



City of Normandy Park
801 S.W. 174th STREET, NORMANDY PARK, WA 98166
(206) 248-7603 FAX (206) 439-8674

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November 20, 1992

Mr. Edward Tatum, Manager
Federal Aviation Administration
Airports Division - Northwest
Mountain Region
1601 Lind Avenue SW
Renton, WA 98055-4056

Re: Airport Planning: Seattle-Tacoma International Airport, State of Washington

Dear Mr. Tatum:

I am the President of the Regional Commission on Airport Affairs, an organization made up of local governments, school districts, hospitals, private businesses and citizens who are concerned about further expansion at the Seattle-Tacoma International Airport (STIA). STIA is currently involved in a planning process, together with other regional interests, concerning possible expansion of air transportation facilities, including a new runway at STIA.

A Citizens' Advisory Committee recently completed a report assessing these issues. This report, called the Flight Plan Project, has been submitted to the Port of Seattle and to the Puget Sound Regional Council (PSRC). The PSRC is the region wide transportation planning agency and the "metropolitan planning organization" who facilitates the coordination of Federal grants and similar matters.

The PSRC is currently engaging in a wide range analysis of air transportation issues in the central Puget Sound area. As a part of their immediate responsibilities, the PSRC intends to amend the existing "Regional Airport System Plan" (RASP), to add a preferred regional air carrier system alternative. PSRC is currently setting up the means and procedures through the involvement of all parties in this plan (including the Port of Seattle). PSRC has recently received a grant from the FAA to conduct its Regional Airport System Planning obligations. The PSRC is now setting up a public process to review this proposal and is scheduled to adopt a final RASP in March or April of 1993.

As I indicated, the recommendation of the Flight Plan Project has been submitted to the Port of Seattle, who is the operator of STIA.

In summary, the planning process for the Regional Airport System by the Puget Sound Regional Council should be allowed to be played out thoroughly and completely before other steps are taken. Only in this fashion can local bodies be assured that the planning process maintains its integrity. This is especially true given that the

The Federal money spent to begin the site specific planning process, (including the preparation of plans and specifications for the third runway) could be wasted if the PSRC adopts the Regional Airport System Plan which selects an alternative other than a third runway at STIA.

Further, there appears to be a conflict in the expenditure of Federal funds. Grants have been made to the PSRC to allow them to engage in a comprehensive planning process to evaluate regional system alternatives. Before that regional process is completed, the Federal government may be participating in the funding and development of a single alternative, which is one of several to be considered by the PSRC.

Also at stake, is the integrity of the local planning process and the autonomy of which is recognized in Federal and State rules. This process should be allowed to be completed before there is any planning or financial commitment by the Federal government to one of the alternatives being considered.

The PSRC is scheduled to review and consider system-wide planning issues over the next three or four months. PSRC could agree with the Flight Plan or could provide a regional system plan which calls for a different mix of solutions. This plan could call for several alternatives, other than adding a new runway at STIA.

Upon review of the Ports action, and in consideration of other regional and local responsibilities, we believe that it is premature for the Port and the FAA to move forward with Site Development Plans and the Site Specific Impact Statement. We believe the appropriate course, under the terms of sound planning and Federal law, would be to defer further actions on the Site Specific EIS and planning for the third runway until such time as the PSRC has completed its work.

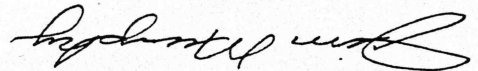
However, the Port has gone one step beyond expressing their agreement with the Citizens Advisory Committee's recommendation. The Port has indicated that they intend to move forward to conduct studies and prepare plans to construct a third runway at STIA, as well as, preparing a site specific Environmental Impact Statement for the project, pursuant to the National Environmental Policy Act and the Washington State Environmental Policy Act. The Port has indicated they intend to work in "cooperation with the FAA in preparing these studies and plans and in preparation of a Site Specific Environmental Impact Statement..." I have enclosed a copy of the Port Resolution #3125.

PSRC has scheduled a decision on the Regional Airport Systems Plan for March or April of 1993, thus involving only a limited delay in further detailed planning.

I am asking you to defer any funding, or participation in the detailed planning for the Seattle-Tacoma International Airport expansion pending a final decision by the Puget Sound Regional Council, the local regional planning body. Only in this manner can the cooperation which is required between Federal and State planners be fully implemented and realized.

I have submitted a copy of this letter to the Port to reiterate the Regional Commission on Airport Affairs position in this matter.

Sincerely,



James T. Murphy

President

Regional Commission on Airport Affairs

cc: Leonard L. Griggs, Jr.

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Representative Jim McDermott

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