

**RESOLUTION NO. 3245**

**A RESOLUTION** of the Port Commission of the Port of Seattle, King County, Washington, reaffirming adoption of a Master Plan Update for Seattle-Tacoma International Airport, authorizing construction of a new dependent air carrier runway, an expansion of the existing parking garage, and a new north employee parking lot in accordance with the Master Plan Update, and reaffirming commitments to fulfill additional noise reduction measures in accordance with Puget Sound Regional Council Resolution A-96-02.

**WHEREAS**, the number of passengers and aircraft operations served by Seattle-Tacoma International Airport (STIA) have grown substantially in the last several decades and are projected to continue to increase significantly in the future; and

**WHEREAS**, in the mid-1980's, the Port completed the Airport Comprehensive Planning Review & Airspace Update Study which concluded that the existing runway system at STIA would not be capable of serving efficiently the increasing demand past the year 2000, and the Federal Aviation Administration (FAA) initiated an Airport Capacity Enhancement Study which concluded that there was extensive delay primarily in poor weather conditions as a result of the close spacing of the two existing runways; and, in 1995, the FAA conducted a Capacity Enhancement Update Study which confirmed the results of the earlier capacity study; and

**WHEREAS**, in 1989, the Port of Seattle and the Puget Sound Council of Governments - forerunner to the Puget Sound Regional Council (PSRC) - appointed the Puget Sound Air Transportation Committee (PSATC) and initiated the Flight Plan Project to study a wide range of alternatives for resolving air traffic capacity problems in the Puget Sound area, including use of new technologies, demand management, high-speed ground transportation, development of a replacement airport, development of a multiple airport system, and expansion of STIA; and

**WHEREAS**, in 1992, at the conclusion of its studies and following extensive public involvement, the PSATC issued its final report, recommendations, and programmatic environmental impact statement, in which the PSATC concluded that there is a pressing need for additional airfield capacity in the Puget Sound region to meet the increasing demand for aircraft operations, and the PSATC recommended implementation of a multiple airport system including the addition of a new dependent air carrier runway at STIA located 2500 feet west of existing runway 16L/34R; and

**WHEREAS**, in November 1992, the Port Commission enacted Resolution No. 3125, As Amended, taking the following actions, among others, subject to certain conditions: (a) adopted those portions of the PSATC recommendations relating to the addition of a third runway at STIA and recommended further study of other regional solutions to address the growing air travel demand; and (b) directed Port staff to prepare studies, plans, and a site-specific environmental impact statement for constructing a third runway, and to work with the PSRC and other jurisdictions to prepare a facility plan; and

**WHEREAS**, in April 1993, in response to the PSATC recommendations in the Flight Plan study and additional analysis, the PSRC General Assembly adopted Resolution A-93-03, amending the Regional Airport System Plan to authorize development of a third

runway at STIA (1) unless a supplemental airport site is proven to be feasible to eliminate the need for a new runway at STIA, (2) after demand management and system management programs are achieved or proven not to be feasible, and (3) when noise reduction performance objectives are scheduled, pursued, and achieved based on independent evaluation and measurement of noise impacts; and

**WHEREAS**, pursuant to Resolution A-93-03, the PSRC undertook the Major Supplemental Airport Study, in which the PSRC conducted an exhaustive search for a new airport site, resulting in PSRC Executive Board Resolution EB-94-01 in which the PSRC concluded that "there are no feasible sites for a major supplemental airport within the four-county region", and affirmed the General Assembly's approval of a third runway at STIA, provided the project meets the demand management and noise conditions of Resolution A-93-03 and the environmental impact review process; and

**WHEREAS**, also pursuant to Resolution A-93-03, the State Secretary of Transportation appointed an independent panel of experts (PSRC Expert Panel) which conducted an extensive review of demand/system management programs and noise reduction performance, and on July 27 and December 8, 1995, the panel concluded that demand/system management would not eliminate the need for a third runway; and

**WHEREAS**, on March 27, 1996, the PSRC Expert Panel issued its final determination on noise reduction performance in which the panel majority found that the noise reduction was not sufficient to satisfy the noise condition imposed by Resolution A-93-03 and suggested additional noise reduction measures, and subsequently the PSRC Executive Board determined that the region should continue to support a third runway at Sea-Tac, with additional noise reduction measures based on the panel's recommendations, and following several months of deliberations and public review and comment, including the issuance by the PSRC of an EIS Addendum, the PSRC General Assembly on July 11, 1996 passed Resolution A-96-02 to amend the Metropolitan Transportation Plan to include a third runway with additional noise reduction measures and to amend Resolution A-93-03 accordingly; and

**WHEREAS**, in 1993, the Port initiated an Airport Master Plan Update, which identified and studied alternate means of meeting the following needs at the airport: (1) improve the poor weather airfield operating capacity, (2) provide sufficient runway length to accommodate warm weather operations without restricting passenger load factors or payloads, (3) provide Runway Safety Areas that meet current FAA standards, and (4) provide efficient and flexible landside facilities to accommodate future aviation demand; and

**WHEREAS**, in 1993, pursuant to the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA), the FAA and the Port initiated preparation of a joint environmental impact statement (EIS) thoroughly analyzing the alternatives to, environmental impacts of, and possible mitigating measures for the improvements identified in the Master Plan Update; and

**WHEREAS**, in 1995, the FAA and the Port issued a Draft EIS for Proposed Master Plan Update Development Actions, conducted two public hearings, accepted and responded to voluminous written and oral comments, conducted additional studies and prepared project

revisions in response to public comments, and on February 9, 1996, issued a Final EIS; and

**WHEREAS**, the Port Commission adopted Resolution No. 3212, As Amended, on August 1, 1996 which among other actions included adoption of an Airport Master Plan Update for STIA, and granted approval to develop the third runway at STIA; and

**WHEREAS**, the fiscal year 1996 and 1997 terminal area forecasts (TAF) prepared by the FAA Office of Policy and Plans in Washington, D.C., and a subsequent update to the Airport Master Plan forecasts prepared by the Port, predicted a higher growth rate for STIA air passengers and aircraft operations than did the Airport Master Plan Update; and

**WHEREAS**, based on the updated Master Plan forecasts, the Port and FAA determined that additional environmental analysis was warranted to assess the impacts of the Master Plan Update improvements relative to the anticipated higher levels of air passengers and aircraft operations; and

**WHEREAS**, on February 7, 1997, the Port and FAA issued a Draft Supplemental EIS (DSEIS) for the Airport Master Plan Update, conducted a public hearing, accepted and responded to extensive public comments, and on May 13, 1997, issued a Final Supplemental EIS (FSEIS); and

**WHEREAS**, the Commission has considered the potential environmental impacts and mitigating measures discussed in the Final EIS and Supplemental EIS, and has weighed this information with other relevant considerations including the need for improved air transportation facilities to meet growing demand and reduce poor weather air traffic delay, all as described more fully in Attachment A to this resolution; and

**WHEREAS**, in light of the Supplemental EIS the Commission desires to reaffirm its approvals and commitments made in Resolution No. 3212, As Amended, including adoption of the Airport Master Plan, approval of the third runway, and commitment to undertake additional noise reduction measures as called for in PSRC Resolution A-96-02; and

**WHEREAS**, existing parking facilities at STIA are increasingly overburdened by growing parking demand and the Master Plan Update identifies a major expansion to the parking garage, a new north employee parking lot, and other improvements to meet growing parking demand; and

**WHEREAS**, the Port has been a national leader in efforts to reduce noise impacts on residents surrounding the airport, including the Sea-Tac Communities Plan, the Part 150 Noise Compatibility Plans, and the innovative Noise Mediation Project, which have resulted in a series of measures expected to reduce aircraft noise by at least half by the year 2001; and

**WHEREAS**, there has been extensive public involvement in the decision-making process including, but not limited to, multiple public hearings conducted by the Puget Sound Air Transportation Committee in locations throughout the Puget Sound Region, the acceptance and review of extensive written comments on the draft Flight Plan EIS, review and public consideration by the Puget Sound Regional Council which consists of elected officials from throughout the Region, two public scoping meetings and two public hearings conducted by the FAA and the Port regarding the Master Plan Update Draft EIS, acceptance and review of extensive written

comments on the Master Plan Update Draft EIS, a public hearing and acceptance and review of extensive written comments on the Master Plan Supplemental EIS, and the Port's acceptance and consideration of public comments on these matters.

**NOW, THEREFORE, BE IT RESOLVED** by the Port of Seattle Commission as follows:

**Section 1.** The Commission finds that the Supplemental EIS for Proposed Master Plan Update Development Actions is adequate and meets the requirements of the State Environmental Policy Act, Ch. 43.21C RCW.

**Section 2.** The Commission adopts the Airport Master Plan Update for Seattle-Tacoma International Airport as set forth in Master Plan Update Technical Reports No. 1-8, dated at various times from 1993 to 1996, copies of which are included as Attachment B to this resolution. The Commission also adopts the 1997 Airport Layout Plan (ALP), which consists of a set of drawings, copies of which are included as Attachment C to this resolution. Port staff are continuing to coordinate with the Federal Aviation Administration (FAA) for review and approval of the ALP pursuant to Resolution No. 3212, As Amended. Staff are authorized to adjust the Master Plan Update, ALP, and mitigating measures in order to finalize those plans provided that any substantial changes must be reviewed by the Commission.

**Section 3.** In accordance with the Master Plan Update, and subject to required permits and approvals from other governmental entities, the Commission grants full approval for the construction of a new 8500-foot dependent air carrier runway with its centerline located no further than 2500 feet west of the centerline of runway 16L/34R and development of taxiways, navigational aids, and other associated facilities (the "new runway"). The Executive Director and the Director, Aviation Division, are each authorized to take all necessary and appropriate actions to construct the new runway, within authorized budget limits, including but not limited to retaining professional services, preparing plans and specifications, accepting grants, advertising for bids, and executing contracts. This authorization includes, but is not limited to, the following:

a. Continue preparation of the final engineering design for the new runway within authorized budget limits.

b. Continue development and implementation of a program for the acquisition of necessary property interests for the new runway. The areas of acquisition are depicted in the ALP drawings at Attachment C. Authorization is granted to institute acquisition offers by July 1, 1997. The Manager of Noise Remedy is authorized to take all necessary steps to either arrange for the sale or demolition of acquired houses or other structures, as appropriate.

c. Acquisition of fill material and preparation of sites to place such fill.

d. Continue application for and processing of all necessary permits, approvals, and right-of-way vacations for construction of the new runway, including those necessary for the mitigation measures in Attachment D.

e. Execution of a memorandum of understanding between the Port and City of Auburn regarding development of a wetland mitigation site.

f. Execution of a Memorandum of Understanding between the Port and City of Des Moines for south borrow site development.

g. Execution of a reimbursable agreement with the FAA with regard to airfield improvements including relocation of navigational aids.

h. Continue to work with the FAA and other industry representatives on potential technological advances that could enhance the benefits of providing additional airfield capacity at Seattle-Tacoma International Airport.

i. Development and implementation of a comprehensive public information program to keep airport neighbors informed on the progress of acquisition and development, including an information "hotline."

**Section 4.** The Executive Director and the Director, Aviation Division, are each authorized to take all necessary and appropriate actions to continue preparation of plans for and implementation of the mitigating measures included in Attachment D to this resolution, within authorized budget limits.

**Section 5.** In accordance with PSRC Resolution A-96-02, the Port Commission reaffirms its commitment to undertake the additional noise reduction measures called for by the PSRC which are listed in "Section I: The Port of Seattle" of Appendix G to the Metropolitan Transportation Plan (included as Attachment E to this Commission Resolution). Further, in accordance with "Section V: Monitoring Compliance" of Appendix G to the Metropolitan Transportation Plan, the Port commits to continue reporting to the PSRC twice yearly on progress toward the additional noise reduction measures. In addition, the Commission strongly endorses the Puget Sound Regional Council's commitment, as set forth in Appendix G, Section III, Item I of the Metropolitan Transportation Plan, to develop options to provide for the region's long range air capacity needs beyond those provided by improvements to Sea-Tac International Airport.

**Section 6.** The Executive Director and the Director, Aviation Division, are each authorized, within authorized budget limits, to continue with implementation of an air quality monitoring plan to measure existing air pollutant conditions in the airport area, as recommended in Section IV.9 of the Final EIS for Proposed Master Plan Update Development Actions.

**Section 7.** The Executive Director, the Director, Aviation Division, or the Port SEPA responsible official, as appropriate, shall: (a) continue to monitor the volume of airport activity, new aviation activity forecasts, and new information regarding potential and actual environmental impacts of airport development; (b) conduct any additional environmental review pursuant to SEPA as deemed necessary in light of new information; and (c) recommend to the Port Commission any new mitigation measures, or revisions to ongoing mitigation measures, as deemed necessary to address the impacts of development contemplated in the Airport Master Plan Update.

**Section 8.** In accordance with the Master Plan Update, and subject to required permits and approvals from other governmental entities, the Commission grants approval for construction of an expansion to the existing parking garage and construction of the new north employee parking lot. The Executive Director and the Director, Aviation Division, are each authorized, to take all necessary and appropriate actions to construct the garage expansion and new north employee parking lot, within authorized budget limits, including but not limited to retaining professional

services, preparing plans and specifications, advertising for bids, and executing contracts.

**Section 9.** The Executive Director or the Director, Aviation Division, shall recommend actions to the Commission regarding improvements contemplated in the Master Plan Update in addition to the new runway and parking expansions as demand for these other facilities warrants.

**Section 10.** The adoption of this resolution constitutes a "final decision" by the Port of Seattle for purposes of appeal of the Port's compliance with SEPA, Ch. 43.21C RCW. Notice of the adoption of this resolution shall be provided in the manner specified in the Port's SEPA Appeal Resolution No. 3211. Any appeal must be brought within the time and in the manner specified in the Port's SEPA Resolution No. 3211.

**Section 11.** If any provision of this resolution is held invalid, the remainder of this resolution remains in effect.

ADOPTED by the Port Commission of the Port of Seattle this 27th day of May, 1997, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission duly affixed.

PAIGE MILLER

GARY GRANT

PAUL SCHELL

PATRICIA DAVIS

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Port Commission