

**Declaration of  
Michael Feldman**

**AR 012948**

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POLLUTION CONTROL HEARINGS BOARD  
FOR THE STATE OF WASHINGTON

Airport Communities Coalition,

Appellant,

No. PCHB 01-133

v.

DECLARATION OF MICHAEL  
FELDMAN

Department of Ecology and  
The Port of Seattle,

Respondents.

MICHAEL FELDMAN declares as follow:

1. I am the Director of Aviation Facilities at the Port of Seattle and lead a team of engineering, environmental and maintenance professionals who provide technical oversight of airport facilities and utilities. I have served in this capacity since November 1999. I was formerly the Director of Aviation Development and Maintenance with similar duties that included the planning responsibilities. I served in that capacity from June 1998 to November 1999. I also formerly served as the Director of Aviation Professional & Technical Services at Seattle-Tacoma International Airport ("Sea-Tac"). I served in this capacity from January 1996 to June 1998 and have held a number of other planning and development positions at Sea-Tac and the Los Angeles International Airport.

2. I am currently responsible for providing proactive and comprehensive technical oversight of the airport to assure: (1) the airport's ongoing functional integrity; (2) maintenance of

DECLARATION OF MICHAEL FELDMAN - 1

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1 all facilities and utility systems; (3) effective and efficient capital delivery process; and (4)  
2 continuing compliance with all applicable environmental regulations. As a member of the Aviation  
3 Division's Senior Management Team, I participate in policy development and business decision  
4 making.

5 3. I was responsible for directing the planning and development program for the Third  
6 Runway and the Airport Master Plan and related processes between 1991 and 1996 and have *had*  
7 continued senior management level involvement in its implementation since that time.

8 4. Sea-Tac Airport is the only facility providing scheduled passenger airline service in  
9 the central Puget Sound region. Air travel demand in the region is growing substantially in the past  
10 years and, notwithstanding the recent slow-down due to the September 11, 2001 terrorist attacks,  
11 long-term expectations are that demand will continue to be rise. Since the last major expansion at  
12 Sea-Tac in the early 1970s, air passengers have increased about five-fold and aircraft take-offs and  
13 landings have more than doubled. In recent years, Sea-Tac has come to serve an area with one of the  
14 fastest growing economies in the country and regional air travel demand is expected to grow  
15 commensurately.

16 5. On August 1, 1996 the Port of Seattle Commission ("Port Commission") adopted a  
17 Master Plan Update ("Master Plan") for Sea-Tac which outlines the type and range of  
18 improvements needed to address existing delay problems at Sea-Tac and efficiently serve the  
19 growing air travel demand. The Master Plan includes the addition of a third runway, a  
20 consolidated employee parking lot, expansion to the existing parking garage, a new air traffic  
21 control tower, and a host of other airfield, roadway, passenger terminal, and cargo-processing  
22 facility improvements. This action was the result of approximately ten years of technical study,  
23 public review, and environmental analysis, including preparation of several environmental impact  
24 statements.

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1           6.     On May 27, 1997, based on the preparation of a Supplemental Environmental  
2 Impact Statement ("SEIS"), the Port Commission re-affirmed its approval of the Master Plan and  
3 authorized construction to begin on the third runway, consolidated employee parking lot, and  
4 parking garage expansion.

5           7.     Between 1997 and 2001 substantial progress has been made in planning, defining  
6 and integrating the projects that comprise Phase I of the Capital Improvement Program required to  
7 implement the recommendations of the Master Plan. In addition, substantial investment has been  
8 made in people, procedures and systems to efficiently deliver the Capital Improvement Program.

9           8.     Any stay that prevented implementation of the Airport Master Plan would cause  
10 substantial injury to the residents and businesses of the Puget Sound region who rely on timely and  
11 cost-effective air travel via Sea-Tac to meet with customers, ship and receive products, and receive  
12 visitors as part of the region's tourism industry. Specific injuries are discussed in the following  
13 paragraphs.

14           9.     The steady growth in air passenger volumes over the years has resulted in  
15 increasing demand for vehicle parking. Even without a stay, new parking facilities will not be  
16 available until several years after they are needed. Additional parking facilities and roadway  
17 improvements are needed to meet this demand. The number of days per year that the existing Sea-  
18 Tac garage reaches capacity and that the passenger pick-up and drop-off lanes are over-capacity  
19 has steadily increased. When this happens, people end up waiting in long lines of vehicles to get  
20 to the terminal or are forced to wander through the garage looking for an open spot, only to end  
21 up having to park off-site. On occasion, this leads to people missing their flights, a problem that  
22 is especially severe for families with small children, the elderly, or infrequent users of Sea-Tac.

23           10.    In addition to passenger inconvenience and impacts discussed above, vehicle  
24 congestion also increases air pollution emissions from idling vehicles. Parking improvements will  
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DECLARATION OF MICHAEL FELDMAN - 3

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1 lessen pollution by reducing vehicle idling and the amounts of time people spend circling the  
2 garage looking for parking.

3 11. The third runway is needed to reduce existing aircraft operating delays in poor  
4 weather when aircraft landings and takeoffs are allowed to occur on only one runway, rather than  
5 two. Delay in completion of the third runway may have a negative impact on the region's  
6 economy if businesses relocate elsewhere or choose not to locate in the region because of  
7 inefficient airport service. The Port estimates that a one-year delay in completion of the Third  
8 Runway would result in a cost of \$180 million to commercial airlines and their passengers who  
9 will continue to experience increased travel time and travel related costs due to the present  
10 inefficiencies of the existing Sea-Tac layout.

11 12. A stay preventing the Port from commencing construction activity on Master Plan  
12 projects could delay completion of third runway construction for at least one year. In turn, this delay  
13 would extend by one year the delays currently caused by existing conditions.

14 13. As with the runway, relocation of ancillary support facilities not necessarily needing  
15 airfield access to make room for more critical facilities is a key component of the Master Plan  
16 development strategy. Sea-Tac is land constricted and must make the most efficient use of this  
17 limited resource as possible. Sea-Tac does not have the luxury of building facilities on  
18 undeveloped land. As a result, a number of existing hangars and other buildings must be relocated  
19 to make room for passenger terminal developments. If a stay delays the relocation of these  
20 facilities, then the development sequence for providing these other critical facilities will be  
21 delayed. The end result would be that terminal and other facilities for moving people and goods  
22 would not be in place in a timely manner and the region's airport users would suffer additional  
23 time and money costs to use Sea-Tac.

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DECLARATION OF MICHAEL FELDMAN - 4

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I declare under penalty of perjury under the laws of the state of Washington that the foregoing is true and correct.

Executed at Seattle, Washington this 27<sup>th</sup> day of September, 2001.

  
Michael Feldman

AR 012953