

RESOLUTION NO. 3042, AS AMENDED

A RESOLUTION of the Port Commission of the Port of Seattle authorizing the Executive Director to execute an Interagency Agreement with the Puget Sound Council of Governments to establish a planning process for developing a regional air carrier system plan for the Puget Sound region.

WHEREAS, the Puget Sound Council of Governments (hereinafter, the "PSCOG") has been designated by the Federal Government as the Metropolitan Planning Organization for the Puget Sound region for transportation planning;

WHEREAS, in this capacity, PSCOG is responsible for the Regional Transportation Plan which guides land use and transportation policies throughout the Puget Sound region;

WHEREAS, one element of the Regional Transportation Plan is the Regional Airport System Plan which was adopted by the PSCOG Assembly on September 29, 1988;

WHEREAS, the Regional Airport System Plan identifies the need for additional air carrier capacity in the Puget Sound region to meet the long range air carrier demand;

WHEREAS, the Port of Seattle (hereinafter the "Port") is responsible for operating Seattle-Tacoma International Airport, which has evolved as the major air carrier hub for the northwest region of the United States;

WHEREAS, on July 12, 1988, the Port Commission reviewed recommendations of the Airspace Study Update calling for, first, a work program designed to increase the utilization of Sea-Tac's existing capacity and thereby provide for air traffic growth to approximately the year 2000; and second, a planning effort to study long term air carrier capacity requirements beyond the year 2000;

WHEREAS, recognizing that the planning of the long term improvements would best be accomplished through a regional discussion, the Port Commission, on July 26, 1988, authorized staff to negotiate an interagency agreement with the PSCOG to establish a planning process to develop an air carrier system plan for the Puget Sound region;

NOW, THEREFORE, BE IT RESOLVED by the Port Commission of the Port of

Seattle that:

1. The Executive Director of the Port of Seattle is hereby authorized to execute said Interagency Agreement, as Amended, in substantially the form attached hereto as Exhibit "A-1" and directed to impress the official seal of the Port of Seattle thereon.

2. The final executed Interagency Agreement (Exhibit "B") shall be attached to this resolution and by this reference incorporated herein.

3. The Executive Director of the Port of Seattle is hereby authorized to apply for and accept appropriate Federal Aviation Administration grants and funds.

4. The Executive Director of the Port of Seattle is hereby authorized to hire consultants to carry out the project tasks, subject to budget constraints.

ADOPTED by the Port Commission of the Port of Seattle at a regular meeting thereof, held this 20th day of April, 1989, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.

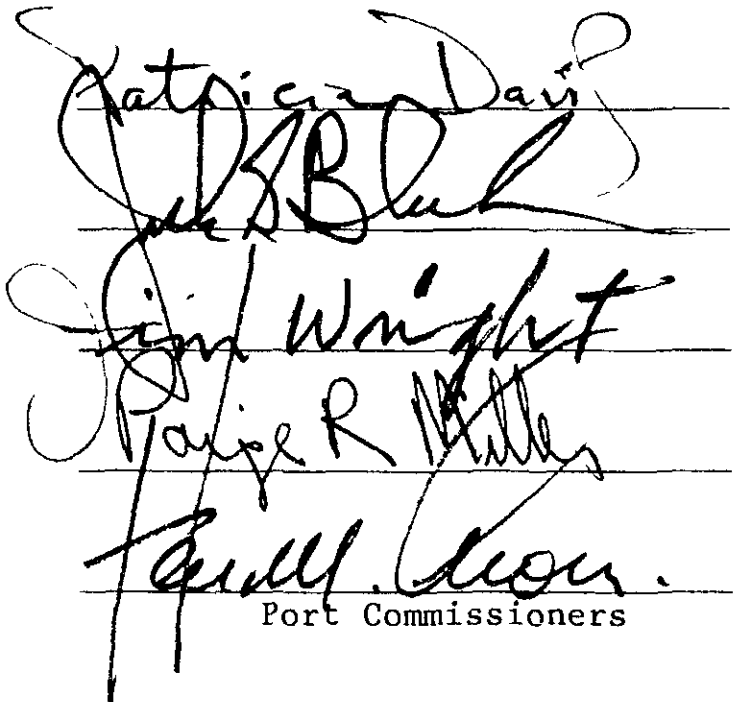

Patricia Davis
J. B. Blue
Jim Wright
Paige R. Miller
Phill. Crow.
Port Commissioners

Exhibit "A- 1", Resolution No 3042, As Amended

PORT OF SEATTLE AND PUGET SOUND COUNCIL OF GOVERNMENTS
INTERAGENCY AGREEMENT
FOR LONG TERM AIR CARRIER SYSTEM PLANNING

This Interagency Agreement is entered into this _____ day
of _____, between the Port of Seattle (hereinafter "the
Port") and the Puget Sound Council of Governments (hereinafter "PSCOG")

RECITALS

WHEREAS, PSCOG has been designated by the Federal Government and
the State of Washington as the Metropolitan Planning Organization for the
Puget Sound region for transportation planning;

WHEREAS, in this capacity, PSCOG is responsible for the Regional
Transportation Plan which guides land use and transportation policies
throughout the Puget Sound region;

WHEREAS, one element of the Regional Transportation Plan is the
Regional Airport System Plan which was adopted by the PSCOG Assembly on
September 29, 1988;

WHEREAS, the Regional Airport System Plan identifies the need for
additional air carrier capacity in the Puget Sound region to meet the long
term air carrier demand and recommends that the PSCOG, in cooperation with
the Port and other appropriate agencies, proceed expeditiously with the
evaluation and selection of a preferred long term regional air carrier
system alternative;

WHEREAS, the Port is responsible for operating Seattle-Tacoma
International Airport, which has evolved as the major air carrier hub for
the northwest region of the United States;

WHEREAS, on July 12, 1988, the Port Commission reviewed
recommendations of the Airspace Study Update calling for, first, a work
program designed to increase the utilization of Sea-Tac's existing
capacity and thereby provide for air traffic growth to approximately the
year 2000; and second, a planning effort to study long term air carrier
capacity requirements beyond the year 2000;

WHEREAS, recognizing that the planning of the long term
improvements would best be accomplished through a regional discussion, the
Port Commission, on July 26, 1988, authorized staff to negotiate an
interagency agreement with the PSCOG to establish a planning process to
develop an air carrier system plan for the Puget Sound region,

NOW THEREFORE, the Port and PSCOG agree to the following:

1. PURPOSE

The purpose of this Agreement is to establish a joint planning process (hereinafter, "the project") between the Port and the PSCOG for developing a regional air carrier system plan for the Puget Sound region. The project is designed to:

- a. Involve interested parties, governments and citizens in the planning process;
- b. Provide a regional planning perspective by considering the demographic characteristics of the region, by recommending air carrier system alternatives that enhance the region, and by considering the surface transportation requirements of these alternatives;
- c. Provide a long term planning perspective by considering capacity requirements beyond the year 2000 time frame. The planning framework will commence from a year 2000 baseline, which reflects that the Port will continue to make airside and landside improvements at Sea-Tac in the pre-2000 period, as recommended in the Port's Airspace Study Update, as will other regional airports;

2. PROJECT STRUCTURE

The project shall be guided by a Regional Airport Planning Task Force, appointed as set forth below. Staff provided by the Port and the PSCOG will support the Task Force. A Steering Committee, composed as a subcommittee of Task Force members, will assist staff in supporting the larger Task Force, and is appointed as set forth below. A Technical Committee, appointed as set forth below, will provide its expertise to staff for the technical elements of the project.

2.1 Regional Airport Planning Task Force

The Task Force, jointly appointed by the Port and the PSCOG, shall develop and evaluate alternatives and shall refer its recommendations to the Port Commission and the PSCOG Executive Board for their consideration. Specifically, the Task Force will present its recommendations for each major task to the Port Commission and the PSCOG Executive Board for their confirmation prior to proceeding with the next task. The four major tasks are described in paragraph 2.1.2.

2.1.1 Membership

The Task Force shall consist of thirty-two (32) members. The members shall be selected to represent the following:

- Port of Seattle, 3 members
- Federal Aviation Administration, 1 member
- Airlines - 3 members, to include representatives from:
 - major airlines
 - regional airlines
- King County - 6 members, to include representatives from:
 - Seattle
 - County
 - Suburban cities
- Snohomish County - 2 members, to include representatives from:
 - County
 - Cities
- Pierce County - 2 members, to include representatives from:
 - County
 - Cities
- Kitsap County, 1 member
- State of Washington Legislature, 4 members
- State of Washington Governor's office, 1 member
- Washington Environmental Council, 1 member
- Business community - 4 members (one from each of King, Snohomish, Pierce and Kitsap counties), to include representatives from the Regional Aviation Task Force (Greater Seattle Chamber of Commerce coalition)
- Citizens - 4 members, to include representatives from:
 - King County, 1 member from the Mediation Committee of the Port's Noise Management Project
 - Snohomish County
 - Pierce County
 - Kitsap County

The Port shall solicit those members representing the Port of Seattle, the Federal Aviation Administration, the State of Washington, the airlines and the business community. The Port, through the Mediation Committee, shall appoint the King County citizen representative. The PSCOG shall solicit those members representing all other local elected officials, the Snohomish, Pierce and Kitsap citizen representatives and the Washington Environmental Council representative.

2.1.2 Role of the Task Force

The Task Force shall prepare recommendations relating to the four tasks described below:

1. Scope of the project
2. Definition of alternatives
3. Evaluation of alternatives
4. Recommendations

Following the completion of tasks 2. and 3. above, the Task Force shall refer its recommendations to the Port Commission and the PSCOG Executive Board for their review prior to proceeding with the next tasks

2.1.3 Procedures

- a. The Task Force shall adopt procedures governing itself and shall elect a (joint) Chair(s) whose term shall continue throughout the length of the project. The Task Force may, at its discretion, elect a Chair who is not a member of the Task Force
- b. A majority of the members shall constitute a quorum of the Task Force. It shall meet monthly or upon the call of the Chair(s) or of any three members
- c. Actions on all matters shall require a simple majority of the votes cast on that matter.
- d. Continuous involvement of members is essential. The Task Force shall, at its first meeting, discuss and establish guidelines for member participation.

2.1.4 Steering Committee

A subcommittee of the Task Force, the Steering Committee, will be appointed at the beginning of the project. The ten member Steering Committee will be composed of representatives from the Port (3 members), the PSCOG (3 members), the airlines, business community, citizens and the State (1 member each). The role of the Steering Committee is to:

- ° Ensure that the viewpoints of all Task Force members are adequately addressed and reflected in discussions
- ° Act as a "working group" to help the staff and consultants formulate draft strategies, principles and alternatives for consideration by the Task Force
- ° Help to fashion a consensus and ensure that minority reports are documented

2.2 Technical Committee

A Technical Committee shall be established to provide its technical expertise on the project and review the technical elements of the project. The Technical Committee shall advise the project staff.

2.2.1 Membership

Project staff shall jointly select a Technical Committee comprised of members of the following:

- Port of Seattle Environmental section
- FAA Air Traffic Control
- FAA Planning
- Boeing Company
- Air carrier airlines
- Air cargo users
- Airline passengers
- Regional/commuter airlines
- Airline pilots
- Regional airports (Paine Field, Boeing Field, McChord AFB, Bremerton National)
- Washington Airport Manager's Association
- Ground transportation providers
- WSDOT surface transportation division
- WSDOT aeronautics division
- Environmental Protection Agency
- King County Environmental Health Department
- Local government planning staff
- Citizen members of the Task Force

Project staff and the Task Force may elect to add additional members to the Technical Committee as necessary.

2.2.2 Procedures

- a The Technical Committee shall adopt procedures governing itself and elect from its members a Chair whose term shall last until the end of the project
- b The Committee shall meet upon the call of the project managers
- c Actions on all matters shall require a simple majority of the votes cast on that matter

2.3 Organizational Relationship

2.3.1 Project Management

The Port and the PSCOG shall each appoint one person to act as their respective project manager to be responsible for managing the overall project and presenting elements of the project to the Task Force, the Technical Committee and the public

2.3.2 Procedures

- a. Project staff shall jointly interview and select project consultants, regardless of which agency is responsible for the contract. Project staff shall also jointly review and approve of all consultant work products, regardless of which agency is responsible for the contract.
- b. Project staff shall jointly review and reach consensus on all work elements of the project prior to presentation to the Task Force. Continual review of assumptions, methodology and products will be undertaken in an attempt to isolate and resolve any potential disputes at an early stage.
- c. All presentation materials and reports will display a consistent format. Project staff shall jointly review and reach consensus on all public information and presentation materials before their publication and distribution. Informational presentations of work products will be made by the agency (Port or PSCOG) responsible for carrying out the work on the tasks being discussed unless otherwise agreed.

3. SCOPE OF WORK, SCHEDULE AND BUDGET

3.1 Scope of Work

An outline of the scope of work for the project is attached as Exhibit A and incorporated herein by reference. The scope of work is comprised of three major parts: the technical work program, the public involvement program, and project support. The agency responsible for the final product prepared for each project task is also described in Exhibit A.

3.2 Schedule

The schedule for the project is attached as Exhibit B and is incorporated herein by reference. The two-year project will commence as soon as both parties have executed the agreement. The agreement shall terminate after the Task Force presents its final recommendations to the Port Commission and the PSCOG Executive Board.

3.3 Budget

The budget for the project is attached as Exhibit C and is incorporated herein by reference. The total project budget shall be \$683,000 for specific tasks identified in Exhibit B. The PSCOG will provide up to \$341,500 of the budget. The Port will provide up to \$341,500 of the budget. Both the Port and the PSCOG may obtain federal grants which shall be used to reduce their monetary contributions. The Port and the PSCOG are each responsible for providing their own local match requirements in the event that federal grants are obtained.

4 MISCELLANEOUS

4.1 Amendment of the Agreement

This Agreement may be amended in writing at any time by mutual agreement of the PSCOG Executive Director and the Port Executive Director

4.2 Dispute Resolution

Any controversy or claim not resolved by informal negotiations shall be settled by a majority vote of the Steering Committee

4.3 Indemnification

Both parties agree that as to all claims, actions or causes of actions of whatsoever kind or nature made or asserted against either or both of them and arising out of the project (including, but not limited to, claims, actions or causes of action made, or asserted by anyone directly or indirectly employed by such party), each will be liable to the other only to the extent of each party's fault or causation and shall indemnify the other for such amount. As to all such claims, actions or causes of action which are a consequence of the sole fault, negligence or causation of a party to this Agreement, such party shall have the duty to defend, save and hold the other harmless, and upon failure to do so shall pay reasonable fees, costs, and expenses incurred by the other party to this Agreement, in defense of any such claims, actions, or causes of action.

4.4 Compliance with Applicable Law and Regulations

Both the Port and PSCOG shall comply with all applicable local, state and federal laws and regulations, anything herein to the contrary notwithstanding. Nothing herein shall be construed to prevent the Port from performing the covenants of its revenue or general obligation bonds, performing its function or services, or levying taxes, rates, and charges as now or hereafter authorized by law.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date and year first above written.

PORT OF SEATTLE

PUGET SOUND COUNCIL OF GOVERNMENTS

Zeger J. J. van Asch van Wijck
Executive Director

Curtis Smelser
Executive Director

Date

Date

ATTEST

ATTEST

5870L

**EXHIBIT A TO THE PORT OF SEATTLE AND
PUGET SOUND COUNCIL OF GOVERNMENTS INTERAGENCY AGREEMENT
OUTLINE OF THE SCOPE OF WORK**

I. TECHNICAL WORK PROGRAM

**Respon-
sibility**

1 Develop and Approve Project Objectives and Evaluation Criteria

- | | | |
|-------|---|------------|
| 1.1 | Review briefing papers on an overview of the current regional airport system | |
| 1.1.1 | Sea-Tac International Airport | PORT |
| 1.1.2 | Paine Field, Boeing Field, Bremerton National, McChord Air Force Base and other airports if requested | PSCOG |
| 1.1.3 | Regional Airport Planning Task Force, FAA Capacity Enhancement Task Force | PORT |
| 1.1.4 | Regional Airport System Plan, State Airport Plan | PSCOG |
| 1.1.5 | Surface connections, land use issues | PSCOG |
| 1.2 | Accept revised baseline demand forecasts (recommendation) | |
| 1.2.1 | assumptions/methodology | PORT |
| 1.2.2 | baseline demand forecasts | PORT |
| 1.3 | Issue identification/review draft objectives | |
| 1.3.1 | region's air service needs | PORT |
| 1.3.2 | Sea-Tac's statewide/northwest regional role | PORT |
| 1.3.3 | uncertainty in the future air travel industry | PORT |
| 1.3.4 | regional impact of air service | PORT |
| 1.3.5 | international service | PORT |
| 1.3.6 | airport/surface transport issue | PSCOG |
| 1.3.7 | airport/land use issues | PSCOG |
| 1.3.8 | airport/environ issues | PORT |
| 1.3.9 | air carrier/general aviation issues | PORT |
| 1.4 | Approve project objectives (recommendation) | PORT/PSCOG |
| 1.5 | Approve draft evaluation criteria, based on objectives (recommendation) | PORT/PSCOG |

2 Develop and Approve the Definition of Alternatives

- | | | |
|-------|---|------------|
| 2.1 | Issue paper on definition of system concepts and criteria for selecting airports and actions for each concept | |
| 2.1.1 | base case alternative | PORT |
| 2.1.2 | Sea-Tac expansion alternative | PORT |
| 2.1.3 | multiple airport alternative | PSCOG |
| 2.1.4 | new primary air carrier airport alternative | PSCOG |
| 2.1.5 | resource management alternative | PORT |
| 2.1.6 | additional system alternatives as needed | PORT/PSCOG |
| 2.2 | Approve of the final system concept definitions and criteria (recommendation) | PORT/PSCOG |

	<u>Respon-</u> <u>sibility</u>
2 3 Issue paper on the airport/site/action alternatives included in each system concept, based on above definitions and criteria	
2 3.1 base case	PORT
2 3.2 Sea-Tac expansion	PORT
2.3 3 multiple airport(s)	PSCOG
2.3.4 new primary air carrier airport	PSCOG
2 3.5 resource management	PORT
2 3.6 develop detailed additional system alts. as needed	PORT/PSCOG
2 4 Approve airport/site/action alt for each system concept (recommendation)	PORT/PSCOG
3 Compile Technical Data	
3.1 conceptual engineering/analysis	PORT/PSCOG
3.2 operational characteristics of each alternative	PORT/PSCOG
3 3 cost estimates	PORT/PSCOG
3 4 financing options	PORT/PSCOG
3.5 economic impact analysis	PORT/PSCOG
3.6 benefits/costs to airport users	PORT/PSCOG
3 7 land use issues	PORT/PSCOG
3 8 noise impacts and mitigation measures	PORT/PSCOG
3 9 other environmental impacts and mitigation measures	PORT/PSCOG
3 10 coordination with general aviation	PORT/PSCOG
3 11 airport access and surface transportation impacts	PORT/PSCOG
4. Evaluate the alternatives	
4 1 Prepare draft alternatives evaluation report	PORT/PSCOG
4 2 Evaluate the alternatives (recommendation)	PORT/PSCOG
5 Prepare and Approve Recommendations	
5.1 Compile any additional information needed to make recommendations	PORT/PSCOG
5 2 Issue paper on institutional issues	PORT/PSCOG
5 3 Finalize the alternatives evaluation report	PORT/PSCOG
5 4 Prepare implementation strategy	PORT/PSCOG
5 5 Approve air carrier system recommendations and implementation strategy (recommendation)	PORT/PSCOG
5 5 Action item on institutional recommendations (recommendation)	PORT/PSCOG

PUBLIC INVOLVEMENT PROGRAM

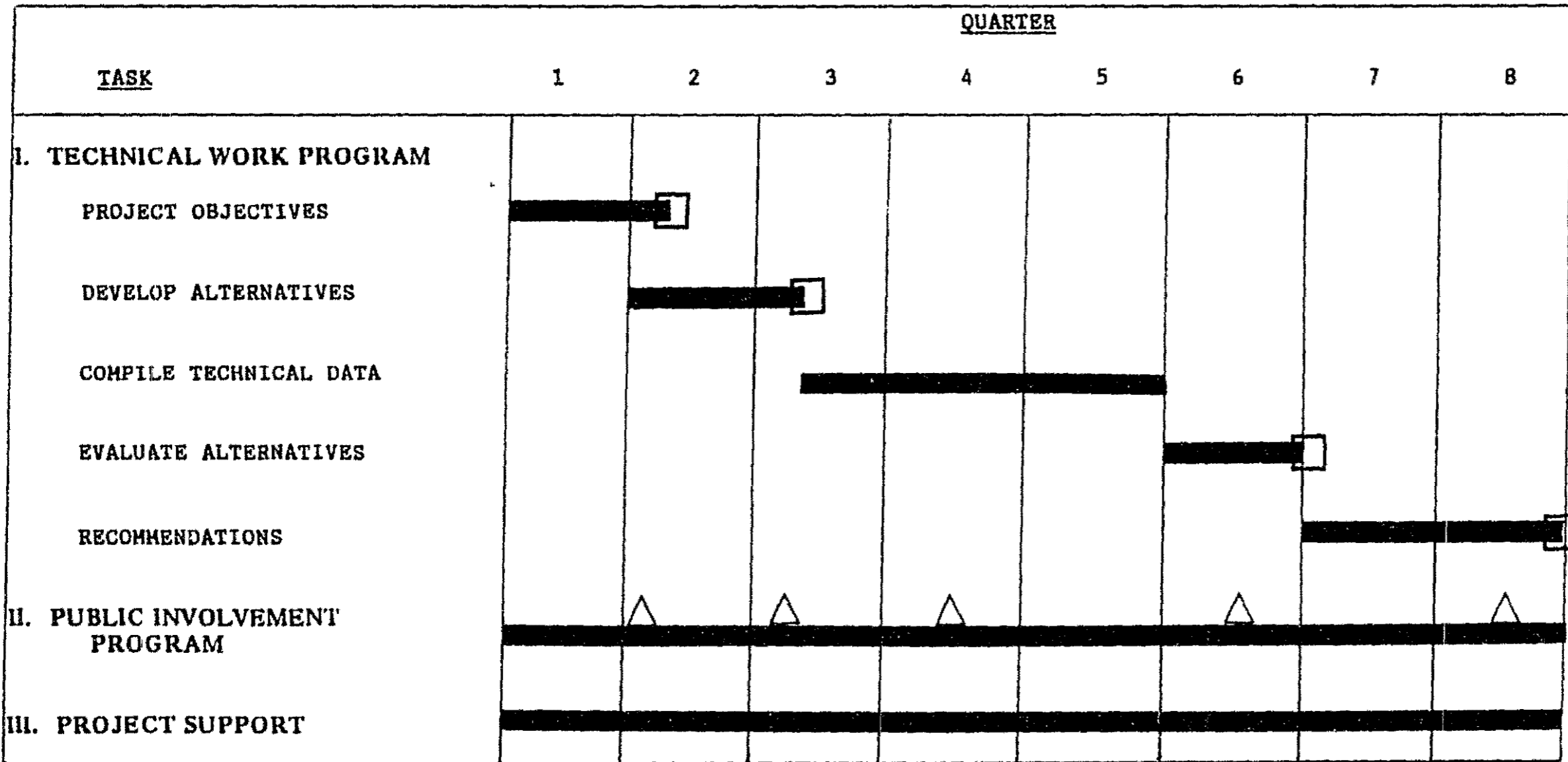
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| 1. Formulate and carry out public education process, including such elements as newsletters, brochures, hotline, video and slide productions, mailing lists, press relations and graphics support. | PORT/PSCOG |
| 2. Formulate and carry out public response process, including such elements as community meetings, public hearings and special presentations | PORT/PSCOG |

PROJECT SUPPORT

- | | |
|---|------------|
| 1. Establish and staff Task Force and Steering Committee meetings | PORT/PSCOG |
| 2. Establish and staff Technical Committee meetings during Tasks 1 3 , 1 4 and III of the technical work program. | PORT/PSCOG |
| 3 Staff all public meetings throughout the project | PORT/PSCOG |

**EXHIBIT B TO THE PORT OF SEATTLE AND
PUGET SOUND COUNCIL OF GOVERNMENTS INTERAGENCY AGREEMENT
PROJECT SCHEDULE**



□ TASK FORCE RECOMMENDATIONS

△ PUBLIC MEETINGS

**EXHIBIT C TO THE PORT OF SEATTLE AND
PUGET SOUND COUNCIL OF GOVERNMENTS INTERAGENCY AGREEMENT
PROJECT BUDGET**

<u>Project Task</u>	<u>PSCOG Funds</u>	<u>Port Funds</u>	<u>Total Funds</u>
I. <u>Technical Work Program</u>			
Define objectives	\$ 13,200	\$ 59,000	\$ 72,200
Develop alternatives	47,200	36,200	83,400
Compile technical data and summarize findings	141,600	150,300	491,800
Evaluate Alternatives	32,200	8,800	41,000
Recommendations	42,900	9,600	52,500
II. <u>Public Involvement Program</u>	48,400	61,600	110,000
III. <u>Project Support</u>	<u>16,000</u>	<u>16,000</u>	<u>32,000</u>
Total	\$341,500	\$341,500	\$683,000