

RESOLUTION A-96-02

A Resolution of the General Assembly of the Puget Sound Regional Council Amending the 1995 Metropolitan Transportation Plan (MTP) and Related Planning Documents to Provide for the Long-Term Commercial Air Transportation Capacity Needs of the Central Puget Sound Region.

WHEREAS, the Puget Sound Regional Council, designated under federal and state laws as the Metropolitan Planning Organization and Regional Transportation Planning Organization for the central Puget Sound region, is responsible for adopting and maintaining regional growth management and transportation strategies and the Metropolitan Transportation Plan for the region; and

WHEREAS, the Metropolitan Transportation Plan includes an aviation component; and

WHEREAS, the region's air transportation needs have been studied and planned for years as chronicled in a *Summary of the Regional Council's Decision Process Related to Amending the Metropolitan Transportation Plan to Include a Third Runway with Additional Noise Reduction Measures*; and

WHEREAS, the region is again confronted with a need to plan for the expansion of air transportation capacity; and

WHEREAS, in determining whether to amend the 1995 Metropolitan Transportation Plan to include plans for a third runway at Seattle-Tacoma International Airport with additional noise reduction measures, the Regional Council considered a number of factors including:

- 1) the need for additional airport capacity or other actions to address the region's growing demand for commercial air transportation services;
- 2) the impact of poor weather on Sea-Tac Airport's current operating capabilities;
- 3) the alternatives for meeting air travel demand including the feasibility of a major supplemental airport and demand/system management actions;
- 4) the environmental impacts of the various alternatives as documented in the Flight Plan and Master Plan Update Environmental Impact Statements;
- 5) new information and analyses documented in an addendum to these EISs;
- 6) the conclusions of the Expert Arbitration Panel on Demand/System Management and Noise regarding demand/system management actions and noise reduction measures; and
- 7) the extensive public comment received throughout the process as a result of the EIS processes, workshops, decision meetings, open houses, a telephone hotline, and public hearings; and

WHEREAS, the Regional Council through its regional planning decision process has sought to address these factors and finds that commercial air transportation is important to the mobility needs of the region's populace and its economy, and that the solution to the increasing demand for commercial air transportation services needs to strike a balance between environmental impacts, quality of life factors, and the air transportation needs of the region; and

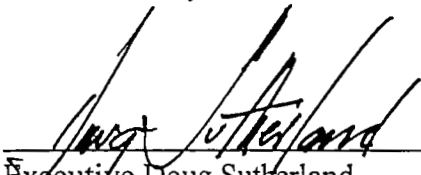
WHEREAS, the Regional Council has determined, on balance, that the adoption of an amendment to the Metropolitan Transportation Plan to plan for a third runway at Sea-Tac Airport with additional noise reduction measures is a reasonable and necessary decision for addressing the long-term commercial air transportation capacity needs of the central Puget Sound region; and

WHEREAS, the Regional Council's regional planning decision expressed in this resolution is distinct from the project-level decisions yet to be made by other agencies including the Port of Seattle and the Federal Aviation Administration;

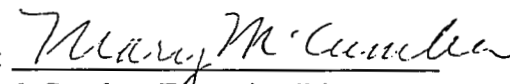
NOW, THEREFORE, BE IT RESOLVED that the General Assembly hereby amends the 1995 Metropolitan Transportation Plan to include plans for a third runway at Seattle-Tacoma International Airport, with additional noise reduction measures and implementation and monitoring steps that are to be included as Appendix G of the MTP. The amendments are detailed in Attachment A, adopted as part of this resolution. This amendment is effective upon the Regional Council's receipt of the Port of Seattle resolution, described in Attachment A, Appendix G, Part I.

The Metropolitan Transportation Plan document also serves as the area's Regional Transportation Plan (RTP) as part of VISION 2020, the growth management, economic and transportation strategy for the central Puget Sound region, which includes King, Kitsap, Pierce and Snohomish counties. All references herein to amending the MTP necessarily also include amending the RTP and the 1988 Interim Regional Airport System Plan (RASP) which was amended by Resolution A-93-03.

ADOPTED by the General Assembly this 11th day of July, 1996.



Executive Doug Sutherland
Pierce County
President, Puget Sound Regional Council

Attest: 
Mary McCumber, Executive Director

ATTACHMENT A: Amendments to the Metropolitan Transportation Plan

- Chapter 5-Metropolitan Transportation Plan Components
Aviation Program

Page 69, Paragraph 1 (Note: paragraph numbering begins with the first complete paragraph on each page):

The region will meet its long-term commercial air transportation needs consistent with the Puget Sound Regional Council General Assembly's Resolution A-96-02, which amends the 1995 Metropolitan Transportation Plan, and Resolution A-93-03 As Amended (See *Appendix F- PSRC Air Transportation Capacity Resolutions*) by:

- Planning for a third runway for Sea-Tac Airport, with the implementation of additional noise reduction measures as noted in Appendix G, and provided the project satisfies the Federal Aviation Administration and Port of Seattle environmental impact review and permit processes and is authorized by the Port of Seattle and agencies with permitting authority.
- Working with the state... (original text continues)

Beginning on Page 71, Paragraph 1, and carrying over to Page 72:

These conditions were: (1) the feasibility of a major supplemental airport... The noise reduction objectives and demand and system management actions were to be independently evaluated.

In October 1994, at the end of Phase 1 of the supplemental airport feasibility assessment, the Executive Board adopted Resolution 94-01... That resolution marked satisfaction of the first condition for authorization of the third runway in Resolution A-93-03. The Expert Panel on Demand/System Management and noise was appointed in 1994 by the State Secretary of Transportation to independently evaluate efforts to meet the demand/system management and noise conditions. The Panel concluded in late 1995 that neither demand management actions such as gate controls or system management actions such as high-speed rail would obviate or defer the need for a third runway at Sea-Tac Airport, and therefore were not feasible within the meaning of the resolution, satisfying the demand and system management condition of Resolution A-93-03. In March 1996, the Expert Panel concluded that while significant "impressive" efforts had been made to reduce noise at Sea-Tac, these efforts were not sufficient to meet the noise condition in Resolution A-93-03.

The Panel recommended a list of additional noise reduction measures. Based on these recommendations, the Regional Council in July 1996 amended Resolution A-93-03 and adopted Resolution A-96-02 to include plans for a third runway at Sea-Tac with additional noise reduction measures in the Metropolitan Transportation Plan. The additional noise reduction measures, including steps for implementation and monitoring, are set forth in Appendix G. The final decision on a third runway is also dependent upon completion of the Port of Seattle's environmental impact review, approval by the Port of Seattle, and completion of necessary permit processes.

In addition... (original text continues).

Regional Air Transportation System

Component	Description
Commercial Aviation	Upon satisfaction of environmental review and permit processes and authorization by the Port of Seattle Commission and other agencies, develop a third runway at Sea-Tac Airport with additional noise reduction measures.
<ul style="list-style-type: none">• Appendix F- PSRC Air Transportation Capacity Resolutions Resolution A-93-03 As Amended	

Page 177, New Paragraph 6

WHEREAS, additional procedures employed in the process of amending this resolution in 1996 are reflected in a Regional Council document entitled *Summary of the Regional Council's Decision Process Related to Amending the Metropolitan Transportation Plan to Include a Third Runway With Additional Noise Reduction Measures*;

Page 177, Beginning at Paragraph 7 (old paragraph 6)

NOW, THEREFORE, BE IT RESOLVED, that the Regional Council General Assembly adopts the following elements of a Regional Airport System Plan amendment:

That the region should pursue vigorously a third runway at Sea-Tac with additional noise reduction measures.

Eliminate small supplemental airports, including Paine Field, as a preferred alternative.

BE IT FURTHER RESOLVED... (retain remainder of old language)

- Appendix G-Air Transportation Noise Reduction Measures and Implementing and Monitoring Steps

The responsible parties as indicated will agree to pursue additional aircraft noise mitigation for communities surrounding Sea-Tac Airport by implementing the following package of noise reduction measures:

I. The Port of Seattle

The Port of Seattle will pass a Port Commission resolution affirming that it agrees to:

- A. Evaluate and upgrade its existing noise monitoring system to include the use of approximately 25 noise monitors, develop a schedule for completion by the end of 1998, and thereafter disseminate regular reports to the public using data from the new noise monitoring system to include DNL, SEL and Time Above metrics.
- B. Work with the FAA and/or airlines to:
 - 1. Analyze the potential for reducing the use of thrust reversers.
 - 2. Voluntarily minimize the number of flights in the middle of the night (1:30-5:30 a.m.).
 - 3. Continue to enforce Airport Rules and Regulations to minimize the number of variances for the Nighttime Limitations Program.
 - 4. Work with foreign air carriers to gain cooperation in ensuring that Stage 3 aircraft continue to be used for nighttime international flights.
 - 5. Work with the owners/operators of Stage 2 aircraft under 75,000 pounds to voluntarily limit or eliminate their use.
 - 6. Continue to work to enforce Airport Rules and Regulations to minimize nighttime engine run-ups.
- C. Modify its existing contract with noise experts to specifically include the need to review methods of mitigating the impacts of low frequency noise and vibration, and to supply such information to the Port.
- D. Design and implement a noise compatible land use plan for Port properties within its current acquisition zone.
- E. Complete the "sensitive use" public buildings insulation pilot studies.
- F. Seek a public commitment from FAA to evaluate actions needed to prevent apparent violations of the North Flow Nighttime Departure Noise Abatement Procedures to the extent that safety and efficiency allow.

G. In carrying out the Part 150 Study:

1. The Port of Seattle will invite the Regional Council, the FAA, and affected parties to participate, and ensure that they are able to participate actively and constructively, in the Port's upcoming Part 150 study, which will commence in the fall of 1996 and is expected to take two to three years.
2. Part 150 Study participants will be invited to take part in developing the scope of the study, consultant selection, and in all other milestones and products of the project, such as development of noise exposure maps; development of noise reduction and land use compatibility measures; and Port consideration and approval of the program.
3. Items to be considered in developing the scope of the Part 150 Study will include but not necessarily be limited to:
 - a. Relocation of run-up areas where daytime engine run-ups occur, to reduce ground-related noise.
 - b. Evaluating the potential net benefits of preferential runway use during low activity periods.
 - c. Evaluating benefits and impacts of changes to departure climb profiles.
 - d. Analysis of need to adjust Noise Remedy Program boundaries to include those in 65 DNL by the year 2000, provided that the Port will not reduce its established Noise Remedy Program boundaries for currently eligible properties.
 - e. Evaluating scope, boundaries and funding for public use and multi-family buildings.
4. If, as a result of the Part 150 Study, a proposed noise reduction strategy results in a net improvement but causes a transfer of noise impacts to other communities, the Port of Seattle, Regional Council, FAA and communities affected by airport noise will seek agreement on guidelines or other equitable procedures for dealing fairly with conflicting views and needs of different communities.
5. The Port of Seattle will ask the FAA to include within its Record of Decision on the Master Plan Update Final Environmental Impact Statement the requirement to conduct a Part 150 Study with the goal of assessing needed additional noise abatement and mitigation.

H. School Insulation

1. The Port of Seattle will commit up to \$50 million for school insulation.
2. The Port of Seattle will meet with the Highline School District to try to reach agreement on a plan for insulating the District's schools. If direct talks between the District and Port fail to produce agreement on a noise insulation program for the District's schools, the Port may request that the PSRC assist the parties in selecting an independent mediator.
3. The Port will initiate the Highline School District school insulation program consistent with an agreement reached by the District and Port.

4. Once the Port of Seattle completes the sound insulation program for schools affected by aircraft noise exposure of 65 DNL from Sea-Tac International Airport, it will investigate feasibility and funding for insulating schools affected by then current 60-65 DNL aircraft noise exposure from Sea-Tac. Sound insulation must comply with FAA eligibility criteria to achieve measurable noise benefit.

I. Deliver to the Regional Council on or before September 5, 1996, a detailed timetable for carrying out the steps specified in subsections A through H of this section, including (a) defined milestones against which the Port's progress toward completion of those steps may be measured, and (b) a schedule for progression planning, design, and construction of a third runway at Sea-Tac Airport.

II. Highline School District

The Highline School District will:

A. Meet with the Port of Seattle to try to reach agreement on a plan for insulating the District's schools. If direct talks between the District and the Port fail to produce agreement on a noise insulation program for the District's schools, the District may request that the PSRC assist the parties in selecting an independent mediator.

B. Initiate its school insulation program, consistent with an agreement reached with the Port of Seattle.

III. Puget Sound Regional Council

The Puget Sound Regional Council will:

A. Seek funding to (a) actively participate in the Port's upcoming Part 150 Study; (b) undertake a study to evaluate a financing mechanism for the acquisition of incompatible uses as noted in III-G, below; and conduct surveys as noted in the studies.

B. As part of its Policy and Plan Review process, the PSRC will:

1. Conduct an initial review of land use plans for areas that are within the 65 Ldn contour, and provide annual review of future changes;

2. Offer assistance to jurisdictions in finding ways to minimize the introduction of incompatible land uses;

3. Provide facilitation services, if requested by the Port of Seattle and jurisdictions in the vicinity of Sea-Tac Airport, to reach agreement on ways to redevelop currently incompatible land uses.

C. Upon receipt of a Resolution approved by the Port of Seattle that contains all the items noted under Port of Seattle Resolution, above, the Executive Director of the PSRC will notify the Executive Board that the Metropolitan Transportation Plan amendment including a third runway at Sea-Tac Airport has taken effect.

D. Encourage King County to continue its efforts to eliminate the two nighttime Alaska Airlines Stage 2 flights from Boeing Field.

- E. Seek support for state legislation for state policies regarding land use compatibility around commercial airports, and will seek support for federal legislation to allow use of federally approved funding for insulation and acquisition programs beyond the current federal constraints.
- F. Annually convene representatives of the Port of Seattle, FAA, communities affected by airport noise, and other interested parties, to coordinate efforts by all parties to alleviate issues that are undercutting the effectiveness of current noise reduction efforts and eliminate roadblocks to resolving issues, then report on progress to the Executive Board.
- G. Undertake a study which evaluates use of a state-financed revolving fund, or other financing mechanism (such as a public/private partnership) for the acquisition of incompatible uses within the 65 DNL to the 75 DNL contour, for conversion to noise compatible non-residential uses. Any such funding mechanism must demonstrate a balance between long-term costs and revenues. The results of the study should be presented to the Executive Board by June 30, 1997.
- H. The Regional Council will conduct statistically valid surveys, during and after construction of the third runway, to assess Sea-Tac Airport's effects on such items as noise, transportation/circulation, and land uses in the surrounding communities.

IV. Washington State Department of Transportation and Transportation Commission

The Washington State Department of Transportation and Transportation Commission will:

- A. Seek funding for acceleration of efforts to provide improved higher speed rail service in the I-5 Corridor.
- B. Seek legislation similar to what was approved for general aviation airports during the 1996 session, to provide state policies for land use compatibility around commercial airports.
- C. Recommend that the State, in cooperation with appropriate local jurisdictions and regional transportation planning organizations, implement a comprehensive process for evaluating all options to meet the State of Washington's long-term air travel and inter-regional ground transportation needs, including high speed rail.

V. Monitoring Compliance

To ensure that measures contained in this Appendix G to the 1995 Metropolitan Transportation Plan are implemented as described, several mechanisms for tracking success and assuring accountability will be implemented. They include:

- A. The Port of Seattle will report to the Regional Council twice yearly on progress toward all the efforts encompassed in this action, and
- B. King County will report to the Regional Council Executive Board every six months on progress toward eliminating nighttime Stage 2 flights at King County International Airport, and

C. Regional Council staff will report annually to the Executive Board on its participation in the Part 150 Study and, based on its Policy and Plan Review Process, on progress toward minimizing the introduction of incompatible land uses within the 65 Ldn contour.

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