

RESOLUTION NO. 3125, As Amended

A RESOLUTION of the Port Commission of the Port of Seattle directing Port staff, in cooperation with the Federal Aviation Administration, to conduct certain studies, prepare certain plans, prepare a site specific environmental impact statement and take certain other actions preparatory to authorization of construction of a third runway at Seattle-Tacoma International Airport.

WHEREAS, studies indicate that the number of aircraft operations at Seattle-Tacoma International Airport (STIA) is continuing to increase and STIA ability to accommodate increasing air traffic is nearing capacity particularly in poor visibility conditions; and

WHEREAS, in 1989, the Port of Seattle and the Puget Sound Regional Council (PSRC) appointed the Puget Sound Air Transportation Committee (PSATC) and initiated the Flight Plan Project to study long-term alternatives for resolving air traffic capacity problems in the Puget Sound area; and

WHEREAS, the PSATC was a broadly based committee, with membership as shown at Attachment A, including citizens, environmental interests, local and state elected officials, and representatives of the airlines and business community, with membership from King, Kitsap, Pierce, Snohomish and Thurston counties; and

WHEREAS, the PSATC, with staff support from the Port and the PSRC, retained independent consultants to assist in its air traffic forecasts and related studies and adopted major findings including the following:

- ° Hourly capacity at STIA is greatly reduced during inclement weather, which occurs about 45 percent of the year.
- ° Air travel demand in the Puget Sound region is projected to continue growing strongly well into the next century based on regional population and economic growth estimates.
- ° Efficient airfield capacity will be exceeded when aircraft operations reach 380,000 per year, which is forecast to occur close to the year 2000. STIA handled 338,000 operations in 1991 and is projected to handle 350,000 in 1992; and

WHEREAS, during its two-year study, the PSATC examined a wide range of system alternatives for meeting the forecasted air travel demand and developed a list of 34 alternatives for further studies of cost, feasibility and environmental impact; and

WHEREAS, in January 1992, the PSATC issued its draft report and a non-project draft environmental impact statement (DEIS) prepared pursuant to the State Environmental Policy Act, evaluating the potential noise, air quality, traffic, land use, and other potential environmental impacts of a number of alternatives including a "no action" alternative; and

WHEREAS, the PSATC conducted 11 public hearings at which verbal testimony was received from approximately 650 people, and the PSATC has reviewed over 5,000 pages of written comments on its draft report and DEIS, leading in June 1992 to issuance of its final report and recommendations, and issuance of a final EIS in September 1992; and

WHEREAS, the PSATC recommended phased implementation of a multiple airport system including: the addition of a dependent air carrier runway at STIA 2,500 feet west of the centerline of existing runway 16L before the year 2000; the introduction of scheduled air carrier service at Paine Field before the year 2000; and identification of a two-runway airport site in Pierce County for development by the year 2010 in collaboration with the military, and failing that, the identification of a suitable location in Thurston County; and

WHEREAS, the PSATC voted 29 to six in favor of its multiple airport system recommendation. Kitsap, Pierce and Thurston county members were unanimous in their support, and Snohomish county members supported the recommendation three to two. Twelve of the fourteen members representing King County government and private interests voted, with eight supporting and four opposing. Members representing the Governor's office, state agencies, the airline industry and the FAA were unanimous in their support

WHEREAS, preconstruction planning, permitting and construction activities necessary to accomplish the addition of a dependent air carrier runway at STIA as recommended by the PSATC may require five to seven years to complete, it is appropriate to commence study of site-specific environmental impacts and other pre-construction planning at this time in order to meet the PSATC's recommended implementation schedule; and

WHEREAS, the state Growth Management Act requires the PSRC to prepare a new Regional Transportation Plan and requires Puget Sound counties and cities to prepare new comprehensive land use plans; and

WHEREAS, state law authorizes the Washington State Air Transportation Commission to conduct certain studies and issue certain reports regarding air transportation, and prohibits construction of a new runway at STIA prior to the Commission's submittal of a final report, findings and recommendations to the Washington Legislative Transportation Committee by December 1, 1994, but permits planning activities, including studies or preparation of an EIS;

NOW, THEREFORE, BE IT RESOLVED by the Port of Seattle Commission as follows:

SECTION 1:

(a) Subject to the conditions of Section 2, the Port of Seattle adopts the portions of the PSATC recommendations, dated June 17, 1992, that directly pertain to adding a dependent runway at Sea-Tac International Airport to improve the all-weather capacity and safety of the airfield. In addition, the Port of Seattle Commission calls for the remainder of the regional solution to include a reconsideration of a fast rail system linking Portland, OR and Vancouver, B.C. airports and central business districts together with the diversion of all cargo only carriers to an alternative airport site as well as the multiple airport system recommended by the PSATC.

(b) Port Staff is directed, in cooperation with the Federal Aviation Administration (FAA), to: (i) conduct necessary studies and prepare plans for constructing a dependent air carrier runway at Seattle-Tacoma International Airport; (ii) prepare a site-specific environmental impact statement pursuant to the National and State Environmental Policy Acts to consider the potential environmental impacts of such runway development; (iii) work cooperatively with the PSRC and state and local jurisdictions in an effort to arrive at a facility plan that is consistent with other relevant regional and local plans, in accordance with the Growth Management Act; and (iv) issue a Notice of Action pursuant to RCW 43.21C.080 requiring that any lawsuit to challenge this Commission action on the basis of SEPA be filed within 90 days of publication of the Notice of Action or be forever barred.

(c) Port staff is also directed to develop and implement a plan to insulate up to 5,000 eligible single family residences in the existing noise remedy program included on the waiting list as of December 31, 1993, before commencing construction of the proposed runway. The remaining eligible single family residences on the waiting list are to be insulated prior to operation of the proposed runway.

In addition, the Port commits to complete insulation of all single-family residences that become eligible for insulation as a result of actions taken based on the site-specific EIS and are on the waiting list as of December 31, 1997, prior to commencing operation of said runway.

Staff is further instructed to develop and implement amendments to the acoustical insulation program to include multi-family, schools, and other institutional uses.

(d) The Executive Director and the Managing Director, Aviation Division, are each authorized to select and retain outside professional services necessary to carry out these directives within authorized budget limits, and to make application to and accept federal and state grant monies or such other funding assistance as may be available therefore.

Section 2. The following conditions apply to this action:

(a) As part of the preparation of the site-specific EIS, Port staff shall prepare and present to the Commission a detailed plan for mitigating the potential environmental impacts of a new runway. Attachment B contains a non-exclusive list of possible areas of mitigation which Port staff shall explore in preparing the mitigation plan. Port staff also may explore other areas of mitigation which may come to staff attention following the date of this resolution.

(b) This action will be reviewed in light of the PSRC's regional transportation planning process and relevant local governments' plans pursuant to the Growth Management Act, in an effort to arrive at a facility plan that is consistent with other relevant regional and local plans.

(c) This action is taken with the full expectation that prior to Commission authorization for construction of a new dependent air carrier runway other public and private entities in the Puget Sound region will take actions toward providing the additional facilities and service needed to meet the region's long-term air transportation demand. This action is also taken with the full expectation that the Port's and other entities' actions are supported by the FAA and the air carrier industry serving the Puget Sound region. Without these other entities' action and support, the Port shall reconsider this decision.

(d) Timing of any construction of a new runway will be consistent with Chapter 53.08, RCW.

ADOPTED by the Port Commission of the Port of Seattle at a special meeting thereof held this 3rd day of November 1992, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.

Paige Miller
Gary Grant
Fall Shell
Patricia Davis

Port Commission

PUGET SOUND AIR TRANSPORTATION COMMITTEE

CHAIRMAN
ROBERT WALLACE
Pacific Group Properties

Membership Roster

PAUL BARDEN
King County Council

JOHN MCCARTHY
Commissioner, Port of Tacoma

ANDREA RINIKER
Port of Seattle

M. R. DINSMORE
Port of Seattle

LIZ MCLAUGHLIN
Suobomish County Council

FRED SCHONEMAN
Commissioner, Port of Bremerton

RAY DINSMORE
Port of Olympia

JOHN MCNAMARA
Air Transport Association

ROGER SCHAEFFER
Clyde Hill Council

ROY FERGUSON
State Representative

PAIGE MILLER
Commissioner, Port of Seattle

EARLE SMITH
Kitsap County Citizen

DAVID FIELD
Federal Aviation Administration

RENEE MONTGELAS
Office of the Governor

SVERRE STAURSET
Representing Pierce County Business

BERNARD FRIEDMAN
Suobomish County Citizen

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Tacoma City Council

BILL STONER
Pierce County Council

WILLIAM HAMILTON
State Department of Transportation

KIT NARODICK
Representing King County Business

LEO THORSNESS
State Senator

FRANK HANSEN
Mayor of SeaTac

MARTIN NEEB
Pierce County Citizen

TOM TIERNEY
Office of the Mayor, City of Seattle

GWIN HICKS
Thurston County Citizen

ROBERT NEIR
Kirkland City Council

LARRY VOGNILD
State Senator

RICHARD KENNEDY
Des Moines City Council

GREG NICKELS
King County Council

RAY WHITE
Representing Kitsap County Business

ROBERT LARSON
Mayor of Stanwood

ED NIELSON
United Airlines

NEIL E. WOODY
Representing Thurston County Business

HARRY LEHR
Alaska Airlines

DON PADEFORD
King County Citizen

PAUL ZELLINSKY
State Representative

DARLENE MADENWALD
Washington Environmental Council

FRANK PARTIN
Representing Suobomish County Business

ATTACHMENT B TO RESOLUTION NO. 3125, AS AMENDED

Potential Mitigation Strategy Enhancements for Seattle-Tacoma International Airport

INTRODUCTION

Seattle-Tacoma International Airport is in the forefront of the industry-wide effort to mitigate negative impacts generated by commercial air transport. The Port of Seattle in cooperation with the airlines, Federal, State and local governments and private citizens has been both innovative and effective in reducing impacts. The Flight Plan project has put additional focus on these mitigation programs and what might be done to further enhance their effectiveness.

The technical and environmental analysis conducted as part of Flight Plan concluded that taking no action in response to the projected increase in demand for air transportation was not a viable solution. The impacts associated with doing nothing are worse than those associated with taking action. The recommended dependent runway at Sea-Tac will reduce both noise and air quality related impacts below the levels expected if airfield efficiency is not improved. This fact coupled with the conversion of the aircraft fleet serving Sea-Tac to Stage III by the year 2000 and the phased implementation of a regional multiple airport system produces the lowest future impact levels.

There is a continuing commitment and responsibility to reduce impacts to the maximum extent that is reasonable and technically feasible. Such efforts should be focused not only on specific projects but on the entire airport operation. The mitigation programs currently in place need to be reviewed to explore both enhancement and acceleration. There are areas of impact such as surface transportation and air quality that need to be further addressed. There is also a range of community compatibility actions to be considered as part of the Port's continued interest in being a good neighbor and part of the greater South King County community. Some of the potential mitigation actions which could be evaluated during the site specific analysis are described below:

Noise

1. Explore development of a regulatory mechanism to cap aircraft operational noise at the 1992 levels.
2. Fully explore the impacts of peak period pricing and other demand management techniques.
3. Acceleration of the existing Noise Remedy Program with expansion to include public buildings and other institutional uses.
4. Acquisition and redevelopment to compatible uses.
5. Attenuation of airport noise through use of berms and barriers.

6. On-airport noise control measures reducing nighttime sources of aircraft related ground noise.
7. Development and strict application of construction noise reduction techniques and practices.

Air Quality/Transportation

8. Quantify baseline air quality conditions in vicinity of the airport using both sampling and modeling techniques.
9. Design and implement an aggressive on-airport emission reduction program for both aircraft and surface vehicles.
10. Implement aggressive off-airport emission reduction program related to ground access and congestion relief. Become an aggressive advocate at the Regional Transit Plan and Puget Sound Regional Council levels for transit connections designed to reduce the use of automobiles accessing Seattle-Tacoma International Airport.

Land Use/Community Compatibility

11. Utilize FAR Part 150 process to promote increased compatibility of adjacent development.
12. Improve aesthetic appearance of airport boundary.
13. Design a mechanism and process to promote mutual airport/community land use compatibility through improved coordination, communication and involvement of elected officials and staffs of affected local and special purpose governments.

Natural Environment/Water Resources

14. Design and implement protection of local surface and ground water resources
15. Develop comprehensive stormwater management plan in cooperation with the local surface water agencies.

Public Health and Safety

16. Conduct an examination of educational and health related effects of the incremental additional impacts of aircraft operations on residences, schools and other institutional uses and identify appropriate mitigation measures.

Pages of Resolution No. 3125, as Amended,
which include handwritten amendments
adopted 11/3/92 - Commission special meeting
(Have been incorporated into the original
Resolution)

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WHEREAS, in 1989, the Port of Seattle and the Puget Sound Regional Council (PSRC) appointed the Puget Sound Air Transportation Committee (PSATC) and initiated the Flight Plan Project to study long-term alternatives for resolving air traffic capacity problems in the Puget Sound area; and

WHEREAS, the PSATC was a broadly based committee, with membership as shown at Attachment A, including citizens, environmental interests, local and state elected officials, and representatives of the airlines and business community, with membership from King, Kitsap, Pierce, Snohomish and Thurston counties; and

WHEREAS, the PSATC, with staff support from the Port and the PSRC, retained independent consultants to assist in its air traffic forecasts and related studies and adopted major findings including the following:

- ° Hourly capacity at STIA is greatly reduced during inclement weather, which occurs about 45 percent of the year.
- ° Air travel demand in the Puget Sound ^{region} is projected to continue growing strongly well into the next century based on regional population and economic growth estimates.
- ° Efficient airfield capacity will be exceeded when aircraft operations reach 380,000 per year, which is forecast to occur close to the year 2000. STIA handled 338,000 operations in 1991 and is projected to handle 350,000 in 1992; and

OK'd by Straw
Legal and
B Stewart,
AVI Planning
Editorial
Correction -
OK to insert

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WHEREAS, the state Growth Management Act requires the PSRC to prepare a new Regional Transportation Plan and requires Puget Sound counties and cities to prepare new comprehensive land use plans; and

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*original
revision*
Section 1

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(b) Port Staff is directed, in cooperation with the Federal Aviation Administration (FAA), to: (i) conduct necessary studies and prepare plans for constructing a dependent air carrier runway at Seattle-Tacoma International Airport; (ii) prepare a site-specific environmental impact statement pursuant to the National and State Environmental Policy Acts to consider the potential environmental impacts of such runway development; (iii) work cooperatively with the PSRC and state and local jurisdictions in an effort to arrive at a facility plan that is consistent with other relevant regional and local plans, in accordance with the Growth Management Act; and (iv) issue a Notice of Action pursuant to RCW 43.21C.080 requiring that any lawsuit to challenge this Commission action on the basis of SEPA be filed within 90 days of publication of the Notice of Action or be forever barred.

(c) Port staff is also directed to develop and implement a plan to accelerate the completion of the single family residential component of the noise remedy program before the proposed runway becomes operational. The definition of completion will be insulation of all residences on the waiting list as of December 31, 1993 provided that the program is not delayed or precluded through legal action. In addition, the Port commits to complete insulation of all residences on the insulation waiting list as of December 31, 2000 prior to commencing operation of any runway subject to the same program conditions, except to further instruct to develop a plan to expand the accelerated insulation program to include multi-family, schools and other institutional uses.

(d) The Executive Director and the Managing Director, Aviation Division, are each authorized to select and retain outside professional services necessary to carry out these directives within authorized budget limits, and to make application to and accept federal and state grant monies or such other funding assistance as may be available therefore.

Replaced with (Commissioner Grant's amendment adopted 11/13/92 Commission spec

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ATTACHMENT B

6. On-airport noise control measures reducing nighttime sources of aircraft related ground noise.
7. Development and strict application of construction noise reduction techniques and practices.

Air Quality/Transportation

8. Quantify baseline air quality conditions in vicinity of the airport using both sampling and modeling techniques. ← New language
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