

Puget Sound Regional Council



GENERAL ASSEMBLY MEETING

THURSDAY, JULY 11, 1996 ° 2 - 5:00 P.M. °

SEATTLE CENTER FLAG PAVILION
SEATTLE, WA (MAP ATTACHED)

1:00 P.M. - REGISTRATION BEGINS *

2:00 - 3:30 P.M. - PUBLIC COMMENT PERIOD

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

3:30 - 5:00 P.M. - ASSEMBLY DELIBERATIONS AND ACTION

4. **PRESIDENT'S REPORT** - EXECUTIVE DOUG SUTHERLAND
5. **ACTION ITEM**
 - ° AMENDMENT TO METROPOLITAN TRANSPORTATION PLAN (MTP) TO INCLUDE PLANS FOR SEA-TAC AIRPORT EXPANSION WITH ADDITIONAL NOISE REDUCTION MEASURES*
6. **OTHER BUSINESS**

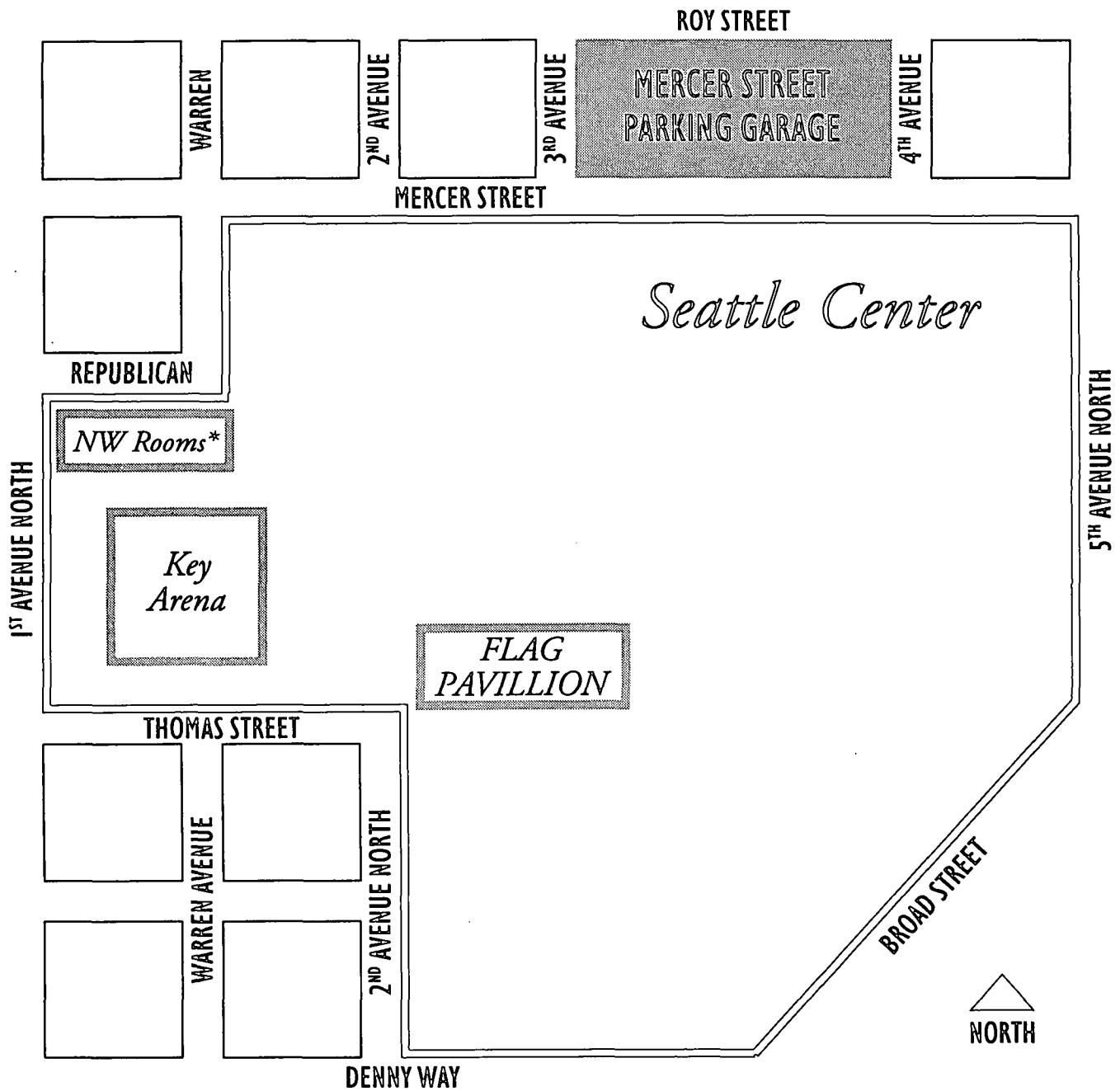
5:00 P.M.- ADJOURN

SUPPORTING MATERIALS ATTACHED. FOR ADDITIONAL COPIES PLEASE CALL SYLVIA NELSON AT (206) 464-7518, OR THE REGIONAL COUNCIL INFORMATION CENTER, (206) 464-7532.

SIGN LANGUAGE, AND COMMUNICATION MATERIAL IN ALTERNATE FORMATS, CAN BE ARRANGED GIVEN SUFFICIENT NOTICE BY CALLING GRACE FOSTER AT (206) 464-7090; TDD/TTY (206) 464-5409.

*** ASSEMBLY MEMBERS, IF YOU HAVEN'T ALREADY RETURNED THE REGISTRATION FORM (ATTACHED AS LAST PAGE OF AGENDA) PLEASE DO SO IF YOU PLAN TO ATTEND THE MEETING.**

DOORS WILL OPEN AT 1:00 P.M. FOR THOSE WISHING TO SIGN UP TO SPEAK; TIME WILL BE DIVIDED BY NUMBER OF PEOPLE WHO SIGN UP, WITH A MAXIMUM OF 3 MINUTES PER SPEAKER.



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.)

Puget Sound Regional Council



ACTION ITEM

July 1, 1996

TO: General Assembly

FROM: Executive Board

SUBJECT: Amendment to the 1995 Metropolitan Transportation Plan

AT ISSUE

Since adoption of the updated Regional Airport System Plan (RASP) in 1988 as part of the regional transportation plan for King, Kitsap, Pierce and Snohomish counties, the central Puget Sound region has been working to provide for its long-range air transportation capacity needs. From that point forward, expansion of Seattle-Tacoma International Airport has consistently been found to be, and has been supported as, an essential component of the solution to the region's long-term needs.

In 1993, the Regional Council General Assembly approved Resolution A-93-03, which included support for a third runway at Sea-Tac Airport, subject to a number of conditions, including one condition related to aircraft noise. Resolution A-93-03 was incorporated by the General Assembly into the region's adopted Metropolitan Transportation Plan (MTP) in 1995.

When it was determined in March 1996 by the Expert Arbitration Panel on Demand/System Management and Noise that A-93-03's noise condition related to a third runway at Sea-Tac had not been satisfied, the Executive Board determined that the region should continue to support Sea-Tac expansion, with additional noise reduction measures based on the recommendations of the Expert Panel. Through a workshop on May 30, a decision meeting on June 27, and from comments received from agencies, communities, and citizens throughout the region, the Executive Board has developed and is recommending that the Assembly adopt Resolution A-96-02, which would include in the MTP a third runway at Sea-Tac Airport with additional noise reduction measures as specified in Appendix G.

RECOMMENDED ACTION

The General Assembly should approve Resolution A-96-02, including *Attachment A: Amendments to the Metropolitan Transportation Plan* (which includes Appendix G), as an amendment to the 1995 Metropolitan Transportation Plan, and direct the Executive Board to take appropriate steps, such as seeking funding as required, to implement this action.

DISCUSSION

The recommended amendment to the 1995 Metropolitan Transportation Plan has two components, which are found on the following pages: 1) an adopting resolution, (Draft) Resolution A-96-02 (pages 5-4 and 5-5 of this agenda); and 2) Attachment A, which is referenced in the adopting resolution, and which contains, in the following order:

- text changes to Chapter 5, Metropolitan Transportation Plan Components, Aviation Program, in the MTP (pages 5-6 and 5-7 of this agenda);
- amendments to Resolution A-93-03, from Appendix F- PSRC Air Transportation Capacity Resolutions, in the MTP (page 5-8 of this agenda); and
- Appendix G-Air Transportation Noise Reduction Measures and Implementing and Monitoring Steps (pages 5-9 through 5-13), which was developed by the Executive Board based on the Expert Panel recommendations.

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....”

The Panel recommendations were distributed to agencies and communities that could be responsible for implementing them, and were made available for citizen comments. Responses to the recommendations were discussed by the Executive Board at a May 30 workshop on noise issues; then, a draft package, including the Expert Panel recommendations and potential implementing and monitoring steps developed by staff, was distributed for public comments on June 10. On June 27, the Executive Board conducted a three-hour public hearing on the draft package, then reconvened that afternoon and, based on all the comments by communities, agencies, citizens, and Board members, the Board developed the recommendation that now is being presented to the General Assembly.

Of the 28 Expert Panel recommendations on ways to potentially reduce noise related to air traffic in the region, 22 of them would be implemented, the majority of them completely, and the others at least in part, through the actions that are included in proposed Appendix G.

*Note: The recommendations of the Expert Panel, on pages 37-41 from the Panel's *Final Decision on Noise Issues*, and a copy of the complete, original General Assembly Resolution A-93-03, are included as Enclosure 1 with this agenda.

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; copies of the requests are available at the Regional Council Information Center, (206) 464-7532.

After reviewing those requests, the Council's SEPA Responsible Official has 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 written response to the requests will be available at the Regional Council Information Center on July 10 and will also be available at the General Assembly meeting on July 11.

Included in proposed *Appendix G-Air Transportation Noise Reduction Measures and Implementing and Monitoring Steps* are specific actions that would be taken by the Regional Council. As referenced in the recommended action, several of these activities, including participation in the Port's Part 150 Study, undertaking a financing mechanism study, and conducting surveys, would have a financial impact on the Regional Council. Under the recommended action, the Executive Board would be authorized to take appropriate steps to seek needed funding and, depending upon General Assembly action, Regional Council staff would present a proposed budget for these activities at the August Executive Board meeting.

Copies of all correspondence received since April 25 are available at the Regional Council Information Center, at (206) 464-7532, and will be available at the General Assembly meeting on July 11. Other background information available through the Information Center includes 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*, copies of the complete 1995 Metropolitan Transportation Plan, relevant environmental documents, and numerous other materials.

For more information, contact Richard Milne at the Regional Council, (206) 587-5060.

Recommendation from Executive Board:

(Draft) 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. This amendment is effective upon the Regional Council's receipt of the Port of Seattle resolution, described in Attachment A, Appendix G, Part I.

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. 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

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, consultant selection, 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 the year 2000, provided that the Port will not reduce its established Noise Remedy Program boundaries for currently eligible properties.
 - 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.
 5. The Port of Seattle will 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 assessing needed additional noise abatement and mitigation.

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.
 4. Once the Port of Seattle completes the sound insulation program for schools affected by aircraft noise exposure of 65 DNL from Sea-Tac International Airport, it will investigate feasibility and funding for insulating schools affected by then current 60-65 DNL aircraft noise exposure from Sea-Tac. Sound insulation must comply with FAA eligibility criteria to achieve measurable noise benefit.
- I. 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, and construction of a third runway at Sea-Tac Airport.

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 (a) actively participate in the Port's upcoming Part 150 Study; (b) undertake a study to evaluate a financing mechanism for the acquisition of incompatible uses as noted in III-G, below; and (c) conduct surveys as noted in III-H, below.

- 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 notify the Executive Board that the Metropolitan Transportation Plan amendment including a third runway at Sea-Tac Airport has taken 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.
- 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.
- H. Conduct statistically valid surveys, during and after construction of the third runway, to assess Sea-Tac Airport's effects on such items as noise, transportation/circulation, and land uses in the surrounding communities.
- I. Recommend 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.

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.

V. 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.

Puget Sound Regional Council



REGISTRATION FORM

GENERAL ASSEMBLY MEETING
THURSDAY, JULY 11, 1996
SEATTLE CENTER FLAG PAVILION
SEATTLE, WASHINGTON

Please complete and return the following registration form to Sylvia Nelson as soon as possible, either by FAX (206-587-4825), by mail (fold and staple), or by phone (206-464-7518).

I will attend the General Assembly meeting on Thursday, July 11, 1996:

Yes _____ No _____

Name: _____

Jurisdiction: _____

Telephone No. _____ FAX No. _____

SYLVIA NELSON
PUGET SOUND REGIONAL COUNCIL
1011 WESTERN AVE
SEATTLE, WA 98110

GENERAL ASSEMBLY
ENCLOSURE NO. 1

RESOLUTION A-93-03

EXPERT ARBITRATION PANEL'S RECOMMENDATIONS

JULY 11, 1996

Puget Sound Regional Council



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

Although the Port's ability to substantiate the validity of its estimates of real, on-the-ground noise impacts was weakened by its failure to supply documentation on the statistical reliability of (i) its data, and (ii) its modeling and estimation processes, the Port has nevertheless provided an enormous amount of useful information and analysis. The Port has complied with the Panel's request to provide time-series data on many different aspects of aircraft noise at Sea-Tac, from the basic DNL trends to the distribution of SEL peaks, the minutes per day above 65, 75, and 85 dB, and many other measures. This multifaceted approach to the evaluation of airport noise -- a combination of many different ways of looking at aircraft noise levels and the associated noise impacts on the community -- has been valuable for a number of reasons. It provides a better picture of what is actually happening with Sea-Tac Airport noise levels than DNL alone can convey; it permits the Panel, the PSRC General Assembly, the Port, and the community to assess the actual noise exposure changes and on-the-ground noise impacts more fully; it supplies much-needed detail on critical aspects of those noise impacts (such as the actual amount of time that classrooms are subject to noise levels above the threshold for speech interference); and last but not least, if the results show an internally consistent pattern across a variety of different types of measures (as they, in fact, do in this case), it provides all parties with a considerable degree of added confidence in the robustness of conclusions about the reductions in noise impacts -- the on-the-ground changes in public exposure to Airport noise -- which the Port's current noise abatement and mitigation programs have produced and are likely to produce.

RECOMMENDATIONS

(BY THE MAJORITY)

In the course of this proceeding, the Panel has had the benefit of the creative, analytical thinking of many different parties regarding additional noise abatement and mitigation measures that may, alone or taken together, reduce the future noise impacts associated with Sea-Tac Airport. The Port has invited the Panel to offer our recommendations as to what the next steps should be regarding noise abatement and mitigation. The majority of the Panel accepts that invitation.

On the one hand, we do not think that many easy actions remain; the major programs on Stage 2 phase-out and nighttime Stage 2 restrictions are already in place. On the other hand, there are some additional actions that can be implemented relatively quickly and, in some cases, at relatively low cost.

As Mr. Lewis has noted, noise abatement and noise mitigation are not simple. Externalities abound that make an airport proprietor's job difficult. The Port generally gets all the blame (and the credit) for changes in the aircraft noise environment in the Region. The reality is that actions by the FAA, the airlines, local organizations, and State and local political entities all affect the situation. However, while many actions are not within the Port's legal authority, they are not necessarily beyond its range of influence. (Indeed, the Port has been portrayed by many of the people from whom we have heard, and by a number of the submittals that we have read, as a major force in the Region.) That influence should be brought to bear, wherever possible, to reduce on-the-ground noise impacts.

In the spirit of Resolution A-93-03, we offer the following specific recommendations:

1. That the PSRC and the "Coordinating Committee" established by MOU pursuant to Resolution A-93-03 (the PSRC, the Port, WSDOT, and the FAA) promptly take steps to mediate and resolve the impasse between the Highline School District and the Port on the issue of noise insulation for schools, to enable the Port to move forward rapidly on its commitment to insulate the schools and significantly reduce classroom speech interference.
2. That the Port implement its stated plan to upgrade its noise monitoring system, with no fewer than 25 permanent monitoring stations located throughout the affected communities; and that the results be publicly disseminated, at regular intervals, in the form of aircraft DNL, SEL, and Time Above metrics.
3. That the Port and the organizations representing the 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. We concur with the view expressed by the Port's noise consultants in the 1993 AIRTRAC *Final Report* (p. 3-33): "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."
4. That the Port address the impact of ground-related aircraft noise by (i) implementing the thrust-reversal noise impact reduction activities called for in the Noise Mediation Agreement; and (ii) working to minimize the number, level, and duration of daytime engine run-ups, which are likely to increase as operations grow. (We note that the increases in TA 65, 75, and 85 dB at RMS site 11 in recent years may be a consequence of ground-related noise.)
5. That the Port take the following actions to improve the on-the-ground reduction of nighttime noise impacts:
 - a. Negotiate and obtain a public commitment from the FAA for full cooperation in rigorously and aggressively enforcing compliance with the current 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).
 - b. Work closely and aggressively with KCIA and Alaska Airlines to eliminate the carrier's two nighttime Stage 2 cargo flight arrivals and departures, which weaken the effectiveness of the Port's nighttime Stage 2 ban; and develop, in conjunction with KCIA and local government officials, a strategy to avoid additional Stage 2 nighttime flights to and from KCIA in the future.
 - c. Work with the airlines to minimize the total number of flights in the middle of the night (e.g., 1:30 a.m. to 5:30 a.m.).

- d. Continue to minimize the number of variances issued for the Nighttime Limitations Program through aggressive persuasion with the airlines, including the use of the media.
 - e. Work with foreign air carriers to ensure that Stage 3 aircraft continue to be used for nighttime international flights.
 - f. 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. (There were, on average, 13 exempt Stage 2 nighttime flights per month in the second and third quarter of 1995.)
 - g. Continue to work with the airlines to minimize nighttime engine run-ups; we note that, although many of the events are exempt from the King County Code, the exempted nighttime events have levels higher than the code permits. Existence of an exemption does not mean elimination of the impacts on people.
6. That the PSRC, the FAA, and the communities affected by airport noise participate actively and constructively in the Port's upcoming Part 150 review, to propose, evaluate, and assist in implementing any feasible noise reduction measures that will maximize the net benefits for the region and provide meaningful noise mitigation for the impacted areas. The Port's Part 150 process should include, but not be limited to, the following actions:
- a. Evaluate the actions needed to apply, monitor and enforce the North Flow Daytime Departure Duwamish/Elliott Bay Noise Abatement Procedures specified in the Noise Mediation Agreement. Investigate, and, if possible, implement, use of this corridor during periods of lighter activity during the day such as mid-morning and mid-afternoon.
 - b. Evaluate the feasibility of extending the "nighttime" hours of use for the 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.
 - c. Reevaluate, with FAA and community input, the use of "minimum population exposure" flight tracks, in light of the increase in flight operations and the shift in the overall importance of arrival noise as Stage 2 aircraft are phased out. The Port had studied and identified "useful" flight track changes for Four Post Plan during the development of the Noise Mediation Agreement. Any of the following options would be expected to reduce overall population exposure to aircraft noise: (i) over-water southern corridors for all south departures where the east turn does not occur until the aircraft reach Commencement Bay or beyond; (ii) north-flow arrival procedures that route aircraft over the water (with a turn in the Four-Post arrival stream); or (iii) the use of a north-flow stream more often at night, coupled with tightly enforced, high-compliance nighttime departure routes. There are some difficult trade-offs in this process, but we do not accept the contention that all possible changes in flight tracks simply shift noise among communities, with no net reduction

in number of people impacted. Flight track changes offer the potential for abatement of aircraft noise impacts once the Port has exhausted the benefits of the Stage 2 phase-out; we note again that Resolution A-93-03 explicitly requested the FAA to consider modifications to the Four Post Plan to reduce noise impacts.

- d. Evaluate, with FAA and community input, the potential net benefits of a noise abatement departure profile employing a steeper angle of climb, coupled with an expanded residential acquisition and insulation program if, as a result of a steeper departure profile, the 75 dB DNL contour expands in the immediate vicinity of the airport while areas farther out receive benefits.
- e. Evaluate, with FAA and community input, the potential net benefits of preferential runway use during "low activity" periods (would more use of the east runway, for example, result in reduced overall population noise exposure?) -- coupled with an expanded residential insulation and acquisition program, as needed.

7. That, with respect to the Noise Remedy Program, the Port take the following actions:

- a. Begin a rapid, full-scale program of school insulation 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.
- b. 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. The Port Commission is on record as committed to these programs.
- c. Evaluate the possibility of an expanded residential acquisition program offering more of the most severely impacted people the buy-out option, even if no additional Federal money is made available for this purpose. While relocation is not desired by all (nor easy for anyone), the environs of a major airport are plainly not the best location for residential neighborhoods.
- d. Work with the PSRC and the affected communities to design and implement alternative, noise-compatible uses of the land within the current acquisition zone. We note that the acquisition program has some very strong critics because of its adverse effects on the quality of neighborhoods for the remaining houses and businesses.
- e. Further accelerate, if possible, the rate of insulation for 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.
- f. Investigate possible modifications to the insulation program to mitigate the impacts of low frequency noise and vibration (a concern the public raised repeatedly during the Panel's hearings).

8. That the PSRC and the Coordinating Committee take the lead in addressing the difficult, controversial task of reducing present and future noise impacts, with the following actions:
 - a. 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, marshalling 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. The PSRC and the Coordinating Committee are the principal entities in a position to take effective action to resolve the local problems caused by the "balkanization" of responsibility among the Port, the FAA, KCLIA, the Highline School District, and other parties.
 - b. Create guidelines or other equitable procedures for dealing fairly with the 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.
 - c. Take effective action on land use issues 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 use issues in the 1993 AIRTRAC *Final Report*.
 - d. Investigate creative ways of linking noise reduction objectives with airport demand and system management strategies, including intermodal solutions to local and regional transportation needs.

Puget Sound Regional Council



MEMORANDUM

July 1, 1996

To: General Assembly
From: Sylvia Nelson, Executive Secretary
Subject: Executive Board Request

At the Executive Board meeting June 27, 1996, Board members requested that the Port of Seattle furnish the enclosed information, "The Facts About Funding a Third Runway at Sea-Tac Airport."

The Facts About Funding a Third Runway at Sea-Tac Airport

- Third runway construction is currently estimated to cost \$455 million, including proposed mitigation.
- PSRC's proposed resolution A-96-02, which amends the MTP, calls for an additional \$113 million in noise mitigation.
- If approved by the PSRC and subsequently by the Port Commission, a third runway will be financed exclusively with airport sources of capital:
 - FAA grants
 - Landing fees
 - Passenger Facility Charges
 - Revenue bond funds
 - Third-party financing
- Tax levy proceeds and general obligation bonds have never been used to pay for capital projects at Sea-Tac Airport.
- Port policy is for the airport, both its operations and capital improvements, to be funded exclusively through user-based charges.
- Tax levy proceeds are prohibited by statute from being used to pay debt service on revenue bonds.
- The 25-year Master Plan Update and infrastructure renewal and replacement represents the full range of capital investments needed to support regional air transportation demands through the year 2020 and beyond. In 1995 dollars the cost estimate is \$2.2 billion (adjusted for inflation, this totals \$3 billion).

Seattle-Tacoma International Airport
Third Runway Financing
7/1/96

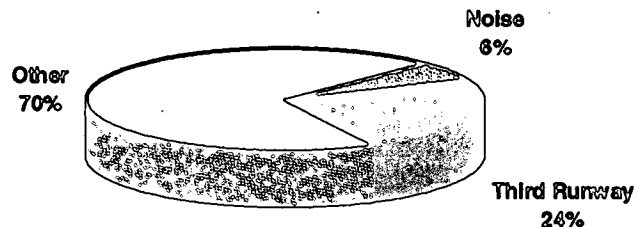
The third runway, including mitigation costs, is currently projected at \$455 million. For funding purposes, the Port focuses on the 10-year planning horizon. Capital costs associated with the Airport Master Plan, as well as infrastructure renewal/replacement and environmental costs, amount to approximately \$1.9 billion over the next 10 years. Development of the third runway and related mitigation costs is 24% of the 10-year Airport capital plan.

The Port has a variety of potential funding sources to apply towards the Airport capital plan. While detailed capital spending and funding plans are continually being refined, the following tables and charts present the current proposed 10-year capital program and projected funding sources.

Projected Sources & Uses of Funds
10-year Airport Capital Plan
(Millions of Dollars)

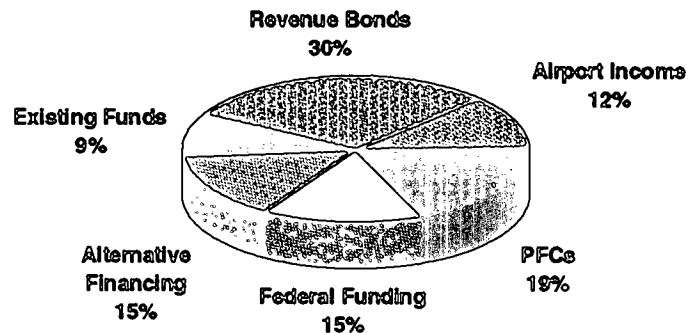
Capital Spending

Noise Program	110
Third runway (1)	455
Other (2)	<u>1,318</u>
Total	1,883



Projected Funding Sources

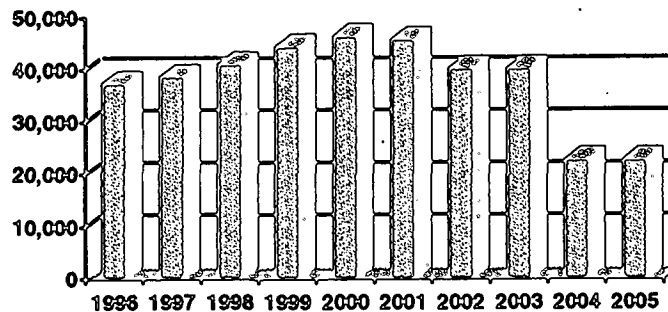
Airport Income	\$227
Passenger Facilities Charges (PFCs)	356
Federal Funding	288
Alternative Financing (3)	279
Existing Fund Balances (4)	177
Revenue Bonds	<u>555</u>
Total	1,883



- (1) Includes construction and mitigation costs
- (2) Includes other Master Plan elements in addition to maintenance, renewal, and environmental costs
- (3) Represents funding from sources other than Port capital, such as private development and conduit financing
- (4) Includes proceeds from recent revenue bond issuance and other surplus fund balances

The Port has ample capital capacity to fund the 10-year Airport capital program. To fund the Airport's capital program, no property tax funds are required. A primary reason that ample capital capacity exists for the 10-year plan is that a significant portion of existing airport debt service rolls off after 2001, creating additional revenue bond capacity:

Existing Airport Revenue Bond Debt Service
(Thousands of Dollars)



The Port could pursue a number of options should funding shortfalls develop or capital costs increase, including:

- defer, eliminate or reduce in scope elements of the capital plan
- maximize financing tools such as: capitalized interest and delayed amortization of revenue bond principal, "sculpting" debt service to further take advantage of the drop-off of existing debt service payments after 2001
- issue subordinated debt

Additionally, the Port will have a new airline operating agreement after the year 2001. The Port expects this agreement to provide for additional funding flexibility through the ability to retain a greater share of airport revenues.

The \$1.9 billion 10-year capital program represents 60% of the inflation-adjusted expenditures (\$3.2 billion) at Sea-Tac Airport for both Master Plan and infrastructure renewal and replacement in the next 25 years. The Port is confident that it will have adequate resources to fund the remainder of the capital program beyond the next 10 years.

1996
Special Assembly Meeting YES NO % for
July 11, 1996 910.97 177.01 0.837303
Title: Main Motion
Total? (Y/N): y Total: 1087.98
YES NO

King County	270.40	135.20	135.20
Kitsap County	38.63	y	
Pierce County	102.01	y	
Snohomish County	88.96	y	
Algona	0.48		
Arlington	2.00	y	
Auburn	8.67	y	
Bainbridge Island	9.95		
Bellevue	25.09	y	
Bonney Lake	3.17		
Bothell	7.92	y	
Bremerton	22.00		
Buckley	1.35	y	
Burien	6.81		n
Clyde Hill	0.74	y	
Des Moines	5.28		n
Dupont	0.21	y	
Duvall	0.86		
Eatonville	0.56		
Edmonds	11.68	y	
Enumclaw	2.50		
Everett	29.54	y	
Federal Way	18.28		n
Fife	1.48		
Fircrest	1.88		
Gig Harbor	1.36		
Hunts Point	0.12	y	
Issaquah	2.22		
Kent	10.98	y	
Kirkland	10.42	y	
Lake Forest Park	1.75	y	
Lake Stevens	1.85	y	
Lynnwood	11.92	y	
Marysville	6.30	y	
Medina	0.75		
Mercer Island	5.24	y	
Mill Creek	3.44	y	
Milton	1.76	1.10	0.66 *
Monroe	2.27	y	
Mountlake Terrace	7.48	y	
Mukilteo	5.50	y	
Newcastle	1.98	y	
North Bend	0.72		
Port of Everett	0.86		
Port Orchard	3.47		
Poulsbo	3.20	y	
Puyallup	9.51		
Redmond	9.85	y	
Renton	11.04	y	
Ruston	0.25		
SeaTac	5.64	y	
Seattle	131.09	y	
Snoqualmie	0.38	y	
Stanwood	1.08	y	
Steilacoom	2.13	y	
Sultan	0.95	y	
Sumner	2.69	y	
Tacoma	64.36	57.21	7.15
Tukwila	3.63		n
University Place	10.64	y	
Woodenville	2.36	y	
Woodway	0.36	y	
Port of Seattle	10.00	y	
Port of Tacoma	50.00	y	
Port of Everett	30.00	y	
WA Dept of Transp	30.00	y	
WA Transp Comm	30.00	y	

PUGET SOUND REGIONAL COUNCIL
GENERAL ASSEMBLY ATTENDANCE/VOTING LIST
JULY 11, 1996

MEMBERS*	YES	NO	WEIGHTED VOTES
COUNTIES			
1-King County	135.20	135.20	270.40
<i>Executive Gary Locke</i>	✓		
<i>Councilmember Larry Gossett</i>	✓		
Councilmember Greg Nichols		✓	
Councilmember Cynthia Sullivan	✓		
<i>Councilmember Christopher Vance</i>		✓	
<i>Councilmember Pete vonReichbauer, Alt.</i>		✓	
2-Kitsap County	✓		38.63
<i>Commissioner Matt Ryan</i>			
<i>Commissioner Phil Best, Alt.</i>			
3-Pierce County	✓		102.01
<i>Executive Doug Sutherland</i>			
<i>Councilmember Karen Biskey</i>			
4-Snohomish County	✓		88.96
<i>Executive Bob Drewel</i>			
Councilmember Karen Miller			
<i>Councilmember Gary Nelson</i>			
<i>Councilmember John Garner, Alt.</i>			
CITIES AND TOWNS			
5-Algona			0.48
6-Arlington	✓		2.00
Mayor Bob Kraski			
7-Auburn	✓		8.67
Councilmember Sue Singer			
8-Bainbridge Island			9.95
9-Bellevue	✓		25.09
Councilmember Margot Blacker			
Councilmember Conrad Lee			
Councilmember Chuck Mosher			
10-Bonney Lake			3.17
11-Bothell	✓		7.92
Councilmember Debbie Treen			
12-Bremerton			22.01
13-Buckley	✓		1.35
Councilmember Kim Walthers			
14-Burien		✓	6.81
Mayor Arun Jhaveri			
15-Clyde Hill	✓		0.74
Councilmember Pat Hawkins			
16-Des Moines		✓	5.28
Councilmember Daniel Sherman			

*Names of Executive Board members and alternates are shown in italics.

MEMBERS	YES	NO	WEIGHTED VOTES
17-DuPont Mayor Will Shenkel	✓		0.21
18-Duvall			0.86
19-Eatonville			0.56
20-Edmonds Mayor Barbara Fahey Councilmember Jim White	✓		11.68
21-Enumclaw			2.50
22-Everett Councilmember Bob Overstreet	✓		29.53
23-Federal Way Mayor Skip Priest Councilmember Phil Watkins		✓	18.28
24-Fife			1.48
25-Fircrest			1.88
26-Gig Harbor			1.36
27-Hunts Point Mayor Erselle Eade, Alt. (King Co. Suburban Cities)	✓		0.12
28-Issaquah			2.22
29-Kent Councilmember Connie Epperly	✓		10.98
30-Kirkland Councilmember Dave Russell (King Co. Suburban Cities)	✓		10.42
31-Lake Forest Park Mayor David Hutchinson	✓		1.75
32-Lake Stevens Mayor Jay Echols	✓		1.85
33-Lynnwood Mayor Tina Roberts, Alt. (Snohomish Co. Suburban Cities)	✓		11.92
34-Marysville Councilmember Otto Herman Councilmember Donna Wright	✓		6.30
35-Medina			0.75
36-Mercer Island Mayor Judy Clibborn	✓		5.24
37-Mill Creek Councilmember Timothy Austin Councilmember Dale Hensley	✓		3.44
38-Milton Mayor Leonard E. Sanderson (Pierce Co. Suburban Cities)	1.10	0.66	1.76
39-Monroe Councilmember James Hager	✓		2.27
40-Mountlake Terrace Councilmember Roger Bergh (Snohomish Co. Suburban Cities)	✓		7.48
41-Mukilteo Mayor Brian J. Sullivan Councilmember Eileen Hinds Councilmember Kerry Mushkin Councilmember Harold Quinby Councilmember Cathy Reese Councilmember Bruce Richter	✓		5.50

MEMBERS	YES	NO	WEIGHTED VOTES
42-Newcastle Councilmember Sonny Putter	✓		1.98
43-North Bend			0.72
44-Orting			0.86
45-Port Orchard			3.47
46-Poulsbo Mayor Mitch Mitchusson (Kitsap Co. Suburban Cities)	✓		3.20
47-Puyallup			9.51
48-Redmond Councilmember Richard Cole	✓		9.85
49-Renton Councilmember Bob Edwards (King Co. Suburban Cities)	✓		11.04
50-Ruston			0.25
51-SeaTac Councilmember Frank Hansen, Alt. (King Co. Suburban Cities)	✓		5.64
52-Seattle Mayor Norman B. Rice Councilmember Jan Drago Councilmember Margaret Pageler	✓		131.09
53-Snoqualmie Mayor Jeanne Hansen (King Co. Suburban Cities)	✓		0.38
54-Stanwood Mayor Don Moa	✓		1.08
55-Steilacoom Councilmember Dave Welch	✓		2.13
56-Sultan Councilmember Carolyn Eslick	✓		0.95
57-Sumner Councilmember Ron Scholz, Alt. (Pierce Co. Suburban Cities)	✓		2.69
58-Tacoma Councilmember Robert W. Evans	57.21	7.15	64.36
59-Tukwila Mayor Wally Rants		✓	3.63
60-University Place Councilmember Linda Bird	✓		10.64
61-Woodinville Mayor Bob Miller	✓		2.36
62-Woodway Councilmember Peter Block	✓		.36
63-Port of Everett Commissioner Ed Morrow	✓		10.00
64-Port of Seattle Commissioner Pat Davis	✓		50.00
65-Port of Tacoma Commissioner Jack Fabulich Commissioner Jerry Thorpe	✓		30.00
66-WA State Dept. of Trans. Ms. Renee Montgelas, Alt.	✓		30.00
67-WA Transportation Comm. Commissioner Aubrey Davis	✓		30.00
GRAND TOTAL			<u>1,150.00</u>

ATTENDANCE SHEET

COMMITTEE: General Assembly

DATE: July 11, 1996

LOCATION: Seattle Center

TIME: 2:00 - 5:00 p.m.

NAME Margaret Warwick

REPRESENTING BRC

NAME Rodney Brown

REPRESENTING PSRC Attorney

NAME Joshua H. Nelson

REPRESENTING PSRC - 1

NAME Marylou Block

REPRESENTING Sun Chemical Co.

NAME Larry Blain

REPRESENTING PSRC

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REPRESENTING _____

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REPRESENTING

ATTENDANCE SHEET

COMMITTEE: General Assembly

DATE: July 11, 1996

LOCATION: Seattle Center

TIME: 2:00 - 5:00 p.m.

NAME Reece Morris CM

REPRESENTING Granite Falls

NAME _____

REPRESENTING _____

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REPRESENTING _____

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Mayor of Federal Way is here

CM Jim White - Edmonds

ATTENDANCE SHEET

COMMITTEE: General Assembly

DATE: July 11, 1996

LOCATION: Seattle Center

TIME: 2:00 - 5:00 p.m.

NAME Dave Welch

REPRESENTING Steilacoom

NAME Ron Skolz

REPRESENTING Sumner

NAME JACK FABULICH

REPRESENTING PORT OF TACOMA

NAME Yvonne Briel

REPRESENTING University Place

NAME Karen Biskay

REPRESENTING Pierce Council

NAME SEKRY THORPE

REPRESENTING PORT OF TACOMA

NAME Willard F. Shenkel

REPRESENTING DuPont

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REPRESENTING _____

ATTENDANCE SHEET

COMMITTEE: General Assembly

DATE: July 11, 1996

LOCATION: Seattle Center

TIME: 2:00 - 5:00 p.m.

NAME HAROLD Quinky

REPRESENTING City Mukilteo

NAME Bruce Richter

REPRESENTING " Mukilteo

NAME Eileen Hinds

REPRESENTING " "

NAME Cathy Reese

REPRESENTING " "

NAME Kelly Mushkin

REPRESENTING " "

NAME Sue Singer

REPRESENTING Auburn

NAME CHUCK Mosher

REPRESENTING BELLEVUE

NAME Margot Blecher

REPRESENTING Bellvue

NAME Sunny Potter

REPRESENTING NEWCASTLE

NAME _____

REPRESENTING _____

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ATTENDANCE SHEET

COMMITTEE: General Assembly

DATE: July 11, 1996

LOCATION: Seattle Center

TIME: 2:00 - 5:00 p.m.

NAME Rob Dierksen

REPRESENTING EVERETT

NAME Jan Hago

REPRESENTING Seattle

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ATTENDANCE SHEET

COMMITTEE: General Assembly

DATE: July 11, 1996

LOCATION: Seattle Center

TIME: 2:00 - 5:00 p.m.

NAME Walter I. du

REPRESENTING WSTC

NAME Patricia Davis

REPRESENTING Port of Seattle

NAME NORM RICE

REPRESENTING City of Seattle

NAME Bob Miller

REPRESENTING City of Woodinville

NAME Richard Cole

REPRESENTING Redmond

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ATTENDANCE SHEET

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NAME CONNIE EPPERLY

REPRESENTING KENT

NAME DAVID HUTCHINSON

REPRESENTING LAKE FOREST PARK

NAME Jeanne Hansen

REPRESENTING Inglewood

NAME Bob Evans

REPRESENTING City of Tacoma

NAME Judy Clibborn

REPRESENTING Mex. Is.

NAME Robert Hawkins

REPRESENTING CLYDE HILL

NAME Bob Edwards

REPRESENTING Benton

NAME Usell Stoll

REPRESENTING Kurtz Or

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ATTENDANCE SHEET

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NAME Ed Morton

NAME Pete Block

NAME Karen Miller

NAME GARY NELSON

NAME John Lerner

NAME Donna Wright

NAME OTTO HERMAN

NAME Linda Roberts

NAME MATT RYAN

NAME DALE HENSLEY

NAME Debbie Treen

NAME TIM AUSTIN

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REPRESENTING Port of Everett

REPRESENTING Woodway

REPRESENTING Snohomish Council

REPRESENTING Snohomish County

REPRESENTING Sno. County Comm.

REPRESENTING Marysville

REPRESENTING MARYSVILLE

REPRESENTING Lyndenwood

REPRESENTING KITSAP County

REPRESENTING MILL CREEK

REPRESENTING Bothell

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ATTENDANCE SHEET

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NAME JAY ECHOLS

REPRESENTING LAKE STEVENS

NAME Roger Bergh

REPRESENTING Mount Lake Terrace

NAME Donald Moa

REPRESENTING Starwood

NAME CAROLYN Eslick

REPRESENTING City of Sultan

NAME Bob KRASKI

REPRESENTING City of Arlington

NAME Barb Fahey

REPRESENTING City of Edmonds

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ATTENDANCE SHEET

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DATE: July 11, 1996

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TIME: 2:00 - 5:00 p.m.

NAME ARUN JHAVERI

REPRESENTING BURIEN

NAME Dan Sherman

REPRESENTING Yes Means

NAME LARRY GOSSETT

REPRESENTING King County

NAME Greg Nichols

REPRESENTING King County

NAME Chris Vance

REPRESENTING King County

NAME Pete von Reichbauer

REPRESENTING King County

NAME FRANK HANSEN

REPRESENTING ETC OF SEATTLE

NAME Cynthia Sullivan

REPRESENTING King County

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ATTENDANCE SHEET

COMMITTEE: General Assembly

DATE: July 11, 1996

LOCATION: Seattle Center

TIME: 2:00 - 5:00 p.m.

NAME Revee Montoya

REPRESENTING WSDOT

NAME Leonard E. Sanderson

REPRESENTING Milton

NAME Richard Mitchell

REPRESENTING KITSAP CITIES

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ATTENDANCE SHEET

COMMITTEE: General Assembly

DATE: July 11, 1996

LOCATION: Seattle Center

TIME: 2:00 - 5:00 p.m.

NAME Mary McLean

REPRESENTING PSRC

NAME Bob Power

REPRESENTING Two City

NAME Jack Sutherland

REPRESENTING Police Co

NAME Dave Russell

REPRESENTING King Co. Sub Cities

NAME Ang Fouce

REPRESENTING KING Co.

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Public Comment Sign-up

1. Stanley Watanabe
2. ~~Rep. Karen Keiser, 33rd District~~ Linda Houit
3. Toni Russell
4. Bob Olander
5. Chris Clifford
6. Kristin Hanson
7. Ben Stark
8. Rep. Karen Keiser, 33rd District

~~9.~~

9. ~~10~~ David Graybill

10. ~~11~~ Mike Luis

~~11~~ 12.

~~12~~ 13. ~~Bob Olander~~

12. ~~14~~ Trina Torgelson

13. ~~15~~ GRANT COESWELL

16. JIM BOYLE

17. ~~BUT ISMAY~~

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#	NAME	ADDRESS
1	STANLEY Stanley Watanabe	16637-40th Ave S., Sa-Tec
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7	BEN STARK	1310 S. 230th DES MOINES
10	David W. Graybill	President & CEO Tacoma-Pierce-County Chamber
13	Bob Bob Olander	
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2	Linda Hult	SCRAP
5	Chris Clifford and	2721 Talbot Rd. S. Renton, WA 98058
8	Rep. Lauren Fish, 33 rd D	25657 Main View Dr. S., Kent
11	MIKE WIS	Greater Seattle Chamber of Commerce
14	Tina Torgerson	AIR WASHINGTON
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6	Kristin Hanson	RCA - 19900 4th Ave SW Normandy Park 98140
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June 18, 1996

Dear Puget Sound Regional Council General Assembly Member;

You are currently faced with critical decisions about meeting the region's air capacity needs. As background, I have enclosed a copy of the Executive Summary of the Final Environmental Impact Statement (EIS). The EIS for the proposed Master Plan Update Development Actions at **Seattle-Tacoma International Airport** addresses the issues of environmental, social, noise, transportation, construction, water and air quality impacts.

A list is printed on page 2 of the Executive Summary of local libraries and agencies where a full Final EIS is available for review. If you have questions or need clarification, please contact:

Ms. Barbara Hinkle
Health, Safety and Environmental Management
Port of Seattle
PO Box 68727
Seattle, WA 98168

Sincerely;

Patricia Davis
Port of Seattle Commissioner

enclosure

*The EIS for the proposed
Master Plan Update at Sea-Tac
is cataloged for the Information
Center collection:*

*EIS
REGI
PORT
1994
Final*