

PRESENTATION BEFORE SERVICE ORGANIZATIONS

LIFTING THE FOG OF MISINFORMATION

- ACC Goals
- Why a Third Runway Doesn't Make Sense
- Real Solutions For Meeting Air Transportation Needs
- Negative Impacts On The Community
- Regional Equity

AIRPORT COMMUNITIES COALITION

- Formed in 1993, ACC represents hundreds of thousands of people and is dedicated to enhancing the quality of life in South King County
- Members include Des Moines, Tukwila, Normandy Park, Burien and the Highline School District

ACC GOALS

- Develop and promote responsible solutions to regional air transportation needs
- Improve mitigation of existing Sea-Tac Airport activities.
- Revoke the "Four-Post Plan"
- Prevent construction of any additional runways at Sea-Tac Airport and limiting expansion of Boeing Field

3RD RUNWAY DOESN'T MEET LONG-TERM SOLUTIONS

- The Port of Seattle's own estimates say that increased capacity of a third runway would be inadequate as early as 2010
- An FAA consultant found that even with the construction of a third runway Sea-Tac Airport would still experience delays in departures
- The Port admits that a major supplemental airport is needed
- The third runway is the costliest runway in America

REAL SOLUTIONS TO MEET REGIONAL AIR TRANSPORTATION NEEDS

- Building a major supplemental airport
- Diverting non-connecting commuter flights to existing smaller airports
- Implementing peak-hour pricing
- Building high-speed rail

3RD RUNWAY WILL NEGATIVELY IMPACT THE COMMUNITY

- Financial
 - √ Depressed property values would contribute to the loss of residential neighborhoods and economic security
 - √ Loss of stable residential areas compromises the comprehensive land use plans of South King County cities

- Schools
 - √ Children exposed to high noise levels in schools typically read one full grade-year below those in quiet schools
 - √ More than 6,000 children already attend schools affected by Sea-Tac noise. More will be affected if a third runway is built
- Environment
 - √ Operations at Sea-Tac generate 8 percent of all carbon monoxide emissions in all of King County
 - √ Spilled aviation fuel and other toxic chemicals run into stormwater runoff serving all of King County
 - √ The third runway would destroy precious wetlands which are part of the Miller Creek watershed
 - √ Increased noise will affect thousands of more families, schools and businesses that will be directly under the noise path
- Construction
 - √ 14 million cubic yards of dirt needed. That could fill the Kingdome 14 times
 - √ 1,000 to 1,400 truckloads of dirt per day for four years will be needed to build a third runway adding a staggering burden to our already clogged roads
- Congestion
 - √ South King County is already experiencing a huge population growth. A third runway will seriously add to the traffic congestion.
 - √ The state Department of Transportation is proposing toll roads on some South King County roads and I-5. This will result in more people using neighborhood streets and other non-toll roads around Sea-Tac causing increased congestion and delays.
 - √ Construction-related traffic jams will last for many years

REGIONAL EQUITY

- King County already houses three airports, Sea-Tac, Boeing and Renton
- It's time for other areas of our region to share in the costs and benefits of air transportation facilities

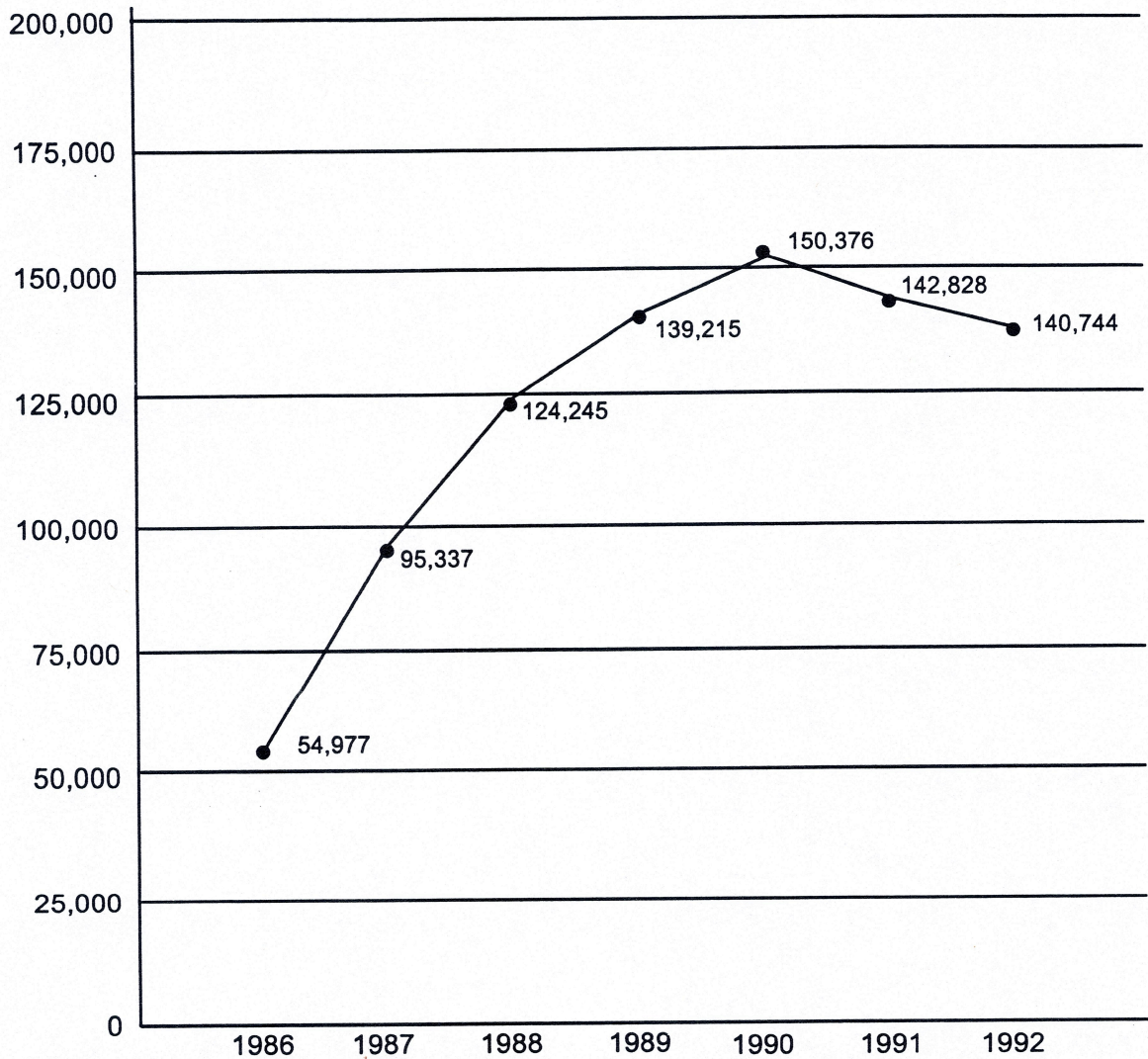
SUMMARY

- We need to work towards real solutions to meet growing air transportation needs
- A third runway is a half-billion dollar Band Aid
- We need to protect our businesses and quality of life

HOW CAN YOU GET INVOLVED

- Write or call your legislator to support state siting of an MSA
- Urge you local leaders to get involved in the third runway issue

Growth in Operations of Commuter Aircraft at Seattle-Tacoma International Airport 1986-1992



SOURCES: Seattle-Tacoma International Airport Traffic and Operations Reports; Flight Plan EIS;
Seattle-Tacoma International Airport Noise Abatement Office.

Any additional failure to plan now for Washington's 21st century air-transit needs will have dire consequences for the next generation. Only the state can provide the leadership necessary for such crucial decisions.

- Even officials and consultants employed by the Port of Seattle concede that the need for a major supplemental airport to serve the Puget Sound region is inevitable and paramount.
- Further delays in identifying major-supplemental airport sites will drive the cost of land acquisition beyond reach, and could lead to development of incompatible land uses nearby. Such delay would effectively create a second Sea-Tac dilemma.
- Experienced professional consultants and two working committees of the Puget Sound Regional Council identified three potential sites meriting thorough study for a major supplemental airport in the four-county region before parochial political concerns prodded the Council's executive board to abort its own study process.

Decentralized jet-airport capacity in the Puget Sound region would significantly benefit the entire state.

- Developing supplemental airport service would promote competition and improved service among airports, improve public access to airport services, improve safety in congested air spaces, increase job creation and reduce the environmental risks of overdemand.
- By asserting its leadership now, the state will retain its ability to craft rational long-term solutions to transportation issues affecting all its citizens.
- Multiple airport systems operate effectively around the world assuming continued economic growth, improved customer access, and improved competition.

OUTLINE FOR PRESENTATIONS BEFORE SERVICE ORGANIZATIONS

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- Change flight patterns
- Prevent construction of any additional runways at Sea-Tac Airport and limiting expansion of Boeing Field

3RD RUNWAY BAND-AID

- The Port of Seattle's own estimates say that increased capacity of a third runway would be inadequate as early as 2010
- An FAA consultant found that even with the construction of a third runway Sea-Tac Airport would still experience delays in departures
- The third runway is the costliest runway in America

REAL SOLUTIONS TO MEET REGIONAL AIR TRANSPORTATION NEEDS

- Building a major supplemental airport
- Diverting non-connecting commuter flights to existing smaller airports
- Implementing peak-hour pricing
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3RD RUNWAY WILL NEGATIVELY IMPACT THE COMMUNITY

- **Schools**
 - √ Children exposed to high noise levels in schools typically read one full grade-year below those in quiet schools
 - √ More than 6,000 children already attend schools affected by Sea-Tac noise. More will be affected if a third runway is built
 - √ Increased operating costs

- **Environment**
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