning agency. It has an affirmative duty to protect and reflect the views of school districts and other government authorities.

RESPONSIBILITY OF REGIONAL COUNCIL

The Regional Council was designated as the area clearinghouse to "review and coordinate" federally-assisted programs as contemplated by Executive Order 12372 of the President of the United States.

The F.A.A. - Port FEIS in Volume I, part VI, p. 17 - 22 lists those governments to whom the F.A.A. distributed the document. The list omits the Seattle School Districts and the Seattle and King County Housing Authorities. The distribution list in the draft environmental impact statement also omits them. The F.A.A. therefore defaulted in its duties under Executive Order 12372 to consult with local elected officials and determine their view. The F.A.A.'s sole defense would be that it was relying upon the Regional Council to do that coordination.

Executive Order 12372 continues Office of Management and Budget Circular A-95 in effect on an interim basis. OMB Circular A-95 requires the Regional Council to distribute the information to affected local governments; to provide them an opportunity to confer, consult, and comment upon the application; to assist them in doing so; and to forward comments received, including a showing how local government comments were considered. Section 5 (b) requires the Regional Council to show how the project might be revised to increase its effectiveness in relationship to other state or local programs; the extent to which the project contributes to development of human and community resources, including housing, and the environmental impact of the project. This coordination is meaningful only if it is done before the Regional Council makes its decision. After-the-fact consultation as useless as consoling a corpse.

The Regional Council has failed completely to perform these duties ,
e.g.

- The Regional Council - Port "Flight Plan" environmental impact statement in its list of governments to whom it the document was distributed omits the two school districts and the housing authorities;
- Neither the draft nor the final environmental impact statements give any recognition whatever to the impact of the project on the schools of the two districts or the housing authorities. The so-called supplemental impact statement, dated June 12, is silent about it, too. Community associations have brought these impacts to the Regional Council's attention frequently.
- The Regional Council commented on the F.A.A. - Port's project FEIS. Its letter is FEIS, Document No. 204, p. 567 of the Appendices. Its comments make no mention whatsoever of schools or of the impact on the housing authorities and their resident communities.
- No mention whatever was made of these impacts at the Bellevue meeting nor did anyone on the Executive Board mention the impacts or the interests of the affected governmental authorities. The Executive Board gave more time to and was more solicitous of Alaska Airlines and its two flights at Boeing Field than about the thousands of students and residents to be impacted by its aviation noise let loose upon the young and poor.
- The recommendations on Noise Reduction Measures, dated April 30, 1996, completely ignore the impacts on the schools and the housing

authorities. Earlier memoranda of Regional Council staff likewise omitted any mention.

- Our letter, dated May 8, 1996 and stamped as received May 10, 1996, drew the Regional Council's attention to the impact on the forgotten school districts and housing authorities. The Regional Council staff did not bother to forward it to the Executive Board until well after its Bellevue meeting on May 30th, and then only because we complained about its absence from the correspondence package.

- The Regional Council's hasty process seems designed to foreclose reasoned consideration of the consequences of its action in approving the project.

Executive Order 12893 of the President of the United States in Section 2 (a)(5) requires that federally-assisted projects contain an analysis of the "qualitative values that are not readily quantified." The Regional Council's documents and discussions in 1996 are devoid of any discussion of the values of education and livable housing communities for those unable to afford privately-owned housing.

While it escaped notice by the Port, the F.A.A., and the Regional Council, Seattle and Tukwila residents are well aware of this fact: excluding Seattle Schools and the Housing Authority's communities from Port insulation programs prejudices the most racially-integrated communities in Washington. Deliberately ignoring the adverse impact of a proposed development on a racial minority violates the principles of environmental fairness. An Executive Order of the President of the United States requires environmental justice in federal and federally-assisted projects.

The President's Executive Order imposes an affirmative duty on federal agencies and on agencies conducting federally-assisted projects to consider the impact on communities with racial and ethnic minorities. Experience shows that these communities are under-represented in the political process, and less able to articulate these concerns. Agencies developing or approving projects therefore have a special duty to make sure that racial minorities are treated equally. The documents leading to the Executive Order make clear that an agency can not defend a disparate impact on a minority community by saying that it treats other poor areas just as badly. The Port has a long history of indifference to the racial impact of its projects and activities. If the Regional Council ignores these impacts, it will associate itself with "environmental racism" and forfeit any respect by Americans who believe in fair play and equality.

The documents accompanying the Port's application for federal assistance will require a certification from the Regional Council that it has complied with all applicable federal rules and regulations. See OMB Circular A - 102, among others. No one with integrity could so certify based on the Regional Council's record so far.

The Regional Council's Order A 93-03 in Resolved No. 3 requires that it be implemented "... in compliance with the requirements of all applicable federal, state and local laws and regulations." The Regional Council's performance and process does not comply with that requirement either.

Early in 1993, the Regional Council adopted a Public Participation Plan. Its principles No. 6 and 7 state:

"6. Interacting with an official representative of a public or interest is no substitute for interacting directly with that public or interest.

7. Effective public notification and participation takes time and effort, and can be expensive, yet it is essential to sound decision-making."

Requirement III A. 2 stipulates that opportunities will be afforded for interested parties to be involved in the early stages of plan, program and policy development. Requirement III C stipulates that the Regional Council will fulfill the notification and participation requirements of the Growth Management Act. Requirement IV calls for workshops, forums, and other events to provide the public opportunities for comment, presentations to civic groups, and working with local jurisdiction to "ensure that the public in those jurisdiction is notified and involved at the local level, to provide effective opportunities for early and continuous participation." The Third Runway proceedings to reverse the Expert Panel's decision makes mockery of the Regional Council's "public participation plan."

STAFF RECOMMENDATIONS

We concur with the analysis of the North East District Council that the Executive Board is proceeding on a fundamentally wrong basis by substituting for performance another promise to talk by the Port and the F.A.A. Words, even on paper, are not the equivalent of action. The quid-pro-quo of a Port or F.A.A. recommendation to talk about taking action is a resolution of the Regional Council to talk about conducting a discussion sometime in the distant future. The Regional Council has only one lever: its approval. Once that is given, the Regional Council can gabble its gums, but neither the Port nor the F.A.A. will pay it much heed.

The only way for the Regional Council to be effective is to stipulate performance, set precise dates, and deny permission to proceed until performance has been completed, e.g.

"The Port will insulate all schools within the maximum "impacted area" allowed by RCW 53.54.020 to an interior noise level not greater than 52 L Eq.(h) by the year 2000, and all housing communities of the Seattle and King County Housing Authority within that "impacted area zone" to an interior level of no more than 45 Ldn by the year 2000. No federal assistance for the construction or expansion at Sea-Tac shall take place until both insulation programs are completed to the satisfaction of all the affected the school districts (Highline, Federal Way, and Seattle) and the housing authorities."

The Port and the F.A.A. can then set about figuring out how to get it done, and whether they want to use their Part 150 process or go outside it as each has the statutory authority to do. Confining noise mitigation to the Part

150 process (Staff Memorandum, p. 14-15) is a trap that lets the Port and the F.A.A. decide how little they want to do; it makes the Intergovernmental Coordination Act and its processes surplus and meaningless. If neither the Port nor the F.A.A. are willing to comply with the quoted stipulation, then they can keep using Sea-Tac within its existing constraints and set about developing a new airport outside a populous area. An unwillingness to protect school pupils and the poor from pollution generated by the project manifests either rapacious greed or a boondoggle project that is financial flop and yields too little benefit to the community for the sponsors to offset the damages done to those most helpless.

With respect to Recommendations 7 (a), (b), or (c), the Staff Recommendation at page 12 mis-identifies the critical question. **The real question is: Does the Regional Council care at all about education of children in those areas of Seattle and Federal Way and about residents of those housing communities, which impacted by aviation noise?** The Port has given its answer: No --- its sole priority is airline profits and Sea-Tac expansion; and insulation of schools, hospitals, and housing communities may take place only insofar as it is an acquisition expenditure or necessary for public relations.

The Memorandum, on page 12, also needs clarification on the availability of "other than federally approved sources", i.e. revenues from "land-side" airport operations, such as parking garage revenues, concessions and leases, franchises fees from shuttle express, hotels, taxis, and airporter buses etc. No federal guidelines preclude the use of airport revenues --- parking garage revenues, lease and concession income, etc. --- for use for insulating buildings outside the 65 Ldn Zone. The Port's Aviation Director told the Bellevue meeting that the only constraint was its agreements it had made with various airlines. See Page 5 of this letter. That should not be difficult: the airline contracting parties include defunct carriers, like Braniff, Pan American, Eastern, Wein, and National, and carriers like Trans World Airlines, and Continental (Western) re-organized through bankruptcy.* Changes required by the Sea-Tac Master Plan constantly involves modifying agreements with airlines. Moreover, an agreement by a government restraining its budgetary authority is of questionable legality.

* The Aviation Director gave out that in consideration of confining the Port's use of land-side revenues, the airlines had promised to pay the Port's revenue bonds on the parking garages if the Port defaulted. Such a promise has no economic value. Investors bought the bonds based on the income generated by the parking garages, and the secondary pledge of residual Sea-Tac revenues; the income provides a high coverage multiple (i.e. gross after expenses divided by debt service payments). If the Port defaulted, investors would first impose a receivership over the Port's operations, and only if that failed, proceed against the signatory airlines.

The Implementing Options (p. 13 of the Staff Recommendations) need to add the Seattle and Federal Way School Districts.

Accepting a Port Resolution (p. 14) embraces puff for performance. It took twenty years and the prospect of constructing the Third Runway for the Port to get around to mitigating the adverse impacts of its second runway. The North East District Council's letter to the Regional Council, dated May 11, 1996, documents the Port's lack of credibility.

The Regional Council ought to reject Recommendation 8 c of the Staff Memorandum (legislation forcing cities and counties to make their land uses compatible with commercial airports) as an interference with the authority of county and city governments to adopt their own growth management plans and zoning. Seattle and Tukwila incorporated over a century ago; and Burien, Des Moines, and Federal Way were established communities before World War II. Sea-Tac came later. Sea-Tac ought to make its operations compatible with the adjoining communities, rather than seek to displace them.

The legislation would impede reconstruction of schools, hospitals, libraries, parks and housing communities in Western King County. Sea-Tac is in an "urban growth area" set by King County under the Growth Management Act. People, who are displaced by Sea-Tac expansion --- there will be over a 1,000 persons --- and want to keep their jobs and be near relatives or friends, can only settle in Western King County. Moreover, the Regional Council's approved regional plan contemplates concentrating growth in Western King County. King County, Seattle, Federal Way, and the airport communities need the ability to expand hospitals, housing communities, etc. to accommodate the anticipated growth. If the proposed legislation, the Seattle School District would have to review its capital building program, and Seattle and King County would have to reconsider some of the projects proposed for the September 1996 Recreation and Conversation Bond Issue. Moreover, hilly terrain, so abundant in Seattle, is not really suitable for the industry, manufacturing, and transportation uses deemed compatible with commercial airport operations. Twice within the last twenty years, the Port has tried to take over King County International Airport. If the Port were to succeed, is Seattle prepared to amend its Growth Management Plan for another commercial airport there? The proposed legislation would require it. The proposal heaps insult to injury upon Southwestern King County.

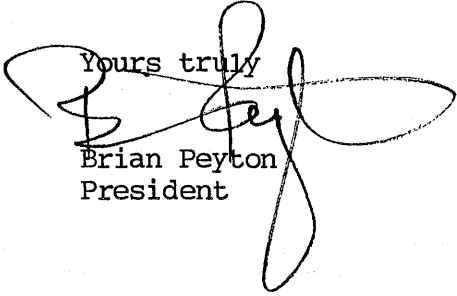
The 1993 AIRTRAC Final Report, cited by the staff recommendation at page 12 as the source for the proposal, was prepared by a panel composed primarily of airport and transportation officials. No one representing a school district, a housing authority, a community council or an environmental organization participated. The staff recommendations at p. 16 of the Memorandum would require the Washington State Department of Transportation to become the spear carrier for the legislation. That's cowardly. If the Regional Council thinks so much of the idea, then let the Regional Council be the legislative sponsor and expose its foolishness to the legislature.

CONCLUSION

This letter presents a very reasonable and modest recommendation. Two federal elected officials have promised to get to work on getting it done if the Regional Council will adopt our recommendation. If the Regional Council declines, nothing will be done --- just as nothing whatever was done by the Port or the F.A.A. for twenty five years.

If the Regional Council rejects our recommendation, then our Community Association will urge elected officials in Seattle and King County to withdraw from the Puget Sound Regional Council, and we will urge the North East District Council and other community associations within Seattle to join in seeking that result.

Yours truly


Brian Peyton
President

June 20, 1996

RECEIVED
JUN 25 1996

The Honorable Doug Sutherland
President
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

PUGET SOUND REGIONAL COUNCIL

Dear Mr. Sutherland:

The Boeing Company has reviewed the recently issued draft amendments to Resolution A-93-03. We recommend the PSRC adopt the recommendations you deem necessary for continued good noise abatement, and that you direct the Port to move ahead with the proposed third runway.

The improvements at SeaTac are another link in the total transportation solutions needed to keep pace with the economic vitality of this major center of commerce and world trade, while maintaining the quality of life for the region's citizens.

As you select the measures to impose we urge you to remain focused on the recommendations in the Expert Panel report. Our analysis indicates that the Panel unanimously agreed the Port has met the goals of the Noise Mediation Agreement, which the PSRC established as the criteria for satisfying Resolution A-93-03. Two of the three panelists commend the Port for its impressive noise reduction efforts, especially when compared with other major airports in the nation.

At your May 30th workshop, the Port agreed to 21 of the 28 Expert Panel recommendations. Several of the 21 can be included in the Part 150 airport noise study which the Port has committed to do. We ask you to support the Part 150 study including the items the Port discussed.

The Port and the Highline School District are now meeting to resolve differences in approach on insulating schools. We are greatly encouraged by this progress.

King County Government has agreed to continue to take action on the night time noise generated by older airplanes. They are accepting responsibility for issues that are within their jurisdiction. This too is encouraging.

We hope you will discourage the use of "Social Surveys" as they relate to noise. Noise should be monitored, measured and quantified using approved devices. This elevates the accuracy of the results above the subjectivity of a "Social Survey" that measures only perceptions.

BOEING

Mr. Doug Sutherland
June 20, 1996
page two

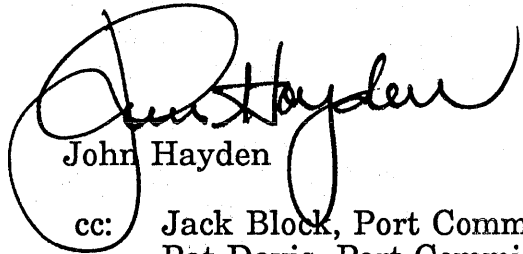
BOEING

During the discussion of flight tracks for landings and takeoffs suggestions were made to alter the tracks, alter landing and take off tracks earlier in the evening, alter the rate of climb or descent without the benefit of a Part 150 study. We strongly urge you to allow the FAA to be the judge of these factors using the best methodology available and/or as a part the Part 150 study. Safety is of the utmost importance!

Finally, we again request the runway authorization continue without additional process delays. Boeing and this region must be assured that the current service level of SeaTac will not worsen. Expeditious construction of the **third runway** is the best and surest action to maintaining and improving air service capacity for the ensuing thirty years at the least cost and in the shortest period of time.

Thank you for the opportunity to comment on this significant project. If you have any questions please contact Frank Figg at 655-3640.

Sincerely,



John Hayden

cc: Jack Block, Port Commissioner
Pat Davis, Port Commissioner
Gary Grant, Port Commissioner
Paige Miller, Port Commissioner
Paul Schell, Port Commissioner



Washington State Senate

Olympia Office:
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P.O. Box 40482
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Senator Jeanine Long
44th Legislative District

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Senate Office: (360) 786-7686
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FAX: (360) 786-7173

RECEIVED
JUN 24 1996

June 17, 1996

PUGET SOUND REGIONAL COUNCIL

Puget Sound Regional Council
Executive Board
1011 Western Ave. Suite 500
Seattle, WA 98104

Dear PSRC Executive Board Members:

I am writing to voice my support for the adoption of the amendment to the Metropolitan Transportation Plan at your June 27, 1996 Executive Board meeting. I am pleased that this amendment will allow the PSRC to authorize the building of a 3rd Runway at SeaTac with additional noise reduction measures for the surrounding SeaTac communities.

I believe that this proposal is the best way to minimize the impact of providing for Western Washington's current and future air travel needs. Thank you for keeping the process open and for taking the time to consider public comments.

Sincerely,

Jeanine H. Long
State Senator

JHL:mg

The ability of the Present Port's Noise Evaluation Groups Program to lower the airplanes noise problem to an acceptable level was recognized by the knowledgeable people on the Expert Panel, that was appointed by the State of Washington's Department of Transportation, to be unexceptable.

It is obvious that the Port of Seattle's Noise Evaluation Group is doing many things wrong when the noise surrounding the total area of impact has been getting worse over the years; even though thier reports that the situation is getting better. This may be so for a small minority. This obviously indicates that thier measurement techniques and projections are in error.

The situation is not under control for they do not even measure the increasing noise load that is growing with the increasing number of incoming airplanes.

The total airplane noise and air pollution problem is not being measured and this chore should be turned over to competent group like the States Enviromental Protection Agency or a consortium of the EPA, the DOE, and the Puget Sound's Air Pollution Authority.

LEAVING THE CONTROL OF THIS PROBLEM IN THE HANDS OF THE PORT OF SEATTLE CANNOT SOLVE THIS COMPLEX PROBLEM

Roy R. Wiberg WHEN-WE'VE HAD ENOUGH NOISE
31413 41st Ave. SW.
Federal Way, Wa. 98023

*Comments for presentation to the Full board of PSRC
members @ July 11th meeting.*

Please Distribute before meeting.

*Thank you
Roy R. Wiberg*

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JUN 24 1995

PUGET SOUND REGIONAL COUNCIL

RECEIVED

JUN 24 1996

PUGET SOUND REGIONAL COUNCIL

Puget Sound Regional Council
Executive Board
1011 Western Ave. Suite 500
Seattle, Washington 98104
(206) 464-7090

June 7, 1996

Dear PSRC Executive Board Members :

At your June 27, 1996 Executive Board meeting, I would highly recommend the passage of the amendment to the Metropolitan Transportation Plan. The air capacity issue has been studied for many years and it is time to take action.

I am very pleased to see the amendment will allow the PSRC move ahead with the authorization of the proposed 3rd runway at Sea Tac International airport with the requirement of Sea Tac airport pursuing higher levels of noise mitigation. I commend you on addressing the majority of the expert panel's suggestions on noise reduction. It is imperative we give some relief to the surrounding communities of Sea Tac Airport.

While there is no perfect solution, expansion of Sea Tac was determined to cause the least impact. Sea Tac Airport is a regional and state wide asset and key to our future economic viability. Authorization of the proposed 3rd runway is critical. This has been a very difficult issue. Thank you for keeping it an open and public process.

Sincerely,

Sharon Fuchs
2610-106th Dr. NE
Lake Stevens, WA
98258



June 24, 1996

The Honorable Doug Sutherland
President
Puget Sound Regional Council
1011 Western Avenue
Suite 500
Seattle WA 98104

Dear Mr Sutherland

I understand that the Council will hold a public hearing on June 27 on the proposed runway and additional noise mitigation at Sea-Tac.

I regret that I cannot personally attend the meeting, but want to express the support of this company for the proposal. While we fully understand the wishes of the proposal's opponents, we firmly believe that adequate capacity at Sea-tac for future growth is vital for economic growth in Western Washington and is in the best interests of the broader community. Our own company makes growing use of the airport as we undertake a national expansion so it is also critical to our growth.

Please take account of our position at your meeting.

Sincerely

George Hancock
President & Chief Executive Officer
Hart Brewing Inc.



Political/State/(A-93-03)

Henry J. Frause
411 S.W. 186th
Normandy Park, WA., 98166-3959

RECEIVED
JUN 24 1996
PUGET SOUND REGIONAL COUNCIL

To: PSRC
Mr. Doug Sutherland, President
1011 Western Avenue. Suite 500
Seattle, Washington, 98104-1035

CC: Ms Mary McCumber, Mayors of Local Jurisdictions, ACC and RCAA

Ref: Washington, D.C. Office Morning Report, Volume 22, Number 107, Dated May 30, 1996, Digest Article entitled, "Aerospace Daily".

Subject: Reduction of Commercial Jet Engine Noise Pollution.

Dear Doug,

AWARENESS: We the citizens of South Seattle want fairness to be dominantly shown to us by the PSRC and the Port of Seattle. Take everything off a loaded airplane that arrives at the Seatac Airport during any 24-hour period--[the people; the baggage; the animals; the cargo which may be electronics, computer software, clothing, you name it]. After everything is taken off, what do you have left? An airplane with huge noisy engines...thats all.

It's those engines that are responsible for the noise and pollution problems at the airport. No additional number of noise-testing instruments or PSRC resolutions are going to be capable of reducing the generated noise and induced sympathetic vibrations into the ground that amplifies ground noise

PSRC: This Planning Agency; its "by-law" resolutions; its General Assembly Executive Board; its staffs; committees; tasks forces, engineers, and CEOs have absolutely no capability nor control over reducing the noise of airplane engines. The engine noise has to be eliminated by Aircraft Engineers such as Boeing, McDonnald-Douglas, Pratt & Whitney or General Motors--NOT PSRC's Corporational by-law Resolutions. You people have never proven that this is a legal way to operate.

AMENDED RESOLUTIONS: The most stupid answer to the noise and pollution problems at Seatac is to have the PSRC say that they will amend their resolution (A-93-03) to make it less restrictive; which will then make the airplane engines quieter; which will then allow the Port of Seattle to begin its 3rd runway construction. Prove to me that your resolution is absolutely in accordance with legislated law.

June 20, 1996

1 of 3

Boy, what a decision to make! And you know something else...both the PSRC and the Port of Seattle have not been endowed with any kind of legislative power that supercedes the Constitutionality of the State Legislature. Your strength is buried within the parameters of a Corporational Charter only and Corporation "By-Laws" cannot supercede the Constitutions of the Nation nor the State.

That being the case, the vote of the General Assembly will be illegal if it allows the duly elected officials to use their legal constitutional voting rights to vote on a private "in-house" corporational resolution. That procedure constitutes two votes for one! And that's Unconstitutional.

I don't think that the Secretary of this State's licensing regulations has a provision in its Licensing Department's procedures that conclusively authorizes any corporation--be it a "Municipal Corporation" ; a "Separately Constituted Local Governmental Entity; or a "Similarly Situated" vs "Differently Situated" person or group even if a justifiable distinction can be presented. If the PSRC councilmembers and the General Assembly members choose to ignore the Law of the land, they will have to pay for their over-sights.

NOISE: Allow me to quote the short paragraph mentioned in the Reference Article.:

"AEROSPACE DAILY - Pratt & Whitney will develop propulsion and noise reduction technologies for advanced subsonic commercial jet engines under a \$27-million dollar contract announced by NASA yesterday. Under the five-year, cost-reimbursement-without-fee contract, the United Technologies unit will try to reduce nitrogen dioxide emissions by 70 percent and cut expected engine noise levels as well. The company will also study ways to improve fuel efficiency by 8 percent and direct operating costs by 3 percent, NASA said."

Maybe the reason why the PSRC can't do anything to reduce noise pollution is because no one is offering them \$27 million dollars. However, setting aside my snide remarks, a question arises... Is it possible that the PSRC's method of reducing noise levels at SeaTac is better than United Technologies' resolution? United Technologies unit leans more to looking at the amount of improvement in fuel efficiency and operating costs than to the health factors.; while the PSRC's attention is focused on revising a paragraph or two in resolution (A-93-03) and promoting the economical development of the downtown establishment.

Political/State/(A-93-03)

PSRC's revision to (A-93-03) will soon be submitted the to the 500 General Assembly members for approval. And the irony of the entire matter is that the PSRC does not have any control over the enforcement of their resolution. How much longer is it going to take before the Regional Council becomes aware of the fact that the MPO which was established under Federal Law contains all the citizen's rights to....HEALTH, EDUCATION, AND WELFARE of the entire nation; while, at the same time, their resolution is applicable only to the Private Corporation that Governor Gardner established as a "SEPARATELY CONSTITUTED GOVERNMENTAL ENTITY". Even Governor Lowry can't tell me what that entity means!! It's illegal to clone a second Nation from the existing 200-year-old Constitution. Don't try it. Thank you.

Sincerely Yours,


Henry & Sophie Frause

June 20, 1996

3 of 3

To: Senator Patty Murray/Ed O'Neill
 Fr: Ray Akers
 Re: Sea-Tac air traffic outside allowed arrival/departure corridor
 (arrivals & departures in violation of federal laws)

Dear Ed,

As per your request, the attached list reflects a careful log of Sea-Tac arrivals and departures which are clearly violating federal laws in three specific areas:

- 1) No alteration of flight tracks below 3000 feet altitude is allowed without an EIS (Environmental Impact Statement) or an EA (Environmental Assessment).
- 2) The new altered flight tracks direct a substantial number of Sea-Tac arrivals and departures over the largest low income and minority community in the State of Washington. This is a clear violation of President Clinton's Executive Order #12898, the Environmental Justice Order.
- 3) The FAA is ignoring a ruling by the United States Court of Appeals for the Ninth Circuit, No. 90-70253, FAA No. 0981-2, filed April 9, 1992. Alteration of flight tracks less than 3000 feet in altitude is not allowed without an EIS or EA.

In addition, the Puget Sound Regional Council's Expert Noise Panel commented in their final opinion that the FAA and the Port of Seattle are largely ignoring the nighttime noise mitigation corridor known as the Duwamish/Elliott Bay north corridor. This corridor was established to minimize the noise impacts of Sea-Tac arrivals and departures during late evening and early morning hours of operation.

For more than a year the vast majority of all Sea-Tac Airport traffic has been well east of Interstate 5. The shift in flight tracks is between 1/2 to 1 mile east of the traditional flight tracks. The noise impacts from this change in flight tracks is dramatically affecting the quality of life in my community.

Yet another consequence of the new flight tracks will be the loss of more than 47 million dollars of federal funding for the Hope VI, Holly Park Redevelopment Project. HUD funding is disallowed in areas of 75 dnl noise impacts. Noise levels here have been recorded in the range of 80-100 decibels for single flight events. Plus, a second public housing development, Rainier Vista, is scheduled to receive planning funds from HUD for a future redevelopment project not unlike the Holly Park project. Both the Holly Park and Rainier Vista housing projects are directly beneath the new flight tracks.

To date, FAA has not responded to the EPA's request to monitor and verify flight tracks over the Rainier Valley of southeast Seattle. The FAA is relying on "computer modeling" to establish the noise

levels throughout southeast Seattle. All calculations of noise impacts in southeast Seattle are based upon the former flight tracks which were 1/2 to 1 mile west of where the air traffic is today. It seems obvious that the Final EIS for the third runway project is invalid erroneous information on noise levels is supported throughout the Final EIS. Litigation is anticipated. Department of Justice involvement is a certainty at that point. It is important to note that the FAA was well aware of this issue during the Draft EIS process and chose to accept false and inaccurate information about noise levels and then support the inaccurate information in the Final EIS. This is a matter of record.

Senator Murray has been silent on this very important issue far too long. I urge you to impress upon Sen. Murray and other staff members that Federal laws are being violated. Increasing numbers of voters are looking up to the sky and asking, "Why are there so many commercial jets over my community"? Popular opinion is turning against the third runway project as the 80,000+ residents of southeast Seattle awaken to the real impacts the FAA and the Port of Seattle have dumped upon this community. We are actively lobbying all our elected leaders to speak up on behalf of a vast community of low-income and minority people who have been denied a voice in this important issue. For many here, this single issue is becoming a political litmus test. Will Senator Murray allow the costliest runway project in the history of the United States to built upon the backs of the minority and low income communities of southeast Seattle? It is a sad irony that those people who can least afford a plane ticket are currently burdened with jet air traffic roaring over their homes 24 hours a day, 7 days a week.

Please review the attached list of aircraft arrivals and departures. All of the identified flights were well east of their traditional flight tracks. This list reflects only a fraction of the total number of daily flights which are in violation of federal laws.

Please call me as soon as you receive a response to your inquiry regarding flight track maps which will pinpoint these specific flight tracks.

Sincerely yours,



Ray Akers
(206) 723-2800

enclosure

page three

The following Sea-Tac air traffic were observed flying directly over the residence at 5222 37th Avenue South, Seattle. WA 98118.

<u>Time</u>	<u>Date</u>	<u>North flow/South flow</u>	<u>Model/Carrier</u>
9:15PM	6/15/96	North	MD 80
3:26PM	6/20/96	North	737 Southwest Airlines
3:45PM	6/21/96	South	MD 80 Alaska Airlines
9:26PM	6/21/96	South	737 (?)
5:25PM	6/22/96		Dash-8 (?)
10:35PM	6/23/96	South	

The followin Sea-Tac air traffic were observed flying outside of traditional flight corridors on Beacon Hill. All flights below were observed tracking above Martin Luther King Jr. Way S., approximately one mile east of Interstate 5.

<u>Time</u>	<u>Date</u>	<u>North flow/South flow</u>	<u>Model/Carrier</u>
4:25PM	6/14/96	North	DC-10
9:05AM	6/15/96	North	757/767
9:37AM	6/15/96	North	737 Southwest Airlines
10:50AM	6/15/96	North	737(?)
11:35AM	6/15/96	North	727
11:49AM	6/15/96	North	MD-80
12:12PM	6/15/96	North	737 Southwest
12:55PM	6/15/96	North	DC-10 Delta
1:05PM	6/15/96	North	757/767
2:00PM	6/15/96	South	757/767 United Airlines
4:25PM	6/15/96	South	727
5:47PM	6/15/96	North	MD-80
6:10PM	6/15/96	North	Dash-8 (two aircraft in 1 min)
9:05AM	6/16/96	North	Dash-8
9:45AM	6/16/96	North	MD-80
10:00AM	6/16/96	North	MD-80
12:15PM	6/16/96	North	737
6:40PM	6/16/96	North	747(?)
2:40PM	6/18/96	South	MD-80
4:55PM	6/18/96	South	Jumbo (?)
8:55AM	6/19/96	North	737 Southwest
2:30PM	6/19/96	North	737
3:25PM	6/19/96	North	737 Southwest
7:35PM	6/19/96	North	DC-10
7:25AM	6/20/96	North	747
7:33AM	6/20/96	North	
10:35AM	6/20/96	North	
4:00PM	6/20/96	North	Jumbo
7:23PM	6/20/96	North	737

*Times are approximated, actual time may be 2 to 5 minutes earlier per flight.

** 5222 37th Avenue South, Seattle, is located approximately 6 miles northeast of Sea-Tac airport.

June 21, 1996

RECEIVED
JUN 24 1996

PSRC

RE: Third Runway

1011 Western Ave., Suite 500

Seattle WA 98104-5060

PUGET SOUND REGIONAL COUNCIL

Council Persons:

It has really been amazing to me that your organization has taken a stance against the Noise Panel's recommendation that the third runway not be built. Do you really believe that the Port is "doing everything" to abate the noise problems? If so, your organization is really out of touch with reality.

As a recipient of the noise insulation package, I can tell you it does not work in the manner nor to the degree that the Port would have you believe. I could spend pages explaining in great detail why not, but I doubt that you would take the time to read, nor would you care, about my personal experiences. Instead, I have major points about the Port's program that need to be considered:

1. It is nice that the Port is "willing" to talk with the Highline School system, but what about all the private schools, day and adult care centers? Don't they count?
2. The Port has rules about what area qualifies for what type of insulation package. There is a really big production number played with every homeowner when they send the technician to your home to diagram your windows, but when you ask for additional insulation, you are told that your area does not "qualify" for that package. For example, if I can hear my neighbor's garage door opening thru my windowless wall, and my house does not "qualify" for wall insulation, do you really believe that insulating the attic and windows is going to make my house quieter? I can still hear that garage door opening.
3. The Port changes the rules (along with suppliers) as they go along. If a home was insulated 5 or 10 years ago, it may not comply with the standards used today. No mention has been made of retrofitting these homes to bring them up to standard, instead numbers of homes supposedly insulated are touted.

4. No structural engineer evaluates the houses prior insulation. No follow-up studies have been conducted to see whether the additional insulation has structurally damaged/weakened the homes.
5. For an extended period of time, the Port did not inspect the work done by their contractors after completion of the work. It is not known how many homes may not have been properly insulated.
6. No follow up surveys, conducted by an independent entity, have been done. There is only the Port information to work with. That's kind of scary.
7. Noise audits conducted within the homes do not comply to OSHA or WISHA regulations. It is really nice to say that a house has been audited and now the interior noise created by airplanes has gone from X to Y, after every appliance that could make noise has been turned off, but what does that have to do with the price of tea in China? In my home we still have to use the heating/cooling system, refrigerators, etc.. I'm sure every business in the state would love to not have to account for ambient noise while conducting their noise audits.
8. The manner in which airplane delays are counted has not been held to any accountable standards. If a plane leaves for here 2 hours late, is that a delay? Not to me.

In conclusion, a comment I read today in the Seattle PI. "...not building the third runway would increase landing delays, which could cost the airport flights and hurt the region economically". If people and cargo want to come to Seattle, they will come to Seattle, with or without a third runway. If people want to fly here, do you really think airlines are going to say "Gee, the delays are too long, so we don't fly there anymore, wouldn't you like to go to Pasco instead, we still fly there!" Get real.



Linda F. Bittenc
206-242-4037
10450-16th Ave. S.
Seattle WA 98168



June 21, 1996

Honorable Doug Southerland
President, Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104

Dear Mr. Southerland:

Subject: SEATAC Airport Third Runway

We strongly encourage the PSRC to adopt the amendment to the Metropolitan Transportation Plan directing the Port of Seattle to move ahead with third runway while continuing to enhance noise reduction programs. The action by the PSRC should not condition the proposed runway upon the completion of the noise reduction efforts or other actions.

As an international consulting firm CH2M HILL relies heavily upon Seatac Airport for the travel needs of the over 300 staff working here in the Seattle area and for a number of people from throughout our firm who come to Seattle to support our work. We are directly impacted by the growing congestion at Seatac and delays in travel can have a costly impact on our business. We have witnessed the slow deterioration of service at Seatac and can visualize how quickly the conditions will grow worse. As an engineering consulting firm we know how long it takes to implement complex projects and encourage PSRC and the Port of Seattle to move quickly ahead to construct the third runway.

Sincerely,

CH2M HILL

Gerald E. Weed, P.E.
Northwest Region Transportation Manager

SEA/Seatac.doc

c: Greater Seattle Chamber of Commerce
Mike Kennedy/SEA

Seattle Office

777 108th Avenue NE, Bellevue, WA 98004-5118
P.O. Box 91500, Bellevue, WA 98009-2050

206 453-5000
Fax No. 206 462-5957

CH2M HILL FAX LABEL DATE: 6/21/96
TO: Hon. Doug Southerland
CO. PSRC FAX # 587-4825
FROM: Gerald Weed
CO. CH2M HILL PH/FAX # 462-5957
MESSAGE: _____
FORM 482 5/93

RECEIVED

JUN 21 1996

Stephen I. Marglin, M.D.

2221 78th Avenue NE

Medina, WA 98038

PUGET SOUND REGIONAL COUNCIL

June 20, 1996

Doug Sutherland
President, Transportation Policy Board
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035

Dear Mr. Sutherland:

I am writing to add my support to the recommendation of the Puget Sound Regional Council that the curfew on commercial jets making the East turn be extended. Specifically, if jets could be prohibited from beginning the East turn until 7:00 AM, and if they were required to vacate this corridor at 8:00 PM, that would be a distinct improvement.

Jet noise on the Eastside has become an increasingly burdensome problem. Any help that you can provide in mitigating this aggravating noise pollution would be greatly appreciated.

Your attention to this matter is greatly appreciated.

Sincerely yours,

Stephen I. Marglin MD

Stephen I. Marglin, M.D.

RECEIVED

JUN 21 1996

PUGET SOUND REGIONAL COUNCIL

Charlene Brozy
8338 Overlake Dr. W.
Medina, WA. 98039

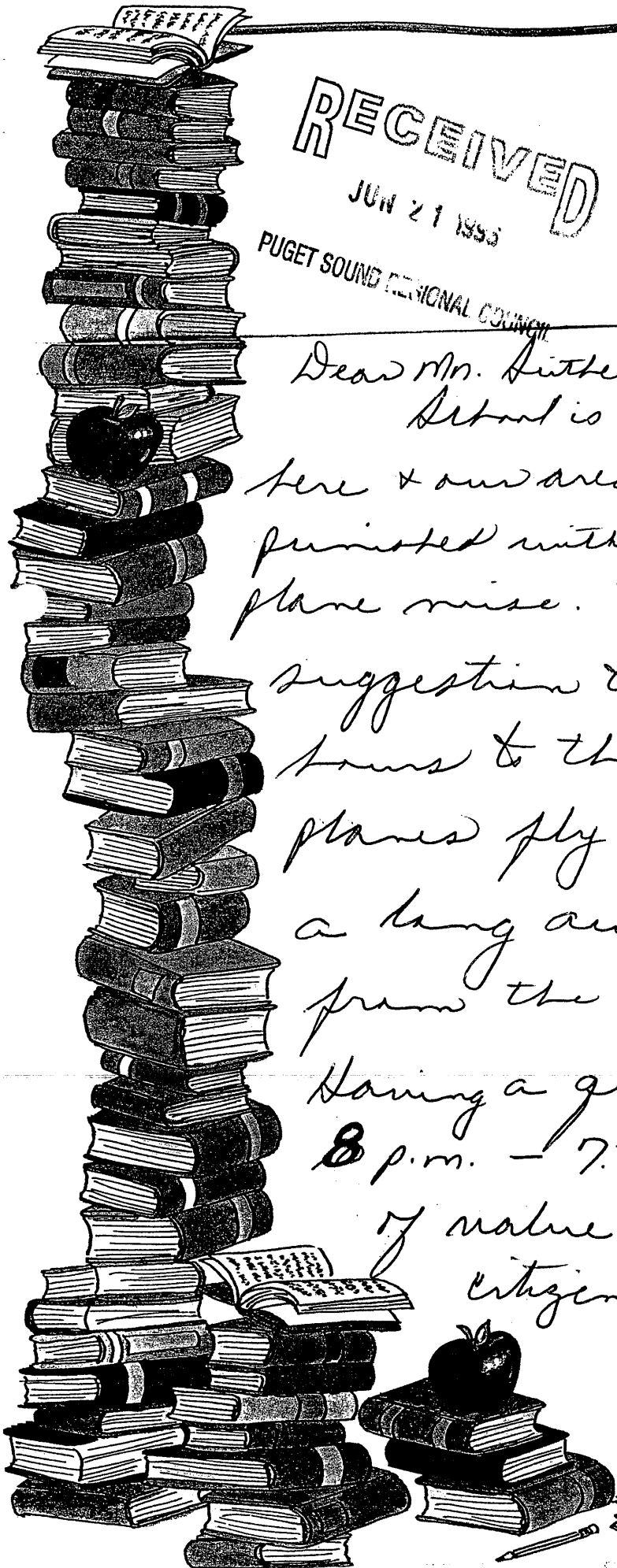
June 19, 1996

Dear Mr. Sutherland,

School is out - The weather is
here & our area is once again
punctuated with an excess of air
plane noise. The expert panels
suggestion to give 3 more
hours to the curfew that
planes fly over would be
a long awaited reprieve
from the annoyance.

Having a quiet time from
8 p.m. - 7:00 a.m. would be
of value to all Medina
citizens.

Thank you,
Charlene Brozy



8850 - 9th Ave. S.W. (#3)

Seattle, Wash. 98106

16 March 1996

Honorable John J. Duncan

Chairman, Subcommittee on Aviation

House Committee on Transportation and Infrastructure

Subject : SeaTac Airport 3rd Runway Billion Dollar Boondoggle

Honorable John J. Duncan and committee,

Why would anyone with the knowledge of Aviation consider building this 3rd Runway Billion Dollar Boondoggle and knowingly increase an Aviation Traffic Jam at SeaTac Airport ?

If I was a dirt hauling contractor I would Love it because it would give me a lucrative job and I could retire early with the Tax Payers Money that was collected. But as a Tax Paying Citizen of King County and An Ex-Pan American International Pilot I fail to see the logic in building this 3rd Runway at SeaTac Airport with the tremendous cost to the "Over Taxed Citizens already."

I have flown out of New York for Pan American World Airways for a while and after we had the passengers loaded at the terminal we might be number 40 or 45 for take off but were held at the gate for 1/2 to 3/4 hours and couldn't even start the engines until we were about number 15 or 20 in order to save fuel and to reduce the Air Pollution. Even then we would line up on the Taxi Way with 10 or 15 planes burning fuel and polluting the air until we received the Proper Departure Control. I don't care whether you have 3, 4, or 5 parallel Runways there still has to have so much time and

so many miles between Each Departing Plane according to the I.A.A. regulations for Each Airport. For Instrument Flight Rules these Departures cannot be Jeopardized for Safety !! Controlled Separation is Essential in the air and a 3rd Runway is Not the Proper Solution.

At San Francisco International Airport and many other airports often we have aircraft flying side by side on the approach for landings on the parallel runways but we also were trained that in the case of an emergency and a diversion was necessary that the plane on the Right Runway could turn to the right and the plane on the Left Runway could turn left to avoid a problem but if there was a middle or 3rd Runway the plane in the Center would have no place to divert. In clear weather we can usually see the other planes but in cloudy weather we cannot be sure of where there are other planes. As a Commercial Pilot and a Military Aviator I feel that there are enough built in hazards in aviation already and I do Not Like Compromising Any Safety that can be avoided and to me this 3rd Runway is a Compromise on Safety with a lot of expense for very little benefit.

Not only for the planes but for the Auto Traffic at the terminal there is major conjection at times that should be considered. For the planes in the air as well as the cars at the terminal we should think : 1. Separation 2. Separation 3. Separation .

We already have : 1. Boeing King County Airport 2. Paine Field 3. McChord Air Force Base with a beautiful runway.

Why can't Paine Field be utilized to handle the passengers of Everett and North part of Seattle instead of making them travel all the way to SeaTac Airport? This sure would save the passengers a lot of time and

would definitely help relieve some of the I-5 Freeway traffic bottleneck.

Boeing Field could be far better utilized for both passengers as well as cargo to the Seattle area.

The Far East Portion of McChord Air Force Base could easily be designed to handle Cargo only and still not jeopardize the security of the Military portion of the Airport.

By utilizing the already existing Runways we could have : 1. Far better separation safety for the planes in the air. 2. Better Arrival and Departure control for the flights at each airport. 3. Far better separation for the auto traffic at each terminal. 4. Extra traffic relief on the I-5 freeway. 5. Very important having Close By alternate airports in the case of bad weather or emergencies. In the past several times I have had to hold over Seattle due to bad weather and then had to divert to land at Portland, Oregon.

As far as noise disturbances at night a curfew could be established at the airports as is done in Sydney, Australia where no planes can land except emergencies or take off from midnight until 0800 hours to give the local people a chance to sleep well. This could be done here easily or else leave only SeaTac open during these hours.

This Billion Dollar Boondoggle could be far better spent toward a Dual Rapid Transit System which could benefit most of the citizens in : 1. Saving time in travel. 2. Relieving freeway traffic congestion. 3. Relieving some of the " Rush Hour Traffic Frustration ", and delays of our citizens.

This plan for a 3rd Runway is Not going to solve much as there are not that many " Noise Abatement " Take Off Routes available for SeaTac airport.

Let's start thinking "Separation of Airports Now" instead of waiting another 50 years and also of adding more congestion at any one place. If the 3rd Runway is put in place inspite of the constant Public Protest it won't be long before our "Spend Happy" Council members will say we need a 4th and a 5th Runway. Who is able to pay for all these "Over Priced" things when we have far more important things that the Poor Tax Payer will have to pay for already.

It's just like our Council people are doing with the I-5 Freeway by just making it wider to handle traffic temporarily. When an accident happens it blocks more people for miles instead of having Separation or Alternate Routes in operation at all times to avoid these major delays and problems of transportation.

I hate to think of what Seattle traffic grid lock is going to be in 50 years unless we start some serious planning for "Separation" now. Our airports are following the same line of thinking except aviation is a three dimensional problem. Separation and Alternates are a must for both Airports and Freeways !!!

Sincerely yours,

Harvey Rowe

Harvey Rowe

8850 - 9th Ave. S.W. (#3)

Seattle, Wash. 98106

20 June 1996

Puget Sound Regional Council and News Media,

1011 Western Ave. , Suite 500

Seattle, Wash. 98104-1035

Subject : 3rd SeaTac Runway as seen by a Commercial Pilot

Dear P.S.R.C. and News Media,

I Love Aviation and I have made my living most of my life as a Military Aviator and a Commercial Pan American Pilot by flying all around the world constantly. I want to see Aviation grow and grow in the future as it has in the past 50 years but I want to see it grow "Safely" for "All People Concerned" and Not just for the Port of Seattle !!!

One definition of flying is "Hours and hours of sheer boredom punctuated by moments of stark terror." but for all of you that do not have thousands of hours in the cockpit you probably will never comprehend the true and full meaning of this statement. You have probably never felt the tremendous rush of Adrenalin that a Real Emergency in Flight can give the Crew as well as passengers. Believe me when I say that flying is atleast a Three Dimensional Problem at high speeds and is Not like driving your car home or to the shopping area even in rush hour traffic. There is no place to pull over and park if there is a problem. There are no Tow Trucks to come to the rescue. Upstairs you are on your own.

I have had my share of flying through tornados, monsoons, icing conditions, clear air turbulence, having a large part of the tail blown off in flight by the lightning, minimum landing visibility, engines out, parts failures, and most of everything that can happen in flight except for my being involved in any actual airplane crash. I have witnessed too many actual crashes though and it's a memory that one cannot forget no matter how hard we try. This is the reason as a Commercial Pilot I am trying to impress on you that there are enough built-in hazards in aviation already so let's not jeopardize safety in any manner we can avoid.

In the near future we will most likely see Double Decker 747's that will carry 1,000 people or more at a time. There is no question about this in my mind. We cannot afford even delays in time with this many people on board let alone close calls or emergencies. And most of all may God help the Airport that has two of these Double Decker 747's that would crash due to a collision on landings or take offs.

There are 3 important things to remember, plan for, and control.

1. Separation 2. Separation 3. Separation

There is no substitute for these 3 Essential Items.

Just because the Port of Seattle wants a 3rd Runway it does Not mean that the airport can have 3 planes taking off at the same time or 3 planes landing at the same time. There is no way !!! If I am not mistaken the F.A.A. rules require that even 2 Fully Qualified and Operating Parallel Runways have to be something like 4300 feet to 6,000 feet apart and I understand the Ports 3rd Runway would only be 2,500 feet West of the 2nd existing Runway. This will be a "Fair Weather and Part Time " Runway at a tremendous cost to the Overburdened Tax Payers. This is a "Bandaid " solution only and not a worthwhile investment.

When the second runway was built the people were promised that there would be no third runway. So much for the promises from the Port of Seattle in their Empire Building !!!

I also understand that the Port of Seattle, P.S.R.C., Washington Dept. of Transportation, and the F.A.A. had agreed to binding arbitration by a totally independent, outside, Aviation Expert Panel. The report was made Public at the Civic Center that the Port of Seattle was Not doing an adequate job with the noise and pollution control with the existing 2 runways already. After the "Thumbs Down" to the 3rd Runway was given Mr. Doug Southerland (President of P.S.R.C.) rushed out of the room and told the news media that the "Third Runway will be built ". If he had been on my personal payroll I would have fired him on the spot for : 1. Not following binding arbitration. (I guess only the Tax Payers have to obey that.) 2. Trying to spend tremendous amounts of Tax Payers money on a "Bandaid Solution " for Aviation. 3. For Not honoring a promise to the airport neighbors. 4. For Not respecting the Aviation Expert Panel's Decision. 5. For Not

keeping "Separation" as an essential item in the Safety of Flight.

6. For self indulged Empire Building and planning an Aviation Traffic Jam at SeaTac so it could all be under the sole control of the Port of Seattle. This includes the Hwy. 99 traffic problems, auto traffic trying to get into the terminal, auto parking problems, crowds of passengers today. What about 30 years from now ???

I am very disappointed in the King County Council, Gary Locke, Mayor Rice, and the rest of the P.S.R.C. for stuffing this growing Aviation problem into a closet called SeaTac Airport. This should be a Northwest Regional Solution !!! We can't wait 30 years. Why isn't Paine Field being better utilized for the convenience of our citizens that are in Snohomish County and North Seattle ? Why isn't Boeing Field being better utilized for both Commercial Passengers as well as cargo ? The East portion of McChord Air Force Base should be used for cargo without jeopardizing the security of the military. We also have 50,000 acres at Tenino, Wash. that wants an airport (25 times the size of SeaTac Airport.). What an excellent opportunity just waiting with I-5 highway and the Railroad right handy for a major airport for cargo and straight thru international and domestic passengers and no noise problems for neighbors. That could really ease the pressures off any one airport and have alternate and emergency airports handy and emphasize the Safety of Flight by Separation. The Port of Seattle may receive a few less dollars for a few years but with no major cash outlay and look at the better service the Port of Seattle could give to our citizens if only they would start thinking of the Public for a change.

I understand that the Port of Seattle is being taken to Court for the Port's Clean Water Act discharge permit (2 Million Dollar Law Suit). I also understand that the Port is being taken to Court for not paying for Street Vacation at Harbor Island. Is this the only way the Port can handle business by being taken to Court ??? If this is the case I guess it's time for a change of personnel so we can get people in charge that will have the true concern for our Citizens and Overburdened Tax Payers for once.

If Mr. Doug. Southerland and the members of P.S.R.C. would like to spend the 1.4 Billion Dollars out of their own pockets and wages then that's all right with me. On the otherhand if the "Public" has to pick up the tab for this kind of money they should expect to get something Really and Fully Useful and Safe without question. They deserve their money's worth !!!

Sincerely yours,

Harvey Rowe

Harvey Rowe

c/c King J.V., K.G.R.O. J.V., K.O.M.U. J.V., K.V.G. Radio,
Seattle Times, Seattle P.G., West Seattle Herald, Highline Times,
Journal American, Other local papers and Community groups.

Do you know the Sea-Tac Third Runway 1996 facts?	Answers
Will the Third runway INCREASE capacity of the two existing dependent runways? (a) yes (b) no	(a) NO per EIS, more dependent taxing & air space
How much will it increase total airport departures ? (a) 3% (b) 5% (c) 12 % (d) 50%	(a) 3 % per DEIS* (b) 5% maximum per EIS (increase ARRIVALS by ONLY 12%, DEIS)
How many runways does the new Denver airport have ? (a) 2 (b) 3 (c) 6 (d) 12	First Phase 5, now 6, with 6 more in work, for total of 12
We will get less FAA funding, have higher costs, and about 1/3 the air capacity than the <u>first</u> phase of the new Denver airport. The Master Plan Update forecasts Sea-Tac enplanement fees to be : (a) about 1/2 of Denver's (b) at least 3 times Denver's	(a) Port projects < \$11 , only about a \$5 increase for a short, dependent <u>part time</u> runway compared to Denver's ~ \$20 fee for 5 runways , \$685M FAA funding & lower costs
Excluding mitigation costs, what will the return on investment be: (a) negative (b) < 1% (c) 2% (d) 8%	(b) < 1% per nationally known economist Dr. Lynn Michaelis (Congressional Testimony 3/96)
If all costs are considered, the return on investment will be: (a) negative (lose money !) (b) positive	(a) NEGATIVE ! See answers to the other questions
Does the Final Sea-Tac Airport Master Plan Update Environmental Impact Statement (EIS) admit to omissions and errors that are so significant they could impact the decision whether to build the Third runway ? (a) yes (b) no	(a) YES. e.g. noise model assumes cold climate homes but less than 10% meet this criteria per EIS so noise mitigation boundaries need to be greatly EXPANDED
How much MORE will it cost if the EIS errors and omissions are really mitigated and/or addressed ? (a) millions more (b) billions more	(a) millions if token amount (b) BILLIONS if Congress mandates mitigation like Atlanta. <u>Either</u> of these costs are <u>in addition</u> to the over 3 BILLION estimated by the Port and the EIS "small" costs such as hazardous site cleanups and excavation of on-site soft soil that have NOT been estimated yet but are also in MILLIONS or BILLIONS.
Does a town by I-5 want to build an airport on 50,000 acres? (a) yes (b) no	(a) YES Tenino by Olympia (compare 50,000 to Sea-Tac's 2,500 acres and Denver's 33,900 acres)
If we delay authorizing a new airport, do we risk losing significant FAA funding for it ? (a) yes (b) no	(a) YES Funding trends make it harder the longer we delay

How many of these answers did you really know ?

*DEIS: Draft Environmental Impact Statement
For more info. see Web site <http://rcaanews.org/rcaa>

June 19, 1996

Rep. Dawn Mason
P.O. Box 40673
Olympia, WA 98504-0673

RCAA
Regional Commission
on Airport Affairs
19900 4th Ave SW
Normandy Park, WA 98166
(206) 824-3120
FAX (206) 824-3451

Dear Representative Mason:

RCAA was formed in 1992 to serve as the parent group for over 30 regional community organizations concerned with noise and other impacts as a result of possible expansion of Seattle-Tacoma International Airport. Our purpose is to inform and educate elected officials, media, and the public of the impacts of expansion at Sea-Tac and the need for a regional air transportation system in the state of Washington. As you may know, many of your constituents are affected by current operations at Sea-Tac Airport and will be severely impacted if expansion of Sea-Tac is approved.

Recently, Mr. Ray Akers and other constituents from your district held a press conference regarding the shifting of flight tracks to the east, directly over the Rainier Valley. This shift was conducted prior to approval of the FAA and other federal agencies, like the EPA. According to federal regulations, alteration of flight tracks below 3000 feet is prohibited without a detailed environmental impact statement (EIS) or environmental assessment (EA). The Port of Seattle did not conduct an EIS or EA and did not inform the residents of these areas of the impacts they would face.

In 1993, President Clinton signed Executive Order 12898, the Environmental Justice Order. Environmental Justice is the fair treatment of people of all races, cultures, incomes and education levels with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. It forces governmental agencies to make extra efforts to inform potentially impacted areas of the possible impacts and the communities options. Executive Order 12898 has been largely ignored by the Port of Seattle and the FAA.

Based on official Port of Seattle estimates, the cost of adding a third runway to Sea-Tac (a dependent, limited-use runway) would make it the single most expensive runway-construction project in the United States — \$526 million. Other costs directly involved in construction including terminal expansion, parking structures, and cost overruns boost the price to the published \$2.2 billion, plus \$1.1 billion in unidentified improvements — for a grand total of \$3.3 billion (Port of Seattle, *Technical Report #8, Master Plan Final Update*). Noise-mitigation expenses, reparation for the impact on state and local roads, litigation fees, and environmental impact compensation will realistically push the stated price of the expansion project well beyond the \$3.3 billion price tag. An expensive investment for a runway that would provide sufficient additional capacity for only nine years.

In addition, the Environmental Impact Statement released by the FAA and Port of Seattle contains no cost-benefit analysis of any of the alternatives. Independent cost-benefit analysis of the proposed expansion is impossible because the Port has failed to disclose all possible costs.

In fact, the Port has failed to include costs of environmental impacts and noise-mitigation, as well as lawsuits against the Port over housing values, water quality and zoning currently pending.

The Port of Seattle has yet to identify the sources of funding for this \$3.3 billion project. The Port is gambling that Federal Airport Improvement Program dollars, airport user fees and gate receipts will be available to finance the project. But federal funds are drying up quickly and user fees and gate receipts will not cover the entire project. When the Port of Seattle comes up short, King County taxpayers will have to pick up the tab. The Port can increase its property tax levy by more than 60% without voter approval. This will be a large increase in the taxes that King County taxpayers will have to pay. On top of that, through the PSRC process the runway costs will fall only on King County taxpayers. Taxpayers of Kitsap, Pierce, and Snohomish will not be obligated for Sea-Tac expansion costs.

Recent public sentiment has expressed concern on the lack of credibility and honesty of public officials. This is true of the current violation of the public process by the Puget Sound Regional Council. In 1993, the Puget Sound Regional Council established a process with three conditions to be met before a third runway could be approved. The first two conditions were fulfilled by late 1995. The third, reductions in real on-the-ground noise impacts, was not fulfilled. Despite this final and binding decision from the Expert Arbitration Panel on Noise Issues, the PSRC is still seeking to approve the runway and related expansion. This breakdown of integrity only serves to hurt all public officials.

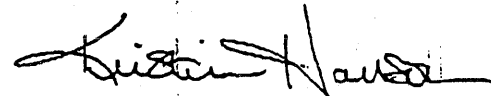
We would appreciate your help. Regional air transportation is an issue that belongs at the state level, not the local. This issue has large impacts for not only the areas around the airport but the entire Puget Sound region. We would strongly encourage you to help your constituents in working at the state level and with U.S. Representative Jim McDermott and U.S. Senator Patty Murray to address the issues many of your constituents have.

If you have any questions or need any information, please feel free to contact our Administrative Director, Kristin Hanson, at 824-3120.

Sincerely,



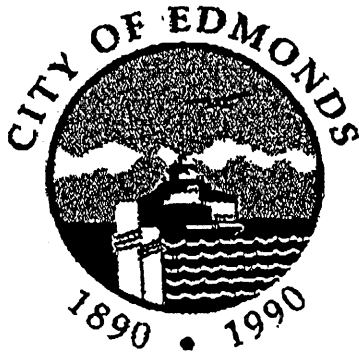
Len Oebser
Member
RCAA Board of Directors



Kristin Hanson
Administrative Director

**CORRESPONDENCE RECEIVED FOR
EXECUTIVE BOARD MEMBERS**

JUNE 26, 1996



OFFICE OF THE MAYOR

505 Bell Street, Edmonds, WA 98020
(206) 771-0247 Fax (206) 771-0252

FAX COVER PAGE

TO: Sylvia Nelson
PSRC

DATE TRANSMITTED: 6/26/96NUMBER OF PAGES: 2

(Including Cover Page)

Recipients Fax Number:

587-4825FROM: Dee McGrathExecutive Secretary

If there are any problems
during transmission or
documents are received
incomplete, please call
(206) 771-0247 and ask
for DEE MCGRATH

Sylvia:

Do not know if Mayor Fahey will be able to make it to meeting on 27th to give testimony. Our City Council passed another resolution supporting PSRC's position on 3rd runway at Sea-Tac. Will you make sure it gets entered into the record? Thanks.

Talked to Richard Milne today. He said you were the person who should be contacted. I will send an original of resolution in today's mail.

If there is a problem, please call me and we will make sure someone gets to meeting tomorrow to give testimony.

Thanks.

Dee McGrath.

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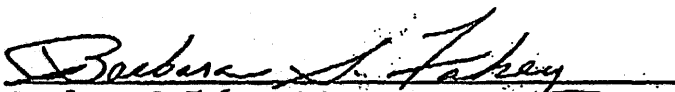
Resolution

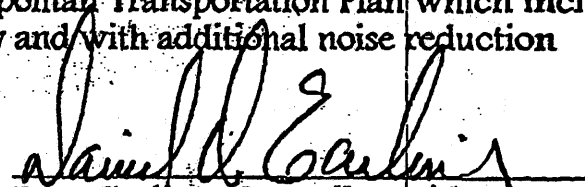
NO. 847

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF EDMONDS IN SUPPORT OF PSRC'S AMENDMENT TO THE METROPOLITAN TRANSPORTATION PLAN WHICH INCLUDES THE SEA-TAC AIRPORT EXPANSION WITH ADDITIONAL NOISE REDUCTION MEASURES

- WHEREAS,** the Puget Sound Regional Council (PSRC), the region's growth and transportation planning agency under federal and state laws, decided that the proposed third runway at Sea-Tac Airport was the best way to meet the region's long-term air transportation capacity needs; and
- WHEREAS,** following a consultant study that involved review of numerous potential sites around the region, the Regional Council concluded in October 1994 that there was not a suitable site in the region for a major supplemental airport; and
- WHEREAS,** the Executive Board, at its April 25 meeting, agreed to use the recommendations in the *Final Decision on Noise Issues* of the Expert Arbitration Panel on Demand/System Management and Noise as the basis for deciding what additional noise reduction measures should be part of including a proposed third runway at Sea-Tac Airport as an amendment to the Metropolitan Transportation Plan (MTP); and
- WHEREAS,** as a result of discussions at the Executive Board workshop on May 30, PSRC staff has recommended an amendment to the MTP be adopted at the July 11 General Assembly meeting; and
- WHEREAS,** the public hearing on the amendment to include the third runway at Sea-Tac Airport with specific noise reduction measures will take place on June 27.

NOW, THEREFORE, the Mayor and Edmonds City Council do hereby support the Puget Sound Regional Council amendment to the Metropolitan Transportation Plan which includes expansion of Sea-Tac Airport with a third runway and with additional noise reduction measures.


Barbara S. Fahey, Mayor


Dave Earling, Council President

Dated this 25th day of June, 1996
SF/dm WinWord6\Proclamations\3rdRunWy2

● CITY OF EDMONDS ●



2510 FAIRVIEW AVENUE EAST • SEATTLE, WASHINGTON 98102 • (206) 328-0936 • FAX:(206) 328-3256

June 26, 1996

The Honorable Doug Sutherland
President of Puget Sound Regional Council
1011 Western Avenue #500
Seattle WA 98104

Fax: (206) 587-4825

Re: Proposed Runway @ SEATAC

I am unable to attend the Public hearing 6/27/96 regarding SEATAC runway addition but I urge you to adopt an amendment to the Metropolitan Transportation Plan that directs the Port of Seattle to move ahead with the proposed runway and continue existing noise reduction programs.

Further the PSRC should not condition the proposed runway upon completion of the existing noise reduction program.

I have also requested that Senators Murray and Gorton put a high priority on construction of the 3rd runway.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Dan Jilka', written over the typed name.

Dan Jilka
President

THE SEARCH AND RECRUITING SPECIALISTS... OVER 625 OFFICES NATIONWIDE

JUNE 26, 1996

PUGET SOUND REGIONAL COUNCIL

DEAR BOARD MEMBERS:

IN YOUR MEETING OF JUNE 27, 1996, I WOULD LIKE YOU TO VOTE TO APPROVE THE 3RD RUNWAY AT SEA-TAC PROPOSAL. IT SHOULD INCLUDE NOISE MITIGATION PROVISIONS. THIS PROCESS NEEDS TO COME TO AN END AND A DECISION NEEDS TO BE MADE. TO CONTINUE THIS "DECISION" PROCESS IS A WASTE OF MONEY AND OF TIME. AS A TAXPAYER I RESSENT THE WASTE OF EITHER.

BEVERLY SCOTT
5325 91ST AVE NE
EVERETT, WA 98205



June 26, 1996
Fax No. 587-4825

The Honorable Doug Sutherland
President
Puget Sound Regional Council
1011 Western Ave. Suite 500
Seattle, WA 98104

Re: Seattle-Tacoma International Airport Runway Issue

Dear Sir:

This letter is in support of the amendment to the Metropolitan Transportation Plan directing the Port of Seattle to move ahead with the proposed runway.

I do not believe the Council should condition the proposed runway upon completion of technical issues which will be resolved by the FAA and the Port of Seattle after the studies they will be conducting this Fall. Each time there is a delay, I feel the runway opponents gain favorable leverage against the additional runway so badly needed for this area's growth and economy.

I strongly urge the Council to adopt the amendment that will result in the addition of the third runway at SeaTac and continue with the existing noise reduction programs.

Sincerely,

R. Kent James
President

RKJ:tb

14737 NE 87th Street
Redmond, WA 98052
Phone (206) 881-0778
Fax (206) 869-0667

Testimony of Lynn Benz, Member of the City Council, City of Medina

My name is Lynn Benz. I am a member of the Medina City Council. I am accompanied by another City Councilmember, Thomas Morgan. Our city is one of the Eastside communities including Clyde Hill, Bellevue and Beaux Arts that have been assaulted since 1986 by the noise of aircraft taking off from Sea-Tac when the wind blows from the north -- that is, about 40 percent of the time. We are testifying on behalf of ourselves and the hundreds of Eastside Citizens Against Aircraft Noise [ECAAN], an organization that was formed in 1986 when the North Flow East Turn was instituted. The 10 year history of this organization is eloquent testimony to the fact that many areas of Puget Sound are assaulted by aircraft noise that is getting worse, not better.

More than 240 aircraft each day pass over our Eastside cities and towns from 6 AM to 10 PM., rattling our windows and interrupting our rest before they reach altitude on their way to cities in the south and east. After years of pleading with the FAA to change just a few of these flights - to no avail - we were very pleased to see that the Expert Panel agreed with us that the FAA and the Port of Seattle have not done enough noise mitigation to warrant a third runway that will put even more noise into our environment. Recommendations 6A and B were music - or I should say silence - to our ears. And they are so simple: just extend the nighttime departure patterns one hour in the morning and two in the night. No big changes, no expense to the Port's budget. Just extend the hours of Duwamish departures during North flow conditions to begin at 8 PM and continue through 7 AM.

How much good-will such a move would generate at no cost to the Port of Seattle! How concerned and responsive to the citizens the agencies would seem! And how typical has been FAA's response, loudly seconded by the Port: NO.

FAA's justification to you for rejecting recommendations 6A and B was "Unsafe, too complex, inefficient." How can a departure that is safe, simple and efficient at 10:01 PM be unsafe, inefficient and too complicated at 9:59 or even 8 PM? Too many planes? Are controllers unable to direct 22 departing planes an hour up the Duwamish corridor when they easily handle twice that many at other hours of the day? Conflicts with arriving planes? Planes land quietly from the south when they are departing noisily to the north. Departure impacts? What departure impacts? Where is the data?

This, ladies and gentlemen, is **bureaucratic bamboozling!** The simple fact is that FAA and the Port don't want to do anything really significant to mitigate noise. They just want their runway. Of course, if they have to accept the Panel recommendations, they will just put them in their Part 150 Study - the closest thing to a bureaucratic purgatory yet invented - and the recommendations will never be heard about again.

The citizens of the Eastside are not buying this obfuscation and bamboozling. And we hope and pray that the PSRC will do what it said it would do at the outset of this process: Accept the recommendations of the Expert Panel on Noise Mitigation as a condition for approval of the third runway. The recommendations include numbers 6A and 6B.

Keep in mind one thing: When the houses all over the Eastside, the fastest growing part of the Puget Sound, shake at 6:10 AM as a plane takes off, a lot of voters are going to wake up angry and stay that way all day - **every day.**

Good morning. My name is Ross Marzolf. I am the legislative assistant to 38th District State Senator Gary Strannigan. Senator Strannigan's work schedule made it impossible for him to be here in person today, and he asked me to express his regrets to the council.

The senator knows, however, that dealing with projected growth in air-travel is a matter of paramount importance for the state and the Puget Sound Region.

He asked me to express his strong support for construction of the third runway at Sea-Tac. In his opinion, the third runway is the most cost effective option for accommodating current and future air-traffic demands in Washington.

The senator supports the third-runway option because it will give taxpayers maximum use from existing airport facilities built in part with their tax dollars. This approach, in his view, not only provides taxpayers with the highest level of accountability among the various options, but includes the necessary flexibility to meet the state's uncertain air-traffic demands in the future.

Senator Strannigan urges swift action to end the costly delays at Sea-Tac caused by limited landing capacity. Growth in air traffic requires an immediate response, especially considering the region's growing reliance on air transport for passengers and cargo.

Because the plan for Sea-Tac enhancement calls for expansion in stages, the region's air-traffic capacity will grow simultaneously with projected economic activity in Puget Sound. As a result, Senator Strannigan believes the third runway is an essential component for improving the region's climate for job growth. Acting now to expand airport capacity will, in his opinion, allow the state to compete successfully for jobs that will be created if we are prepared to take advantage of emerging international trade opportunities.

The senator believes the long public process for deciding how to meet the region's growing air-traffic needs has successfully identified the best solution. An overwhelming majority of the region's citizens and local elected officials support expanding Sea-Tac Airport.

Senator Strannigan wants to add his voice to theirs in calling for construction of a third runway and expansion of Sea-Tac Airport facilities to prepare the state for future air-traffic and economic growth. Thank you for your time and consideration.

June 26, 1996

TO: Executive Board

FROM: Executive Committee:

Executive Doug Sutherland, President
Executive Gary Locke, Vice President
Executive Bob Drewel, Chair
Transportation Policy Board
Councilmember Dave Russell, Chair
Growth Management Policy Board

**SUBJECT: Proposed Appendix G, Metropolitan Transportation Plan (MTP)
for Thursday Executive Board Meeting**

The issues we have been dealing with and that we will discuss on Thursday regarding air transportation noise issues are very complex. With that in mind, and having reviewed the information that has been submitted to date regarding which Expert Panel recommendations we should consider as part of an amendment to include Sea-Tac expansion in the MTP, the four of us have come up with a draft proposal that could help our discussion on Thursday.

Attached for your consideration is Proposed Appendix G, which we will offer on Thursday. It includes specific implementation steps related to 22 of the 28 Expert Panel recommendations, including all 16 on which there is at least general agreement by the potential implementing agencies and communities (listed under *I. Panel Recommendations on Which There Is Agreement* in your Executive Board agenda), and six additional recommendations from *II. Panel Recommendations on Which There is Disagreement*. The six specific Panel recommendations from the "disagreement" list, which would at least partially be satisfied through this proposal, include: 4ii, regarding engine run-ups; 5a, regarding North Flow Nighttime Departure Noise Abatement Procedures; 6d, regarding evaluation of departure profiles; 7b, regarding completion of the "sensitive use" public buildings pilot insulation studies; 8c regarding minimizing the introduction of incompatible land uses; and 8d, linking noise reduction with demand and system management strategies. Proposed Appendix G also provides ways to monitor progress.

We believe this proposal provides some certainty that noise reduction actions that are feasible and that could have the most benefit will occur, and that it can serve as a solid starting point for discussion. We encourage members to look it over carefully, so that on Thursday, we can consider what changes may be appropriate as a result of comments received at the public hearing, and suggestions from Board members.

Proposed Appendix G to 1995 Metropolitan Transportation Plan

The responsible parties as indicated will agree to pursue additional aircraft noise mitigation for communities surrounding Sea-Tac Airport by implementing the following package of noise reduction measures:

I. The Port of Seattle

The Port of Seattle will pass a Port Commission resolution affirming that it agrees to:

- A. Evaluate and upgrade its existing noise monitoring system to include the use of approximately 25 noise monitors, develop a schedule for completion by the end of 1998, and thereafter disseminate regular reports to the public using data from the new noise monitoring system to include DNL, SEL and Time Above metrics.
- B. Work with the FAA and/or airlines to:
 - 1. Analyze the potential for reducing the use of thrust reversers.
 - 2. Voluntarily minimize the number of flights in the middle of the night (1:30-5:30 a.m.).
 - 3. Continue to enforce Airport Rules and Regulations to minimize the number of variances for the Nighttime Limitations Program.
 - 4. Work with foreign air carriers to gain cooperation in ensuring that Stage 3 aircraft continue to be used for nighttime international flights.
 - 5. Work with the owners/operators of Stage 2 aircraft under 75,000 pounds to voluntarily limit or eliminate their use.
 - 6. Continue to work to enforce Airport Rules and Regulations to minimize nighttime engine run-ups.
- C. Modify its existing contract with noise experts to specifically include the need to review methods of mitigating the impacts of low frequency noise and vibration, and to supply such information to the Port.
- D. Design and implement a noise compatible land use plan for Port properties within its current acquisition zone.
- E. Complete the "sensitive use" public buildings insulation pilot studies.
- F. Seek a public commitment from FAA to evaluate actions needed to prevent apparent violations of the North Flow Nighttime Departure Noise Abatement Procedures to the extent that safety and efficiency allow.

G. In carrying out the Part 150 Study:

1. The Port of Seattle will invite the Regional Council, the FAA, and affected parties to participate, and ensure that they are able to participate actively and constructively, in the Port's upcoming Part 150 study, which will commence in the fall of 1996 and is expected to take two to three years.
2. Part 150 Study participants will be invited to take part in developing the scope of the study and in all other milestones and products of the project, such as development of noise exposure maps; development of noise reduction and land use compatibility measures; and Port consideration and approval of the program.
3. Items to be considered in developing the scope of the Part 150 Study will include but not necessarily be limited to:
 - a. Relocation of run-up areas where daytime engine run-ups occur, to reduce ground-related noise.
 - b. Evaluating the potential net benefits of preferential runway use during low activity periods.
 - c. Evaluating benefits and impacts of changes to departure climb profiles.
 - d. Analysis of need to adjust Noise Remedy Program boundaries to include those in 65 DNL by 2000.
 - e. Evaluating scope, boundaries and funding for public use and multi-family buildings.
4. If, as a result of the Part 150 Study, a proposed noise reduction strategy results in a net improvement but causes a transfer of noise impacts to other communities, the Port of Seattle, Regional Council, FAA and communities affected by airport noise will seek agreement on guidelines or other equitable procedures for dealing fairly with conflicting views and needs of different communities.

H. School Insulation

1. The Port of Seattle will commit up to \$50 million for school insulation.
2. The Port of Seattle will meet with the Highline School District to try to reach agreement on a plan for insulating the District's schools. If direct talks between the District and Port fail to produce agreement on a noise insulation program for the District's schools, the Port may request that the PSRC assist the parties in selecting an independent mediator.
3. The Port will initiate the Highline School District school insulation program consistent with an agreement reached by the District and Port.

II. Highline School District

The Highline School District will:

- A. Meet with the Port of Seattle to try to reach agreement on a plan for insulating the District's schools. If direct talks between the District and the Port fail to produce agreement on a noise insulation program for the District's schools, the District may request that the PSRC assist the parties in selecting an independent mediator.
- B. Initiate its school insulation program, consistent with an agreement reached with the Port of Seattle.

III. Puget Sound Regional Council

The Puget Sound Regional Council will:

- A. Seek funding to actively participate in the Port's upcoming Part 150 Study.
- B. As part of its Policy and Plan Review process, the PSRC will:
 - 1. Conduct an initial review of land use plans for areas that are within the 65 Ldn contour, and provide annual review of future changes;
 - 2. Offer assistance to jurisdictions in finding ways to minimize the introduction of incompatible land uses;
 - 3. Provide facilitation services, if requested by the Port of Seattle and jurisdictions in the vicinity of Sea-Tac Airport, to reach agreement on ways to redevelop currently incompatible land uses.
- C. Upon receipt of a Resolution approved by the Port of Seattle that contains all the items noted under Port of Seattle Resolution, above, the Executive Director of the PSRC will affirm that the Metropolitan Transportation Plan amendment including a third runway at Sea-Tac Airport is in effect.
- D. Encourage King County to continue its efforts to eliminate the two nighttime Alaska Airlines Stage 2 flights from Boeing Field.
- E. Seek support for state legislation for state policies regarding land use compatibility around commercial airports, and will seek support for federal legislation to allow use of federally approved funding for insulation and acquisition programs beyond the current federal constraints.
- F. Annually convene representatives of the Port of Seattle, FAA, communities affected by airport noise, and other interested parties, to coordinate efforts by all parties to alleviate issues that are undercutting the effectiveness of current noise reduction efforts and eliminate roadblocks to resolving issues, then report on progress to the Executive Board.

IV. Washington State Department of Transportation and Transportation Commission

The Washington State Department of Transportation and Transportation Commission will:

- A. Seek funding for acceleration of efforts to provide improved higher speed rail service in the I-5 Corridor.
- B. Seek legislation similar to what was approved for general aviation airports during the 1996 session, to provide state policies for land use compatibility around commercial airports.

Monitoring Compliance

To ensure that measures contained in this Appendix G to the 1995 Metropolitan Transportation Plan are implemented as described, several mechanisms for tracking success and assuring accountability will be implemented. They include:

- A. The Port of Seattle will report to the Regional Council twice yearly on progress toward all the efforts encompassed in this action, **and**
- B. King County will report to the Regional Council Executive Board every six months on progress toward eliminating nighttime Stage 2 flights at King County International Airport, **and**
- C. Regional Council staff will report annually to the Executive Board on its participation in the Part 150 Study and, based on its Policy and Plan Review Process, on progress toward minimizing the introduction of incompatible land uses within the 65 Ldn contour.

LOCKE PROPOSED AMENDMENT

Proposed Amendment to Section I of Appendix G:

I. The Port of Seattle

G. Part 150 Study

2. After the phrase "the study" and before the word "and" add "consultant selection."

Pass

TO: Executive Board

FROM: Councilmember Dave Russell

SUBJECT: Proposed amendment to Appendix G distributed by the officers

In addition to the recommendations presented by the officers in proposed Appendix G, I recommend that the Board include an additional recommendation (G) under the Regional Council responsibilities as follows:

- G. Undertake a study which evaluates use of a state-financed revolving fund, or other financing mechanism (such as a public/private partnership) for the acquisition of incompatible uses within the 65 DNL to the 75 DNL contour, for conversion to noise compatible non-residential uses. Any such funding mechanism must demonstrate a balance between long-term costs and revenues. The results of the study should be presented to the Executive Board by June 30, 1997.

Pass

C. Van

PUGET SOUND REGIONAL COUNCIL EXECUTIVE COMMITTEE

JUNE 27, 1996

PROPOSED AMENDMENT:

As a prerequisite to authorization of any expansion of Seattle-Tacoma International Airport, the Puget Sound Regional Council will develop an enforceable interlocal agreement among King, Pierce, Snohomish and Kitsap counties that equitably shares any potential property tax levy liability or general obligation bond indebtedness by the Port of Seattle associated with Seattle-Tacoma International Airport expansion.

withdrawn

C. Van

Monitoring + compliance D.

PUGET SOUND REGIONAL COUNCIL EXECUTIVE COMMITTEE
JUNE 27, 1996

PROPOSED AMENDMENT:

If the Port of Seattle fails to fulfill its obligations under the conditions listed in this resolution, approval of the RASP amendment will be rescinded.

fail

Proposed Amendment to Section I of Appendix G

As an additional, new subsection immediately following subsection "H." add the following language:

- I. ^H Deliver to the Regional Council on or before September 5, 1996 a detailed timetable for carrying out the steps specified in subsections A through H of this section, including (a) defined milestones against which the Port's progress toward completion of those steps may be measured, and (b) a schedule for progress on planning, ~~design~~, design and construction of a third runway at Sea-Tac Airport.

Proposed by: Councilmember Rob McKenna
June 27, 1996

pass

Add to Resolution 96-02, at the end of first "Be It Resolved" paragraph:

pass

This amendment is effective upon the Regional Council's receipt of the Port of Seattle resolution, described in Attachment A, Appendix G, Part I.

amend
①
pass
AMEND APPENDIX G, Paragraph III., C.:

Upon receipt of a resolution approved by the Port of Seattle that contains all the items noted under Port of Seattle resolution, above, the Executive Director will [affirm] notify the Executive Board that the Metropolitan Plan amendment including a third runway at Sea-Tac Airport [is in] has taken effect.

Councilmember Rob McKenna
6/27/96

DRAGO

withdraw

I. II. 4.

Schools in the Puget Sound Region currently receive varying degrees of aircraft noise exposure. Once it completes the schools affected by 65 DNL, the Port will investigate insulating schools affected by 60 - 65 DNL. Sound insulation must comply with FAA eligibility criteria to achieve measurable noise benefit. **that being at least a 5 db improvement over existing conditions.**

III H

The PSRC will conduct statistically valid surveys, during and after construction of the third runway, ~~that runs~~ ^{Sea-Tac airport} to assess the¹ effects of such items as noise, transportation / circulation and land uses [~~on the quality of life~~] in surrounding communities.
delete

Councilmember Bob Edwards

Pass

)

)

Jan Drago

I. H. 4.

Schools in the Puget Sound Region currently receive varying degrees of aircraft noise exposure. Once it completes the schools affected by 65 DNL, the Port will investigate insulating schools affected by 60 - 65 DNL. Sound insulation must comply with FAA eligibility criteria to achieve measurable noise benefit

**VERBATIM RECORD OF PROCEEDINGS OF THE
PUGET SOUND REGIONAL COUNCIL
EXECUTIVE BOARD MEETING**

***Taken at Seattle Center Flag Pavilion
Seattle, Washington***

***Date Taken: June 27, 1996
Reported by: Stacy Heinz, RPR, CSR #HE-IN-ZS-A335BB***

1 SEATTLE, WASHINGTON; THURSDAY, JUNE 27, 1996
2 1:30 P.M.
3 -o0o-
4
5 MR. SUTHERLAND: I would now call the meeting
6 back to order.
7 And, for the record, let it be known that we have
8 received a letter from Mayor Brian Ebersole, as you know who
9 is a member of this body. And the letter says:
10 "I am unable to attend the PSRC Executive Board
11 meeting on this date, Thursday, June 27th; that I am asking
12 Tacoma City Councilmember Bill Baarsma to serve as my
13 alternate for this meeting with all attendant voting
14 authority for the City of Tacoma.
15 "Sincerely, Brian Ebersole, Mayor of City of
16 Tacoma."
17 Bill Baarsma is right here. And, Bill, do you want
18 to stand up so the folks can see who you are?
19 Thank you for coming, and welcome.
20 Are there other announcements necessary for the
21 purposes of our meeting?
22 All right. Let it also be known that there has been
23 some wordsmithing and drafting ongoing as we were at lunch,
24 and each of you have put your minds to the wheel, so to
25 speak. And as those amendments are being completed and

Page 2

1 drafted, we are making copies of them so all members of the
2 board will have copies of them as we work our way through.
3 Now all I need is my agenda, and we are going to get
4 this thing going.
5 Okay. First thing on the agenda is President's
6 remarks.
7 MR. DREWEL: Yes.
8 MR. SUTHERLAND: Mr. Drewel, wherever you are,
9 sir.
10 As many of you may be aware, Martha Choe has served
11 this body very well as the Vice Chair of the Transportation
12 Policy Board, but no longer is a member of that policy board,
13 and it has been recommended that her replacement be Seattle
14 City Councilmember John Manning as the new Vice Chair of the
15 policy board.
16 Mr. Drewel, if you would like to make comments.
17 MR. DREWEL: Well, I have had a number of
18 conversations with Councilman Manning. It is clear to me
19 that one of the issues higher on his priority list than most
20 other things has to do with transportation. He has
21 participated, to a great extent, on deliberations up to this
22 point, and he told me that he would gladly serve as Vice
23 Chair.
24 MR. SUTHERLAND: So, with that, the Chair then
25 will so designate Mr. John Manning as the new Vice Chair of

Page 3

1 the Transportation Policy Board, based on that
2 recommendation.
3 And to further say to Martha Choe, extend our deep
4 appreciation for all of the work that she has done, and to
5 say how much we've enjoyed her company, her insight and her
6 participation, as well as her wisdom in working our way
7 through many of those items that she has worked with us on so
8 very well.
9 MR. DREWEL: I will say exactly that, too.
10 MR. SUTHERLAND: Please do, verbatim. Thank
11 you.
12 Okay. Policy board reports. Executive Drewel.
13 MR. DREWEL: I don't have anything to add to
14 the deliberations right now.
15 Mr. Russell.
16 MR. RUSSELL: Just a few comments.
17 In our main meeting, we looked at the overall
18 structure of the VISION 2020 monitoring project, how well is
19 VISION 2020 being implemented and is it achieving the desired
20 results. This is the structure for that study.
21 Reviewed the April tour that we took of centers, and
22 talked about the Urban Center Incremental Study Center
23 ongoing, and talked about the options for our upcoming tour
24 of industrial sites.
25 That's all I had.

1 MR. SUTHERLAND: Thank you, Mr. Russell.
2 The Executive Director's report.
3 MS. McCUMBER: I'll pass.
4 MR. SUTHERLAND: Short report.
5 Consent agenda. Item A under 7 is the approval of
6 the minutes of the meeting held April 25th, 1996.
7 UNIDENTIFIED SPEAKER: Move approval.
8 UNIDENTIFIED SPEAKER: Second.
9 MR. SUTHERLAND: It's been moved and seconded
10 to approve the minutes of that meeting. Is there discussion
11 on the motion?
12 All of those in the favor of the motion then so
13 signify by saying aye.
14 COMMITTEE MEMBERS: Aye.
15 MR. SUTHERLAND: Those opposed, nay.
16 (No response.)
17 MR. SUTHERLAND: The aye's have it. The motion
18 is adopted.
19 Operations Committee. Item B, C and D.
20 UNIDENTIFIED SPEAKER: Move approval.
21 UNIDENTIFIED SPEAKER: Second.
22 MR. SUTHERLAND: It's been moved and seconded
23 to approve items B, C and D. Is there discussion on the
24 motion?
25 MR. NELSON: Mr. Chairman.

Page 5

1 MR. SUTHERLAND: Mr. Nelson.
2 MR. NELSON: Mr. Chairman -- Are these on?
3 MR. SUTHERLAND: They should be by now.
4 MR. NELSON: Thank you, very much.
5 Mr. Chairman, under item C before the board for
6 consideration are the contracts, and I would move that the
7 contract for legal services be extended to a time as would be
8 appropriate for the staff to request new request for
9 proposals for legal counsel for our Puget Sound Regional
10 Council.
11 MR. FABULICH: Second.
12 MR. SUTHERLAND: It's been moved and seconded
13 to extend a legal contract for a period not to exceed that
14 necessary for staff to develop the request for proposals.
15 Did I repeat that correctly?
16 MR. NELSON: Yeah.
17 MR. SUTHERLAND: Is there discussion relative
18 to the motion?
19 MR. NELSON: I might discuss it.
20 MR. SUTHERLAND: Mr. Nelson.
21 MR. NELSON: Mr. Chairman, I think that what
22 you will see in the packet is the need for extending the
23 accounting services and human resources assistance, which
24 would then allow those to go out for RFPs in the next year or
25 the year after.

Page 6

1 But that time, in my opinion, has come when we
2 should look for RFPs on legal services based on what the
3 content of next year's legal involvement might be, and I
4 think it's always good to just look at these in a way that
5 meets the expectation of the Council's position.
6 So, I think to spread it out is one aspect of it.
7 To eliminate any misconceptions as to what legal counsel is
8 doing is a second part of it, and I think it would be worthy
9 for consideration of the Council to go with an RFP on the
10 legal services.
11 MR. SUTHERLAND: For clarification, Mr. Nelson,
12 the recommendation is to extend legal services for a period
13 of one year? Your motion doesn't necessarily acknowledge a
14 full year's time period.
15 Am I misunderstanding --
16 MR. NELSON: That's correct.
17 MR. SUTHERLAND: -- or was that your --
18 MR. NELSON: No, that's correct.
19 MR. SUTHERLAND: That is your intent?
20 Is there other discussion relative to the motion?
21 Mayor Sanderson.
22 MR. SANDERSON: I have a question relative to
23 the actual timing of the motion. It would appear that the
24 existing contract would be extended from June 30th, 1996,
25 until such time as the staff prepares an RFP. That would

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1 mean we are without legal service until the process is
2 completed by the acceptance of an RFP and the issuing of a
3 contract?
4 MR. NELSON: That is the maker of the motion's
5 intention, yes, that you would not go without legal
6 services. You would accept the new RFP by this board, which
7 would occur at any time subsequent to July 1.
8 MR. SANDERSON: I think the motion, as it was
9 stated, is until the staff prepares an RFP.
10 MR. NELSON: And accept it. And I would change
11 it, Mr. Chairman, just to make sure it's clear, that it's
12 upon acceptance of the RFP.
13 MR. SUTHERLAND: Mr. Russell.
14 MR. RUSSELL: Would it be appropriate to ask
15 the Executive Director for comments?
16 MR. SUTHERLAND: You could.
17 Mary.
18 MS. McCUMBER: What we talked about in the
19 Operations Committee, and the recommendation in the
20 Operations Committee, was to look at all our consulting
21 services and go out for request for proposals for all of
22 those next winter, to come into effect a year from now.
23 So, we would start our next upcoming fiscal year
24 July of 1997. That was my understanding of the decision in
25 the Operations Committee.

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1 MR. SUTHERLAND: Mr. Gossett.
2 MR. GOSSETT: My interpretation of his question
3 though, Mary, was what is your response to this specific
4 motion to direct the staff to do it right now? What impact
5 would that have?
6 MS. McCUMBER: The discussion we had in the
7 Operations Committee is that as the new Regional Council was
8 formed, we had very different mandates and responsibilities
9 in the previous Council of Governments. We had real
10 responsibilities under SEPA that we hadn't had before. We
11 have new responsibilities as related to the Clean Air Act.
12 So, when we went out to bid in 1994, we were looking
13 for strong environmental attorneys that could represent us as
14 it relates to the Metropolitan Planning Organization. There
15 have been a number of lawsuits within the country on MPOs and
16 the Clean Air Act, and we were concerned about SEPA, and we
17 were particularly concerned about the airport process at that
18 time.
19 So, at that time, in '94, Bricklin & Gendler and Rod
20 Brown, Morrison & Foerster came in as a joint proposal and
21 have represented us as full legal services as consultants.
22 My recommendation to the committee was that it would
23 work better to go through this in a fiscal year and not
24 change firms, but with the understanding of going out for
25 request for proposal for all of our consulting firms next

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1 winter --
2 MR. GOSSETT: Next winter?
3 MS. McCUMBER: -- for the following fiscal
4 year, just because of the airport issues that I expect will
5 be emerging this summer, legal airport issues this summer,
6 fall and winter.
7 MR. GOSSETT: So, if we were to accept your
8 advice and vote against this motion --
9 MR. MITCHUSSON: Vote against the amendment?
10 MR. GOSSETT: Vote against the amendment.
11 Thank you.
12 MR. SUTHERLAND: Other discussion relative to
13 the motion?
14 UNIDENTIFIED SPEAKER: Question.
15 MR. SUTHERLAND: We have before us a motion
16 under item 7.c, speaking specifically to legal, that we
17 extend the contract for legal services only until staff has
18 prepared a request for formal proposals.
19 The question has been called for. All those in
20 favor of the motion to adopt, so signify by saying aye.
21 COMMITTEE MEMBERS: Aye.
22 MR. SUTHERLAND: Those opposed, nay.
23 COMMITTEE MEMBERS: Nay.
24 MR. SUTHERLAND: An oral roll call has been
25 requested in favor or in opposition.

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1 So, would a raising of hands be appropriate, or do
2 you want an oral response?
3 MR. NELSON: That would be fine, sure, raising
4 the hands.
5 MR. SUTHERLAND: Raising the hands then.
6 By a show of hands, then, all those in favor of the
7 motion, so signify by raising your hand.
8 One, two, three, four, five, six. Thank you.
9 All those in opposition to the motion, so signify by
10 raising your hand.
11 One, two, three, four, five, six, seven, eight,
12 nine, ten, eleven, twelve, thirteen, fourteen, fifteen.
13 So the vote fails.
14 MR. RICE: Mr. Chairman, since I just walked
15 in, I did not vote.
16 MR. SUTHERLAND: Thank you, Mayor Rice.
17 Please note that both Mayor Rice and Executive Locke
18 were absent through discussion and did not vote.
19 We have before us then items B, C and D from the
20 Operations Committee. Executive Locke was not able to be
21 present during the Operations Committee. He asked me to
22 chair it. I did chair it. I did not vote.
23 The vouchers in the amount of \$874,201.18 was moved
24 to approve. It was moved to approve the fiscal 1997
25 contracts, with the understanding that requests for proposals

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1 would be prepared, and that the approval of the fiscal year
2 1997 memberships' dues would be as noted in your packet.
3 There is a motion before us to adopt the Operations
4 Committee's items B, C and D. All those in favor of the
5 motion,, so signify by saying aye.
6 COMMITTEE MEMBERS: Aye.
7 MR. SUTHERLAND: Those opposed, nay.
8 (No response.)
9 The aye's have it. The motion is adopted.
10 Transportation Policy Board. Mr. Drewel, please.
11 MR. DREWEL: I would move items E, F and G on
12 the consent agenda.
13 UNIDENTIFIED SPEAKER: Second.
14 MR. SUTHERLAND: It's been moved and seconded
15 to adopt items E, F and G on the consent agenda under
16 Transportation Policy Board items.
17 Is there any discussion relative to the motion?
18 Hearing none, all those in favor of the motion, so
19 signify by saying aye.
20 COMMITTEE MEMBERS: Aye.
21 MR. SUTHERLAND: Those opposed, nay.
22 (No response.)
23 MR. SUTHERLAND: The aye's have it. The motion
24 is adopted.
25 We are now at item 8, new business. This is the

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1 opportunity for us, then, to bring a recommendation to this
2 body for the development of a recommendation to the General
3 Assembly relative to an amendment to the Metropolitan
4 Transportation Plan, to include plans for Sea-Tac Airport
5 expansion with additional noise reduction measures.
6 As I had indicated at the beginning of our public
7 hearing this morning, we had been discussing, over the past
8 two and a half months, the possibility of making a
9 Metropolitan Transportation Plan amendment, and that that
10 amendment then be recommended to the General Assembly.
11 This was based on the direction by this body, this
12 Executive Board, in April of this year, in which we made it
13 clear that we wanted to add plans for Sea-Tac expansion, but
14 with additional noise measures, based on the Expert Panel's
15 recommendations to the Metropolitan Transportation Plan.
16 Obviously, the final decision on the third runway is
17 up to the Port of Seattle and through their normal
18 processes.
19 The action taken by this body, as a result of that
20 April meeting, we followed up with a workshop on noise
21 issues, and that was scheduled and held on the 30th day of
22 May.
23 We have received since then numerous public comments
24 in both writing and orally. We have heard our public again
25 this morning during our public hearing process.

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1 All of this information has been made available to
2 members of the board. And, again, I wanted to thank all of
3 those who have offered their comments for our consideration,
4 both members of the public, which has been extensive and
5 gratefully accepted, as well as those members of the board,
6 and particularly to members of communities, organizations and
7 others who have sat with us, giving us additional commentary
8 and responses as we were working our way through many of
9 these issues.

10 What we have before us is the Expert Panel's written
11 opinions, both the majority and the minority. And in that
12 writing, it was indicated that had certain measures been
13 included, that the opinion of that body, the Expert Panel,
14 that that opinion may have been different.

15 But without the establishment of a criteria
16 specifically, or a threshold to determine specifically what
17 was necessary to be able to ensure that noise factors in the
18 Metropolitan Transportation Plan's acknowledgment, the
19 expansion of Sea-Tac International Airport, with the addition
20 of a third runway, that that body's determination, that had
21 there been additional mitigation measures, as suggested in
22 their majority report, that their decision would have been
23 different.

24 That then started the discussion amongst members of
25 this body to look at was there a threshold that this body

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1 could consider, and if that threshold then included certain
2 elements of the Expert Panel's recommendations, would that
3 then meet the threshold requirement that we were looking for
4 clear back in 1993.

5 And so, with that, I have also had discussions with
6 Executive Drewel and Executive Locke and Councilmember
7 Russell, looking at a proposal that we could put before us
8 today which would not only take into consideration all of the
9 information that we've developed at this point, but also a
10 consideration of the public testimony relative to that, and
11 to be able to develop that as an addition to our
12 considerations, and we're calling that thing Appendix G. And
13 that Appendix G is available, I think, now to members of the
14 body. It's on the dais.

15 In addition to that, we've also reviewed and looked
16 at whether or not an addendum to the Flight Plan and to the
17 Sea-Tac Master Plan Final Environmental Impact Statements, to
18 be determined whether or not our review of those impact
19 statements were appropriate.

20 There is a cover memo to the agenda notes, and we
21 had six requests that we prepare supplemental environmental
22 impact statements.

23 Our legal counsel, David Bricklin, David, I would
24 like you to brief the board relative to this part of our
25 necessary action.

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1 MR. BRICKLIN: Thank you.

2 In terms of SEPA compliance, the Regional Council is
3 relying on environmental impact statements, two environmental
4 impact statements that were prepared previously, one by the
5 PSRC and the Port of Seattle, known as the Flight Plan EIS,
6 and a second one prepared at the end of last year by the Port
7 of Seattle and the FAA.

8 We determined that those two impact statements were
9 appropriate to be used in terms of the regional planning
10 decisions before us now.

11 We did issue an addendum that highlighted additional
12 information that has become available subsequent to those
13 EISs, but didn't rise to the level to require preparation of
14 a supplemental impact statement.

15 We also gave notice to the public of an opportunity
16 to request that we prepare a supplemental EIS, in the event
17 that we were mistaken in our judgment. As the chair just
18 indicated, we received six such requests.

19 We have analyzed those. We have analyzed them both
20 in-house and also with consultants from other agencies. We
21 have determined that none of those requests cause us to
22 change our opinions that an addendum was an adequate way to
23 perform our SEPA obligations.

24 And we indicated that we used that position
25 preliminarily in the Executive Board packages that went out

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1 last week, we have now reached that conclusion, and we will
2 be preparing written documentation of that prior to the
3 General Assembly meeting.

4 MR. SUTHERLAND: Okay. Are there questions by
5 members of the board of Mr. Bricklin?
6 (Telephone ringing.)

7 No questions, but there is a phone call for him.
8 No? Okay.

9 Before we get into the discussion on the
10 transportation plan amendment, there are other folks here
11 this afternoon who are here to help us and to be able to
12 answer members' questions, if they wish to.

13 Ken Reid and Peter Kirsch are here from the Airport
14 Community Coalition.

15 Ken and Peter, would you stand, please?

16 Ken, you're here, but Peter is not.

17 MR. REID: He will be.

18 MR. SUTHERLAND: Okay. Thank you, very much.
19 Gina Marie Lindsey and Mike Feldman and a couple
20 other folks from the Port of Seattle.

21 From the Washington State Department of
22 Transportation, Rene Montgelas and Theresa Smith.

23 Thank you.

24 From the federal aviation agency, Lowell Johnson and
25 Dick Prane. Gentlemen, thank you.

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1 From the Highline School District, Dr. Shay Schual
2 Berke and Attorney John Ryan.

3 (Pause in the proceedings.)

4 MR. SUTHERLAND: Hmm. Perhaps not.

5 From the Puget Sound Air Pollution Control

6 Authority, Brian O'Sullivan. Okay.

7 And then I understand that from King County Airport,
8 Clair Impett. Clair, thank you.

9 And from the Eastside Communities, Mayor Dewey
10 Taylor from the City of Medina. Is Mayor Taylor still here?

11 Okay. All right. So let's begin the discussion.

12 I would first ask Executive Drewel to very quickly
13 look at the proposed amendment.

14 Executive Drewel.

15 MR. DREWEL: Well, Mr. Sutherland, just to
16 paraphrase your earlier comments as to the work that was done
17 on this document, which I believe that the members should
18 have received yesterday.

19 MS. McCUMBER: And it's the blue copy that's at
20 your table also (indicating).

21 MR. DREWEL: Attached to the cover letter that
22 you referenced, Doug, you used words like responsive, and
23 hopefully a document that will carry us through the General
24 Assembly meeting on July 11th.

25 So, I would, under New Business, number 8, move the

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1 proposed Appendix G to the 1995 Metropolitan Transportation
2 Plan.

3 UNIDENTIFIED SPEAKER: Second.

4 UNIDENTIFIED SPEAKER: Second

5 MR. SUTHERLAND: It's been moved and seconded

6 to place before us the proposed Appendix G under Metropolitan
7 Transportation Plan.

8 Mr. Drewel, would you like to just walk over this a
9 little bit?

10 MR. DREWEL: Sure.

11 MR. SUTHERLAND: Please.

12 MR. DREWEL: And I will again refer to the
13 document that Mr. Sutherland had prepared for this proposal
14 to you folks from the Executive Committee. It lays out that
15 there are separate parts to this proposed amendment. They
16 outline 22 of 28 Expert Panel recommendations, including all
17 16 on which there is these general agreements.

18 It goes on to say that there is a notification of
19 recommendations on which there is disagreement. And of the
20 six specific panel recommendations from the disagreement
21 list, these are partially satisfied through this proposal.

22 I think it would be healthy at this point if we got
23 into the debate on the motion itself, Mr. Sutherland.

24 MR. SUTHERLAND: Very good.

25 Are there questions by members of the Executive

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1 Board relative to the proposed -- or the moved proposed
 2 Appendix G?
 3 Now, members of the body, there are some suggested
 4 amendments to the proposed Appendix G. I would like to talk
 5 about Appendix G first, and then to talk about any proposed
 6 amendments to it.
 7 And what I wanted to do is then look at the -- and
 8 they are being passed out now, so you're going to have a
 9 plethora of paper or a blizzard of it here, a series of
 10 amendments.
 11 And what I want to do is I want to do them in some
 12 sense of order, starting with, I believe, Executive Locke has
 13 three proposed amendments.
 14 Is that correct, Executive Locke?
 15 MR. LOCKE: Yes.
 16 MR. SUTHERLAND: We will deal with those
 17 first.
 18 Councilmember Russell has a proposed amendment, and
 19 that would be dealt with secondly.
 20 Councilmember Vance has --
 21 MR. VANCE: Two.
 22 MR. SUTHERLAND: -- two proposed amendments.
 23 We will deal with that after that.
 24 Councilmember McKenna has one.
 25 MR. McKENNA: Two.

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1 MR. SUTHERLAND: Two? I have only one.
 2 Well, then, there are two Vance amendments. I have
 3 just been handed a proposed amendment by Councilmember Drago,
 4 and I don't believe this one has been copied yet.
 5 MS. DRAGO: Yes, it has.
 6 MR. NELSON: Yes. It's going around yes.
 7 MR. SUTHERLAND: It has? Okay.
 8 Then Councilmember Drago's amendment would be
 9 considered after Councilmember McKenna's.
 10 Okay. I hope somebody kept track of that.
 11 Proposed Appendix G to the 1995 Metropolitan
 12 Transportation Plan. I'm reading from the blue sheet.
 13 (Pause in the proceedings.)
 14 MR. SUTHERLAND: Item 1. The Port of Seattle.
 15 The Port of Seattle will pass a Port Commission
 16 resolution affirming that it agrees to:
 17 A. Evaluate and upgrade its existing noise
 18 monitoring system to include the use of approximately 25
 19 noise monitors, develop a schedule for completion by the end
 20 of 1998, and thereafter disseminate regular reports to the
 21 public, using data from the new noise monitoring system to
 22 include DNL, SEL and Time Above metrics.
 23 Item B is to work with the FAA and/or the airlines
 24 to:
 25 analyze the potential for reducing the use of thrust

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1 reversers;
 2 Voluntarily minimize the number of flights in the
 3 middle of the night (1:30-5:30 a.m.);
 4 to continue to enforce Airport Rules and Regulations
 5 to minimize the number of variances for the Nighttime
 6 Limitations Program;
 7 to work with foreign air carriers to gain
 8 cooperation in ensuring that Stage 3 aircraft continue to be
 9 used for nighttime international flights;
 10 to work with the owners/operators of Stage 2
 11 aircraft under 75,000 pounds to voluntarily limit or
 12 eliminate their use;
 13 and number 6, to continue to work to enforce Airport
 14 Rules and Regulations to minimize nighttime engine run-ups.
 15 Item C is to modify its existing contract with noise
 16 experts to specifically include the need to review methods of
 17 mitigating the impacts of low-frequency noise and vibration,
 18 and to supply such information to the Port.
 19 Item D is to design and implement a noise-compatible
 20 land use plan for properties within its current acquisition
 21 zone.
 22 E is to complete the "sensitive use" public
 23 buildings insulation pilot studies.
 24 Item F is to seek a public commitment from the FAA
 25 to evaluate actions needed to prevent apparent violations of

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1 the North Flow Nighttime Departure Noise Abatement Procedures
 2 to the extent that safety and efficiency allow.
 3 Item G. In carrying out the Part 150 study:
 4 1. The Port of Seattle will invite the Regional
 5 Council, the FAA and affected parties to participate, and
 6 ensure that they are able to participate actively and
 7 constructively, in the Port's upcoming Part 150 study, which
 8 will commence in the fall of 1996 and is expected to take two
 9 to three years.
 10 Item 2 is the Part 150 study participants will be
 11 invited to take part in developing the scope of this study
 12 and in all other milestones and products of the project, such
 13 as the development of noise exposure maps, development of
 14 noise reduction, and land use compatibility measure and Port
 15 consideration and approval of the program.
 16 Item 3. Items to be considered in the developing
 17 the scope of the Part 150 study will include, but not
 18 necessarily be limited to:
 19 a. The relocation of run-up areas where daytime
 20 engine run-ups occur to reduce ground-related noise.
 21 b. The evaluating potential benefits of
 22 preferential runway use during low activity periods.
 23 Item c. Evaluating benefits and impacts of changes
 24 to the departure climb profiles.
 25 d. An analysis of the need to adjust Noise Remedy

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1 Program boundaries to include those in 65 DNL by the year
 2 2000.
 3 e. Evaluating scope, boundaries and funding for
 4 public use in multi-family buildings.
 5 Item 4. If, as a result of the Part 150 study, a
 6 proposed noise reduction strategy results in a net
 7 improvement but causes a transfer of noise impacts to other
 8 communities, the Port of Seattle, the Regional Council, FAA
 9 and communities affected by airport noise will seek agreement
 10 on guidelines for other equitable procedures for dealing
 11 fairly with conflicting views and needs on different
 12 communities.
 13 Item 5. School insulation.
 14 The Port of Seattle will commit up to \$50 million
 15 for school insulation.
 16 2. The Port of Seattle will meet with the Highline
 17 School District to try to reach an agreement on a plan for
 18 insulating the school district's schools. If direct talks
 19 between the district and the Port fail to produce agreement
 20 on a noise insulation program for the district's schools, the
 21 Port may request that the Puget Sound Regional Council assist
 22 the parties in selecting an independent mediator.
 23 3. The Port will initiate the Highline School
 24 District school insulation program consistent with an
 25 agreement reached between the Port and the District.

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1 The Highline School District will:
 2 A. Meet with the Port of Seattle to reach agreement
 3 on a plan for insulating the District's schools. If direct
 4 talks between the district and the Port fail to produce
 5 agreement on a noise insulation program for the District's
 6 schools, the District may request that the Puget Sound
 7 Regional Council assist the parties in selecting an
 8 independent mediator.
 9 B. Initiate its school insulation program
 10 consistent with an agreement reached with the Port of
 11 Seattle.
 12 Item 3. The Puget Sound Regional Council will:
 13 A. Seek funding to actively participate in the
 14 Port's upcoming Part 150 study.
 15 B. As part of its policy and plan review process,
 16 the PSRC will:
 17 1. Conduct an initial review of land use plans for
 18 the areas that are within the 65 Ldn contour, and provide
 19 annual review of future changes.
 20 2. Offer assistance to jurisdictions in finding
 21 ways to minimize the introduction of incompatible land uses.
 22 3. Provide facilitation services, if requested by
 23 the Port of Seattle and jurisdictions in the vicinity of
 24 Sea-Tac Airport, to reach agreement on ways to redevelop
 25 currently incompatible land uses.

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1 C. Upon receipt of a resolution approved by the
2 Port of Seattle that contains all the items noted under Port
3 of Seattle resolution above, the Executive Director of the
4 Puget Sound Regional Council will affirm that the
5 Metropolitan Transportation Plan amendment, including a third
6 runway at Sea-Tac Airport, is in effect.
7 D. Encourage King County to continue its effort to
8 eliminate the two nighttime Alaskan Stage 2 flights from
9 Boeing Field.
10 E. Seek support for state legislation for state
11 policies regarding land use compatibility around commercial
12 airports, and will seek support for federal legislation to
13 allow use of federally approved funding for insulation and
14 acquisition programs beyond the current federal constraints.
15 F. Annually convene representatives of the Port of
16 Seattle, FAA, communities affected by airport noise, and
17 other interested parties, to coordinate efforts by all
18 parties to alleviate issues that are undercutting
19 effectiveness of the current noise reduction efforts and to
20 eliminate those road blocks and resolving issues. Then
21 report its progress to the Executive Board.
22 We're asking that the Washington State Department of
23 Transportation and Transportation Commission, they will:
24 Seek funding for acceleration of efforts, providing
25 higher speed rail service in the I-5 corridor, and;

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1 B. Seek resolution similar to what was approved for
2 general aviation airports during the 1996 session to provide
3 state policies for land use compatibility around commercial
4 airports.
5 Lastly, Monitoring and Compliance.
6 To ensure that measures contained in Appendix G to
7 the 1995 Metropolitan Transportation Plan are implemented as
8 described. Several mechanisms for tracking successes and
9 assuring accountability will be implemented, and they will
10 include:
11 That the Port of Seattle will report to the Regional
12 Council twice yearly on progress towards all the efforts
13 encompassed in this action, and;
14 That King County will report to the Regional Council
15 Executive Board once every six months on the progress toward
16 eliminating nighttime Stage 2 flights at King County
17 International Airport; and
18 C. The Regional Council staff will report annually
19 to the Executive Board on its participation in the Part 150
20 study, and, based on its Policy and Plan Review Process, on
21 the progress towards minimizing the introduction of
22 incompatible land uses within the 65 Ldn contour.
23 That, members of the board, is the proposed
24 Appendix G.
25 Discussion relative to Appendix G?

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1 Mr. Vance.
2 MR. VANCE: Thank you, Mr. Chairman.
3 One question in terms of the Monitoring and
4 Compliance section. It talks about for tracking success and
5 assuring accountability. A question either for the makers of
6 the motion or for our attorneys.
7 What would be the consequence to this amendment to
8 the Metropolitan Transportation Plan and our Regional Air
9 System Plan, if these provisions are not carried out?
10 MR. SUTHERLAND: Mr. Brown? Mr. Bricklin?
11 MR. VANCE: What would happen? Would the Port
12 lose their authority to build the third runway, if they don't
13 agree to do the things they would agree to here?
14 MR. BRICKLIN: There are no legal consequences
15 associated with that scenario. It is a situation where the
16 political and normative behavior would come into play.
17 MR. VANCE: Ahh. So, we are just going to
18 trust them to do it?
19 MR. BRICKLIN: Well, I can address that.
20 What's in the resolution, the resolution does not
21 have any legal consequences associated with it.
22 MR. SUTHERLAND: Other questions or comments by
23 members of the Executive Board relative to the proposed
24 Appendix G?
25 Hearing none, then let's begin looking at the

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1 proposed amendments to Appendix G.
2 Mr. Locke, you have three of them.
3 Executive Locke.
4 MR. LOCKE: Yes. I would like to offer the
5 amendment under, let's see, alphabet G, which would be, I
6 think, on page 2 of the blue sheet.
7 MR. SANDERSON: Mr. Chairman, some of us only
8 have two of Executive Locke's amendments, so we need to
9 identify them as he goes so we can get the missing one.
10 MR. LOCKE: All right. It would read Roman
11 numeral I.G.2.
12 MR. SUTHERLAND: I don't have that either. I
13 have got those, that one and that one.
14 MR. LOCKE: I would move we adopt the amendment
15 for Roman numeral I.G.2.
16 MR. DREWEL: Second.
17 MR. SUTHERLAND: It's been moved and seconded.
18 Would you read the changes?
19 MR. LOCKE: What it would say is that after the
20 word "studied" on line 2 of number 2, we would add the phrase
21 "consultant selection."
22 And the intent of this amendment is to make it very
23 clear that -- well, number 1, it talks about bringing the
24 affected parties, particularly the communities around the
25 airport, to be involved in the design of the Part 150 study,

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1 and this makes it clear that the participants would also be
2 invited to participate in the consult -- the selection of the
3 consultant that would be doing the Part 150 study.
4 MR. SUTHERLAND: Let's see. From the Port,
5 Gina Marie Lindsey, and from the FAA, would there be any
6 difficulty including others in the consultant selection
7 process?
8 MS. LINDSEY: From the Port's perspective, it
9 is often usual to have an advisory committee, and we can have
10 that advisory committee participate in the consultant
11 selection process.
12 MR. SUTHERLAND: Thank you.
13 From the FAA, would there be any difficulty in
14 including others in the process of discussing the selection
15 under Consultant?
16 FAA REPRESENTATIVE: I don't believe so. We
17 would rely on the Port's selection process to do this. And
18 if the Port believes that it would work, then we can accept
19 that.
20 MR. SUTHERLAND: Thank you.
21 Executive Locke, any further comment?
22 MR. LOCKE: No. This is just to indicate to
23 the airport communities and the citizens that we are serious
24 about meaningful participation in the study. I urge your
25 support.

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1 MR. SUTHERLAND: Questions or comments by
2 members of the Executive Board relative to the motion?
3 MR. DREWEL: Call for the question.
4 MR. SUTHERLAND: All those in favor of the
5 motion, so signify by saying aye.
6 COMMITTEE MEMBERS: Aye.
7 MR. SUTHERLAND: Those opposed, nay.
8 (No response.)
9 MR. SUTHERLAND: The aye's have it. The motion
10 is adopted.
11 Executive Locke, your second amendment.
12 MR. LOCKE: The second one is also to that same
13 area, Roman numeral I.G.3. And it says after the phrase "by
14 2000," delete the period and add a phrase "provided that the
15 Port will not reduce its established noise remedy program
16 boundaries for currently eligible property."
17 MR. SUTHERLAND: Can you make that in the form
18 of a motion?
19 MR. LOCKE: I move that we adopt that
20 amendment.
21 MR. DREWEL: Second.
22 MR. SUTHERLAND: It's been seconded by
23 Executive Drewel.
24 Ms. Lindsey?
25 MS. LINDSEY: I am reading the intent here to

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1 be that the noise remedy boundaries that have already been
2 defined by the Port, and those who have expected insulation
3 privileges under which has been defined by the Port, that is
4 the boundary that is not expected to change if this amendment
5 is adopted, and that's is fine.
6 MR. LOCKE: That's correct. The purpose of
7 this amendment is to make sure that, even while new
8 technology might result in quieter engines and changes in the
9 boundary, whether moving in or expanded in a way, but then
10 changed over time, that those projects that are now -- or
11 people who are expecting insulation programs and so forth,
12 that they not feel that they are being eliminated from the
13 program.
14 MR. SUTHERLAND: Questions or comments by
15 anyone present?
16 MR. LOCKE: Can I make one further --
17 MR. SUTHERLAND: Certainly.
18 MR. LOCKE: -- one technical amendment.
19 As the chairman was reading the blue paper and
20 referred to the word "by 2000," you added the word "the year
21 2000," and I think that's probably something that we should
22 include in our documents.
23 MR. SUTHERLAND: So noted.
24 And let me say further that there may be some need
25 for us to do some wordsmithing similar to this just to make

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1 sure that that's not the elevation 2,000 feet but the year
2 2000, okay?
3 Is there any discussion, further discussion relative
4 to the motion?
5 MR. MITCHUSON: Question.
6 MR. SUTHERLAND: The question has been called
7 for.
8 All those in favor of the motion, so signify by
9 saying aye.
10 COMMITTEE MEMBERS: Aye.
11 MR. SUTHERLAND: Those owe opposed, nay.
12 (No response.)
13 MR. SUTHERLAND: The aye's have it. The motion
14 is adopted.
15 Executive Locke, here is your third proposed
16 amendment.
17 MR. LOCKE: Also to the same area, Roman
18 numeral I.G, but adding the new paragraph 5 after the
19 existing paragraph 4 to read as follows:
20 "Port of Seattle will ask the FAA to include within
21 it's Record of Decision on the Master Plan Update on the
22 Final Environmental Impact Statement the requirement to
23 conduct a Part 150 study with the goal of assessing needed
24 additional noise abatement and mitigation."
25 MR. MITCHUSON: Second.

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1 MR. SUTHERLAND: It's been moved and seconded,
2 and the second was by Councilmember Mitchusson.
3 Ms. Lindsey, if you would, please.
4 And is there a response from the FAA as well?
5 MS. LINDSEY: It is our intent to commence a
6 Part 150 study. We have no objection to this amendment.
7 MR. SUTHERLAND: Any comments by
8 representatives of the FAA?
9 FAA REPRESENTATIVE: (Nods head.)
10 MR. SUTHERLAND: Okay. Thank you.
11 FAA REPRESENTATIVE: We would certainly
12 entertain a request from the Port to consider this in the
13 Record of Decision. We certainly do have support, and will
14 continue to support, doing the Part 150 study so that we
15 will, you know, certainly consider this request from the
16 Port.
17 MR. SUTHERLAND: Thank you, very much.
18 Are there discussion by members of the body?
19 Executive Locke.
20 MR. LOCKE: Again, this is just to make it very
21 clear that as part of the Part 150 study, we want to look at
22 additional noise abatement and mitigation, and to ensure that
23 that's then included in the plan.
24 MR. SUTHERLAND: Is there any final discussion
25 by members of the Executive Board?

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1 The question has been requested. All those in favor
2 of the motion, so signify by saying aye.
3 COMMITTEE MEMBERS: Aye.
4 MR. SUTHERLAND: Those opposed, nay.
5 (No response.)
6 MR. SUTHERLAND: The aye's have it. The motion
7 is adopted.
8 Thank you, Executive Locke.
9 Councilmember Dave Russell has prepared an amendment
10 as well.
11 MR. RUSSELL: Thank you, Mr. President.
12 This is from the Suburban Cities of King County
13 Caucus, and it's been discussed with some of you. It is
14 probably regarded as something new. It will go under item
15 Roman numeral III, Puget Sound Regional Council, and it would
16 be an item G at the bottom of the third page.
17 The idea, it picks up on an Expert Panel
18 recommendation in which there was disagreement that there be
19 more evaluation of possible expanded acquisition --
20 MR. SUTHERLAND: Excuse me. Councilmember
21 Russell. Would you make the motion, and then I'll allow you
22 to speak?
23 MR. RUSSELL: I would like to make the motion.
24 Thank you.
25 MR. MITCHUSON: Second.

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1 MR. SUTHERLAND: Okay. You would move to
2 what?
3 MR. RUSSELL: I move to pass this.
4 MR. MITCHUSON: Second.
5 MR. RUSSELL: I move the amendment, sir.
6 MR. SUTHERLAND: Okay. The motion before us
7 being proposed by Councilmember Russell is to, under Appendix
8 G, that on the recommendation G of the Regional Council
9 responsibilities, that the Regional Council undertake a study
10 which evaluates the use of state-financed revolving fund or
11 other financing mechanisms (such as a private/public
12 partnership) for the acquisition of incompatible uses within
13 the 65 DNL to the 75 DNL contour, for conversion to noise
14 compatible nonresidential uses. Any such funding mechanism
15 must demonstrate a balance between long-term cost and
16 revenues. The results of the study should be presented to
17 the Executive Board by June 30th, 1997.
18 I take it that's the motion that you're making,
19 Councilmember Russell?
20 MR. RUSSELL: It is indeed.
21 MR. SUTHERLAND: Okay. Is there a second?
22 MR. MITCHUSON: Second.
23 MR. SUTHERLAND: There has been a second. The
24 second was by?
25 MR. MITCHUSON: Mayor Mitch.

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1 MR. SUTHERLAND: Mayor Mitch.
2 Now, Councilmember Russell, you may speak to your
3 motion.
4 MR. RUSSELL: Now, the problem that we are
5 dealing with is incompatible uses that have occurred around
6 the airport. The proposal here would explore what I think
7 there's reason to believe that there may be other means of
8 putting together funding sources, public/private partnerships
9 involving the state, for instance, in a revolving fund or
10 some scheme such as this to extend the program of acquisition
11 and conversion with complete and collaborative involvement of
12 the communities in the vicinity to compatible nonresidential
13 uses, remarketing the land back to these uses.
14 This would draw on, presumably, the state. The
15 state representatives have indicated that they would like to
16 help us. This would be an opportunity.
17 It would also tie in cost, possibly tie in with the
18 PSRC study of the industrial site availability and needs.
19 MR. SUTHERLAND: Ms. McCumber, would you
20 comment?
21 MS. MCCUMBER: I just wanted to add, within the
22 responsibilities for the Regional Council, we currently don't
23 have any funding. And one of the things that we're pursuing
24 now is going to the FAA to see what kind of granting is
25 available. And we have scheduled, if this passes, coming to

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1 you at your August Executive Board with a budget proposal.
 2 This particular item was not included within the
 3 blue packet. So, if you were to take action on this, I would
 4 like you to include within 3.A where it's saying "seek
 5 funding to actively participate in the Port's upcoming Part
 6 150 study," maybe you could then say and "if you were to do
 7 this, this evaluation," so it's clear that we would need to
 8 get additional funding to carry this out.
 9 MR. SUTHERLAND: Mr. Russell, would you
 10 consider that a friendly amendment?
 11 MR. RUSSELL: I would be happy to consider
 12 that.
 13 MR. SUTHERLAND: Mayor Mitch, would you accept
 14 that?
 15 MR. MITCHUSON: Absolutely. Absolutely.
 16 MR. SUTHERLAND: Thank you.
 17 Is there other discussion relative to this motion
 18 now before us by members of the board?
 19 Mayor Rice.
 20 MR. RICE: How does incompatible uses get
 21 defined, and whose responsibility is it for determining
 22 incompatible uses? Is that through the study, or is it a
 23 term of art? I just was trying to get clarification.
 24 MR. SUTHERLAND: Mr. Russell?
 25 MR. RUSSELL: The study would survey what the

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1 possibilities are here. Ultimately, there will have to be
 2 some complicated process set up which would involve all the
 3 parties, the municipalities, et cetera.
 4 I should add that what is proposed here is a
 5 complicated procedure.
 6 MR. RICE: It sure is.
 7 MR. RUSSELL: But I think there's reason to
 8 believe that -- and, in fact, a process similar to this is
 9 used now with federal money. What is proposed here would
 10 extend that. If we can identify some significantly large
 11 source of funding to use, this will extend this type of
 12 conversion.
 13 MR. RICE: I won't belabor it. The concern I
 14 had was who does the analysis, how do you do the analysis and
 15 who adjudicates what an incompatible use is, because I don't
 16 know if this is the art form or if there is a precise
 17 standard or criteria for making those kinds of
 18 determinations, or are we going to be brought into some
 19 subjective decision-making about what that is, and,
 20 therefore, leave us to not being able to come to a final
 21 conclusion because there is still some ambiguity to the
 22 study. That's all.
 23 MR. SUTHERLAND: Councilmember McKenna, and
 24 then Commissioner Ryan.
 25 MR. MCKENNA: In the federal regulations, the

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1 phrase "incompatible uses" is a term they use and understand,
 2 and it is understood for purposes of using federal monies for
 3 the purposes which are described in the amendment.
 4 So, I would just point out that there are precedents
 5 and there is an established understanding, under federal law
 6 anyway, of what incompatible use is, and I expect that this
 7 body and the state would look to federal precedent in
 8 determining what an incompatible use -- what constitutes an
 9 incompatible use.
 10 MR. RICE: Of course, it wouldn't be the first
 11 time the federal government wanted this done.
 12 MR. MCKENNA: I just said it was a precedent.
 13 I didn't say it was a good precedent.
 14 MR. RICE: I thought you were endorsing it.
 15 MR. SUTHERLAND: Commissioner Ryan.
 16 MR. RYAN: Well, I believe, Mayor, that if
 17 people complain about the noise, it's an incompatible use.
 18 MR. RICE: No kidding. You know when you hear
 19 it.
 20 MR. RYAN: That's right.
 21 MR. SUTHERLAND: Mr. Edwards, if you would,
 22 please.
 23 MR. EDWARDS: Thank you, Mr. Chair.
 24 I wanted to point out that there was some concern in
 25 Suburban Cities to make should sure this in no way would

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1 trespass on the local land use authority of any jurisdiction
 2 that might be involved, and this language, I don't believe,
 3 does trespass on that local land use language authority. It
 4 just makes available -- it would potentially make available a
 5 financing mechanism, and I think that is important, that we
 6 aren't trespassing.
 7 MR. SUTHERLAND: Other comments by members of
 8 the board?
 9 We have before us then the motion. All those in
 10 favor, so signify by saying aye.
 11 COMMITTEE MEMBERS: Aye.
 12 MR. SUTHERLAND: Those opposed, nay.
 13 (No response.)
 14 MR. SUTHERLAND: The aye's have it. The motion
 15 is adopted.
 16 Mr. Russell, I had two copies of the same -- you
 17 just had the one amendment?
 18 MR. RUSSELL: Well, we only need to do it
 19 once.
 20 MR. SUTHERLAND: Thank goodness.
 21 I have two amendments proposed by Councilmember
 22 Vance; is that correct?
 23 MR. VANCE: That's correct, Mr. Chairman.
 24 MR. SUTHERLAND: Councilmember Vance.
 25 MR. VANCE: Mr. Chairman, I would move to offer

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1 the amendment --
 2 MR. HANSEN: Copies are not available over here
 3 for that.
 4 MR. SUTHERLAND: I'm sorry?
 5 MR. HANSEN: Copies are not available over here
 6 for the Vance amendments.
 7 MR. SUTHERLAND: Hang on just a minute, Chris.
 8 We will make sure that everybody gets copies.
 9 MS. MCCUMBER: Councilmember Vance, where does
 10 this go? Could you state where this would be inserted?
 11 MR. VANCE: Both of my amendments would fit as
 12 new items under Monitoring Compliance, so they could be D and
 13 E, or, if one fails, one passes, one could be D.
 14 MS. MCCUMBER: Okay.
 15 MR. SUTHERLAND: I'm sorry, Mr. Vance. This
 16 would be placed where?
 17 MR. VANCE: Under Monitoring and Compliance as
 18 a new paragraph, on the last page.
 19 MR. HANSEN: Which one are we talking about?
 20 MR. VANCE: I am going to move the shorter one,
 21 the language that says: "If the Port of Seattle fails to
 22 fulfill its obligations under the conditions listed in this
 23 resolution, approval of the RASP amendment will be
 24 rescinded."
 25 Mr. Chairman, I would like to move that as an

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1 addition to the Monitoring and Compliance section.
 2 MR. SUTHERLAND: It's been moved.
 3 MR. MCKENNA: Mr. Chair, for purposes of
 4 debate, I will second the amendment.
 5 MR. SUTHERLAND: For purposes of discussion and
 6 debate, it's been seconded by Councilmember McKenna.
 7 MR. VANCE: Thank you, Mr. Chairman.
 8 MR. SUTHERLAND: Mr. Vance.
 9 This is a simple, straightforward amendment. As I
 10 asked earlier if there's any consequences here, and our
 11 attorney said no, there are no consequences. Unlike the
 12 93-03 process, which had strict conditions that had to be
 13 complied with, there are no consequences if the Port fails to
 14 live up to any of the obligations that they are going to
 15 undertake here. They can simply tell us today they are going
 16 to do these things and then not do them.
 17 And if we are approving the third runway based on
 18 these conditions, it's just common sense to me to say that if
 19 these conditions are not met, then our authorization should
 20 be rescinded.
 21 And especially given the fact that the only
 22 conditions we are placing upon the Port today are conditions
 23 the Port has already agreed to. The Port has told us which
 24 of the conditions here they will agree to and which ones they
 25 will not. The only ones we're moving forward are the ones

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1 the Port said they are comfortable with, or things like
 2 working with the Highline School District or undertaking the
 3 Part 150 study, which were already happening.
 4 So, there should be nothing here that the Port is
 5 unable to undertake because the only thing that we have had
 6 the aggressiveness to put forward as a group are things that
 7 the Port has agreed to.
 8 So, therefore, if these are things the Port has
 9 agreed to, and if we really are going to base our decision
 10 upon the completion of these tasks, it seems to me there
 11 ought to be at least a little bit of teeth in this
 12 resolution, so that if these conditions are not met, then the
 13 authorization of the third runway, the RASP amendment will be
 14 rescinded.
 15 How can we set up a process that absolutely has no
 16 consequences if it is ignored?
 17 I urge your support.
 18 MR. SUTHERLAND: Questions or comments?
 19 Mr. Gossett.
 20 MR. GOSSETT: Thank you, Mr. Chair.
 21 What is meant by RASP?
 22 MR. VANCE: Regional Air System Plan.
 23 MR. GOSSETT: Oh.
 24 MS. MCCUMBER: It's part of the Metropolitan
 25 Transportation Plan.

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1 MR. VANCE: And that's what we're amending
 2 today.
 3 MR. GOSSETT: One quick follow-up.
 4 Chris, I can see them not being able to complete
 5 something that we desire to get done because funding failed
 6 to come through. Would be that a justification to rescind
 7 everything?
 8 MR. VANCE: Well, Mr. Gossett, I would like
 9 someone to show me here, in the list of conditions that we
 10 are placing on the Port, where there is anything here they
 11 cannot do. Most of the verbs are things like "seek" and
 12 "evaluate" and "invite" and "the Port will meet with the
 13 Highline School District and try to reach agreement."
 14 I mean, these conditions we're placing upon the Port
 15 are so mild as it is, that it is hard to imagine that there
 16 is anything here that they possibly cannot do.
 17 I mean, under the school insulation, the Port will
 18 initiate the Highline School insulation program, and I don't
 19 see anything here that's actually contingent upon funding.
 20 Again, we have been so easy on the Port by only
 21 putting forward conditions that they have already agreed to.
 22 What is the harm on holding them at least a little bit
 23 accountable?
 24 MR. SUTHERLAND: Mayor Sanderson.
 25 MR. SANDERSON: Thank you.

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1 I guess, just to play devil's advocate for a minute,
 2 if the Port, under -- let's use school insulation, under
 3 H.2. If the Port were to attempt to contact the school
 4 district every month and it just didn't progress, that still
 5 means the Port is in compliance with this resolution, and the
 6 fact that nothing happened doesn't revoke the resolution?
 7 MR. VANCE: Not in my opinion. If the Port
 8 made -- I mean, again, look at that language. It is so
 9 mild. "The Port will meet with the Highline School District
 10 and try to reach agreement." I mean, if they attempted to
 11 meet with the school district and the school district doesn't
 12 meet with them, I don't think the Port would be out of
 13 compliance.
 14 But even here, we are not even holding them
 15 accountable to reach an agreement. All they have to do is
 16 try it.
 17 MR. SUTHERLAND: Executive Drewel.
 18 MR. DREWEL: Well, first of all, I don't agree
 19 that the conditions could be termed mild.
 20 But, Chris, one of the problems I am having, and
 21 perhaps I'm not understanding what I have heard or what I'm
 22 reading here, there are some of these requirements that no
 23 one would be able to meet them, the Port, and there is some
 24 reference to the FAA and others here, until the airport was
 25 built.

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1 So, I'm confused as to we go ahead and build it and
 2 then your amendment would rescind that action?
 3 MR. VANCE: Well, okay. That's a ludicrous
 4 result. Obviously, you can't rescind the runway once its
 5 been constructed.
 6 MR. DREWEL: No. That's the question I'm
 7 asking, because these are not disjunctive. There are
 8 requirements here that if some of things happen as a result
 9 of the construction --
 10 MR. VANCE: Clearly. But there are other
 11 things that the Port is supposed to do in advance of
 12 construction.
 13 Mr. Executive, if you have better language to try
 14 and put some accountability in here to the Port actually
 15 living up to these agreements, I would be willing to
 16 entertain that.
 17 I mean, I think we're all -- by nitpicking the words
 18 to death, you are missing the simple point. This motion has
 19 no teeth in it, and all I am trying to do is put a little bit
 20 of teeth in this motion.
 21 MR. SUTHERLAND: Other discussion by members of
 22 the Executive Board?
 23 MR. FABULICH: Mr. Chairman.
 24 MR. SUTHERLAND: Where is that? Oh,
 25 Mr. Fabulich.

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1 MR. FABULICH: Just one comment.
 2 There are a lot of items in here that have a
 3 monetary value to it. It seems to me it would be very
 4 difficult to -- in other words, are we giving a free check,
 5 an open-end check to, say, the Highline School District,
 6 which I think that would be very difficult for the Port of
 7 Seattle to fund.
 8 So, I guess if I were to read through the insulation
 9 program, there could be some -- when you open up a wall, you
 10 never know what you are going to find, and you could have
 11 unlimited expenses. And I don't think you'd want that to be
 12 the answer to that, because we said we can only go so far.
 13 MR. VANCE: No.
 14 Mr. Chairman, if I could respond.
 15 MR. SUTHERLAND: Please.
 16 MR. VANCE: The language under School
 17 Insulation say the Port of Seattle will commit up to \$50
 18 million for school insulation. There is already a cap on how
 19 much the Port is obligated to spend, so there is no chance of
 20 it being a blank check. The language is up to \$50 million,
 21 so they are already protected.
 22 MR. SUTHERLAND: Commissioner Davis.
 23 MS. DAVIS: If you look at the last page, which
 24 is called Monitoring and Compliance, you see that the Port of
 25 Seattle will be asked to report twice yearly on the progress

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1 toward the actions, and I think there's an amendment coming
 2 that would even reinforce that further, which I suppose the
 3 Council would have the opportunity twice a year to take this
 4 action that Councilmember Vance is asking, and that's part of
 5 the existing proposal today.
 6 MR. SUTHERLAND: Other discussion relative to
 7 the motion?
 8 MR. MITCHUSON: Question.
 9 MR. SUTHERLAND: The question has been asked
 10 for.
 11 All those in favor of the motion to adopt, so
 12 signify by saying aye.
 13 COMMITTEE MEMBERS: Aye.
 14 MR. SUTHERLAND: Those opposed, nay.
 15 COMMITTEE MEMBERS: Nay.
 16 MR. SUTHERLAND: The no's have it, and the
 17 proposed amendment fails.
 18 Councilmember Vance.
 19 MR. VANCE: Thank you, Mr. Chairman.
 20 I move adoption of the second amendment. Also that
 21 could be an item D under Monitoring and Compliance, and the
 22 language reads:
 23 "As a prerequisite to authorization of any
 24 expansion of Seattle-Tacoma International Airport, the PSRC
 25 will develop an enforceable interlocal agreement among King,

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1 Pierce, Snohomish and Kitsap counties that equitably shares
2 any potential property tax levy liability or general
3 obligation bond indebtedness by the Port of Seattle
4 associated with the Seattle-Tacoma International Airport
5 expansion."
6 Move adoption of the amendment, Mr. Chair.
7 MR. MCKENNA: Mr. Chairman, for purposes of
8 debate, I second the motion.
9 MR. SUTHERLAND: It's been moved and second by
10 Councilmember McKenna for purposes of discussion and debate.
11 As this amendment became known, I had asked staff
12 whether or not our legal people could take a look at this.
13 Mr. Brown or Mr. Bricklin? Mr. Brown?
14 MR. BROWN: Yeah. I would like to note that
15 because the exact language has just become available today,
16 it's impossible to say with 100 percent precision what this
17 particular language means.
18 So, I want to caution you that what we have looked
19 at is the extent to which other jurisdictions could somehow
20 give or pledge their tax abilities or their bond obligations
21 in order to support the third runway, the Port's expenditures
22 on the third runway. As we understood, that was the general
23 intent of Councilmember Vance's motion.
24 So, I hope that embodied in the intent of what
25 you're trying to get at is whether or not the other

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1 jurisdictions in the region could somehow pledge their taxing
2 or bond obligations to support the Port's ability to fund the
3 third runway.
4 MR. VANCE: Mr. Chairman, if I could get
5 Mr. Kirsch, the attorney who helped draft this language, to
6 help explain it.
7 MR. SUTHERLAND: Mr. Kirsch.
8 MR. KIRSCH: I am happy to answer any questions
9 that the board has.
10 MR. VANCE: Mr. Kirsch, simply the legality of
11 this language has been called into question in terms of can
12 jurisdictions pledge the taxing revenue to help pay for this
13 project.
14 MR. KIRSCH: Well, of course the Port does not
15 have authority to levy taxes outside of King County, but
16 counties other than King County could, as a line item in
17 their budget, commit to fund to the Port any dollar amounts
18 that King County taxpayers have to pay.
19 For example, if, as a result of this project, the
20 taxes in King County have to go up by X dollars, the counties
21 could enter into an interlocal that says that amount would be
22 shared equitably among the counties.
23 That would not be a pledge of property tax revenue.
24 It would be a pledge of a line item in the budget on an
25 annual basis, based upon the contingency that the property

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1 tax levy in fact would be needed.
2 MR. VANCE: Through an enforceable interlocal
3 agreement, as we have laid here?
4 MR. KIRSCH: It is certainly in the enforceable
5 -- it is possible to draft such an agreement in an
6 enforceable manner, yes.
7 MR. SUTHERLAND: Mr. Brown.
8 MR. BROWN: To finish on that thought, then,
9 our interpretation of such an agreement is that if it is
10 going to be not a pledge of tax or bond revenue, but instead
11 a commitment of one year's budget authority, that that can
12 only be done year to year, that under Washington law a
13 government cannot pledge future year's revenues.
14 And so, you have to do that one year at a time, if
15 you're doing it in the manner described here. And I think
16 the basic concept is familiar to those of you who were
17 dealing with the legislative bodies. This year's legislature
18 can't necessarily bind next year's legislature.
19 So, the extent to which you could craft an
20 enforceable agreement to bind future year's revenue streams,
21 I'm not sure how it can be done.
22 The second part of it is whether or not you would be
23 somehow using the bond or tax authority of the jurisdictions,
24 which in fact can be used in the future years, and frequently
25 is used in future years. That is problematic because you

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1 would be having one jurisdiction use its tax or bond
2 authority for a project that's located in another
3 jurisdiction, and in fact is controlled and owned by another
4 jurisdiction.
5 And as many of you may remember from the WPPS days,
6 that was the whole issue that arose in WPPS, was that whether
7 one jurisdiction, in that case the public utility districts
8 and the utilities, could pledge their bond authority to
9 support a project, the WPPS projects, which they neither
10 owned nor controlled, and the Washington Supreme Court said
11 no, that was unconstitutional and they could not.
12 So, it depends which mechanism is chosen. Certain
13 mechanisms are unconstitutional. Others cannot go beyond one
14 year. And that's why I was saying, without knowing the exact
15 mechanism that's being chosen, it's hard to tell you whether
16 it's legal or not.
17 But as to those two mechanisms, I can give you an
18 opinion. For pledging budget authority, you can only go out
19 one year. For bonds and tax revenues, you have a
20 constitutional problem, if you're giving it for a project
21 which you do not own or control.
22 MR. SUTHERLAND: Are there questions or
23 comments?
24 MR. GOSSETT: Mr. Chair.
25 MR. SUTHERLAND: Mr. Gossett.

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1 MR. GOSSETT: Thank you, Mr. Chair.
2 Mr. Kirsch, when you were describing what you meant
3 by equitable share, you said that, for example, if King
4 County decided to -- excuse me -- if the Port decided to
5 authorize a property tax levy at about \$15 a year per
6 household in King County.
7 By equitable you mean, then, the other three
8 counties, to be equitable, should charge \$15 per \$100,000
9 value on each house also? What do you mean --
10 MR. KIRSCH: That certainly would be a
11 reasonable interpretation of equitable.
12 I mean, the principle here, of course, is that those
13 details would have to be worked out in the text of the
14 interlocal agreement.
15 But that certainly is the intent. That is, if
16 property taxes would go up by X number of mills in King
17 County, the property taxes would go up by X number of mills in
18 each of the other counties.
19 Of course, the other counties are smaller, and so
20 the actual revenue produced from those counties would be less
21 than the revenue produced in King County.
22 But by equitable, the reference there is to the fact
23 the burden on the taxpayers of each county would be
24 proportional; it would increase the same amount.
25 MR. SANDERSON: I have a question to ask.

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1 MR. SUTHERLAND: Mayor Sanderson.
2 MR. SANDERSON: I think I have a couple of
3 areas of concern. The airport facility is in King County.
4 As it develops and is successful and creates more industrial,
5 more revenue will come only to King County. So, there is
6 probably a risk that King County would raise taxes to get
7 more revenue because then the other counties are going to pay
8 tax money that has no offset revenue.
9 MR. RICE: What's wrong with that?
10 MR. SANDERSON: That's not a level playing
11 field. That's one of my concerns.
12 And the other thing is, let's say the tax went up
13 \$15 in King County, what's our mechanism in Pierce County for
14 implementing it? Usually we, you know, have to stay within
15 the ad valorem rate to cover our voted and bonded
16 indebtedness, but how do I add to that to get the other \$15?
17 There is no mechanism. It would have to be voted.
18 MR. VANCE: Mr. Chairman, if we are done asking
19 questions of the attorneys, I would --
20 MR. RYAN: I have a question for the attorney.
21 MR. SUTHERLAND: Excuse me. Councilmember
22 Nelson.
23 MR. NELSON: Well, I think Mayor Sanderson
24 brings up an issue that perhaps could be resolved with a
25 friendly amendment to the amendment that on line 4, after the

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1 word "shares," that the words be inserted "the gross revenues
2 and," so that we would develop an interlocal agreement among
3 King, Pierce, Snohomish and Kitsap counties that equitably
4 shares the gross revenues and any potential property tax
5 liability.

6 MR. VANCE: Mr. Chairman, I would accept that
7 as a friendly amendment. I'm serious.

8 MR. FABULICH: Mr. Chairman.

9 MR. SUTHERLAND: Councilmember Chow.

10 MS. CHOW: I don't know. I guess mine is a
11 statement, not a question. Is that okay?

12 MR. VANCE: Mr. Chairman, I would like to have
13 a chance to debate my amendment, once we are done asking
14 questions of the attorneys.

15 MS. CHOW: Right. It's on this amendment.

16 MR. SUTHERLAND: Ms. Chow, if you would,
17 please. Then I'll come back to Mr. Vance.

18 MS. CHOW: Okay. I guess I'm having a struggle
19 here because, one, it's the Port of Seattle, and I don't
20 believe, unless I'm corrected, that it's actually King County
21 government that's going to come forward with any money.

22 And so, with this particular amendment, if I'm
23 reading it correctly, it would be more accurate to say the
24 Port of Seattle, the Port of Everett, or whatever the ports
25 are in these particular counties.

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1 And then the other part, and I would like to hear
2 Mr. Vance's comments, is I'm having a difficulty with the
3 words "as a prerequisite to authorization of any
4 expansion...to develop an enforceable interlocal agreement."

5 To me, that would mean another at least one or two
6 years added on.

7 MR. SUTHERLAND: Mr. Vance.

8 MR. VANCE: Mr. Chairman, it's my intent in
9 just a moment to withdraw the amendment because I want to
10 work some more with Mr. Kirsch and others on refining the
11 wording.

12 I offer the amendment for, one, to bring up a point
13 that there's strong feelings about this issue in my
14 government. Six members of the county council, which is one
15 short a majority, including the chair of the budget committee
16 and the vice chair of the budget committee, have signed off
17 on this language, and with a clause after this language
18 saying that if this condition is not met, this government
19 will withdraw from PSRC.

20 There is strong feelings in our government with this
21 whole issue of equity. There is a strong belief that no
22 matter what the Port tells us this time, they cannot finance
23 all of their plans to expand Sea-Tac Airport without a
24 property tax increase. And if this is a regional facility,
25 then the burden should be regional.

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1 I would think we would all agree that the exact
2 wording here is difficult to work out, given maybe what the
3 attorneys have told us.

4 But this language is before the county council. And
5 you never guess what's going to happen in a legislative body,
6 but I think it's likely to pass the Metropolitan King County
7 Council on Monday. And if there is serious desire among
8 members here to work on a way to equitably share the burdens
9 -- and, Councilmember Nelson, I would be willing to support
10 the revenues and the benefits derived from this, speaking as
11 one member -- then we can work together on language between
12 now and the General Assembly.

13 But, again, I want members to understand that this,
14 again, is not just myself as a representative from the
15 airport communities, but I think a majority of the county
16 council has strong concerns about this whole issue of
17 eventually you are going to see a property tax levied only on
18 King County taxpayers while folks from outside King County
19 continue to enjoy the benefits of the international airport.

20 So, Mr. Chairman, I'll withdraw the amendment at
21 this time. And I would like to, if there is serious desire
22 on the part of -- and I have heard that from some folks,
23 including Councilmember Chow --

24 MS. CHOW: Chow.

25 MR. VANCE: Chow. Oops. I always do that --

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1 -- then I look forward to working with people
2 between now and July 11th, but I'll withdraw the amendment at
3 this time, Mr. Chairman.

4 MR. SUTHERLAND: The amendment has been
5 withdrawn.

6 Mr. Gossett.

7 MR. GOSSETT: Thank you, Mr. Chair.

8 Even though I am one of the county council members
9 that do not support this amendment, but I believe that there
10 is broad-based support for an effort to involve or create a
11 mechanism, a vehicle through which people that live outside
12 of King County could contribute to the overall cost,
13 mitigation cost of airport expansion.

14 I know that when we were discussing taking the
15 building of another airport either in Snohomish or Pierce
16 County on the table, that many of the members around this
17 table from Pierce and Snohomish County said that they would
18 have no problem going back to their constituents and talking
19 about ways in which Snohomish and Pierce can help contribute
20 to support to expanding the regional airport.

21 And I know that, talking to the members of SCRAAP
22 earlier today, that they again reiterated that they would
23 support going out, talking to the constituents in Snohomish
24 County about support for the regional expansion of Sea-Tac
25 Airport.

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1 So, even though Councilmember Vance has withdrawn
2 this motion, we do need to look at ways in which citizens can
3 contribute to the support of this expansion if we go forward
4 with it.

5 MR. SUTHERLAND: Executive Drewel.

6 MR. DREWEL: Well, just a comment that I think
7 I made a couple months ago. I'm always troubled when motions
8 are advanced with a cause and withdrawn with a threat.

9 What we're talking about here clearly is, if the
10 revenue is on the table, I will have to tell you
11 straightforwardly, I want a piece of your car rental tax, I
12 want a piece of your hotel, motel tax.

13 UNIDENTIFIED SPEAKER: Second.

14 MR. DREWEL: This is nothing more or less than
15 a tactic to stall productive debate. And I appreciate it's
16 been withdrawn, but I wanted to make my position absolutely
17 clear.

18 MR. SUTHERLAND: Mr. Bergh.

19 MR. BERGH: Mr. Chairman and fellow colleagues,
20 from 1993, when we first put 93-06 together, or whatever it
21 was, representing the cities of Snohomish County, I have
22 repeatedly said -- and, Chris, I have repeatedly said to you
23 -- the cities I represent care, and they care about our
24 fellow colleagues around the airport.

25 And we are in this together, in a four-county

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1 thing. We are not going to walk away from these cities. We
2 heard testimony this morning from the citizens of Snohomish
3 County that will help.

4 As late as Thursday of last week, I had a chance to
5 talk with Sam Finkelstein, representing the AWC, and he said,
6 you know, it's been an interesting concept that you can take
7 governmental tax revenues from another area to help somebody
8 else, but it's not legal, as I understand it right now, and
9 that hasn't been brought before us.

10 I was in shock. The cities had a convention here a
11 week or so ago in the Tri-Cities. I'm surprised it hasn't.

12 Chris, I don't know what's legal and what's not
13 legal, but I can tell you there is an interest of trying to
14 help what is legal to help. We are not going to walk away
15 from the cities. But I can't tell you right now either, I
16 can't define help, and that's what you would like to find.

17 MR. SUTHERLAND: Commissioner Davis.

18 MS. DAVIS: Point of clarification -- Is this
19 on?

20 MR. SUTHERLAND: Yes.

21 MS. DAVIS: Point of clarification that I think
22 might allay some fears and might help the discussion at the
23 King County Council as well.

24 The Port has always funded at the airport. The Port
25 funds capital projects with landing fees --- you heard this

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1 already, but just to remind you -- landing fees; passenger
2 facility charges, which are a charge made to the user, not to
3 the general populous of the area but to the user of the
4 airport and the airline when they fly; FAA grants, which we
5 have been talking about, which are the ones that we apply for
6 in order to do these programs; and revenue bond funds.
7 We do not use general obligation fund bonds to fund
8 airport improvements. We never have. We're not going to.
9 We will not. It is illegal to use tax levy monies to pay
10 back revenue bonds.
11 So, this is an issue that has been raised that is a
12 false issue, so that there can be a response that is not a
13 response to a real question. It is a non-issue.
14 Secondly, with respect to paying for mitigation, if
15 the other counties and the citizens of other counties want to
16 do that, I think it would be incumbent upon the PSRC to find
17 out what will be funded for mitigation as these projects move
18 forward, and then, in a timely way, say there is more
19 mitigation that this four-county body believes should be done
20 that can't be funded in the normal way that I just described,
21 and then the consideration can be taken here whether or not
22 the people from the four-county region want to help mitigate
23 beyond the usual eligible areas.
24 So that conversation doesn't have to be made right
25 now. It can be done later. There's opportunity for that

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1 part.
2 MR. SUTHERLAND: Mayor Rice.
3 MR. RICE: I truly support any effort that
4 brings regional projects to be shared and to be enhanced by a
5 larger regional constituency to pay for what I consider to be
6 regional benefits.
7 But I have real concerns that we're using what I
8 consider to be a good debate to stall the inevitable ability
9 to build a runway. I believe that you know to get an
10 enforceable Memorandum of Understanding among four counties
11 in moving this through would be interminably long and may
12 never be accomplished, and it would move this project and
13 stall it to make it longer.
14 I have the utmost respect for the King County
15 Council, but we are arguing here about trust. But motivation
16 is also involved in this whole thing, and I'm very concerned
17 that the motivation isn't to get regional sharing for cost
18 sharing of these projects, but it's really to not fulfill the
19 will or the actions of this body to build a runway, that this
20 is a way to kill it and stop it.
21 And if that's what you want to do, let's not be
22 disingenuous in the way in which we choose to do that. Let's
23 be up front about where we go. We have had this debate a
24 long time, and I think it would be not fulfilling or positive
25 for regionalism as we move away.

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1 I would urge that the County not think of
2 withdrawing because, having spent more of my lifetime
3 watching people come into the regional government and leave
4 the regional government over the things they are angry about,
5 and then spending a whole lot of time trying to bring it all
6 back together, and I have great experience in this whole
7 area, the people who withdraw don't benefit any more than the
8 people who stay. And if we're going to make allegations,
9 decisions as it relates to transportation and other issues
10 that we care about, we just really pull the whole region back
11 rather than move forward.
12 I would hope that we would really look at making
13 this resolution strong, but not look at ways in which we can
14 stop this resolution and the agreements inside of it from
15 being fulfilled.
16 MR. SUTHERLAND: I would suggest, then, we move
17 on to the next proposed amendment, and that is Mr. McKenna.
18 MS. MCCUMBER: Just as an aside, for your
19 background, as you're thinking about this over the next
20 weeks, this was an issue that you've talked a lot about over
21 the last couple years.
22 And last winter we talked at the board. We talked
23 about what's our role in mitigation related to Sea-Tac, and
24 one of the things that you concluded was that one of the
25 things that we can make sure of is funding of transportation,

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1 ground transportation projects related to Sea-Tac.
2 So, you made as a priority in the Transportation
3 Improvement Program and in the six-year action plan that
4 you're now developing that those transportation projects we
5 left for that area should be considered a high priority.
6 You also encouraged me, instructed me to participate
7 in the Burien study with the other studies and mitigation,
8 and come back to you as they start to sort through the full
9 range of mitigation issues.
10 And we also went to the Land Use Study Commission
11 and encouraged that both siting and mitigating of major
12 public facilities should be an issue that's included in
13 future revisions of the Growth Management Act.
14 So, it partly relates to what Councilmember Vance
15 says. I wanted to remind you of that.
16 MR. SUTHERLAND: Thank you, very much.
17 Mr. McKenna.
18 MR. MCKENNA: Thank you, Mr. Chairman.
19 I would like to move an amendment to Section 1 of
20 Appendix G, to add a new subsection "I" immediately following
21 subsection H, the text of which should be in front of you.
22 There is a typo in the last line of proposed
23 amendment. The word "design" appears twice. It, obviously,
24 should appear once.
25 So, I would offer this first word -- where "design"

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1 first appears, that that would be deleted, so it only appears
2 once, and I am here to speak to it.
3 MS. DRAGO: Second.
4 MR. SUTHERLAND: There has been a motion and
5 seconded by Councilmember Drago. Thank you, very much.
6 Mr. McKenna.
7 MR. MCKENNA: This amendment simply asks the
8 Port to give us a timetable for carrying out the various
9 action items which are specified in this part of Appendix G.
10 It will be a useful tool for the Regional Council to have in
11 front of it when the Port comes on -- I should say on a
12 twice-yearly basis to offer progress reports, which is
13 required in the section on Monitoring and Compliance.
14 And I was thinking about what it meant for us to
15 hear reports on progress, and it would be useful for us to
16 have something to measure the progress against.
17 And I have spoken to representatives of the Port
18 about this. They feel that this is achievable from their
19 standpoint. Obviously, the timetable they give us will not
20 be set in stone. Some things will not be known at the time
21 they give us the timetable because not all of the items are
22 within their control completely.
23 But it would be useful for us to have some idea of
24 how the items will be laid out in sequential fashion, and to
25 be able to compare that timetable to the timetable for the

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1 third runway itself.
2 And, as I said, the Port seems to be amenable to
3 this suggestion.
4 MR. SUTHERLAND: Ms. Lindsey, if you would,
5 please, September 5 is a reasonable time period for you to
6 develop and comply with this amendment?
7 MS. LINDSEY: Well, I'm a little concerned that
8 we may not have all the details for you at that point, which
9 is what I explained. But we are quite happy to come and tell
10 you what we do know at that point, and essentially develop a
11 format for you that identifies the design and construction
12 timetable, as well as the mitigation timetable, and then come
13 back to you periodically, at whatever frequency you would
14 desire, and give you the progress steps on each of those.
15 MR. SUTHERLAND: That could be part of the
16 six-month review?
17 MS. LINDSEY: Yes.
18 MR. SUTHERLAND: Thank you.
19 MS. LINDSEY: Or more often, if you desired.
20 MR. SUTHERLAND: Is there other questions or
21 comments by members of the board?
22 All those in favor of the motion, then so signify by
23 saying aye.
24 COMMITTEE MEMBERS: Aye.
25 MR. SUTHERLAND: Those opposed, nay.

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1 (No response.)
 2 The aye's have it. The motion is adopted.
 3 Phew.
 4 The next one, I think, is the motion by
 5 Councilmember Drago.
 6 MR. McKENNA: There is one more, Mr. Chair. It
 7 amends Appendix G, as well as the resolution itself.
 8 MR. SUTHERLAND: Councilmember McKenna.
 9 MR. McKENNA: Mr. Chair, I would like to move
 10 as one amendment the addition of a sentence to Resolution
 11 96-02, at the end of the first paragraph of the resolution
 12 itself, after the paragraph which begins "Be it resolved," a
 13 corresponding amendment, or part of the amendment would be
 14 also to make a slight change to Appendix G, Section III.C, to
 15 slightly change the wording of paragraph C at that point.
 16 MS. McCUMBER: Executive Sutherland, you
 17 haven't moved the overall resolution, so you may want to wait
 18 on that first piece --
 19 MR. McKENNA: That would be fine with me.
 20 MS. McCUMBER: -- and move that piece and come
 21 back to it after you complete this.
 22 MR. SUTHERLAND: Okay, if that's acceptable.
 23 If that's acceptable, we'll --
 24 MS. McCUMBER: But not the second part of this
 25 amendment.

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1 MR. McKENNA: Perhaps it would be appropriate
 2 to go ahead and -- we could do both at the same time. If
 3 it's clear to amend Appendix G at this time, since we are
 4 doing the other amendments, I would be happy to offer this as
 5 a separate amendment and then offer the resolution amendment
 6 when we have the resolution before us.
 7 MS. McCUMBER: That would work the best.
 8 MR. McKENNA: It would be fine?
 9 MR. SUTHERLAND: Okay.
 10 MR. McKENNA: If I may amend my motion to move
 11 just the amendment to Appendix G, Section III.C, I'll then
 12 speak to it.
 13 MR. SUTHERLAND: There's been a motion to amend
 14 Appendix G, paragraph III.C.
 15 MR. LOCKE: Second.
 16 MR. SUTHERLAND: It's been seconded by
 17 Executive Locke.
 18 The amendment says: "Upon receipt of a resolution
 19 approved by the Port of Seattle that contains all of the
 20 items noted under the Port of Seattle resolution above, the
 21 Executive Director will affirm, notify the Executive Board,
 22 and that the Metropolitan Plan amendment, including the third
 23 runway at Sea-Tac Airport, is in or has taken effect."
 24 MR. McKENNA: Mr. Chair, to clarify, the
 25 bracketed line, which is for deletion, and the underscored

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1 language is for addition; that is, "notify the Executive
 2 Board" and has taken the words "Port of Seattle resolution"
 3 are underscored in the original text.
 4 Speaking to the amendment, this simply clarifies
 5 what is intended. I consulted with Mr. Bricklin on this
 6 because I thought that the phrase affirm was a little
 7 unclear, and that it would be a little more explicit to state
 8 that the Executive Director would notify the board that the
 9 amendment has taken effect upon the Council's receipt of the
 10 adopted Port of Seattle resolution.
 11 So, I would simply think this makes clear what we
 12 intend to do anyway, and this will relate to the amendment I
 13 offer later on in the resolution, to make it clear that the
 14 amendments to the MTP is effective upon our receipt of the
 15 Port of Seattle resolution.
 16 That was intended, I believe, but was not actually
 17 explicit, and I wanted to be that sure we are clear about
 18 that.
 19 MR. SUTHERLAND: That's exactly correct.
 20 Are there questions or comments about the motion to
 21 amend?
 22 MR. DREWEL: Question.
 23 MR. SUTHERLAND: The question has been called
 24 for.
 25 All those in favor of the motion, then so signify by

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1 saying aye.
 2 COMMITTEE MEMBERS: Aye.
 3 MR. SUTHERLAND: Those opposed, nay.
 4 (No response.)
 5 MR. SUTHERLAND: The aye's have it. The motion
 6 is adopted, and we'll come back and talk about the other when
 7 we're completed with our amendments.
 8 Okay. Councilmember Drago.
 9 MS. DRAGO: Okay. I would like to -- Is this
 10 on?
 11 MR. SUTHERLAND: It will be.
 12 MS. DRAGO: I would move an amendment to
 13 Section 1, Appendix H, to add item number 4 and add the
 14 following language:
 15 Schools in the Puget Sound region currently receive
 16 varying degrees of aircraft noise exposure. Once it
 17 completes the schools affected by the 65 decibels, or the
 18 DNL, the Port will investigate insulating schools affected by
 19 the 60 to 65 DNL. Sound insulation must comply with FAA
 20 eligibility criteria to achieve measurable noise benefit,
 21 that being at least 5 dBs improvement over existing
 22 conditions.
 23 MR. GOSSETT: I second the motion.
 24 MR. SUTHERLAND: It's been moved and seconded.
 25 Do you wish to speak to your motion,

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1 Councilmember Drago?
 2 MS. DRAGO: I would.
 3 This morning I heard the testimony about the
 4 Highline schools. And in our written materials, and also in
 5 testimony, there was reference to the Seattle schools and the
 6 Federal Way schools. And as I looked at the map and kind of
 7 drew the lines and asked questions, what I learned was that
 8 it was only the Highline schools that are included in the 65
 9 DNL.
 10 And the intention of this is, if monies are
 11 available, it makes it kind of a second-tier priority, but it
 12 would be included in some study. But if monies are available
 13 to include those schools out to the next contour, which is
 14 the 60 DNL.
 15 So, it would include the schools between the blue
 16 line and the purple line, which would be some schools in
 17 Seattle, some in Federal Way, and there may be schools in
 18 some of the other districts. I don't know that. But it
 19 broadens that span.
 20 MR. SUTHERLAND: Would you consider, somewhere
 21 in your motion to amend, recognizing the need for funding
 22 based on the availability of funding?
 23 MS. DRAGO: And we did pass something earlier,
 24 that I thought it might be included in there. I mean, I
 25 would certainly like to have funding, because I know that

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1 isn't there. But I'm certainly open to any suggestions.
 2 MR. SUTHERLAND: Questions or comments by
 3 members? Executive Drewel? Mayor Rice.
 4 MR. DREWEL: Just a question. You used the
 5 term -- and I think you explained my concern away, but I want
 6 to make sure that you did. You used the term Puget Sound
 7 region.
 8 MS. DRAGO: And that may be a little broad.
 9 MR. DREWEL: It certainly is, from my
 10 viewpoint.
 11 MS. DRAGO: Yeah. So, we could certainly
 12 narrow that.
 13 MR. SUTHERLAND: Councilmember Drago, I wonder
 14 if it would be possible if we could do some wordsmithing --
 15 MS. DRAGO: That's fine.
 16 MR. SUTHERLAND: -- and then bring this back
 17 for some further discussion --
 18 MS. DRAGO: Okay.
 19 MR. SUTHERLAND: -- after we consider some of
 20 the others.
 21 MR. RICE: I passed.
 22 MR. SUTHERLAND: There's two parts. Number
 23 one, the Puget Sound region is pretty big. And, for an
 24 example, the Port of Seattle does not have authority outside
 25 of King County. And as you look at schools in the Puget

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1 Sound region that have aircraft noise, Snohomish County has
 2 Paine Field and they have that impact. Kitsap has Whidbey
 3 Island. They have an impact. Pierce County has McChord.
 4 And Tacoma Narrows Airport, they have impacts.
 5 And so, maybe if we were to find it, the language,
 6 as well as perhaps some way to indicate that not only to
 7 investigate, but consider that funding must be available for
 8 it.
 9 MS. DRAGO: That's fine, because this was put
 10 together very quickly.
 11 MR. SUTHERLAND: Because funding currently is
 12 not recognized.
 13 MS. DRAGO: So, I would happy to withdraw it
 14 and we will work on it for July.
 15 MR. SUTHERLAND: Beautiful. Thank you, very
 16 much.
 17 Do you want to do that today, or do you want to do
 18 that in July? I prefer to do it today.
 19 MS. MCCUMBER: Why don't we see if we could
 20 help? Jerry and Bob --
 21 MR. SUTHERLAND: And bring it back this
 22 afternoon? All right. Thank you.
 23 I have a handwritten amendment by Councilmember Bob
 24 Edwards. Mr. Edwards.
 25 MR. EDWARDS: Yes, Mr. Chair. Thank you.

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1 Actually, we had a typed version, prepared copies.
 2 But in the process of trying to improve upon what we had,
 3 this is what we end up with, and I hope it's readable. And I
 4 am going to read it first, and then I will move it as an
 5 amendment.
 6 And this would be in Section III under the
 7 Responsibilities of the Puget Sound Regional Council. It
 8 would be a new paragraph H:
 9 "The PSRC will conduct statistically valid surveys
 10 during and after construction of the third runway to assess
 11 the effects of such items as noise,
 12 transporation/circulation, and land uses on the quality of
 13 life in surrounding communities."
 14 Mr. Chair, I would move this amendment to the main
 15 motion.
 16 MR. EVANS: Second.
 17 MR. SUTHERLAND: It's been moved. Second,
 18 please?
 19 MR. EVANS: (Raises hand.)
 20 MR. SUTHERLAND: Thank you.
 21 MR. EDWARDS: Mr. Chair, in speaking to this, I
 22 believe that today we have been actively, and to a great
 23 extent successful, in trying to overall implement the
 24 recommendations of the expert review committee.
 25 One theory that was not addressed had to do with the

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1 social surveys that were supported by the Airport Communities
 2 Coalition and not supported by the Port, and part of it had
 3 to do with how they would be used, who would do them.
 4 And I think that something that would use the Puget
 5 Sound Regional Council, which would have oversight, that
 6 would determine what the survey consisted of, how it was done
 7 and when it was done, I think would at least be an effort to
 8 try to accomplish what is asked.
 9 Also, by broadening it beyond just the noise survey,
 10 would get a number of other issues which I think might -- are
 11 just about as important, such as things that affects the
 12 airport expansion on traffic congestion, and also how this
 13 fits in the overall scheme of things.
 14 It may be, sure, airport noise is a high concern,
 15 but there are other things also and how that ranks. And I
 16 think, though, in the general good-faith effort to try to, as
 17 fully as possible, implement the recommendations of the
 18 Expert Review Panel, I think that trying to do the survey
 19 work would be appropriate, and I do think it's appropriate
 20 and that it's done by PSRC.
 21 MR. SUTHERLAND: Discussion?
 22 Mayor Sanderson.
 23 MR. SANDERSON: Thank you.
 24 The question on the term statistically valid survey,
 25 does that mean you're excluding a self-directed survey?

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1 MR. EDWARDS: That would be excluding a
 2 self-directed survey. It would be an honest-to-goodness
 3 survey, which means usually, after the survey, a lot of
 4 people.
 5 MR. SUTHERLAND: Councilmember Nelson.
 6 MR. NELSON: If I might ask Councilmember
 7 Edwards a question.
 8 On the prepositional phrase, the very last line that
 9 says "on the quality of life," that's a rather subjective
 10 phrase that means something different to this body or
 11 whatever body you talk to.
 12 I'm assuming that was kind of a thrown-in kind of
 13 thing to make you people feel good, but wouldn't it just as
 14 well be left out so that would be on the noise transportation
 15 circulation and land uses in the surrounding communities?
 16 Isn't that what we are really trying to get at?
 17 MR. EDWARDS: That could be an improvement.
 18 Obviously, this has been modified throughout the day.
 19 MR. NELSON: Yeah.
 20 So, I am wondering if what you find in many areas
 21 for the phrase quality of life, it oftentimes means what
 22 government can really do for people in the area of
 23 infrastructure improvements, parks and water and other
 24 things, and yet we don't define that anywhere that I know of
 25 very specifically.

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1 But all those other things you have got in here as
 2 far as items that would be included in the survey are very
 3 pointed, so I'm wondering if you would perhaps consider just
 4 removing that prepositional phrase there to be very specific
 5 as to what we're going to ask the PSRC staff to pursue in
 6 getting a consultant to do this survey, so it's a clear
 7 position.
 8 MR. EDWARDS: I would certainly accept that as
 9 a friendly amendment, if the seconder would.
 10 MR. LOCKE: Who is the seconder of the motion?
 11 MR. MCKENNA: I'll second it.
 12 MR. LOCKE: Mr. McKenna has identified himself
 13 as a seconder, and he agrees with it.
 14 So, the friendly amendment does what then?
 15 MR. NELSON: Just moves the prepositional
 16 phrase "on the quality of life," so you leave it very
 17 specific as to what we're going to have the statistical
 18 survey do.
 19 MR. LOCKE: So it would say "noise,
 20 transportation/circulation and land uses in surrounding
 21 communities"?
 22 MR. EDWARDS: Correct.
 23 MR. LOCKE: Any further discussion?
 24 Mr. Russell.
 25 MR. RUSSELL: Speaking to the amendment, this

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1 is a fairly modest activity, I think, and it might be helpful
 2 for PSRC, which would now carry out this activity, to get
 3 things in perspective in terms of what really matters to how
 4 many people in the affected communities.
 5 And I think it might help us under III.F., when we
 6 annually convened, for representatives to review the whole
 7 issue. So, I'm in support of it.
 8 MR. LOCKE: Mary, was there a comment?
 9 MS. MCCUMBER: Yeah. I want to make sure that
 10 we get it written right.
 11 All these things that we're studying are in
 12 relationship to the third runway. So we were wondering, just
 13 to clarify the language and not have ambiguity in the future,
 14 to assess the third runway's effects on such items and go
 15 into that? Is that what you mean?
 16 MR. EDWARDS: That would be fine.
 17 MS. MCCUMBER: And then, if we were to do this,
 18 it's like Councilmember Russell's piece, I would suggest we
 19 add this item into the III.3.a., that we need funding to do
 20 this.
 21 MR. EDWARDS: That certainly would be the
 22 intent.
 23 MR. LOCKE: Is that amenable to the seconder of
 24 the motion, Mr. McKenna?
 25 MR. MCKENNA: It is, Mr. Chair. I would ask

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1 that the amendment as modified be read, because I had a
 2 similar concern about the sense of the sentence once "quality
 3 of life" was taken out. And if we could reread it with
 4 Ms. McCumber's change in it, that would be very helpful.
 5 MR. LOCKE: Let's see. Who's got the final
 6 version there?
 7 MR. EDWARDS: If I could have the language from
 8 Ms. McCumber, I would be glad to read the motion as I
 9 perceive it, or the amendment as I perceive it.
 10 MS. MCCUMBER: We just had the question from
 11 our editorial writer: Is it the effects of Sea-Tac with the
 12 third runway or the third runway alone, and how do you study
 13 the effects of the third runway? Splitting hairs here.
 14 What we have now is: The PSRC will conduct a
 15 statistically valid survey during and after construction of
 16 the third runway to assess -- maybe it is the Sea-Tac
 17 Airport's affects on such items as noise,
 18 transportation/circulation and land uses on the surrounding
 19 communities -- in the surrounding communities.
 20 Is that where we are?
 21 MR. EDWARDS: I think that gets at what we're
 22 trying to get at. I mean, to some extent, this is a
 23 substitute for the requested social surveys, and yet, it
 24 isn't quite a social survey. It does something more.
 25 MR. LOCKE: All right. Committee ready to

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1 vote?
 2 All those in favor, signify by saying aye.
 3 COMMITTEE MEMBERS: Aye.
 4 MR. LOCKE: All those opposed.
 5 (No response.)
 6 MR. LOCKE: The aye's have it. The amendment
 7 is adopted.
 8 Any further amendments? There was one by Mr. Ryan.
 9 MR. RYAN: Yes. I would like to move an
 10 amendment -- and sorry for my chicken scratches. They are
 11 probably hard to read.
 12 I move the amendment:
 13 "Recommend to the legislature" -- and this is to
 14 part IV, Washington State Department of Transportation and
 15 Transportation Commission.
 16 "Recommend to the legislature to begin site
 17 location work, including land banking, for eventual
 18 acquisition and construction of an additional airport to
 19 serve Washington state when Sea-Tac essentially reaches
 20 saturation."
 21 MR. LOCKE: Is there a second?
 22 MR. RUSSELL: Second.
 23 MR. LOCKE: It's been moved and seconded we
 24 adopt the amendment.
 25 Mr. Ryan.

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1 MR. RYAN: Okay. I came into this process part
 2 way through, and it was very obvious to me that there had
 3 been a little foresight down the road, or I should say back
 4 up the road, a goodly number of years. There wouldn't have
 5 been such a shock that when someone started talking about
 6 putting an airport in Snohomish and the far reaches of Pierce
 7 County, that it would have been possible.
 8 And the kinds of places we are talking about now are
 9 Tenino, Chehalis, Eastern Washington. And my experience in
 10 Kitsap County is that it's -- people keep saying we are
 11 rural, but we're getting awfully suburban. And I believe
 12 these other areas, in spite of the fervent desires of the
 13 social engineers in King County, are going over time to
 14 gather more people.
 15 MR. DAVIS: Mr. Chairman.
 16 MR. SUTHERLAND: Aubrey Davis.
 17 MR. DAVIS: I don't object to this resolution
 18 -- this amendment. The fact is the Commission three years
 19 ago made such a recommendation to the legislature, upon
 20 conclusion of the Sea-Tac issue, that that be undertaken.
 21 Let me remind everybody, though, that when you are
 22 talking about an airport someplace else, we are not only
 23 talking about the cost of an airport; we are talking about
 24 the infrastructure, rail, highways and transit to it, which
 25 makes consideration of some areas which are the open space

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1 available to us rather difficult, and they just can't afford
 2 to get there.
 3 It's going to be a real tough problem. The
 4 Commission has asked the legislature to start engaging with
 5 it and will continue to do so.
 6 MR. SUTHERLAND: Thank you, Mr. Davis.
 7 Matt, I wonder if you would be willing to put a
 8 period after the word "state" and delete "when Sea-Tac
 9 eventually reaches saturation."
 10 MR. RYAN: Be glad to.
 11 MR. SUTHERLAND: So that it would then read
 12 "and construction of an additional airport to serve
 13 Washington state."
 14 MR. RYAN: Wonderful.
 15 MR. SUTHERLAND: Okay.
 16 MS. MCCUMBER: Could I be the historian again?
 17 MR. SUTHERLAND: I'm sorry?
 18 MS. MCCUMBER: Could I be the historian again?
 19 MR. SUTHERLAND: Of course.
 20 MS. MCCUMBER: In your Executive Board
 21 resolution, in 1994 you have a statement that has some of
 22 this. It says: "Further, the Executive Board recommends
 23 that the state, in cooperation with the appropriate local
 24 jurisdictions and regional transportation planning
 25 organizations, implement a comprehensive process for

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1 evaluating all options to meet the state of Washington's
 2 long-term air travel and interregional ground transportation
 3 needs, including high-speed rail."
 4 So, that's sort of a global statement, and it's only
 5 an Executive Board statement, whereas this would be from the
 6 full General Assembly.
 7 MR. SUTHERLAND: Mr. Ryan, that sounded pretty
 8 good to me. Do you want to make it a substitute and include
 9 the language that we have already worked on into this?
 10 MR. RYAN: That would be fine. I just wanted
 11 to put the folks at the state level's feet into the fire and
 12 get it heated up while the public is stirred up rather than
 13 wait until they figure they can forget about it.
 14 MR. SUTHERLAND: I think it's important that we
 15 continue to have this as part of our continued statement.
 16 Mary, could you read that statement once again? And
 17 with concurrence of the maker of the motion and the seconder
 18 of the motion, we would vote on the statement that you're
 19 about to read.
 20 MS. MCCUMBER: I was just wondering, where we
 21 had it before was thinking about more of the resolution, but
 22 maybe it comes under the Puget Sound Regional Council because
 23 it would be us conveying this to the state.
 24 MR. SUTHERLAND: That's exactly right.
 25 MS. MCCUMBER: It says: "Further, the

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1 Executive Board recommends that the state, in cooperation
 2 with appropriate local jurisdictions and regional
 3 transportation planning organizations, implement a
 4 comprehensive process for evaluating all options to meet the
 5 state of Washington's long-term air travel and interregional
 6 ground transportation needs, including high-speed rail."
 7 It's towards the back of your Executive Board
 8 packet, and it's resolution EB-94-01, and it's the last
 9 "Further."
 10 MR. SUTHERLAND: Any discussion?
 11 All those in favor of the motion, then so signify by
 12 saying aye.
 13 COMMITTEE MEMBERS: Aye.
 14 MR. SUTHERLAND: Those opposed nay.
 15 (No response.)
 16 MR. SUTHERLAND: The aye's have it. The motion
 17 is adopted.
 18 Okay. That's all that I have, except back to
 19 Councilmember Drago.
 20 MS. DRAGO: Kevin, do you have that ready?
 21 No?
 22 I guess we don't have it ready.
 23 MR. SUTHERLAND: Mr. Gossett.
 24 MR. GOSSETT: Thank you, Mr. Chair.
 25 I have a question under G -- excuse me -- under the

1 Port of Seattle, Section G, where we talk about the 150
2 study.
3 I wanted to get a clarification on affected parties
4 anticipating under number 1, G.1: "The Port of Seattle will
5 invite the Regional Council, the FAA and affected parties to
6 participate."
7 I'm real interested in making sure that they are
8 citizens on this body that looks at the 150 results, and that
9 citizens come from other than just the Sea-Tac area, because
10 they are citizens in Rainier Valley, Ballard and Magnolia,
11 Mountlake that have raised some concerns, and I would like
12 for them to at least be able to be part of this body that
13 looks at issues that they think are important. They may not
14 get studied, but they get to bring them to the table.
15 So I need someone to tell me what affected parties
16 mean. And if it doesn't mean something that broad, then I
17 might have a quick amendment.
18 MR. SUTHERLAND: Ms. Lindsey, if you would,
19 please.
20 MS. LINDSEY: I'll do my best.
21 Our intent would be that affected parties is indeed
22 quite a broad cross section, since the airport's operations
23 do affect more than just the close-in communities.
24 Without being able to define a specific list of
25 participants, let me just assure you that the intent would be

1 that it would be quite broad, and we would also be happy to
2 work with the PSRC on composition of what that advisory
3 committee would be.
4 MR. GOSSETT: Oh, great, because some of us
5 would like to submit people to that committee.
6 MS. LINDSEY: That would be just fine.
7 MR. SUTHERLAND: Thank you.
8 Ms. Lindsey, before you go away -- thank you -- I've
9 been rattling around in the back of my head, which is a large
10 vacuum, but I've been rattling it around in there about the
11 comments made by Commissioner Davis relative to the use of
12 airport monies and taxing and the use of different tax
13 dollars.
14 I wonder if it would be helpful for some of our
15 members of the board and the members of the General Assembly
16 if the airport or your staff or attorneys might be able to
17 put together some kind of a basic statement that this is the
18 limitations that we're working under relative to the use of
19 different funding sources, where they come from, where the
20 limits are on the use of them, so that we can have it in
21 black and white.
22 MS. LINDSEY: Certainly, we can. And we can go
23 so far as to indicate some of the various financing
24 assumptions that we are making for the runway. We could put
25 that together in a comprehensive package, and am I hearing

1 that that would be helpful --
2 MR. SUTHERLAND: I think it would be.
3 MS. LINDSEY: -- for the next gathering of this
4 body or the General Assembly?
5 MR. SUTHERLAND: Yes.
6 Commissioner Davis, would you --
7 MS. DAVIS: If I could add to that.
8 If you would like us to -- and I think this is what
9 Gina Marie is saying, how we are not completely able to say
10 what the financing mix there would be because we haven't got
11 the go-ahead to do it yet, and we can't determine the FAA
12 funds until the go-ahead happens. So, it's sort of a chicken
13 egg.
14 But what she can do is the outline of how it would
15 be funded, and then the percentages within that financing
16 plan would be determined on how much we can get back from the
17 FAA and then what other revenue sources after that.
18 MR. SUTHERLAND: If we could get that in some
19 kind of a timely manner so that we could include it in our
20 packets that we send out for the 11th meeting, I think that
21 really could be very helpful because this is an area that a
22 lot of us, though we grapple with, yours is a little
23 different than we normally are looking at.
24 MS. LINDSEY: True. We can absolutely put that
25 together and have it to you by your packet deadline.

1 MS. MCCUMBER: Our packet deadline is Monday
2 morning.
3 MS. LINDSEY: Well, that was a little
4 ambitious, wasn't it?
5 MS. MCCUMBER: So, what you could do is send it
6 separately, but we have a requirement to have it out ten days
7 before the Assembly.
8 MR. RUSSELL: Mr. President.
9 MR. SUTHERLAND: Mr. Russell.
10 MR. RUSSELL: I think that's a great idea. But
11 more than just the runway, since there was a lot of
12 discussion about the overall master plan, could you include
13 information about the funding of that and how the Port sees
14 that evolving?
15 MS. LINDSEY: Yes, we can.
16 And maybe if I could just take one minute and let
17 you know that the runway cost is a \$405 million runway with
18 \$50 million of mitigation assumed. The \$3 billion that has
19 been bandied about many times is a figure that is derived
20 from the entire master plan cost, which includes new terminal
21 development, roadways, parking garages and lots of assumed
22 development needs that may be second-party financed. And
23 that figure is added to our infrastructure replacement cost
24 of an assumed \$800 million, then inflated for the 25 years to
25 come up with a \$3 billion figure.

1 It is not a \$3 billion package that you're
2 contemplating.
3 MR. SUTHERLAND: Thank you.
4 Okay. Ms. Drago --
5 MS. DRAGO: I don't know if they are ready or
6 not. They are tightening it up.
7 MR. SUTHERLAND: -- how are we doing?
8 MS. DRAGO: It doesn't look like it.
9 Kevin, is it ready?
10 MR. SUTHERLAND: Mr. Gossett.
11 MR. GOSSETT: Thank you, Mr. Chairman.
12 I want to ask Pat Davis or the Port representative
13 another question.
14 What if, through the 150 study and the efforts of
15 the PSRC, the assumption of 50 million in mitigation reaches
16 something like 125 million that we collectively say really
17 needs to get done, who would decide -- would the Port have
18 the authority to say no, we are not going to do any further
19 if the PSRC says we really think more needs to be done, or
20 would we need to collaboratively come up with something and
21 then collaboratively decide how it is that this gets funded,
22 or is it primarily the Port's authority to decide how the
23 funding would take place if it decided to go along with it?
24 See, if the expenses go beyond what you assume and
25 expect for mitigation, what is the process for making the

1 decision that that's reasonable and we really shouldn't work
2 hard to try to get it, and then what process is used and who
3 does it involve primarily in determining the strategies that
4 would be important to get the money?
5 MS. LINDSEY: I may have confused an already
6 confusing subject.
7 The \$50 million of mitigation that is added to the
8 405 million of construction cost is specific only to the
9 runway and really has nothing to do with the recommendations
10 that may come out of the Part 150 study. That would be
11 entirely separate from the \$50 million, and the funding
12 sources for that would be predicated primarily on what is
13 federally eligible and approved as a part of that study
14 process.
15 Does that help?
16 MR. GOSSETT: Well, but at our last meeting
17 when I raised this issue, Commissioner Davis said that the
18 Port can use its own funds if it's not something that's
19 directly covered or defined in federal criteria, in terms of
20 mitigation, if it wanted to go further.
21 MS. LINDSEY: There are some elements of our
22 insulation program now that are not federally eligible.
23 MR. GOSSETT: That you already use some of your
24 own?
25 MS. LINDSEY: That we already use some of our

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1 own money for.
 2 MR. GOSSETT: Okay.
 3 MS. LINDSEY: In fact, going forward on our
 4 noise insulation program, we actually expect federal money to
 5 cover about one-third of that, and the rest would be covered
 6 by Port sources and finance.
 7 MR. SUTHERLAND: We are waiting for you, Jan.
 8 MS. DRAGO: Oh, okay. Let's try this again.
 9 MR. SUTHERLAND: Please.
 10 MS. DRAGO: Okay. It's an amendment to Section
 11 1, Appendix A, adding item number 4 with the following
 12 language:
 13 "Once the Port of Seattle completes the sound
 14 insulation program for schools affected by aircraft noise
 15 exposure of 65 DNL from Sea-Tac International Airport, it
 16 will investigate feasibility and funding for insulating
 17 schools affected by the then-current 60 to 65 DNL aircraft
 18 noise exposure from Sea-Tac. Sound insulation must comply
 19 with FAA eligibility criteria to achieve measurable noise
 20 benefits."
 21 UNIDENTIFIED SPEAKER: Second.
 22 UNIDENTIFIED SPEAKER: Second.
 23 MR. SUTHERLAND: It's been moved and seconded.
 24 Do you wish to speak to the motion?
 25 MS. DRAGO: Well, I think this language is

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1 narrowed and speaks to the intent of trying to include those
 2 schools between the 60 and 65 DNL contour.
 3 MR. SUTHERLAND: Questions or comments by
 4 members of the body?
 5 MR. DREWEL: Question.
 6 MR. SUTHERLAND: The question has been called
 7 for.
 8 All those in favor of the motion, then so signify by
 9 saying aye.
 10 COMMITTEE MEMBERS: Aye.
 11 MR. SUTHERLAND: Those opposed, nay.
 12 (No response.)
 13 MR. SUTHERLAND: The aye's have it. The motion
 14 is adopted.
 15 MS. DRAGO: Thank you.
 16 MR. SUTHERLAND: I thank those who did the
 17 quick draft.
 18 Okay. We have now before us Appendix G as amended.
 19 Let us go back to the one item relative to Councilmember
 20 McKenna.
 21 MS. MCCUMBER: President Sutherland.
 22 MR. SUTHERLAND: Yes.
 23 MS. MCCUMBER: Go back to page 8-2 in your
 24 agenda package, and what you have now is the first point.
 25 You have a package for point number 1.

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1 So, I guess I would recommend you act on that, and
 2 then move to 2 where McKenna's would be an amendment to the
 3 draft resolution.
 4 Are you all there?
 5 MR. SUTHERLAND: No. We are in our agenda
 6 packet, page 8-2, the recommended action item 1?
 7 MS. MCCUMBER: Yes, that's what you're on now.
 8 MR. SUTHERLAND: Select appropriate noise
 9 reduction measures from the recommendation of the Expert
 10 Panel, and include appropriate amendment implementation and
 11 monitoring steps to be included in the 1995 Metropolitan
 12 Transportation Plan known as Appendix G as amended.
 13 MS. MCCUMBER: Right. So, you have made a
 14 whole series of amendments, that now you need to act on the
 15 motion you have on the table, plus all these amendments,
 16 right?
 17 MR. SUTHERLAND: That's correct.
 18 MS. MCCUMBER: Right. And then you would move
 19 to the resolution, Appendix G, as amended.
 20 MR. SUTHERLAND: Okay. So, the appropriate
 21 motion would be to --
 22 MS. MCCUMBER: You have a motion on the table,
 23 right?
 24 MR. SUTHERLAND: Yes, we do.
 25 MS. MCCUMBER: And you have amended it?

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1 MR. SUTHERLAND: We have the main --
 2 MS. MCCUMBER: And you've amended it.
 3 MR. SUTHERLAND: -- that was put by Executive
 4 Drewel.
 5 MS. MCCUMBER: Now you should vote on the whole
 6 package, right?
 7 MR. SUTHERLAND: Right. That's where I was
 8 going.
 9 MS. MCCUMBER: I am sorry. I was trying to
 10 keep you out of the resolution and go to it next.
 11 MR. SUTHERLAND: I thought you were doing
 12 something else to me --
 13 MS. MCCUMBER: No.
 14 MR. SUTHERLAND: -- besides confusing me, which
 15 is easy enough.
 16 Ladies and gentlemen, we have before us a motion to
 17 adopt Appendix G as amended. Is there final comments?
 18 I would only indicate that through this process we
 19 have been able, I think, to identify a significant work plan
 20 and program, and I think really that this addresses many of
 21 the issues that we have been driving at for a long, long
 22 time.
 23 I would like to commend you and congratulate you on
 24 the ability to be able to bring this to some focus and
 25 specificity. I think the work that you have done has been

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1 outstanding.
 2 I would like to say to those affected communities,
 3 the staff of the organizations that have been helpful to us,
 4 and our own PSRC staff has been most commendable in their
 5 tenacity and their time. I don't know how many of you
 6 realize that for some folks, there hasn't been many weekends
 7 lately, and that all of this material has been brought to
 8 this point, and I congratulate you. It has been an enormous
 9 amount of work.
 10 We have before us a motion. All those in favor so
 11 signify by saying aye.
 12 COMMITTEE MEMBERS: Aye.
 13 MR. SUTHERLAND: Those opposed, nay.
 14 MR. VANCE: No.
 15 MR. SUTHERLAND: The aye's have it. The motion
 16 is adopted.
 17 Okay. Now, item 2 is to review and revise as needed
 18 Draft Resolution A-96-02, including Attachment A, Amendments
 19 to the Metropolitan Transportation Plan, and then to
 20 recommend this package to the General Assembly as part of an
 21 amendment to include a third runway at Sea-Tac Airport to the
 22 Metropolitan Transportation Plan for the central Puget Sound
 23 region.
 24 We need to come back, then, to add to Resolution
 25 96-02, at the end of the first "Be it resolved" paragraph,

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1 that this amendment is effective upon the Regional Council's
 2 receipt of the Port of Seattle's resolution described in
 3 Attachment A, Appendix G, Part I. The chair would entertain
 4 that as a motion.
 5 UNIDENTIFIED SPEAKER: So moved.
 6 MR. SUTHERLAND: It's been moved and seconded.
 7 MR. LOCKE: Call for the question.
 8 MR. SUTHERLAND: Discussion on the motion?
 9 MR. RUSSELL: If it's appropriate, I would like
 10 to offer an amendment on a small issue --
 11 MR. SUTHERLAND: Mr. Russell.
 12 MR. RUSSELL: -- since we are in the amendment
 13 game.
 14 On page 8-24, under the attachment to the
 15 resolution, Attachment A, I would like to strike the
 16 statement at the top of the page "eliminate small
 17 supplemental airports, including Paine Field, as a preferred
 18 alternative."
 19 MR. EVANS: Second.
 20 MR. RUSSELL: Am I in the right place?
 21 MR. SUTHERLAND: Yeah. We are on two different
 22 points here.
 23 MR. RUSSELL: I apologize.
 24 MR. SUTHERLAND: We are working on an amendment
 25 that says at the end of the first "Be it resolved" paragraph.

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1 MR. RUSSELL: Oh, my apologies.
2 MR. SUTHERLAND: Okay.
3 MR. RUSSELL: We are now in the 96-02 --
4 MR. SUTHERLAND: Yes.
5 MR. RUSSELL: -- to include --
6 MR. SUTHERLAND: Yes.
7 MR. RUSSELL: Sorry. My fault.
8 MR. SUTHERLAND: No problem.
9 Mr. McKenna.
10 MR. MCKENNA: If we're on the motion to adopt
11 the resolution, I would like to move that amendment now,
12 which we handed out earlier but we deferred, relating to
13 amending the resolution itself, which is on page 8-21. It
14 would be an additional sentence at the end of that paragraph,
15 the paragraph that begins "Now, therefore, be it resolved."
16 And I move that we add an additional sentence which
17 states: This amendment is effective upon the Regional
18 Council's receipt of the Port of Seattle resolution described
19 in Attachment A, Appendix G, Part I.
20 UNIDENTIFIED SPEAKER: Second.
21 MR. SUTHERLAND: It's been moved and seconded.
22 Discussion to the motion?
23 All those in favor of the motion, so signify by
24 saying aye.
25 COMMITTEE MEMBERS: Aye.

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1 MR. SUTHERLAND: Those opposed, nay.
2 (No response.)
3 MR. SUTHERLAND: The aye's have it. The motion
4 is adopted.
5 Now, Councilmember Russell.
6 MR. RUSSELL: I would like to make an amendment
7 or propose an amendment to Attachment A to 96-02, which would
8 be page 8-24, which at the top of the page would strike the
9 statement "eliminate small supplemental airports, including
10 Paine Field, as a preferred alternative."
11 UNIDENTIFIED SPEAKER: Second.
12 MR. SUTHERLAND: It's been moved and seconded
13 to strike the language "and eliminate small supplemental
14 airports, including Paine Field, as a preferred
15 alternative."
16 Discussion?
17 MR. RUSSELL: If I may speak to this.
18 What this Attachment A and the resolution deals with
19 is, as I understand it, the region should pursue vigorously a
20 third runway at Sea-Tac with additional noise reduction
21 measures, and I think that this last statement is not needed
22 and may not really -- it may have implications that may not
23 be really appropriate here.
24 MR. SUTHERLAND: Executive Drewel.
25 MR. DREWEL: Very quickly, Councilmember

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1 Russell, your purpose, then, is just to clean up language
2 there? There is no other intent here?
3 MR. RUSSELL: Correct.
4 MR. SUTHERLAND: Other discussion?
5 MS. MCCUMBER: Do you want any history on this
6 one, what it is?
7 MR. SUTHERLAND: I'm sorry. Ms. McCumber.
8 MS. MCCUMBER: Would it help to have some
9 history? No? Okay.
10 MR. BERGH: Would it help to what?
11 MS. MCCUMBER: I mean, this is an attachment.
12 How we did this is the original 93-03 is included in the
13 existing Metropolitan Transportation Plan as an appendix.
14 So, why we were making amendments to that resolution
15 you passed three years ago is to clean it up as it relates to
16 reopening the question of right now.
17 So, that's why we didn't go and tinker with other
18 parts. We left the original resolution in place except for
19 things that needed to be made consistent in relationship to
20 the action today.
21 MR. DREWEL: And I guess that's the concern I
22 have, Dave. Even though it's just a language cleanup, I am a
23 little hesitant to get into taking some of the words out of
24 that resolution.
25 So, speaking against your motion.

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1 MR. RUSSELL: Okay. I guess it's not a major
2 issue. I think that this resolution will be what people now
3 go forward with, what they look to, and that statement seems
4 to be a little peculiar at this point in time, and that's why
5 I made the motion.
6 MR. SUTHERLAND: Further discussion?
7 All those in favor of the motion, so signify by
8 saying aye.
9 COMMITTEE MEMBERS: Aye.
10 MR. SUTHERLAND: Those opposed, nay.
11 COMMITTEE MEMBERS: Nay.
12 MR. SUTHERLAND: The motion fails. Okay.
13 We have before us Resolution 96-02 as amended to
14 include Appendix G as amended.
15 UNIDENTIFIED SPEAKER: So moved.
16 MR. SUTHERLAND: It's been moved and seconded.
17 Discussion?
18 MR. VANCE: Mr. Chairman.
19 MR. SUTHERLAND: Councilmember Vance.
20 MR. VANCE: Thank you, Mr. Chairman.
21 If we are now on final passage, it comes as no
22 surprise I am going to vote against this.
23 And, first of all, I want to clarify something.
24 This is a \$3 billion project. And to compare it to another
25 major capital project in the region is something like the

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1 Kingdome, where we originally advertised to the voters it
2 would cost \$65 million. Well, obviously, we have spent a lot
3 more than \$65 million to pay for the Kingdome. With all the
4 debt and obligations and other things, it comes out to be
5 much more.
6 Well, the same thing is true here, and the Port has
7 admitted that. When you add up all the costs, it does end up
8 being a \$3 billion project. And despite their assertions to
9 the contrary, we don't think there is any way they can
10 guarantee to the taxpayers of this region they will not use
11 their authority to raise property taxes to help pay for
12 that. But be that as it may, I think that we will continue
13 to debate that issue.
14 What we are doing here today by adopting A-96-02 is
15 quite simply authorizing the third runway with a set of
16 conditions which are virtually meaningless to improve the
17 quality of life to the citizens around Sea-Tac Airport
18 because all of these conditions that we are imposing upon the
19 Port are things the Port has already agreed to or was going
20 to do anyway. There is no additional money here allocated to
21 mitigation.
22 And speaking as -- and this is -- and I understand
23 how I may be an aggravation to some members of this board,
24 but there are about a quarter of a million people that live
25 around Sea-Tac Airport.

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1 And just out of the peculiarity of the way this
2 organization is made up, I am their only representative on
3 this board. There is no other county council member here who
4 represents the airport communities. Councilmember
5 von Reichbauer is not here, Councilmember Nichols is not
6 here, Councilmember Sims is not here, but they will be at the
7 County Council on Monday. None of these Suburban City
8 members from King County happen to be from the airport
9 communities.
10 So, there is a huge population around the airport,
11 and I'm their only representative on this regional body. And
12 for them today, this is an extremely bitter pill because what
13 we are doing is approving the third runway with the seven
14 conditions. And speaking for them will mean nothing to
15 them. Nothing. This will not make their lives any better.
16 But I think this also has this action beyond that,
17 you know. For those of you who do not represent people who
18 live around Sea-Tac Airport, I think this is a tragic
19 decision for the region for two reasons.
20 And the first is that when I first came to this
21 organization three years ago, this was supposed to be an
22 organization where you left your jurisdiction at the door,
23 where we fought for the good of the region. And the biggest
24 project we were taking on was how to assemble and put
25 together a plan to handle this region's air transportation

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1 capacity for the future.

2 And not all of you were here at the time, but that
3 process was on track. We were moving down the process to
4 implement 93-03. And it was a fair process until we put
5 names to the sites, and then regionalism went out the door.
6 And then everybody started doing, of course, what I have to
7 do, and represented your constituency, because nobody wants
8 an airport in their backyard.

9 So, we abruptly terminated the site for a second
10 major airport, even though own consultant said there were
11 five sites that were viable, and even though the joint policy
12 board voted that those sites were viable. But we terminated
13 that study.

14 Well, that's understandable. But then the noise
15 panel came back and said, I'm sorry. The Port has not met
16 the conditions of 93-03, and at that point this study, this
17 process is supposed to be over.

18 I was told, and the people I represent were told,
19 that we would play by the rules, that this process could
20 honest to God end up in the result of a no third runway.

21 But that was never the truth, because the folks
22 around this region are just determined that, no matter what
23 the facts are, we are going to go forward with the third
24 runway.

25 So, I think the main result of that today is to

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1 completely discredit this organization as one that can handle
2 regional issues because we can't think regionally. We bring
3 our parochial and jurisdictional interests in, and,
4 therefore, cannot think regionally.

5 Now, to back that up, let me say why this is also a
6 disastrous result for the region beyond the implications I
7 think it has for the PSRC, and that is for years, long before
8 I ever came here, our Regional Air System Plan has been a
9 multi-airport plan. At one point it was two airports plus
10 the third runway. A-93-03 said the major supplemental
11 airport and a third runway. Today, with the option of this
12 resolution, we are down to nothing but a third runway.

13 And if we listen again to our own staff and our own
14 consultants and everybody who knows anything about this,
15 everyone will tell you that Sea-Tac Airport can handle this
16 region's air transportation needs until about the end of this
17 decade, and then we need something else. And then the third
18 runway will handle this region's air transportation needs
19 until about the year 2020 or so, and then we need the major
20 supplemental airport.

21 And I was real discouraged, but not surprised, by
22 the comments by Ms. Lindsey of the Port in the Seattle Times,
23 who seemed to say it's an either-or choice. She said, yes,
24 this is an expensive project, but building an airport's more
25 expensive. Excuse me, but since when did we not have a

Page 105

1 multi-airport plan in mind for this region? It's not an
2 either-or choice, and to say it is disingenuous.

3 We need to satisfy the region's air transportation
4 capacity, according to the numbers. Something else, and I
5 guess that's going to be the third runway, and then another
6 major airport.

7 So, for folks like Air Washington and the business
8 community and others who think we have to have air
9 transportation capacity in this community, and I say you're
10 right and you should be concerned that all we have on the
11 table today is the third runway.

12 We back off from the historic commitment in this
13 region to siting another major airport and have just written
14 a letter to Santa Claus in Olympia saying will you please
15 step in and engage in the study in some process, which they
16 have never done, to establish an airport maybe outside the
17 four-county region.

18 For those of you in Air Washington, you ought to be
19 attacking us and saying get your study for a second major
20 airport in the four-county region going again, because the
21 third runway will not solve this region's needs forever.

22 So I, obviously, Mr. Chairman, because of the
23 district I represent, it's no mistake I am going to vote no.
24 But we all ought to vote no because this plan is no plan for
25 the future of the region because we cannot bank on the third

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1 runway forever. And with nothing else in place, there are
2 legitimate concerns from the folks of South King County
3 because there have been plans produced by the Port for a
4 fourth runway. And I predict that if we do not step up as
5 the region and get the political will to get another airport
6 sited somewhere else, sometime in the future, long after we
7 are all gone, this body will be debating a fourth runway, and
8 then maybe people will listen to the concerns of the quarter
9 million people who live around South King County and what
10 that does to their quality of life.

11 MR. SUTHERLAND: Other comments?

12 MR. EDWARDS: Mr. Chair.

13 MR. SUTHERLAND: Mr. Edwards.

14 MR. EDWARDS: I feel compelled to let Mr. Vance
15 know that he will not be the only one voting against this
16 motion. Suburban Cities, by virtue of a split in its
17 membership, and to represent that difference of opinion, if
18 this were to come to a roll call vote, we will be voting one
19 opposed and two in favor.

20 But, Mr. Vance, I just want to let you to know that
21 you are not alone, and there is some representation for the
22 airport communities here and to the best of our ability.

23 MR. SUTHERLAND: Other comments?

24 Mr. Sanderson.

25 MR. SANDERSON: I guess I can agree with

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1 Councilmember Vance's position that the third runway is not
2 an ultimate solution. Highway 99 wasn't an ultimate
3 solution. We've probably spent more money modifying I-5
4 since it was put in than that cost to put in.

5 Things are changing. I think we will eventually
6 need the third -- I mean, another regional airport. But I am
7 looking at that as a 30-year project, and not doing the third
8 runway isn't going to meet the need for 30 years.

9 I also strongly object to the continued use of the
10 \$3.3 billion as the cost of the runway. If you look on page
11 6-12 of Technical Manual 8, that is the figure that's
12 identified for the total capital expenditure for 25 years.
13 That's maintenance. That's rebuilding. That's expanding of
14 the existing facilities. Let's not try the scare tactic of
15 \$3.3 billion to scare people off from the real decision.

16 MR. SUTHERLAND: Councilmember Evans.

17 MR. EVANS: I have my tiny voice to the
18 minority. I, too, will be opposing the final motion.

19 And one thing that was mentioned today by one of the
20 public really interested me, and it is something we have not
21 discussed at all, in my view makes the whole debate which we
22 have had for such a long time at least debateable --
23 questionable, I should say.

24 That was the gentleman -- I don't have his name now
25 -- who talked about global positioning systems. Those are

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1 in force, I believe, in San Francisco and Cleveland. And if
2 they are as valid as they are said to be, they would obviate
3 the need for the third runway.

4 That is something this group has never touched. I
5 do not understand why, if we are the kind of body we profess
6 to be, we have not looked at all of the alternatives, and
7 that one, in my view, is important enough and new enough and
8 economical enough to really cause us to think again about
9 this project.

10 So, I will be voting in the minority.

11 Thank you.

12 And I would ask for a weighted vote.

13 MR. SUTHERLAND: A weighted vote has been
14 requested.

15 MR. DREWEL: If that was the call for the
16 question, I supported it.

17 MR. SUTHERLAND: Okay. Sylvia, are you ready?

18 MR. BAARSMA: Mr. Chairman.

19 MR. SUTHERLAND: Councilmember Baarsma.

20 MR. BAARSMA: Just for the record, if I may, my

21 colleague, Councilmember Evans, has indicated a weighted
22 vote. I think I am here on behalf of Mayor Ebersole, as you
23 well know. Eight of the nine councilmembers of the City of
24 Tacoma have voted in favor of the position taken concerning
25 this matter, so a weighted vote from the City of Tacoma shall

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1 reflect.
 2 MR. SUTHERLAND: When we get there. When we
 3 get there.
 4 Okay. Clerk, then, will please call the roll.
 5 MS. NELSON: Okay. King County, how do you cast
 6 your votes?
 7 MR. LOCKE: King County casts its votes in
 8 proportion to the votes that are here.
 9 MR. NELSON: Okay. Councilmember Larry
 10 Gossett.
 11 MR. GOSSETT: Aye.
 12 MS. NELSON: Executive Gary Locke.
 13 MR. LOCKE: Aye.
 14 MS. NELSON: Councilmember Rob McKenna.
 15 MR. MCKENNA: Aye.
 16 MS. NELSON: Councilmember Christopher Vance.
 17 MR. VANCE: No.
 18 MS. NELSON: City of Seattle, how do you cast
 19 your votes?
 20 MR. RICE: City of Seattle casts its votes as
 21 the members who were here.
 22 MS. NELSON: Mayor Norm Rice.
 23 MR. RICE: Aye.
 24 MS. NELSON: Councilmember Cheryl Chow.
 25 MS. CHOW: Aye.

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1 MS. NELSON: Councilmember Jan Drago.
 2 MS. DRAGO: Aye.
 3 MS. NELSON: Other cities and towns in King
 4 County.
 5 MR. RUSSELL: The other cities and towns in
 6 King County, to reflect diversity of opinion among the
 7 membership, cast one vote opposed and two votes in favor.
 8 MS. NELSON: Kitsap County, how do you cast
 9 your vote? Commissioner Ryan?
 10 MR. SUTHERLAND: I don't see Commissioner Ryan
 11 present.
 12 MR. RICE: He is outside.
 13 MS. NELSON: Other cities and towns.
 14 Mayor Mitchusson is gone also.
 15 Pierce County, how do you cast your votes?
 16 MR. SUTHERLAND: Pierce County votes aye.
 17 MS. NELSON: City of Tacoma?
 18 MR. BAARMA: As indicated earlier, the vote is
 19 reflective of the position taken by the City Council. The
 20 vote was eight to one in favor, so that shall be weighted
 21 accordingly.
 22 MS. NELSON: Thank you.
 23 Other cities and towns in Pierce County.
 24 MR. SANDERSON: The vote is aye.
 25 MS. NELSON: Snohomish County?

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1 MR. DREWEL: We will be voting in proportion to
 2 our attendance here today. Snohomish County votes aye.
 3 Mr. Nelson?
 4 MR. NELSON: Aye.
 5 MS. NELSON: City of Everett.
 6 MR. MONROE: Aye.
 7 MS. NELSON: Other cities and towns in
 8 Snohomish County.
 9 MR. BERGH: Votes aye.
 10 MS. NELSON: Port of Everett.
 11 MR. MORROW: Aye.
 12 MS. NELSON: Port of Seattle.
 13 MS. DAVIS: Aye.
 14 MS. NELSON: Port of Tacoma.
 15 MR. FABULICH: Aye.
 16 MS. NELSON: State Department of
 17 Transportation.
 18 MS. MONTGELAS: Aye.
 19 MS. NELSON: State Transportation Commission.
 20 (No response.)
 21 MS. NELSON: Okay. Thank you.
 22 (Pause in the proceedings.)
 23 MR. SUTHERLAND: Of the 1,048 votes cast, 88.4
 24 percent voted yes, the balance voted no. The motion is
 25 adopted.

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1 Item 9 on our agenda is the Regional Forum on
 2 Reauthorization of the Intermodal Surface Transportation
 3 Efficiency Act, ISTEA, which is on July 2nd, 1996, in
 4 Portland, Oregon; that the General Assembly meeting will be
 5 held on July 11th, Thursday, 1996, at the Seattle Flag Center
 6 Pavilion between 2 and 5 p.m.; and our next Executive Board
 7 meeting date and time is Thursday, July 25th, on the 6th
 8 floor of the board room.
 9 As normal, I would entertain a motion to adjourn.
 10 UNIDENTIFIED SPEAKER: So moved.
 11 MR. SUTHERLAND: It's been moved and seconded.
 12 All those in favor, so signify by saying aye.
 13 COMMITTEE MEMBERS: Aye.
 14 MR. SUTHERLAND: Those opposed, nay.
 15 (No response.)
 16 MR. SUTHERLAND: The aye's have it. We are
 17 adjourned.
 18
 19 (The meeting was adjourned at 4:15 p.m.)
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 23
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Page 113

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 5 VERBATIM RECORD OF PROCEEDINGS OF THE
 6 PUGET SOUND REGIONAL COUNCIL
 7 EXECUTIVE BOARD MEETING
 8
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 16 Taken at Seattle Center Flag Pavilion
 17 Seattle, Washington
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 23
 24 DATE TAKEN: JUNE 27, 1996
 25 REPORTED BY: STACY HEINZ, RPR, CCR #HE-IN-ZS-A335BB

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1
 2 COMMITTEE MEMBERS AND ALTERNATES PRESENT
 3
 4 Executive Doug Sutherland, President
 5 Executive Gary Locke
 6 Councilmember Frank Anderson
 7 Councilmember Bill Baarsma
 8 Mayor Roger Bergh
 9 Councilmember Karen Biskey
 10 Councilmember Cheryl Chow
 11 Commissioner Aubrey Davis
 12 Commissioner Pat Davis
 13 Councilmember Jan Drago
 14 Executive Bob Drewel
 15 Councilmember Bob Edwards
 16 Councilmember Robert Evans
 17 Commissioner Jack Fabulich
 18 Councilmember Larry Gossett
 19 Mayor Jeanne Hansel
 20 Councilmember Rob McKenna
 21 Mayor Mitch Mitchusson
 22 Ms. Renee Montgelas
 23 Commissioner Ed Morgow
 24 Councilmember Gary Nelson
 25 Mayor Norm Rice
 Mayor Dave Russell
 Commissioner Matt Ryan
 Mayor Leonard Sanderson
 Councilmember Christopher Vance

1 STATE OF WASHINGTON)
2 }
3 COUNTY OF KING)

4
5 I, Stacy Heinz, a court reporter and notary public in and
6 for King County, Washington, hereby certify that the matters
7 set forth in the caption to the foregoing record of
8 proceedings are true and correct; that the proceedings were
9 taken down in machine shorthand by me and thereafter reduced
10 to typewriting under my direction; and that the foregoing
11 pages comprise a true, complete, and correct transcript of
12 the testimony given and the proceedings had during the taking
13 of such proceedings.

14 I further certify that I am not a relative or employee or
15 attorney or counsel of any of the parties hereto, nor do I
16 have any interest in the outcome or events of the action.

17 WITNESS MY HAND AND SEAL OF OFFICE, this ____ day of
18 _____, 1996.

19
20
21

22 _____
23 STACY HEINZ, RPR, CSR #HE-IN-ZS-A335BB
24 Notary Public in and for King County,
25 Washington. My commission expires
January 2, 1999.

Executive Board Vote: 1048
June 27, 1996 YES NO % for
 926.46 121.54 0.88403
 Title: 1048 <<Total
Total? (Y/N): Y

		YES	NO
King County	268.50	201.38	67.13
Seattle	130.60	y	
Other Cities/Towns	137.90	91.93	45.97
Kitsap County	36.00		
Cities/Towns	36.00		
Pierce County	109.00	y	
Tacoma	76.00	67.56	8.44
Other Cities/Towns	33.00	y	
Snohomish County	86.50	y	
Everett	27.00	y	
Other Cities/Towns	59.50	y	
Port of Everett	10.00	y	
Port of Seattle	50.00	y	
Port of Tacoma	30.00	y	
WA Dept of Transp	30.00	y	
WA Transp Comm	30.00		

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D

#	NAME	ADDRESS
1	PETER KIRSCH	CUTLER & STANFORD 700 FOURTEENTH ST. WASH D.C. 20005
4	PHIL WATKINS	FEDERAL WAY, WA.
7	Lynn Benz	2451-78 th Ave NE Medina, WA. 98039
10	D Dennis Hansen	14639 25 th SW Seattle WA
13	Laura Anderson	21836 412 Ave So Normandy PK WA
16	Arlene BROWN	239 SW 189 PL Normandy Park WA 98166
19	Derek BROWN	239 SW 189 PL Normandy Park WA 98166
22	Rosemarie McKeeman	430 SW 183 PL Normandy Park WA 98166
25	LARRY FOGDALL	1908-21 st Ave. East Seattle WA 98112
28	Ross Marzolf representing ~~John Hoff~~ Gary Stannegun	~~Smithson County~~ ~~Tacoma, WA 98258~~
31	JOHN WIMPRESS	10435 76TH AVE So. SEATTLE, WA 98178
34	John R. NEWMASTER	16534 5 th AVE SOUTH BURIEN, WA 98148
37	St. Symon Andrus	18155 MARINE VIEW DR SW Seattle 98146
40	James Carpenter	16463 6 th Ave SW Seattle 98146
43	Sandy Miedema	638 So. 146 ST Burien, WA. 98168
46	SALLY NELSON	Council Member Burien Burien, WA. 98166
49	Debbi Demaris	Case Burien
52	Mike Heavey	
55	LAURENCE DESSLEN	12920 NE 32 nd PL BELLEVUE WA 98005
58	WARREN LEE	17440-7 th Pl. SW SEATTLE, WA 98166

#	NAME	ADDRESS
2	KEN REID	EDMONDS, WA.
5	ARUN JHAVERI	415 S.W. 150TH BURDEN, WA.
8	Thomas MORGAN	3242 78th Pl. NE Medina WA 98039
11	Henry Kuharic	614 35th Seattle 98122
14	Peggy Madonia	7724 123rd Ave NE LK STEVENS, WA 98258
17	RICARDO SITCHIN	SEAATTLE WA.
20	GUY BENNETT	DEAKINS COIE SEATTLE WA
23	MIKE LUIS	Greater Seattle chamber of commerce, Seattle
26	Trina Torgelson	AIR WASHINGTON SEATTLE
29	Kathy Parker	15004 24 SW, Seattle 9816
32	JORGEN BADER	6536-29th Ave N.E., Seattle
35	Chris Clifford	2721 Talbot Rd. S. Renton WA 98055
38	Linda Plouman	Arlington, WA
41	Pat POMPEO	NORMANDY PARK
44	LEN OEBER	DES MOINES
47	Shay Schual-Berke	Board Member, Highline School Board
50	Paul ASMUS	P.O. BOX 2360 EVERETT, WA 98203
53	Wally Meyers	14410-6th Pl SW 98106
56	DAN CALDWELL	19547-2nd Ave So SEA 98148
59	Sarah Skoglund	Bellebe Chamber of Commerce

#	NAME	ADDRESS
3	BOB OLANDER	21630 11TH AVE S. DES MOINES, WA.
6	HOPE ELDER	FEDERAL WAY, WA
9	Frank Figg	Box 3707, N/S 14-49, Seattle 98124
12	Mike Mashock	12102-7TH PL. SE Lake Stevens 98250
15	Paul W Locke	308 E Republican St Seattle 98102
18	Virginia Keith	Everett, WA 98205
21	KRIS LILJEBLAD	CH2M HILL BELLEVUE
24	Marilyn DUNTON	SEATTLE WA
27	Minnie Brasher	846 So. 136 th Burien
30	Shay Schmal Berke	HIGHLAND SCHOOL DISTRICT
33	Linda Hout	S.C.R.A.P. Lake Stevens, WA 98253
36	Jim Boutenmay	Des Moines
39	SIMON MIEDEMA	BURIEN
42	Clark Dodge Pres.	RCAA. N.P.
45	~~Shay Schmal Berke~~	~~High~~
48	Julia Patterson	State Representative
51	^{Zulovic} Athana Zulevic	1802 SW 149th Burien, Wa.
54	Vivian Matthews	15927 Maple Wild Rose St Burien, WA 98166
57	Margaret Gerdes	20014 1st Pl SW - Normandy Rk
60	BRIAN BENNETT (SEN. QUIGLEY)	PO BOX 40482 OLYMPIA 98504

#	NAME	ADDRESS
61	Arden Forney	4916 Purdie Ave NE
64	Juan Hernandez	city of Tukwila 6205 5th Ave S Tak 98148
67	Al Furry	Des Moines
70	Patricia Rallison	Arlington
73	HARVEY ROWE	8850-9th AVE SW SEA.
76	KATHLEEN A. KORPELA	2685 - 172nd SW Bur Was
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#	NAME	ADDRESS
62	~~ARUN JHAVERI, MAYOR~~	~~CITY OF BURDEN, WASH.~~
65	<i>Longette Valle</i>	<i>State Rep. 34th District</i>
* 68	<i>Erhard Wichert</i>	<i>18824 4th Ave. SW, Norm. Park 98166</i>
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#	NAME	ADDRESS
63	Senabr Adam Smith - 33rd Dist	27030 47 th Ave S. #104 Kent, WA 98032
66	DOW CONSTANTINE	P.O. Box 16285, SEATTLE, 98116
69	Hans Aschenbach	4540 8 th Ave NE #305 Seattle WA 98105
72	Nancy Roeder	5300 N.E. 67 th Seattle, wa 98115 522-0107
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ATTENDANCE SHEET

COMMITTEE: Executive Board Meeting DATE: June 27, 1996

LOCATION: Flag Pavilion, Seattle Center TIME: 1:30 p.m.

NAME <u>Robert E. Brown</u>	REPRESENTING <u>Brown-Bentley Assoc, Inc</u>
NAME <u>Jerry Demond</u>	REPRESENTING <u>PSRC</u>
NAME <u>May McLean</u>	REPRESENTING <u>PSRC</u>
NAME <u>Rad Brown</u>	REPRESENTING _____
NAME <u>David Buchlin</u>	REPRESENTING _____
NAME <u>Jan Duggs</u>	REPRESENTING <u>City of Seattle</u>
NAME <u>Kenley H. Haggard</u>	REPRESENTING <u>WSDOT</u>
NAME <u>Quett Ryan</u>	REPRESENTING <u>KITSAP COUNTY</u>
NAME <u>Bob Spaul</u>	REPRESENTING <u>SNO CO</u>
NAME <u>Doug Sullivan</u>	REPRESENTING <u>Pierce Co</u>
NAME <u>Norman B. Rice</u>	REPRESENTING <u>Seattle</u>
NAME <u>Larry Gossett</u>	REPRESENTING <u>King County</u>
NAME <u>Christopher Vance</u>	REPRESENTING <u>King County</u>
NAME <u>Rob McKenna</u>	REPRESENTING <u>King County</u>
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ATTENDANCE SHEET

COMMITTEE: Executive Board Meeting DATE: June 27, 1996

LOCATION: Flag Pavilion, Seattle Center TIME: 1:30 p.m.

NAME Bob Evans

REPRESENTING City of Tacoma

NAME Ed Morrow

REPRESENTING Port of Everett

NAME Frank Anderson

REPRESENTING City of Everett

NAME GARY NELSON

REPRESENTING Snohomish County

NAME Roger V. Bergh

REPRESENTING Snoh. Co. WA 98015

NAME Dave Ruppert

REPRESENTING KC Suburban Cities

NAME Rory Fisher

REPRESENTING KING COUNTY

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ATTENDANCE SHEET

COMMITTEE: Executive Board Meeting DATE: June 27, 1996

LOCATION: Flag Pavilion, Seattle Center TIME: 1:30 p.m.

NAME Jessie Hansen

NAME Patricia Davis

NAME Rain Bisley

NAME Leonard E. Sanderson

NAME Richard Mitchusso

NAME Bill Branson

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REPRESENTING K.C. Sub Cities

REPRESENTING Port of Seattle

REPRESENTING Pierce County

REPRESENTING Pierce County Suburban Cities

REPRESENTING KIDAP CITIES

REPRESENTING City of Tacoma

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ATTENDANCE SHEET

COMMITTEE: Executive Board Meeting DATE: June 27, 1996

LOCATION: Flag Pavilion, Seattle Center TIME: 1:30 p.m.

NAME Jack Falsulich

NAME Margaret Warwick

NAME CHERYL CHOW

NAME Bob Edwards

NAME Aubrey 1

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REPRESENTING Port of Tacoma

REPRESENTING PRC

REPRESENTING SEATTLE

REPRESENTING S.C.A. of King Co.

REPRESENTING WSTC

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