

DID YOU KNOW?

- The runway is stopped and has been for two years.
- The Port of Seattle, which runs the Airport, was forced to agree to \$150 million in noise improvements for our schools.
- The Port cannot meet restrictions on its water pollution and wetlands permits, and is being forced to appeal in court.
- The Port has been forced to admit the project is going to cost at least five times the original "estimate".
- The Port has been forced to admit that it has made only air-filled promises and has no budget for damages to its neighbors. It prefers to transfer those costs to our cities.
- The Port has never been able to show in any concrete way that this runway is needed.

Stay informed!!

Visit our website at

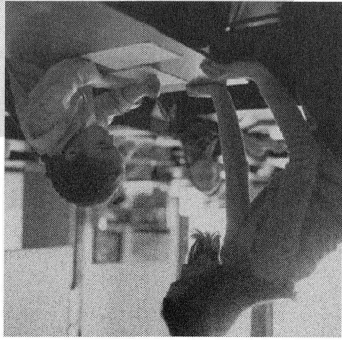
www.rcaanews.org

*~Making Sea-Tac Airport
Accountable~*



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Sea-Tac Airport has attacked our schools with noise, our streams with water pollution, and tried to shift the costs of the impacts of Sea-Tac expansion onto the Highline Communities. We think the Port ought to pay its own bills and be a better neighbor.

**And we are making...
them accountable...**

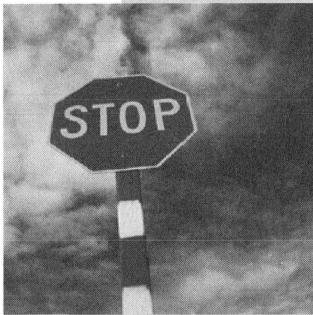
We have gained by making them accountable...

Highline's communities have put much work and a lot of money into efforts to make the Port of Seattle accountable for damage done by Sea-Tac Airport. Yet once again, the complaint is heard that this effort is useless, or too expensive. Not so! Let's look at the record.

Citizens have worked as individuals and in civic groups. The cities of Burien, Des Moines, and Normandy Park, together with Federal Way, Tukwila, and Highline School District, have banded together as the Airport Communities Coalition (ACC). The return on the communities' investment in ACC has been tremendous.

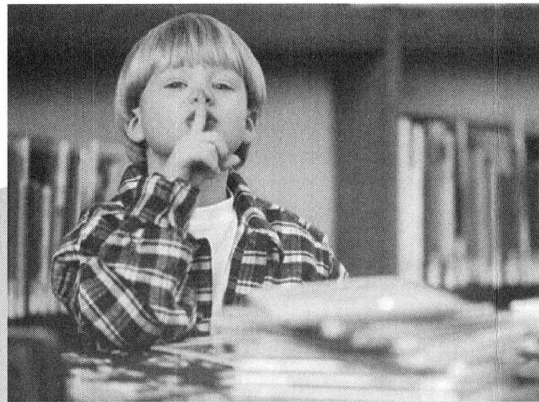
Runway Stopped

Construction on the third runway stopped two years ago because the Port failed to meet the legal requirements for protecting near-by streams, lakes, aquifers. The Port is now in court protesting against the conditions imposed by the State on runway construction.



Over-runs exposed

Experts working for ACC pointed out serious omissions in the Port's engineering & cost estimates, especially & to include environmental protection that was previously ignored. Now we know that the runway will cost about \$1.2 billion — *five times* the original estimates. People outside Highline are beginning to get the picture — a billion-dollar-plus runway that provides no increases in flights! And the Port is \$3 billion in debt, with no plans to finance the \$700 or \$800 million still needed to finish the runway. We've gotten a good start in making them fiscally accountable.



New Schools, Quieter Schools for Highline

The community has won a huge victory for its schools. After more than 20 years of fighting for mitigation of the Highline schools against second-runway noise environment, Highline with the help of ACC experts won a settlement that provides an additional \$150 million for noise protection, in addition to the \$50 million provided by the school bond. They broke ground for four new, quiet schools in August! Many more will be retrofitted to meet acceptable noise standards. At last, the Port is being held accountable for existing airplane noise in the schools.

Cleaner Water, More Salmon

For five decades, the Airport has been a terrible polluter of local streams. By bird-dogging every environmental permit for the Airport over the last decade, & by suing where that was needed, the communities, with ACC experts providing vital technical & legal back-up, have persuaded the environmental authorities to get serious in controlling Airport pollution. There's a long way to go, but already folks are seeing healthier creeks, with healthy salmon returning. This is very good news — the fish suffer first when streams are sick. The Port is being held accountable for the health of our local streams, lakes, aquifers.



What's Ahead?

A lot has been gained, but the work isn't done.

The water-pollution problem is not solved — just improved. The good parts of the permits have to be defended against attacks by the Port, the bad aspects need to be improved, & then there's the need to ensure that the Port does what it is supposed to do.

The runway is stopped, but the Port still wants to press ahead, despite the cost, despite the lack of need or benefit.

If the runway does go through, there will be new impacts from noise to deal with, especially in the schools.

So, it isn't over. Let's keep doing the things that work. We still need the help of environmental

experts & attorneys on the ACC team. Working together, we can hold on to the gains already made, & finish the job of keeping the Port of Seattle accountable for harm from the Airport. Now is not the time to quit the fight for our quality of life!

Keep informed! Visit the RCAA website,
www.rcaanews.org