

RESOLUTION NO. EB-94-01

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

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

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

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

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

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

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

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

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

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

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

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


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

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

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



Mayor Richard Mitchusson
City of Poulsbo
President
Puget Sound Regional Council

Attest: 
Mary McCumber, Executive Director

AR 037733

APPENDIX B

GENERAL DESCRIPTION OF EXISTING NOISE PROGRAMS

1. **NOISE BUDGET:**

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

2. **NIGHTTIME LIMITATIONS PROGRAM:**

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

3. **ACOUSTICAL INSULATION PROGRAM:**

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

- 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. The Regional Council will 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.

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.
- C. 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.

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