

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:

AR 037723

- (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

AR 037724

- 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 McComber, Executive Director

AR 037725

**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.