

500  
million dollars?  
Guess the Port's  
got money  
to burn.



**RCMA**  
Regional Commission  
on Airport Affairs

801 S.W. 174th St.  
Normandy Park, WA 98166



\$500,000,000.00

•  
With mitigation costs  
and interest,  
a whopping \$1.2 billion.

•  
What will we get  
for our money?

•  
A massive government  
boondoggle ... the most  
expensive runway ever  
built in the  
United States of America.

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### **BILLION-DOLLAR BOONDOGGLE: SEA-TAC'S CONTROVERSIAL THIRD RUNWAY**

- Under the Port's so-called "Flight Plan," taxpayers would bear the brunt of a costly proposal to shoehorn a third runway into the already crowded Sea-Tac Airport
- Using the Port's own figures, runway construction alone could run more than \$500 million
- That makes Sea-Tac's controversial third-runway proposal the most expensive runway in U.S. history — five times the cost of the new runway at Vancouver
- Even the Port admits that the costs of construction and interest payments could push the total bill to nearly \$1.2 billion



### **ECONOMISTS AGREE: THE PORT'S PLAN BURNS LOCAL TAXPAYERS**

- Leading economists warn that the Port's billion-dollar runway would place a massive burden on taxpayers, airline passengers, businesses and homeowners
- Dr. Lynn Michaelis, President of the National Association of Business Economists, writes, "indirect costs have to be included as well ... costs to insulate schools ... lost revenue from declining property values ... the true overall cost of the Third Runway could be found to approach \$2 billion"
- Economists like Dr. Richard Zerbe of the University of Washington say the Port's plan is "crucially flawed ... the benefits and costs have not yet been assessed. Demand management



combined with peak load pricing and an alternative site can meet economic demand but at a lower social cost ..."

### **THE THIRD RUNWAY: YOUR TAXES UP IN SMOKE**

- According to the Flight Plan report, the FAA will fund just as little as 8% and as much as 25% of the total estimated \$1.2 billion cost of a future Sea-Tac Airport with a third dependent runway
- Over 20 years, the bulk of the direct cost — as much as 92% — will be paid by airline passengers or taxpayers throughout Puget Sound
- What do we get for our billion-dollar-plus investment? A runway that generates less than 1% return on the public's investment

## **FAA asked to reconsider new Sea-Tac fees**

**By Arthur C. Gorlick**  
P-I Reporter

South King County officials have asked the Federal Aviation Administration to reconsider its approval of a new \$3 fee for passengers boarding flights at Seattle-Tacoma International Airport.

local officials that it was seeking approval of the "passenger facility charge" when it applied in April for permission to add the fee. "Because of this lack of notice (and because this is a brand new program), the City of Des Moines did not know of the comment period for the (fee) application and, as a result, we did not make

letter to U.S. Reps. Rod Chandler, R-Bellevue, and Jim McDermott, D-Seattle.

Late last week, after the Des Moines City Council unanimously adopted a resolution charging that the port has failed to keep sound-abatement commitments made to the community in 1973 after building a second runway at

Prothman asked for Chandler's help "in reallocating a much greater share of those (fees) to mitigate damages that have been done to our communities over the past 20 years from the second runway."

Port officials, who said they were unaware of the request for reconsideration of approval for

**FOR MORE INFORMATION  
CALL RCCA HEADQUARTERS**

**206-248-7603**

SOURCES: Puget Sound Air Transportation Committee, *The Flight Plan Project, Draft Final Report*. Dr. Lynn O. Michaelis, *General Comments on the Draft Environmental Impact Statement*. Dr. Richard Zerbe, Economist. *Seattle Post-Intelligencer*.