

DISCUSSION ITEM

Aug. 31, 1994

TO: Transportation Policy Board
and Growth Management Policy Board

FROM: Jerry Dinndorf, Director
Growth Management Planning Department

SUBJECT: Why Paine Field was eliminated

BACKGROUND

Resolution A-93-03, adopted by the Regional Council General Assembly with an 88 percent majority in April 1993, said in part, "Eliminate small supplemental airports, including Paine Field, as a preferred alternative."

At its meeting on August 25, members of the Executive Board asked staff to compile, and provide to the policy boards, information regarding the decision-record and reasons why Paine Field was eliminated from consideration as a possible Major Supplemental Airport.

This memo and the attached documentation provide a brief history of the discussion of Paine Field's role in meeting the region's air transportation needs. In addition to the Summary (below), the documents include a Chronology, Summary Information from the Flight Plan Process, and Excerpts from the Regional Council's Procedural Record. More detailed information is available.

SUMMARY

The principal reason Paine Field was eliminated from consideration was a determination that it is not large enough to be a Major Supplemental Airport. Both the Puget Sound Air Transportation Committee (PSATC) and the Regional Council made this determination.

In coming up with its recommendation for a third runway at Sea-Tac, plus Paine Field with one runway and a third airport south of Sea-Tac, the PSATC determined that Paine Field could not accommodate two runways because of costs, because of substantial slopes and the requirement for huge amounts of fill, and because of the displacement of a large wetland. And even if a second runway was built despite these obstacles (and the displacement of approximately 295 homes), there would only be 1200 feet of separation between the runways, so they could not be operated independently.

Presentations during the Regional Council's decision process highlighted a number of these issues, and also noted additional considerations, such as existing legal agreements which establish Paine Field's role as a general aviation airport (primarily for small planes), the impact on the significant employment in the vicinity, and the impact on schools and housing.

The Transportation Policy Board specifically decided that the region would be better served pursuing, as part of the preferred alternative, a major supplemental airport capable of having two independent runways, and eliminated the concept of pursuing several small supplemental airports, and specifically Paine Field. When the Executive Board considered the Transportation Policy Board's recommendation, a motion was made to add small supplemental airports to the search for additional long-term capacity. It failed. Reconsideration of Paine Field specifically was brought before the General Assembly in a proposed amendment to the Executive Board recommendation, and it failed.

CHRONOLOGY

Consideration of Paine Field by the regional planning agency goes back at least to **September 1988**, when the Regional Council's predecessor, the Puget Sound Council of Governments (PSCOG), adopted the Regional Airport System Plan (RASP) as a component of the Regional Transportation Plan. In that document, the recommendations state in part that steps be taken "...to preserve a potential satellite air carrier role for Paine Field...pending completion of detailed site-specific evaluation and selection of a preferred regional air carrier alternative. It is recognized that the role of Paine Field in serving air carriers will be limited by the terms of the 'Modified General Aviation Role' being considered by Snohomish County."

The document also states: "The potential role of Paine Field as an air carrier satellite will be governed by the 1979 mediated agreement, and the policies contained therein, on the role of Paine Field." That mediated agreement states, in part, that "Paine Field will remain light aircraft oriented with the role as defined, 'General Aviation', adopted by the Board of Snohomish County Commissioners April 11, 1978, and in compliance with the covenants in deeds and grants of the U.S. government."

In **October 1991**, PSCOG was replaced by the Puget Sound Regional Council.

In **June 1992**, the Puget Sound Air Transportation Committee, jointly appointed by PSCOG and the Port of Seattle, recommended a Multiple Airport System that included a third runway at Sea-Tac, "the introduction of schedule air carrier service to Paine Field before the year 2000, and the identification of a two-runway supplemental 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."

In **October 1992**, the Regional Council released the Final Supplemental Environmental Impact Statement (FEIS) on the PSATC's "Flight Plan" deliberations. The FEIS contained no preferred alternative, but instead evaluated five alternatives, including: (1) enhancements at Sea-Tac; (2) a two-airport system (Sea-Tac and one airport either in Snohomish County or in Pierce County; (3) a three-airport system, with airports both in Snohomish County and Pierce County; 4) a replacement airport for Sea-Tac; and 5) no action.

In **January 1993**, the Regional Council began its process to develop an update to the Regional Airport System Plan. Following four "Flight Plan" workshops, the Transportation Policy Board conducted two decision meetings to arrive at a recommendation for consideration by the General Assembly. At the conclusion of the first meeting, on **February 25, 1993**, the board directed staff to prepare a number of alternative recommendations, including:

the PSATC recommendation (noted above);

Sea-Tac without additional capital construction and one or two small supplemental airports;

Sea-Tac with major capital construction and one or two small supplemental airports

Sea-Tac without additional construction and one large supplemental airport; and

Sea-Tac with major capital construction and one large supplemental airport.

At the second Transportation Policy Board decision meeting on **March 4, 1993**, several members suggested it was time to eliminate options that included small supplemental airports, since they would not, even with Sea-Tac capacity expansion, ultimately meet the region's needs. The first recommendation moved for discussion included the language "Eliminate small supplemental airports, including Paine Field." Some members suggested it was wrong to eliminate small supplemental airports because there was not a reasonable site in the region for a large supplemental airport.

A substitute motion was offered that, among other things, struck the reference to small supplemental airports, including Paine Field. It was specifically stated that the intention was not to eliminate Paine Field as an option. That substitute motion failed, 7-6.

The final TPB recommendation, approved 8-5, included the language, "Eliminate small supplemental airports, including Paine Field, as a preferred alternative."

On **April 8, 1993**, at the second of two Executive Board decision meetings to develop a recommendation to the General Assembly, an amendment was offered to add that "the large supplemental as well as two small supplementals should be included in the search for additional long-term capacity." It failed.

On **April 29, 1993**, at the General Assembly meeting to consider the Executive Board's recommendation, a motion was made to delete the language, "eliminate small supplemental airports, including Paine Field, as a preferred alternative." It was suggested that it was inappropriate to restrict the process by eliminating Paine Field as an option. The motion failed on a voice vote.

SUMMARY INFORMATION FROM THE FLIGHT PLAN PROCESS

The following information was used as the primary basis for eliminating Paine Field from consideration as a possible Major Supplemental Airport (two runways) for this region (references cited).

I. Information considered by the Flight Plan Options Subcommittee of the Puget Sound Air Transportation Committee (PSATC):

- The Flight Plan Project examined a two-runway alternative for Paine Field to determine, in part, the types of system alternatives to be evaluated. Working Paper 6 - Airport Site Concepts, examined a 6000-foot runway located 1200 feet east of the existing primary runway. This was the only on-site location for an additional runway. The passenger terminal area was located on the west side.

The two-runway alternative was eliminated for the following reasons. The airport's west side has over 24 identified wetlands and substantial steep slopes with SR 525 (west of the runway) 40 to 70 feet below runway elevation. The south two-thirds of the new runway alternative also would involve huge amounts of fill and displacement of a large wetland. Tramco's Hangar 3, then under development, would be eliminated by this alternative and the company's existing Hangar 1 would interfere with approach requirements. With only 1200 feet separating the two runways, independent operation of the two runways would not be possible. (A minimum 3400-foot separation is required for two independent runways). The length of the runway would limit its use to commuter aircraft.

- The capital costs for the Sea-Tac and Paine Field-with-two-runways alternative would be substantial and considerably more than other alternatives, estimated at 1.1 billion dollars, with noise abatement and acquisition costs amounting to approximately 300 million dollars. (PSATC Working Paper 11, Table 2)
- The second runway alternative at Paine Field would displace an additional 120 acres at the northwest corner of the airport, amounting to a total of 260 acres, and would directly impact an additional 295 homes. (PSATC Working Paper 11, p. 5)

II. Information presented to the Regional Council's Transportation Policy Board:

- In 1978, the county adopted a resolution that defined Paine Field's role as general aviation -- meaning small planes would be dominant and regularly scheduled commercial flights discouraged. This was further supported in 1979 with a "Mediated Agreement" adopted by the County Airport Commission, which reaffirmed Paine Field's general aviation role. In 1989, the Snohomish County Council reaffirmed the 1979 "Mediated Agreement."

- In the Regional Airport System Plan (RASP) 1988-2020 the Puget Sound Council of Governments adopted the following statement:

" The potential role of Paine Field as an air carrier satellite will be governed by the 1979 mediated agreement, and policies contained therein, on the role of Paine Field."

- As a result of the "Mediated Agreement" and comprehensive planning for the past 15 years, the area surrounding Paine Field has been planned for greater residential densities, and commercial and industrial uses. Snohomish County and cities in the area have planned for residential development in non-noise impacted areas in the immediate vicinity of Paine Field. Hundreds of single-family dwelling units as well as large multi-family dwelling complexes have subsequently been constructed in reliance on past policies and plans. Industry has also invested millions of dollars to expand in and around Paine Field.
- The School Districts of Mukilteo, Edmonds, Northshore, Everett, Marysville and South Whidbey all filed written objections to the use of Paine Field as a supplemental airport. Edmonds School District noted that 32 school buildings with approximately 20,000 students are situated under or near the proposed flight pattern of the Paine Field Airport. Some of the schools are located within 3,000 feet of the proposed second runway at Paine Field.

EXCERPTS FROM THE REGIONAL COUNCIL'S PROCEDURAL RECORD

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Agenda Cover
Minutes



**TRANSPORTATION POLICY BOARD
FLIGHT PLAN DECISION MEETING #1**

**Thursday, February 25, 1993 • 12:30 p.m. • Bellevue Conference Center
505 106th Ave. NE, Bellevue**

- Agenda
- 12:30 p.m. Introductory Comments: Councilmember Bruce Laing, Chair*
 - 12:35 p.m. Summary Report on Open Houses: Rita Brogan, Pacific Rim Resources
 - 12:40 p.m. Implications of Demand Management, System Management, and Technological Advances: Dick Mudge, Apogee Research Inc.
 - 1:20 p.m. Application of Dynamic Strategic Planning Process to Flight Plan Alternatives (Presentation and Discussion): Dick Mudge, Apogee Research Inc.
 - 1:50 p.m. Discussion/Preliminary Conclusions on Specific Deletions/Exclusions
 - 2:20 p.m. Develop Preliminary Conclusions on future system configurations considering demand/capacity, environmental and other criteria
 - 3:30 p.m. Additional Conclusions
 - 3:50 p.m. Summary: Councilmember Bruce Laing, Chair, and Dick Mudge, Apogee Consultants
 - 4:00 p.m. Adjourn

*Correspondence attached

PLEASE NOTE CHANGE OF MEETING DATE, TIME, AND LOCATION

Next meeting of the Transportation Policy Board:
Thursday, March 4, 1993, 8:30 - 9:00 a.m., Bellevue Conference Center preceding Flight Plan Decision Meeting #2 (Thursday, March 4, 1993, 9:00 a.m. - 12:00 noon)



SUMMARY
Transportation Policy Board
Flight Plan Decision Meeting #1
(2/25/93)

The Transportation Policy Board Chairman, King County Councilmember Bruce Laing, convened the meeting at approximately 12:30 p.m.

Three proposed areas of agreement suggested from the previous meeting were offered. The first two were changed slightly to read:

We agree that financial feasibility should be considered in the (changed from "our") review of options, including the true cost of mitigation. (It was specifically agreed to that mitigation in this application needs to be defined.)

We agree that we should consider how to get people and goods to and from sites in the (changed from "our") review of options.

The third was changed and then held for later consideration. The suggested change:

We agree that the proposed (changed from our) implementation program should be structured as a phased approach.

Two additional areas of agreement were offered and approved:

Any solution must address noise.

"No action" should be eliminated from the list of alternatives for further consideration.

At the suggestion of Regional Council President Jim Street, Seattle City Councilmember, staff agreed for the next meeting to provide information on the impact on forecasted demand of a 25 percent increase in airline ticket prices. Street also suggested staff provide, as much as possible, estimates of the specific years in which future demand levels could be reached, and how, at each of those years, other factors such as demand management could affect demand.

Seattle City Councilmember Martha Choe added that specific information on the most feasible and potentially reliable demand and system management options should be provided at the next meeting.

Flight Plan Consultant Matt Hardison of Apogee Research, Inc., said that at the next meeting he would provide information from the Federal Aviation Administration's forecasting conference, with specifics on any points made regarding the impact of teleconferencing on projected commercial air traffic demand.

Street suggested that a performance standard for noise should be developed as part of a Regional Council action on commercial air transportation capacity.

An additional area of agreement was offered and approved:

Moses Lake should be dropped from the list of system management alternatives.

Three additional areas of agreement were approved (exact wording subject to approval at next meeting):

Given the uncertainty about the forecasts and the effectiveness of demand management, system management and high speed rail options, we should have additional alternatives for meeting demand, at least for insurance.

Given the uncertainty of demand management, system management and high speed rail, Sea-Tac even with major capital improvements may not be enough to provide long term insurance that future demand will be met. The region needs additional insurance.

The Sea-Tac replacement alternative should be eliminated from the list of alternatives for further consideration.

Street suggested that major capital improvements at Sea-Tac could be considered as insurance, rather than just as a near-term capacity enhancement option.

Federal Way City Councilmember Mary Gates suggested that staff needs to quantify the potential demand impact of moving general aviation away from Boeing Field, and moving commuter/regional air service to Boeing Field.

Street suggested that staff needs to estimate the time it would take to develop a large supplemental airport to provide capacity, while bypassing any additional construction at Sea-Tac.

In discussing alternative recommendations that staff should bring to the next meeting, Street suggested four elements:

demand management "pushed to the limit" and linked as a predecessor to any expansion;

permission for additional analysis related to major capital construction at Sea-Tac airport, stressing that it would be permission for analysis only, not a go-ahead for any construction;

"doing what is necessary to fully analyze other expansion alternatives;" and

"under any scenario, linking noise performance to capacity expansion."

Island County Commissioner Mike Shelton suggested that the Whidbey Island Naval Air Station could be considered as a possible supplemental airport if the federal government recommends and ultimately decides that it should be closed as a defense facility. He said a base closure list is due March 15.

In discussions on the "insurance policy" approach, Councilmember Gates suggested that supplemental airports should be looked at first, prior to consideration of a third runway at Sea-Tac Airport, and Street said it would be important to preserve that as an option while looking at supplemental airports.

Thurston County Regional Planning Council Member Mark Foutch suggested that "little airports tend to become big airports" and "we might as well call the insurance policy a large airport" rather than a small supplemental airport.

At the direction of the board, the staff agreed to prepare a number of alternative recommendations for consideration at the next meeting, including:

the recommendation by the Puget Sound Air Transportation Committee, which includes a third runway at Sea-Tac, Paine Field in Snohomish County, and a site in Pierce County;

Sea-Tac without additional construction and one or two small supplemental airports;

Sea-Tac with major capital construction and one or two small supplemental airports;

Sea-Tac without additional construction and one large supplemental airport;

Sea-Tac with major capital construction and one large supplemental airport.

Chairman Laing directed staff to call Transportation Policy Board members to see if they would be able and willing to extend the next decision meeting beyond its scheduled three-hour time, should additional time be necessary. The meeting was adjourned at approximately 3:40 p.m. (Tapes and a complete transcript of this meeting are available for review at the Regional Council.)

The next Transportation Policy Board Flight Plan Decision meeting is scheduled for 9 a.m. to noon Thursday, March 4, at the Bellevue Conference Center. The regular Transportation Policy Board meeting will commence first and run from 8:30 to 9 a.m.

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Meeting the Region's
Commercial Air Transportation Capacity Needs

UPDATED AREAS OF AGREEMENT -- through 2/25/93

Offered & Affirmed -- 2/4/93

We agree that we need to engage in long-term planning for our future and that we need to integrate our growth management and transportation plans so they are consistent with and complement each other.

We agree that we need a transportation system that includes air transportation, marine transportation, roadways and rail.

We agree that commercial air transportation is important to the region's economy.

We agree that we do have, *or will have at some point*, a need for additional commercial air transportation capacity. We agree that we do have a problem or will have a problem.

We agree that we need a solution that is consistent with the growth management planning that is occurring in the region.

We agree that there is no perfect solution.

We agree that we want to utilize demand management and system management to make the most efficient use of our existing air transportation system.

We agree that any methods of achieving efficiencies and increasing capacity must not result in a decrease in safety.

We agree that we need some long-term insurance policy, some method of accommodating a significant increase in commercial air transportation activity *at some point* in the future.

We agree that, due to the uncertainty of forecasts, we need a long-term solution that is flexible.

We agree that implementing a long-term solution to increasing commercial air transportation capacity needs will require a lead time of up to 20 years.

We agree that rail can be part of the solution, but rail alone is not the ultimate solution.

We agree that any solution will require rigorous site-specific evaluation that may result in eliminating that option, or all options.

We agree that we may need some sort of new governmental arrangement to implement a complete solution.

Offered -- 2/4/93; Affirmed -- 2/25/93

We agree that financial feasibility should be considered in the review of options, including the true cost of mitigation. (It was specifically agreed to that mitigation in this application needs to be defined.)

We agree that we should consider how to get people and goods to and from sites in the review of options.

Offered & Affirmed -- 2/25/93

Any solution must address noise.

"No action" should be eliminated from the list of alternatives for further consideration.

Moses Lake should be dropped from the list of system management alternatives.

Given the uncertainty about the forecasts and the effectiveness of demand management, system management and high speed rail options, we should have additional alternatives for meeting demand, at least for insurance.

Given the uncertainty of demand management, system management and high speed rail, Sea-Tac even with major capital improvements may not be enough to provide long term insurance that future demand will be met. The region needs additional insurance.

The Sea-Tac replacement alternative should be eliminated from the list of alternatives for further consideration.

The Policy Board also agreed to look at the following alternatives:

the recommendation by the Puget Sound Air Transportation Committee, which includes a third runway at Sea-Tac, Paine Field in Snohomish County, and a site in Pierce County;

Sea-Tac without additional construction and one or two small supplemental airports;

Sea-Tac with major capital construction and one or two small supplemental airports;

Sea-Tac without additional construction and one large supplemental airport;

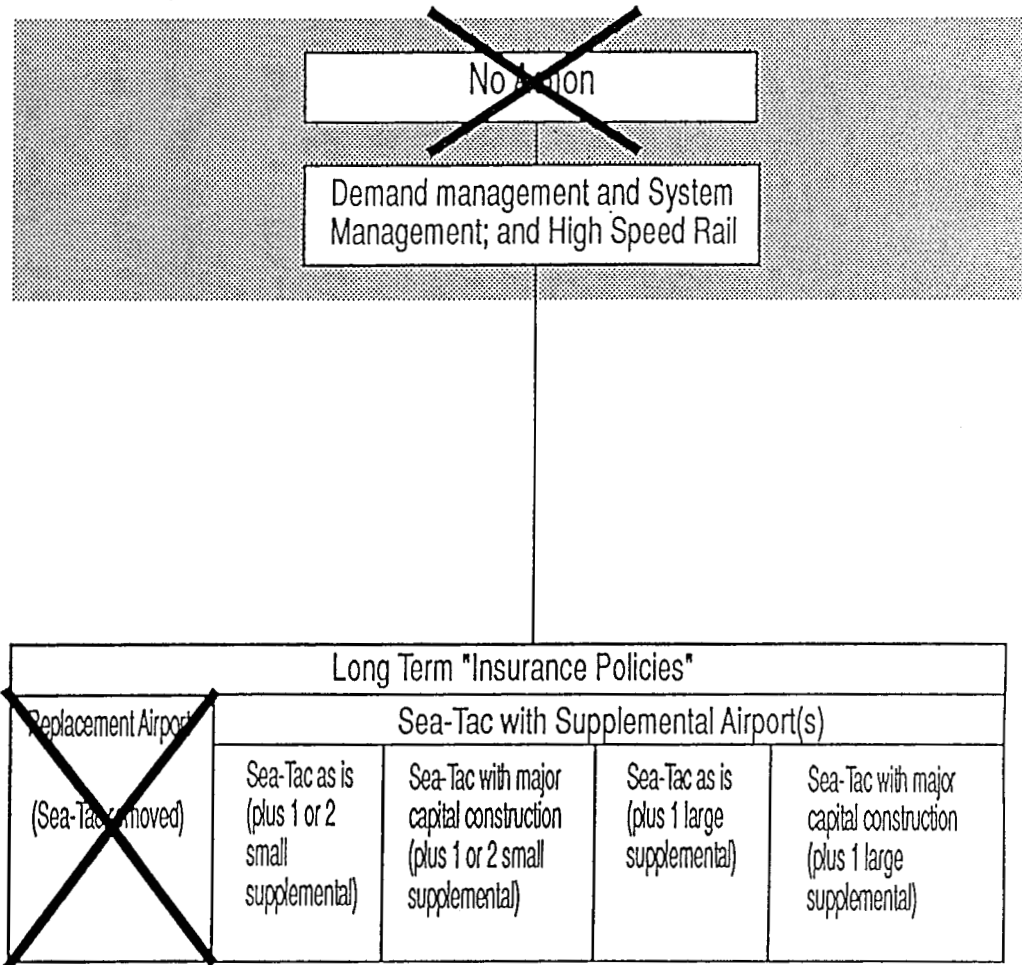
Sea-Tac with major capital construction and one large supplemental airport.

DECISION TREE

Transportation Policy Board

February 25 and March 4, 1993

Additional Areas of Agreement



Recommendation to Executive Board

(Any solution must address noise)

Sea Tac Capacity Expansion Options



**TRANSPORTATION POLICY BOARD
FLIGHT PLAN DECISION MEETING #2**

Thursday, March 4, 1993 • 9:00 a.m. • Bellevue Conference Center
505 106th Ave. NE, Bellevue

Agenda

9:00 a.m.

Meeting #2 Goals: Councilmember Bruce Laing, Chair*

9:05 a.m.

Summary of Meeting #1 Conclusions/Discussion: Sumner Sharpe, Cogan, Sharpe, Cogan

9:15 a.m.

Presentation/Discussion of Remaining RASP Alternatives Based on Meeting #1 Conclusions: Dick Mudge, Apogee Research Inc.

9:45 a.m.

Action: TPB Recommendation to Executive Board: Bruce Laing, Chair

11:55 a.m.

Next steps: RASP Decision Calendar: Sumner Sharpe, Cogan, Sharpe, Cogan

12:00 noon

Adjourn

*Correspondence attached

Future Flight Plan Meeting Dates and Times:

General Assembly Flight Plan Workshop, March 11, 1993

St. Helens Plaza/Temple Theater, Tacoma, 1:00 - 3:00 p.m.

Flight Plan Public Hearing, March 24, 1993

Seattle Center Flag Pavilion, Seattle, 3:00 - 10:00 p.m.

Executive Board Flight Plan Decision Meeting #1, April 1, 1993,

Bellevue Conference Center, Bellevue, 9:00 a.m. - 12:00 noon

Executive Board Flight Plan Decision Meeting #2, April 8, 1993

Bellevue Conference Center, Bellevue, 10:00 a.m. - 2:00 p.m.

General Assembly Flight Plan Decision Meeting, April 29, 1993

Seattle Center Flag Pavilion, Seattle, 3:00 - 6:00 p.m.



SUMMARY
Transportation Policy Board
Flight Plan Decision Meeting #2
(3/4/93)

Transportation Policy Board Chairman Bruce Laing, King County Councilmember, convened the meeting at approximately 9:18 a.m.

Flight Plan Consultant Sumner Sharpe of Cogan Sharpe Cogan went over the areas of agreement that the board had agreed to on February 25, and Flight Plan Consultant Dick Mudge of Apogee Research, Inc., summarized the board's February 25 discussions on demand management and reported on the recent Federal Aviation Administration Forecast Conference.

Mudge said the FAA is predicting a 24 percent increase in operations (takeoffs and landings) nationwide by the year 2000, and also is predicting a slight increase in ticket prices. He said there were no solid conclusions from the FAA's session on teleconferencing; perhaps the most noteworthy study was done by Arthur Little of Boston, which estimated that teleconferencing could substitute for 5 to 6 percent of airline demand by the year 2010, he said. He said anything this region might get out of demand management at Sea-Tac Airport is uncertain, noting that "demand management is really something that is not in place anyplace in this country."

In response to a question, Mike Feldman of the Port of Seattle said the earliest time that a third runway could be operational at Sea-Tac would be the year 2000 or 2001, and that would not include delays that could result from potential litigation.

Mudge presented a series of charts that showed forecasted demand and a range of demand, including the potential impact of demand management and system management at Sea-Tac Airport; the actual capacity gain from demand management would probably be in the range of 4 to 5 percent, he said. He said also that the management options being considered could defer actual system expansion by 10 years.

Port of Seattle Commissioner Gary Grant noted that any shift of flights into off-peak hours would increase noise impacts.

Mudge also presented information in a chart and matrices that compared the alternatives being considered by the board. He said the main benefit of additional construction at Sea-Tac would be to help alleviate the current constraints imposed by bad weather, which occurs 45 percent of the time.

Feldman said technology such as a Landing Directional Aid could alleviate 15 percent of that problem, and a third runway would fix the remaining 25 percent, though he also noted that pilots are "extremely hesitant" about using the "sidestep maneuver" that would be associated with the LDA.

Discussion ensued about the alternatives that the board brought forward from the February 25 meeting, with talk focusing on the timing required to implement a large supplemental airport; **Mudge** suggested that if **McChord Air Force Base** were made available, that could shorten the time needed. **Regional Council President Jim Street, Seattle City Councilmember**, said a key consideration could be the distance people would have to travel to reach such an airport; **Mudge** suggested that an hour away "would be pushing it."

Policy Board Member Tom Brown of Eldec Corporation said the discussion should be brought back to what to do with **Sea-Tac Airport** first, with the board deciding first whether **Sea-Tac** should be "fixed" to allow two-runway operations year 'round, and then the discussion could move toward a longer range regional solution.

Grant said it's a mistake to believe that the Port of Seattle is absolutely committed to building a third runway; that a go-ahead would await the results of a site-specific environmental analysis, but that the Port doesn't want to spend money on an environmental impact statement "and then find we're precluded from going ahead with the third runway. Give us some direction...if you don't want us to expand at **Sea-Tac**, please decide that now...."

[**Connie Niva of Snohomish County Tomorrow** suggested it was perhaps time to eliminate options that include small supplemental airports, since they would not, even with **Sea-Tac** capacity expansion, ultimately solve the problem.

Street said he disagreed with others who said the issue should be divided into what to do with **Sea-Tac** on the one hand and the question of a supplemental airport or airports on the other; he said the alternatives are linked because the overall issue has "multiple dimensions under cost and capacity" and "we may decide that an alternate airport within one hour is enough..." without having to expand **Sea-Tac**. Cost, noise impacts and other factors may lead the region to conclude that expansion at **Sea-Tac** is not needed, he said.

Preston Schiller of the Sierra Club said the board was "not facing the hard question of what is the best use of our airspace;" that perhaps the best move would be to "shape demand to meet existing facilities" as electrical utilities industry do with conservation; and that a large supplemental airport "is likely to be just as polluting in the year 2050" as **Sea-Tac**.

King County Councilmember Cynthia Sullivan said there needs to be some certainty that **Sea-Tac** can be "a year-round airport."

Federal Way City Councilmember Mary Gates repeated the suggestion that small supplemental airports should be removed from consideration; she said the board may be underestimating the rapidity that technology could provide some answers, and that the time requirements for an environmental impact statement, construction and potential litigation could mean many years before anything new was in place at Sea-Tac, which argued for beginning a search immediately for a site for a large supplemental airport.

Aubrey Davis of the State Transportation Commission suggested a large supplemental airport would require about 2,000 acres of land, and that if that was the choice of the region, the process for finding such a site should already be underway. The state should be involved in the search for and analysis of potential sites; the issue is of statewide significance and "it would be naive to think the region can handle" the effort on its own, he said.

Street then offered a motion, which, after a break, he provided in writing to all board members. Street's motion was:

1. Pursue vigorously, as a preferred alternative, a major supplemental airport within a reasonable travel time from significant markets in the region.
2. Proceed immediately to conduct studies on a Sea-Tac third runway. Action on the third runway is contingent upon:
 - a) determination that the large supplemental airport cannot be achieved within a reasonable calendar time;
 - b) demand management programs are pursued and achieved, or determined to be infeasible, based on independent evaluation (linkage), and
 - c) noise reduction performance objectives are scheduled, pursued and achieved based on independent evaluation, and based on monitoring of real noise impacts.
3. Eliminate small supplemental airports, including Paine Field.

Pierce County Councilmember Bill Stoner, who served as a member of the advisory Puget Sound Air Transportation Committee, suggested it was wrong to eliminate the small supplemental airport sites; the committee looked throughout the region for other sites and "there just isn't a reasonable supplemental site" within the region that could handle a large supplemental airport, he said. McChord and Fort Lewis sites are not likely to become available in the foreseeable future, and, "I really think we have to face the fact that the real alternatives are few...."

Several "friendly amendments" were offered, so that the motion was as follows (with new language underlined):

1. Pursue vigorously, in cooperation with the state, as a preferred alternative, a major supplemental airport within a reasonable travel time from significant markets in the region.
2. Proceed immediately to conduct site-specific studies, including an environmental impact statement, on a Sea-Tac third runway. Action on the third runway is contingent upon:
 - a) determination that the large supplemental airport cannot be achieved within a reasonable calendar time;
 - b) demand management programs are pursued and achieved, or determined to be infeasible, based on independent evaluation (linkage), and
 - c) noise reduction performance objectives are scheduled, pursued and achieved based on independent evaluation, and based on measurement of real noise impacts.
3. Eliminate small supplemental airports, including Paine Field.

Grant asked who would do the site search mentioned in the Street motion, who would do the independent evaluation of demand management, and "how do we implement the motion if we adopt it?" He offered an amendment to strike the word "contingent" in Point 2., and to substitute the words "as part of the preferred alternative." He said the purpose was to assure that if the Port spent the money for an environmental impact statement, that it would not be precluded from going ahead with construction if the study concluded that it could be done and the Port decided that it was appropriate to do so.

Gates said she didn't want to hear after money was spent on an environmental impact statement, that the money shouldn't be wasted, therefore construction should proceed.

Thurston Regional Planning Council Member Mark Foutch asked whether the question of whether a third runway is necessary is a safety issue, and Dave Field of the FAA said the FAA would not allow operations that didn't comply with its standards, which are designed to assure safety.

Davis said it would take "10 to 15 years at best" to get a supplemental airport on line, and that construction at Sea-Tac should not be precluded by or dependent upon what happens with a supplemental airport.

Grant offered, as a substitute motion, the following:

Pursue vigorously, as the preferred alternative, a major supplemental airport and a third runway at Sea-Tac.

1. The major supplemental airport should be located within a reasonable travel time from significant markets in the region.
2. The third runway shall be authorized only:
 - a) after demand management programs are pursued and achieved, or determined to be infeasible, based upon independent evaluation, and
 - b) when noise reduction performance objectives are scheduled, pursued and achieved based on independent evaluation, and based on measurement of real noise impacts.
3. Evaluation of the major supplemental airport shall be accomplished in cooperation with the state of Washington.
4. Proceed immediately to conduct site specific studies, including an environmental impact statement, on a Sea-Tac third runway.

In response to a question, Grant said he specifically did not want to eliminate Paine Field as an option.

In discussion on Grant's substitute, Street said that if a third runway is constructed ahead of securing a supplemental airport site, it could "reduce the vigor of the pursuit of a long-term solution," and that with the cost and noise impacts of a third runway, "if we can find a longer term solution, it is foolish to march forward with those costs clearly ahead of us..."

Grant countered by saying the board should consider what the costs would be "if we don't proceed at Sea-Tac." He compared it to the region having failed to deal with ground traffic congestion and suggested also that failure to go ahead could result in lost business for the region and would be "a real travesty for our regional leadership."

Sullivan suggested another substitute motion, which was accepted as a friendly amendment, that would retain the Grant language but add, as item C under Point 2, "when a supplemental site is landbanked."

The substitute motion was defeated 7-6, which left Street's original motion, as amended, on the table.

Street said the motion would ensure that the site search for a major supplemental airport could be pursued in a timely fashion so as not to preclude other alternatives; Grant said it would simply continue studies and continue uncertainty.

Sullivan then offered another substitute motion. It brought back Grant's motion with some new language (new language underlined):

Pursue vigorously, as the preferred alternative, a major supplemental airport and a third runway at Sea-Tac.

1. The major supplemental airport should be located within a reasonable travel time from significant markets in the region.
2. The third runway shall be authorized by April 1, 1995, unless it can be shown through an EIS that a supplemental site is feasible and will relieve the need for expansion at Sea-Tac:
 - a) after demand management programs are pursued and achieved, or determined to be infeasible, based upon independent evaluation, and
 - b) when noise reduction performance objectives are scheduled, pursued and achieved based on independent evaluation, and based on measurement of real noise impacts.
3. Evaluation of the major supplemental airport shall be accomplished in cooperation with the State of Washington.
4. Proceed immediately to conduct site-specific studies, including an environmental impact statement, on a Sea-Tac third runway.

The substitution was approved 7-6, placing the Sullivan motion before the board in place of the Street motion. Several friendly amendments were approved -- 1995 was changed to 1996 and, at the suggestion of Foutch, "in the four-county area" was added to Point 1. With other changes, the final motion (as confirmed by the maker of the motion, Cynthia Sullivan), was approved 8-5. The complete text (with final changes underlined), approved as a recommendation to the Regional Council Executive Board, was:

Pursue vigorously, as the preferred alternative, a major supplemental airport and a third runway at Sea-Tac.

1. The major supplemental airport should be located in the four-county area (King, Kitsap, Pierce and Snohomish counties) within a reasonable travel time from significant markets in the region.
2. The third runway shall be authorized by April 1, 1996:
 - a) unless it can be shown through an EIS that a supplemental site is feasible and will eliminate the need for the third runway;

b) after demand management and system management programs are pursued and achieved, or determined to be infeasible, based upon independent evaluation, and

c) when noise reduction performance objectives are scheduled, pursued and achieved based on independent evaluation, and based on measurement of real noise impacts.

3. Evaluation of the major supplemental airport shall be accomplished in cooperation with the State of Washington.

4. Proceed immediately to conduct site-specific studies, including an environmental impact statement, on a Sea-Tac third runway.

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

The board directed staff: to ensure that the development of the recommendation is consistent with the philosophy of preserving selected future options, and preserving flexibility of implementation; to delineate any additional questions that need to be answered; to develop recommendations regarding specific demand management and system management efforts that could be pursued and who might evaluate the feasibility and effectiveness of implementing those options; to develop options regarding noise performance objectives, including specifics on independent evaluation and measurement; and, to develop options regarding other implementation issues, such as the funding of specific siting studies, and any other related issues.

The meeting adjourned at approximately 2:37 p.m.

There will be a workshop for the Regional Council General Assembly on the recommendation from 1 to 3 p.m. Thursday, March 11, at St. Helens Plaza/Temple Theatre, 47 St. Helens Avenue, Tacoma, prior to the regular General Assembly meeting.

A public hearing on the recommendation will be conducted by the Executive Board from 3 to 10 p.m. Wednesday, March 24, at the Seattle Center Flag Pavilion.

The Transportation Policy Board will meet on Thursday, March 25, at the Bellevue Conference Center, 505 106th Avenue NE, Bellevue, to consider conditions related to the recommendation.

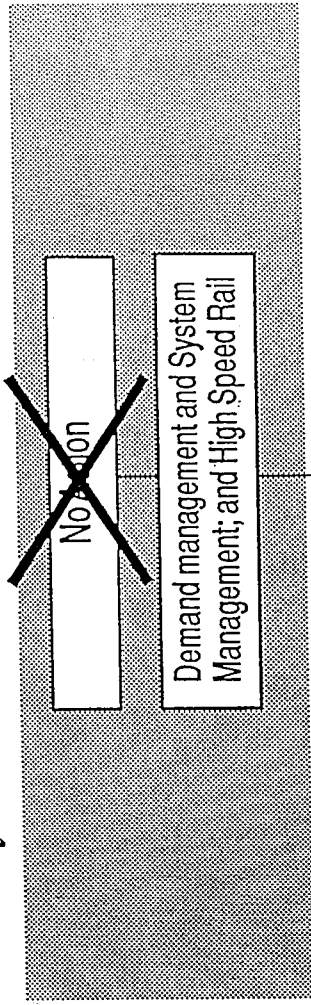
NOTE: A full text and tape recording of the March 4 Transportation Policy Board meeting is available for public inspection at the office of the Puget Sound Regional Council, 216 First Avenue South, Seattle.

DECISION TREE

Transportation Policy Board

February 25 and March 4, 1993

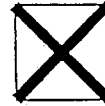
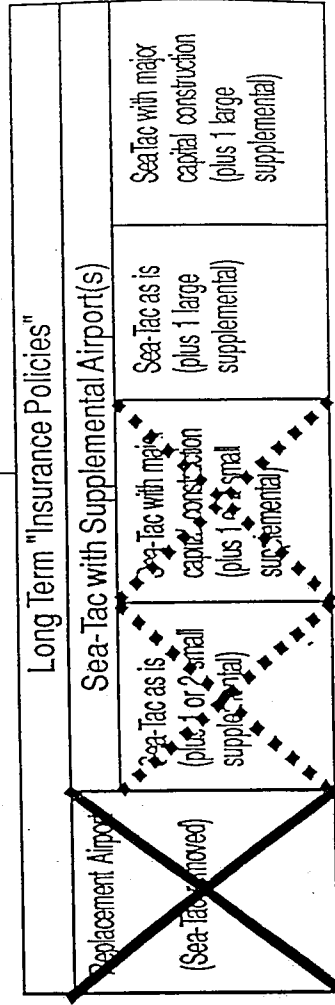
Additional Areas of Agreement



Recommendation to Executive Board

(Any solution must address noise)

3.1



Deleted February 25, 1993



Deleted March 4, 1993

3/11/93



**EXECUTIVE BOARD MEETING/
FLIGHT PLAN DECISION MEETING NO. 2**

Thursday, April 8 1993 • 10:00 a.m. • Bellevue Conference Room
505 106th Ave. NE, Bellevue

Agenda

10:00 a.m.

1. Call to Order - *Mayor Mitch Mitchusson, Vice President*
2. Roll Call
3. Communications and Citizen Comments*

10:10 a.m.

4. Consent Agenda
 - a. Administrative Correction to TIP*
 - b. Contract Authorization for Pass-Through Funds to Countywide Planning Groups*
 - c. Contract Authorization for Housing Preference Study*

10:15 a.m.

5. Action Item
 - Recommended Regional Airport System Plan Amendment*
6. Other Business
7. Next Meeting Dates, Times and Locations:

Executive Board Meeting, April 22, 1993, Puget Sound Regional Council
Conference Room A, 216 First Avenue South, Seattle, 10:00 a.m. - 12:00 noon
General Assembly Meeting, April 29, 1993, Seattle Center Flag Pavilion,
Seattle, WA, 3:00 - 6:00 p.m.

2:00 p.m.

8. Adjourn

* *Supporting materials attached.*

** *Lunch will be provided to members of the Executive Board. Other attendees may reserve lunch by purchasing at time of sign-in (cost is \$10).*

NOTE: *A second mailing on Monday, April 5, 1993, will include a summary of the meeting held April 1, 1993. Potential amendments will be included in this mailing.*

**MINUTES
PUGET SOUND REGIONAL COUNCIL EXECUTIVE BOARD
THURSDAY, APRIL 8, 1993
10:00 A.M.
BELLEVUE CONFERENCE CENTER**

Call to Order/Roll Call.

The meeting of the Executive Board was called to order at 10:10 a.m. by Mayor Mitch Mitchusson, Vice President.

Members and Alternates present included:

Mayor Mitch Mitchusson, Vice President	Councilmember Bruce Laing
Mayor Roger Bergh	Renee Montgelas
Mayor Earl Clymer	Commissioner Connie Niva
Executive Bob Drewel	Commissioner Pat O'Malley
Councilmember Robert Evans	Commissioner Nina O'Neil
Commissioner Win Granlund	Mayor Norm Rice
Commissioner Gary Grant	Mayor Bob Roegner
Councilmember Audrey Gruger	Councilmember Barbara Skinner
Mayor Jeanne Hansen	Mayor Carl Stegman
Councilmember Sherry Harris	Councilmember Jim Street
Executive Tim Hill	Councilmember Cynthia Sullivan
Councilmember Peter Hurley	Executive Doug Sutherland
Mayor Pete Kinch	Mayor Karen Vialle

Members absent included:

Duane Berentson
Councilmember Bill Brubaker
Commissioner Aubrey Davis
Commissioner John Horsley
Mayor Kathleen Sandor

Guests and staff present for all or part of the meeting were:

Councilmember William Angdahl, Mukilteo	Mary McCumber, PSRC
Robert Angle, Seattle	Tom McLaughlin, Attorney
Julienne Audette, U.W. Newslab	Richard Milne, PSRC
Peter Beaulieu, PSRC	L.K. Montle, Boeing Co.
Jean Beckett, Port of Tacoma	Elizabeth Morrison, Apogee
Steve Boyce, King County	Dick Mudge, Apogee
Minnie Brasher, Burien	Sylvia Nelson, PSRC
Bill Brougher, SeaTac Airport	Pam Newton, Everett
Wade Bryant, FAA	Judith Noble, Seattle
Dan Cantrell, WEC	Lise Northey, Bellevue
Paul Chilcote, Port of Tacoma	Alan Osaki, Snohomish Co.
Councilmember Martha Choe, Seattle	Frank C. Partin, Frank Partin Assoc.
Melody Crowley, PSRC	Ron Posthuma, Metro
King Cushman, PSRC	Greg Prothman, Des Moines
Commissioner Patricia Davis, Port of Seattle	Harold Quinby, Mukilteo

Jerry Dinndorf, PSRC
Jerry Fay, TIB
Mike Feldman, Port of Seattle
May Gerstle, Seattle
Art Gorlick, Seattle P-I
Mark Gulbranson, PSRC
Claes Hagstromer, Seattle
Don Helling, Gardner Consultants
Bill Hoffman, King County
Wayne Hopman, Issaquah
R. Steven Johnston, Arlington
Nathaniel Jones, Pierce Transit
Brad Jurkovich, Air Washington
R. Knight, Parametrix
Steve Krueger, KPLU Radio
Johannes W. Kurz, Snohomish Co.
Bob Lane, Seattle Times
Bill Larkin, Tacoma
Steve Lawrence, Tukwila
Desiree Leigh, Port of Seattle
Madonna Lennon, SOC
Randy Lewis, Tacoma
Councilmember Vivian Matthews, Burien

Cathy Reese, SOC
Ken Reid, Airtrac
Andrea Riniker, Port of Seattle
Chris Rose, Transportation Commission
Debra Rumindo, Seattle
Loren Sand, Lynnwood
Preston Schiller, Sierra Club
Sumner Sharpe
Dolores Sibonga, PTSGE
Dave Smith, Port of Seattle
Bob Stahl, SOC
Nancy Stahl, SOC
Bill Stoner, Puyallup
Linda Strout, Port of Seattle
Brian Sullivan, Mukilteo
Ed Switaj, Seattle
May Tartel, TRPC
Tom Tierney, Seattle
Joe Turner, News Tribune
Dave Waggoner, Paine Field
Kathleen Wanda, PSRC
Bob Wodnik, The Herald

Communications and Citizen Comments

There were no comments. Several pieces of correspondence were included with the agenda and distributed to members at the meeting.

Consent Agenda

ACTION: Councilmember Laing moved to adopt the Consent Agenda. Councilmember Hurley seconded the motion. The motion carried unanimously. Included on the consent agenda was (a) an administrative correction to the TIP; (b) contract authorization for pass-through funds to countywide planning groups; and (c) a contract authorization for a housing preference study.

Action Item.

Mayor Mitchusson called on Councilmember Bruce Laing, Chair of the Transportation Policy Board. Councilmember Laing discussed the process for the meeting. He agreed that as chair of the Transportation Policy Board he would move the Policy Board's proposed resolution, then "utilizing the staff's expanded draft resolution, move amendments to the Transportation Policy Board's resolution section by section."

ACTION: Councilmember Laing moved the draft Regional Airport System Plan resolution as approved by the Transportation Policy Board on March 4, 1993, and "for purposes of focusing the Executive Board member's attention, there's a package that each of you was mailed but it should also be at your place, containing the resolution, entitled Draft Regional Airport System Plan Resolution as Approved by the Transportation Policy Board, 3-4-93." Mayors Bergh and Clymer and Executive Hill seconded the motion.

Commissioner Grant commented that the "Transportation Policy Board's original recommendation is one that we have all seen and that we've voted on. The other amendments or variations or changes of that particular

action, I think, may differ quite substantially. I would propose that the staff recommendation that we looked at at the last Executive Board meeting be offered as a substitute because it is, it does change the substance of the Transportation Policy Board recommendation. And that would require a motion to substitute and then that would be amendable if that motion passes. It's a two step process but I think it may result in getting some decisions a little sooner if it is offered as a substitute, and we debate the merits of the substitute." Councilmember Laing said he did not have any problem addressing this issue, but "at the last meeting, the sequence that Commissioner Grant proposes is what I suggested, and at that time, the Executive Board indicated they preferred to have the staff's resolution, rather than offer it as a substitute, to be offered section by section. That's why I described the process as I did. My understanding of the comments that were made at that time were that they would like to undertake it section by section. I don't have a problem with either sequence that accommodates the Board's making a decision."

Councilmember Street stated that "one of the difficulties with a straight motion to substitute is because of the complexity of the alternative approaches that have been proposed. There are certain sections that can be dealt with cleanly, one section at a time and everybody's amendments can be addressed one amendment at a time. There are a group of sections under the staff draft that coincide with the section 6 proposal of the Port that are so entangled that trying to sort of substitute in some sort of gross way I think is going to create a whole lot of confusion." He noted that he had offered an alternative way of "going through these issues one at a time." Councilmember Street's memo is attached to these minutes as part of the record.

He continued, "I suggested that it would be more fruitful and more efficient to deal with that on an issues basis, one issue at a time, and simply get the direction of the Board on each of those issues and then give direction to a subcommittee, or whatever, of the Board to make sure that that gets into the appropriate form in terms of a complete resolution. I think that is more readily achieved if we take the approach that was suggested at the end of the meeting last week, which is to start off with those sections that can be directly addressed."

Commissioner Grant stated that he supports the Transportation Policy Board original resolution. "I don't support the expansion that was offered by staff, it's not been voted upon and I would suggest that the reason to offer a motion to substitute is so that we can vote against it early on. It still permits the kind of discussion that Mr. Street suggest we ought to have about the issues. A motion to substitute permits a full discussion of the staff amendment and the individual elements of that amendment."

ACTION: Councilmember Grant then moved to substitute the staff amendment. Mr. Hill seconded the motion.

Mr. Drewel stated that "there is a legitimate concern about the level and scope of the suggested amendments in two areas. First, the detailed and exhaustive public review of the resolution that was adopted by the TPB; I think there is some concern that the amendments that have been suggested move that back into that venue, and it doesn't strike me that we have reasonable time to do that. On the other hand, we need to make a decision today based upon the original resolution. I'm not quite well versed enough, if you will, in the intricacies of substitute amendment discussions, but I do think that it might be a fruitful exercise to see where we stand on the original TPB resolution."

Mr. Grant then spoke against the motion. "I've offered it but I offered it to get the process moving." He pointed out that "we're elected officials that have got responsibilities to this entire region, and we're offering a method by which we can address future air capacity requirements of this region. The original TPB resolution says, okay, we'll look at a supplemental airport or major supplemental airport, and we'll set a time certain by which we will say, go ahead. I've said it before, I'll say it again, we don't want to spend a lot of money on an EIS if we're just going to continue to study and study and study. We want to have some point in time where we have a decision and we either go ahead or we don't go ahead. And the Port Commission is going to make that final decision. That's our charge under state law, and we'll make the decision when we've completed the proper environmental process. And the original says at a point in time, April 1, 1996, we will have looked

for an alternate airport site that would relieve, potentially relieve, the need for a third runway. And I've got to be honest with you, I don't think we're going to find it." He added, "if you don't want us to build the runway, tell us now. Don't let us spend that money if you've made up your mind today that we shouldn't proceed."

Regarding the Policy Board's approved resolution, Councilmember Street remarked that "the degree of uncertainty and lack of decision that's inherent in that motion is far greater. That motion does not tell us what we mean by noise. It does not tell us what we mean by demand management. It does not establish the criteria we're going to use for looking for another airport. It does not establish any of the process that our staff and other agencies are going to need to go through over time and reach a conclusion. It basically leaves to subsequent determination, presumably by this Board or somebody else, a whole list of issues on which it establishes no certainty. It is far less clear as to where it will take us."

He continued, "I think we're going to be doing ourselves, the region, and our staffs a great disservice if we leave all that up in the air." He pointed out that when the original motion was passed by the Transportation Policy Board, "all of us knew that it needed to be further refined and in fact the maker of the motion said this is going to need some more work and further elaboration before it's passed by the Executive Board. We knew that. If we don't settle that, then we will all be anguished by it and our staff is going to be caught in enormous crossfire for an indefinite period of time."

"There are amendments available throughout this that address each and every one of Mr. Grant's concerns. My concern is that if we end up trying to craft that and build it just from the TPB resolution as passed, we're going to get so tangled up with what we did include, didn't include, that it's going to take even longer than just going through the issues that are raised and voting on them."

Mayor Roegner wanted to make it clear that the reason he would be voting against Commissioner Grant's motion is "not that we think the staff proposal is broadened too far or it's wrong. There are certain elements in it we want to support and there's some that we don't so we will support the original TPB motion. I would also speak against entertaining alternative approaches to that which was contained in our agenda. Our agenda was given to everybody in a very understandable manner. Here's the original motion, here's the series of 90 some amendments. While I concur that that's going to be somewhat exhausting, that's what we're here to do."

Following discussion on the substitute motion, Board members took the following action:

VOTE: The motion to substitute was defeated unanimously.

Councilmember Laing then began his review of the proposed amendments.

ACTION: Councilmember Laing moved the first amendment, changing the language in the fourth paragraph beginning with WHEREAS, by striking the phrase "which was last updated in 1988," and inserting the language just ahead of that, "1988 interim." "Whereas, VISION 2020, as the Regional Transportation Plan for the region, includes the 1988 interim Regional Airport System Plan with language that called upon the region to "proceed expeditiously with the detailed evaluation and selection of a preferred regional air carrier system alternative," and which now needs to be amended to reflect the Regional Council's recent planning and deliberations regarding the long-term commercial air transportation capacity needs of the region." Councilmember Skinner seconded the motion. The motion to amend carried unanimously.

ACTION: Councilmember Laing then moved to adopt the recommended language changes "that are primarily to clarify." "Whereas, jurisdictions in the region agree to site regional transportation facilities in a manner that reduces adverse societal, environmental and economic impacts; seeks equity and balance in siting and improving the region's transportation system; and addresses regional growth

planning objectives." Councilmember Sullivan seconded the motion. The motion to amend carried unanimously.

ACTION: Councilmember Street moved to correct "a typo in the material (on page 2) that was distributed," affecting the first three boxes, which should have been one section. The second box should be under the first and marked (a) and the second marked (b). "Whereas, the Regional Council, through the Flight Plan project, has sought to address policy, environmental and procedural concerns through a variety of products and processes, including the following: (a) the Regional Council, acting jointly with the Port of Seattle, completed a non-project Final Environmental Impact Statement evaluating various system alternatives for meeting projected demands and their noise and other environmental impacts, and (b) the Regional Council conducted a series of workshops, decision meetings, open houses, and a public hearing, to listen to the concerns and suggestions of community groups, individuals and interests that could be affected by a regional commercial air transportation capacity decision." Commissioner Granlund seconded the motion. The motion to amend carried unanimously.

ACTION: Councilmember Laing moved to amend the next paragraph beginning with **WHEREAS** with a "small wording change, where 'as and' is changed to 'if and when.'" Councilmember Evans seconded the motion. Councilmember Sullivan offered a friendly amendment striking the words "if and" and leaving "when needed at some point in the future." "Whereas, as a part of this effort, the Regional Council finds that commercial air transportation is important to the region's economy, and that additional commercial air transportation capacity needs to be identified and preserved, and implemented when needed at some point in the future." The motion to amend, including the friendly amendment, carried unanimously.

ACTION: Councilmember Laing then moved the following new language: "Whereas, with respect to assessments of commercial air transportation needs, the Regional Council acknowledges long-term forecasting uncertainties, and the reduction on a day-to-day basis of current airport capacity at Sea-Tac during bad weather conditions." Councilmember Skinner seconded the motion. The motion to amend carried unanimously.

ACTION: Councilmember Laing then moved to insert the previous "Whereas" as the fourth "Whereas" in the sequence of "Whereases." Mayor Vialle seconded the motion. The motion carried unanimously.

ACTION: Mayor Roegner moved to adopt the language proposed by the City of Des Moines: "Whereas, the Regional Council finds that Sea-Tac has limited area for expansion and cannot offer all facilities required for the long term air transportation needs of the region; accordingly, the region must begin immediately the search for a new, large supplemental airport, retaining Sea-Tac as the primary regional airport." Councilmember Skinner seconded the motion.

Commissioner Grant suggested that this "conflicts with the one that's just been offered, and I would just propose that the Pierce County recommended Whereas is broader, and in that respect doesn't propose options." He stated that he intended to vote no on this Whereas and support the next one.

VOTE: The motion failed.

ACTION: Councilmember Skinner then moved the Pierce County amendment. "Whereas the Regional Council finds that a new supplemental airport is required based on the PSATC recommendations, that the large supplemental as well as two small supplementals should be included in the search for additional long-term capacity." Mayor Vialle seconded the motion.

Councilmember Hurley stated that "this is really not a finding as much as it is a substantial conclusion and it conflicts with a significant amount of the remainder of the motion as well as the motion of the Transportation Policy Board, and as such, it is more appropriate to be taken up in a conclusionary portion of the motion as opposed to significantly changing the character of the whole motion in the Whereas's up front."

Councilmember Street remarked that he thought "both of these represent substantive actions. I think the last one has the added disadvantage of being in far less precise terms than the terms that we will later debate as part of the action items. We talked there about preferred alternative and make a distinction between preferred alternative and other non-preferred alternatives. This makes no distinction like that, and therefore I think creates a lot of confusion."

VOTE: The motion to amend failed.

ACTION: Councilmember Laing moved to add the word "transportation" to the following paragraph: "Whereas, the Regional Council finds that there is no perfect air transportation capacity solution, but that whatever solution is adopted must be part of an integrated transportation system that includes air and marine transportation as well as roadways and rail, that demand management and system management should be utilized to make the most efficient use of the existing system, and that any solution must not result in a decrease in safety and must address noise." Mayor Bergh seconded the motion. The motion to amend carried unanimously.

ACTION: Councilmember Laing moved some slight wording changes to the following paragraph: "Whereas, the Regional Council further finds that the adopted solution should be flexible, must be consistent with the growth management planning that is occurring in the region, and should be financially feasible." Councilmember Skinner seconded the motion. The motion to amend carried unanimously.

ACTION: Councilmember Laing moved the addition of the following paragraph: "Whereas, the Regional Council Transportation Policy Board and Executive Board have developed and refined this recommendation to the Regional Council General Assembly." Councilmember Skinner seconded the motion. The motion to amend carried with one member voting against the motion.

ACTION: Councilmember Laing moved the following addition: "Whereas, this amendment to the interim Regional Airport System Plan is consistent with the Flight Plan Final Environmental Impact Statement." Mayor Hansen seconded the motion.

Commissioner Grant asked if this has "any bearing on whether or not we make the statement? You know, the recommendation of the Flight Plan Committee was not the same recommendation that has come to us from the Transportation Policy Board." Councilmember Laing commented that his response was "based on the Transportation Policy Board's review of this, that the environmental impact statement had within it several alternatives, and the action that's recommended by the Transportation Policy Board is within the scope of that array of alternatives that were addressed."

Mayor Stegman said he thought that "both of those are very presumptuous and have no business being acted on at this time."

Mayor Mitchusson asked Mary McCumber to respond. She noted that "what you need to do on the environmental impact statement is to ensure that your action is covered within the array of alternatives, and one thing that makes it even easier is that the final environmental impact statement that was done did not have a preferred option and really laid out the whole array. The actions that have been considered to date are within that array."

VOTE: The motion carried with two members voting in opposition to the motion to amend.

ACTION: Councilmember Laing moved to strike the language after the work "resolved" in the following paragraph: "Now, therefore, be it resolved (that the Regional Council Transportation Policy Board recommended that the General Assembly adopt the following elements of a Regional Airport System Plan amendment)." Councilmember Skinner seconded the motion.

Mayor Vialle suggested that "the amendment be left until we complete deliberations today."

Councilmember Laing offered to withdraw his motion.

Councilmember Hurley noted that "the actions we have taken have essentially gone through and cleaned up some of the technical and the housekeeping types of amendments in the Whereas sections. To continue at this point in time, I think, would start us down a rather slippery slope of significantly altering the intent and meaning of the Policy Board's resolution."

ACTION: Councilmember Hurley moved to "establish the framework for where we're going by adopting the Transportation Policy Board Resolution as amended by the actions that we've just taken. Mayor Bergh seconded the motion.

Councilmember Hurley then addressed his motion. "I think at this point in time we should take the framework that was established by the Transportation Policy Board, which is a resolution that is for the most part clear in its direction and intent, and those areas that do need additional clarification can be done, that clarification can be done by the Executive Board subsequent to the adoption of the specific direction. My motion would adopt the Policy Board resolution with the amendments which we have just gone through in the Whereas section." Councilmember Sullivan stated that she did not understand how that is "fundamentally different than the action that we actually have before us."

ACTION: Councilmember Laing offered an amendment to the motion. "It's intended to be a friendly amendment. It would add an additional section to the Transportation Policy Board's motion." He distributed copies of his proposed change. "The intent of the amendment is to specifically state in the resolution that the Assembly authorizes and directs the Executive Board to implement the policy decision that the Assembly makes, and to do it within the framework of existing federal, state and local laws. In effect, it makes it clear that the General Assembly wants the Executive Board to be the implementor of the policy and determine the role that the Regional Council will play in implementing the policies, so we don't have to keep going back to the Assembly. It's a delegation of authority to the Executive Board."

Councilmember Street stated that he was "surprised that a motion to foreclose further amendment is in order at all." Mayor Roegner referred to his earlier comments and Mayor Mitchusson's earlier ruling, "you already said that we were going to go through the amendatory process. So we would speak against Councilmember Hurley's proposal as being inconsistent with the framework for discussion that's been laid out for today. I would hope that we would not have to entertain the type of motion Mr. Laing is referring to. I would hope that we stay on that track. Everybody prepared themselves to follow that track. Everybody is very concerned that we stay on major policy elements and they represent their constituencies appropriately and that we should not enter into a state of confusion with mass amendments flying around at the last minute." He agreed with Councilmember Street, "that the motion being made is out of order against the process."

Following additional discussion on this issue, including a statement from Councilmember Laing withdrawing his proposed amendment "because I don't intend to support the proposition that we deviate from the undertaking we agreed we would engage in, Board members took the following action.

VOTE: The motion failed.

ACTION: Councilmember Laing moved the staff recommendation at the top of page five, the new Section 1. Mayor Bergh seconded the motion.

He then addressed his motion. "The entire section is an outline of the strategy that we intend to follow in amending the Regional Air system Plan. Councilmember Street indicated that "Section 1 is non-essential, that it simply summarizes things that are to come. In the interest of simplifying the resolution, the kinds of material that are in Section 1 could easily be provided in some kind of descriptive document, not part of the resolution." He suggested moving "straight to the substantive sections that actually begin with Section 2."

ACTION: Councilmember Street offered a motion to substitute, deleting all of section 1.

In response to a question from Councilmember Skinner, Ms. McCumber stated that this section was written because in the original Policy Board resolution, there wasn't an explanation of the overall strategy. "This was an attempt for the press and public to better understand what comes next. I would concur with Councilman Street, it could all come in text, like in a letter introducing how we proceeded through the process. There's nothing new in this section that isn't covered elsewhere."

ACTION: After considerable discussion, Councilmember Laing withdrew his motion.

ACTION: Councilmember Laing then moved the staff amendment, amending the lead-in language in the Policy Board resolution and expanding it by adding subsections (a) through (f) in Section 2, Preferred alternative. Mayor Stegman seconded the motion.

ACTION: After considerable discussion, Councilmember Laing withdrew his motion.

ACTION: Mayor Roegner moved the adoption of the amendment proposed by the City of Des Moines. There being no second the motion died.

ACTION: Councilmember Laing moved the provisions that are amendments and expansions of the language at the top of the page that are contained in the staff recommendation cited in the box that starts, "Section 2, Preferred alternative," and so forth, down through (f). Councilmember Evans seconded the motion.

Councilmember Street stated that "the thing that this motion adds that is of most importance is (f), which introduces the concept of consideration by the FAA of modifying the Four-Post Plan to reduce noise impacts as part of our regional preferred alternative. I think that's a very, very important crucial addition that we don't want to lose."

Councilmember Evans also spoke in favor of the motion. "First of all, in regard to Mr. Grant's proposal to delete these, it seems to me we cannot logically discuss any airport system supplementals or any other without considering some kind of ground transportation which goes between them. Therefore, I would ask that we retain (a) through (f), and that wherever it occurs, as I asked last time, that the language be changed to say "high speed ground transportation, not specifically rail. We don't know the technology." Councilmember Laing acknowledged that that is a "friendly amendment" that was indicated last time. "I would accept that." Mayor Kinch commented that "as we look at section (e) two or three years from now we may want to have that 1993 instead of this year, for a point of reference." Councilmember Laing accepted that as a "friendly amendment."

Councilmember Skinner referred to Section 2(a), "at the end of the first line, are there a couple of words missing? The original staff proposal says assessments by the Regional Council and site selection or landbanking. This one says and or landbanking. Is there site selection missing from that line or was it deliberately dropped

or the word overlooked?" Jerry Dinndorf of the Regional Council staff noted that this is a typo, "our attorney said that we really can't do site selection with only an environmental assessment. So what we were trying to do then was to strike 'site selection' and when we did that the sentence no longer made sense." The sentence should read, under 2(a), "feasibility assessments by the Regional Council and landbanking, after April 1, 1996, of a major supplemental airport, i.e., capable of providing two runways."

Councilmember Grant spoke against the motion to adopt this language. "Again, I want to stress that the original language I think is clear. It says what the preferred alternative is. It says the third runway at Sea-Tac and major supplemental airport is the preferred alternative. It's probably not going to result in a lot of legal action and matters." He noted that "much of this work will be done through the EIS process, at least with regard to the third runway in any event. And when we talk about a preferred alternative being feasibility assessments by the Regional Council or landbanking of a major supplemental airport capable of providing two runways, that goes beyond what I think the Transportation Policy Board originally proposed. And I don't know that feasibility assessment would be a preferred alternative. Evaluation of Sea-Tac which would preclude but not be limited to a third runway."

Ms. Montgelas pointed out that with regard to subsection (e), "Commissioner Aubrey Davis mentioned that he did not feel that it belonged in the preferred alternative and that in fact it should be moved to another Section. It belongs in Section 3, which is on page nine on siting factors for large supplemental airport, and because it is not really an action for preferred alternative, it was Commissioner Davis's intent to move that subsection (e) to Section 3 as it's shown in the amendment on page eight."

ACTION: Ms. Montgelas then moved that action. Councilmember Skinner seconded the motion. The motion carried unanimously.

Returning to the motion on the floor, Councilmember Harris stated that she supported adding the staff proposed language. "I think it clarifies the intent of the TPB decision. Obviously the decision was to go ahead with a third runway as well as with finding a site that can be a second major supplemental airport, and this language adds clarity as to how we're going to do that, what needs to be done. Further, I think it gives emphasis to the intent."

ACTION: Councilmember Evans moved to add under 2(f) , after the words, "Four-Post Plan to reduce noise impact," comma," and related impacts on regional military air traffic." Councilmember street seconded the motion.

Councilmember Grant spoke against the motion. "It may be a good idea but it appears to me that all this expansion of the preferred alternative goes beyond what the Transportation Policy Board originally proposed. By getting into . . . all these other issues that are offered by staff as an amplification, we're doing more than getting into a preferred alternative. We're telling, in this case, in (f), the FAA that our preferred alternative is that they modify the Four-Post Plan to reduce noise impacts and also that they consider the issue of overflights in Pierce County. Now that may be an appropriate position to take. I'm not arguing that that's appropriate or inappropriate. It's not a preferred alternative. And I think it's an improper role for the Puget Sound Regional Council to get into telling the FAA or other governments that they shall do certain things before the plan will be effective."

Councilmember Harris spoke in favor of "leaving it in this section under the preferred alternative. I think it's a very, very important aspect to ultimately looking at doing something substantive to give relief to people who live under the current flight path and who would be impacted upon the completion of a third runway. Although it's not a precondition, I think it's important for this body to send a message to the FAA that we want reconsideration other Four-Post Plan. And I'd have to disagree with Mr. Grant, that I think we have every authority and every responsibility to say that because if the Port, who is a joint operator and partner in operation of the airport, is not saying that, then this is the appropriate body to say very strongly, very succinctly

that the Four-Post Plan, if it were able to be modified in some way, shape or form, could address many of the issues that are of concern with going ahead with a third runway as well as with the supplemental airport."

VOTE: After considerable discussion the motion to amend carried.

In response to a question concerning the proposed supplemental airport, subsection 2(a), Dick Mudge, consultant, pointed out that "the idea was to have something that is more than a single runway airport. If you have two independent runways, you have more capacity, but if you have two dependent runways, if they're far enough apart, you can get almost as much as with two independents. So, it's a little vague on that. But if you had two dependent runways that were 2500 or 3,000 feet apart, you would still have a significant increase in capacity beyond one runway. The intent was to say, it's important to have more than one."

ACTION: Councilmember Sullivan moved to move Section 2(f) as amended to Section 4. Councilmember Skinner seconded the motion. The motion carried with 14 yes votes and 7 no votes.

VOTE: The Board then voted on the original motion to adopt Section 2, the preferred alternative, as amended, (a), (b), (c), and (d). The motion failed.

A recess was taken at this point for lunch. Upon returning, Sumner Sharpe, consultant, reviewed for members the action taken prior to the break. Executive Sutherland then asked that a motion drafted by Councilmember Laing be circulated to Board members. Mayor Mitchusson addressed the Board. "Earlier the board chose to work through the proposals that had been presented and there are several pages of them. Mr. Hurley, earlier I believe, made a motion to terminate that discussion and go with the original motion. And it would seem that if this had been present that would have been the time, if we were going to adopt that original resolution as a recommendation, that maybe we want to add, be it further resolved. What is the Board's pleasure about the continuation of working through the process? Are we interested in bringing this forward as a proposal to accept where we're at right now, add this in, and have it put in smooth form to go before the Assembly?"

Executive Drewel stated that "now would be the appropriate time. I would urge the consideration of this group of this motion at this time.

ACTION: Snohomish County Executive Bob Drewel moved the consideration of the following motion: "BE IT FURTHER RESOLVED that the board is directed to: (1) Take all necessary steps to assure efficient, effective and economical implementation of this resolution. (2) Negotiate with the Port of Seattle, the Washington State Department of Transportation and other responsible agencies, as necessary, to assure the implementation of this resolution. (3) Assure that implementation of this resolution is at all times in compliance with the requirements of all applicable federal, state and local laws and regulations. (4) Report to the General Assembly on the results of its actions at the next regularly scheduled Assembly meeting or at such special meeting of the Assembly as the Board may call." Mayors Rice and Vialle seconded the motion simultaneously, as did several other members of the Board.

Councilmember Street commented on the motion to amend. "I would be prepared to support this motion but I have one concern. When we were working in the Transportation Policy Board and we set the date April 1, 1996, for an environmental impact statement, all the members of the Board said at that time that may well be impractical. The staff in the course of other amendments here has suggested that we use the phrase "assessment" to in fact create a set of evaluations that we actually have a chance to complete in a timely manner by 1996, and I wonder whether or not there's any way to address that issue. Above all, my concern is that the major new runway have a true chance to be found. And we've set a date that's very, very, tight. I think to make that adjustment would create a resolution that I could support and I'm wondering whether the maker of the motion would consider incorporating that into the motion." In response to concerns raised by Commissioner Grant, Councilmember Street stated that "I want to vote for this motion, which I think would

foreclose all further action, and in the process of doing so, would leave intact a provision that if a full EIS has to be done by April, 1996. I know that we in the Transportation Policy Board were very concerned about the feasibility of that and really thought we might be setting up that search for failure. I'm asking the maker of the motion to incorporate that into the motion if he would."

ACTION: Executive Drewel accepted Councilmember Street's "friendly amendment" to change EIS to environmental assessment in Section 2(a). This was acceptable to the seconders of the motion.

Mayor Roegner objected to the motion. "There are still a number of issues to come that our association would like amendments offered on. While we appreciate the interest in brevity and moving it along, I think we would have to oppose it."

ACTION: Commissioner Grant also offered a "friendly amendment" by adding that "financial and market feasibility also be part of that review." Section 2 would then read "unless shown through an environmental assessment, which will include financial and market feasibility studies, that a supplemental site is feasible and can eliminate the need for a third runway." This was acceptable to the makers of the motion.

Councilmember Laing added his comments. "The Executive Board is really going to have to focus on assuming that the Assembly gives us direction. I'd like to take a lot of the responsibility as chair of the Transportation Policy Board for the staff having been put in the situation they're in, of having done an expanded draft. They have, without crying about it, they've taken an awful lot of heat over this expanded draft and I guess I need to say at least one more time, they did that because the Transportation Policy Board and those members of the Executive Board that sat in workshops said we've got a core of a policy. We need to expand it."

"But the fundamental problem is that there's a governance vacuum related to the kinds of activities that we're addressing and I think we have to ask ourselves from the standpoint of the Regional Council filling that vacuum whether we have the..., what is the proper role, under our, what legal authorization we have, what are our resources available, to what extent, from just an organizational standpoint, can we insert ourselves into some of these areas that staff and consultants have said have to be filled somehow. I think if we adopt this amendment to the Transportation Policy Board Resolution and pass that on as the Executive Board's recommendation, we will be in a position to get authorization from the General Assembly that will give us the timeframe to work out the issues that we just don't have time to resolve now."

VOTE: The motion carried with three members voting against the motion to amend.

Before taking a final vote, Councilmember Street asked about the placement of the Four-Post issue. Sumner Sharpe read from amended Section 2(f), "Consideration by the Federal Aviation Administration of modifying the Four-Post Plan to reduce noise impacts, and the related impacts on regional military air traffic." The Board agreed to include this language, with appropriate adjustments for clarity, as a separate point following items 2a, b and c.

ACTION: Pierce County Executive Doug Sutherland moved to place the amended resolution before the Executive Board for a final vote. There were many seconds. The motion carried unanimously.

Other Business. There was no other business discussed.

Time and Date of Next Meeting. Thursday, April 22, 1993, 10:00 a.m., Puget Sound Regional Council Conference Room A, 216 First Avenue South, Seattle. General Assembly meeting, Thursday, April 29, 1993, 3:00 p.m., Seattle Center Flag Pavilion.

Adjourn. The meeting adjourned at 1:25 p.m.



General Assembly Meeting

Thursday, April 29, 1993 • 3:00 p.m. • Seattle Center Flag Pavilion
Seattle, Washington

2:00
Registration

3:00 - 6:00 p.m.
General Assembly Meeting

Agenda

1. Call to Order - *Councilmember Bill Brubaker, President*
2. Roll Call*
3. President's Report
4. Communications and Citizen Comments*
5. Action Item
 - Adoption of Assembly Resolution A-93-03, A RESOLUTION of the General Assembly of the Puget Sound Regional Council Amending the 1988 Interim Regional Airport System Plan (RASP) for Long-Term Commercial Air Transportation Capacity Needs of the Region*
6. Other Business

6:00 p.m.

Adjourn

* *Supporting materials attached.*

**MINUTES
PUGET SOUND REGIONAL COUNCIL
GENERAL ASSEMBLY MEETING**

April 29, 1993
Seattle Center Flag Pavilion
Seattle, Washington

The meeting of the General Assembly of the Puget Sound Regional Council was called to order at 3:10 p.m. by Councilmember Bill Brubaker, President. It was determined that a quorum was present.

Councilmember Brubaker noted that the Assembly normally meets only once a year, "but we are meeting for the second time this year because we have an important regional decision to make; a decision on the best way to meet our long-term commercial air transportation capacity needs. We are also breaking new ground in procedure." He commented that it had been a long process, "not an easy process. But when the cities and counties in this region formed the new Regional Council in October 1991, it was specifically to deal with tough regional issues that require regional solutions. Creating a solution to the long-term commercial air transportation needs of this region is just such an issue. Our goal, as expressed in the vision statement for the Flight Plan project, is to have an integrated air, land, and sea transportation system that will serve the region's travel needs worldwide to the year 2050 and beyond. Our transportation system should enhance the liveability and environmental integrity of the Pacific Northwest. It should be convenient and accessible to its users. It should promote the economic vitality of the state, and it should serve our role as the gateway to domestic and world markets."

He continued, "today we are taking the first step toward implementing that vision. At the same time, all of us recognize that how we implement this vision will affect the region for decades to come. It's important, I believe, that we consider the effect this decision will have on all the people of this region, and that we take every step possible not to *unduly burden one segment of our population to benefit another.*" Councilmember Brubaker pointed out that the Regional Council is responsible for adopting and maintaining the Regional Transportation Plan. "One element of the Regional Transportation Plan is the 1988 Interim Regional Airport System Plan, which we seek to amend by our action today. In developing this amendment, which will be in the form of a resolution, we have sought to provide numerous opportunities for everyone to present their viewpoints, from individual citizens to organized community groups. We conducted workshops and decision meetings of our Transportation Policy Board and Executive Board, as well as a workshop for the General Assembly. We have used the information and findings developed for the Flight Plan Final Environmental Impact Statement, information prepared by staff and consultants on demand and system management, mitigation and abatement, and other information gathered from experts, community groups, and other sources."

Following President Brubaker's remarks, Councilmember Bruce Laing, Chair of the Transportation Policy Board, explained that the Interim Regional Airport System Plan, "adopted in 1988, indicated that Sea-Tac Airport might exceed its efficient operating capacity by the year 2000. That interim plan called for cooperative planning within the region to identify regional alternatives and to develop a system recommendation for meeting our commercial air transportation capacity needs." Councilmember Laing noted that the effort began in May 1989, when the Puget Sound Council of Governments and the Port of Seattle cooperatively launched the Flight Plan project. "A major thrust of that effort was the work of the Puget Sound Air Transportation Committee, jointly appointed by the Council of Governments and the Port of Seattle, which worked very hard for two years and submitted its recommendation on June 17, 1992. During that time the Council of Governments went out of business and the local jurisdictions of the region formed the Regional Council, which became the decision-making body for regional growth and transportation issues.

"The Flight Plan Non-project Final Environmental Impact Statement, issued by the Regional Council in October of 1992, examined five alternatives: (1) the no action alternative; (2) a range of actions at Sea-Tac, including demand management and system management, Sea-Tac in conjunction with a remote airport, and Sea-Tac with a new dependent runway; (3) and (4) Sea-Tac with several multiple airport system configurations, including a supplemental airport either to the north or to the south, or both to the north and the south; and (5) a replacement airport. The state Air Transportation Commission reviewed the forecasts and capacity assessments used for Flight Plan and concluded that, while forecasts generally are unreliable, there is a, in their words, 'real risk' that Sea-Tac Airport's facilities could be inadequate to meet future demand. The commission suggested the use of both a broad range of forecasts and a corresponding broad range of options to deal with actual demand. Based on this planning background and the state review, the Regional Council has conducted its independent decision process."

Councilmember Laing reviewed the work of the Transportation Policy Board, commenting that "the recommended action, as approved by the Transportation Policy Board on March 4 of this year and refined by the Executive Board on April 8, is designed to provide long-term insurance for the region and a flexible strategy for implementation, based on verified needs." He pointed out that the recommendation "establishes a dual-track decision process with the examination of a site-specific alternative at Sea-Tac Airport and assessments of the feasibility of siting a major supplemental airport in the region." It also "acknowledges the need to integrate our air transportation system with the growth management planning that is occurring in the region, and specifically with high-speed ground transportation. It acknowledges current noise problems associated with air transportation, and requests the FAA to consider changes in the Four-Post Plan, which governs the pattern of arrivals and departures at Sea-Tac, in order to reduce noise impacts as well as impacts on military air traffic in the region. It also requires that

conditions related to noise and other factors would have to be met before a third dependent runway at Sea-Tac Airport could proceed."

Councilmember Brubaker explained the voting procedure to be followed by the Assembly. He also thanked Councilmember Jim Street "who was instrumental in designing the process that led to us actually being able to reach a decision today, and many thought that it would be impossible for us."

ACTION: Councilmember Bruce Laing moved to adopt proposed Resolution A-93-03, A Resolution of the General Assembly of the Puget Sound Regional Council amending the 1988 Interim Regional Airport System Plan (RASP) for long-term commercial air transportation capacity needs of the Region. Pierce County Executive Doug Sutherland seconded the motion.

At this point, Councilmember Brubaker asked if anyone wished to address the Assembly. There were two members of the public who addressed the Assembly regarding the airport issue, Mr. Gene Goosman, and Mr. Dan Caldwell.

ACTION: Mayor Dave Russell of Kirkland moved to amend the motion by eliminating item 6, which reads "eliminate small supplemental airports, including Paine field, as a preferred alternative." The motion was seconded.

Mayor Russell stated he felt that it would be "inappropriate to restrict the process in this way at this time."

The motion to amend failed.

ACTION: Mayor Elliot Newman of Mercer Island moved to amend the motion by deleting item 3, which reads "the Regional Council requests consideration by the Federal Aviation Administration of modifying the Four-Post Plan to reduce noise impacts and the related impacts on regional military air traffic." The motion was seconded.

Mayor Newman stated that he believed that "linking the Four-Post Plan with the airport capacity issue is inappropriate at this time for the following reasons. The flight track system that is now used is part of a much broader, comprehensive airport noise reduction mediation agreement. That agreement came after over two years of very difficult negotiations between the citizens of four counties, the Port, FAA, and other various representatives. For us at this time to step in to reopen these agreements, I think, violates the spirit of cooperation and compromise with which those agreements were reached. It also sets in motion one of the most divisive issues we can think of. If we think that NIMBY is difficult, it's going to be nothing in comparison to relocating noisy flight tracks."

Mayor Karen Vialle of Tacoma spoke against the motion to amend. Mayor Ray Cory of Medina also spoke against the motion to amend.

The motion to amend failed.

ACTION: Mayor Richard Kennedy of Des Moines moved to amend the resolution with the following:

Replace paragraph #2 of the first Resolved clause with the following language:

2. **Planning for a major supplemental airport is a major undertaking; while that planning is proceeding, actions should not be taken which would prejudice the outcome of the planning process. Site-specific studies, including an environmental impact statement, should be prepared for a new supplemental airport. In the meantime, the following measures should be pursued at Sea-Tac Airport:**
 - a. **Demand management and system management programs, based on independent evaluation, should be implemented.**
 - b. **Noise performance objectives, based on independent evaluation and based on measurement of real noise impacts, should be scheduled, pursued and achieved.**

The motion to amend was seconded.

Mayor Kennedy said he thought it was important that as a regional body, "we come up with a regional process that is workable. The resolution before you, originally sponsored by the Port of Seattle, does not do that. By putting a 1996 deadline upon the process, we doom this entire effort to failure. The regional airport cannot be shown in that amount of time to be practical." He added that there is also the issue of funding. "For example, for the third runway EIS, the Port of Seattle has committed \$5 million. For the study of the supplemental airport, to my knowledge, we haven't even determined a funding source, and that may take six months to a year just to get the money before we can start the environmental process." Councilmember Steve Lawrence of Tukwila spoke in favor of the amendment. "We feel it's very important to have independent evaluations of Port procedures. One reason that this whole process has been so divisive is because people feel that the Port has not played fair in the past and they can't be trusted in the future."

The motion to amend failed.

ACTION: Mayor Kennedy then moved to amend the resolution by replacing paragraph #5 of the first Resolved clause with the following language:

5. The Regional Transportation Plan shall be amended to allow for the construction of a third runway at Sea-Tac, and the PSRC shall certify site-specific studies for such construction under the Growth Management Act by January 1, 2000, if
 - a. Demand management and system management programs have been implemented and noise performance objectives have been achieved; and
 - b. Site specific studies for a supplemental airport show that such an airport cannot adequately serve the regional air transportation needs through the year 2020.

The motion to amend was seconded.

Councilmember David Miller from Normandy Park spoke in favor of the motion to amend. Councilmember Steve Lawrence from Tukwila also spoke in favor of the motion to amend. "If you vote for the resolution as it stands without amendments, you allow three years to select a new airport and to prove its feasibility. Is that reasonable? All of you work for government. Can any single government in here site a city hall in three years, let alone an airport? This county can't site a jail in three years, and yet we are all willing to sit here and vote that, yeah, we are going to site our new airport in three years, and, if not, we are going to proceed with Sea-Tac and saddle this region with an inadequate airport forever."

The motion to amend failed.

Councilmember Jim Street spoke on behalf of the proposed resolution. "When we started this whole process well over a year ago, in terms of the Regional Council's consideration, we committed ourselves to two principles. One was, we were determined to be fair, and the second was, we were determined to be decisive. And decisive was a particularly tough challenge because it takes two-thirds vote on a very controversial issue to be decisive when it comes to amending the Regional Transportation Plan. On the first criterion, I feel very strongly that we have largely succeeded. I have personally received a number of communications from people who do not support this resolution, primarily because they do not support the third runway, who believe that it was a fair process and that the Regional Council did a remarkable job of trying to keep open as long as possible all the avenues for communication to hear all the points of view and to seriously consider them."

"The second point was to be decisive, and I think that we have done that. We have been decisive. We committed ourselves to doing everything we can to find a long-term solution in the form of a major supplemental airport. The time is short, but the amendments that were made in the Executive Board to eliminate the specific requirement for an EIS and to go with an environmental assessment, I think was a very important step in making the process laid out for us a practical one that we can achieve. I think it's important for everyone in this room to know that a 'yes' vote on this resolution is a commitment by you individually to do everything you individually can to support the process to search for that large supplemental airport, whether it's resources, whether it's time, whether it's compromise. Everyone agrees that the third runway is not the long-term solution.

"At the same time, this resolution provides us with the insurance that if we fail in what will be an enormously difficult process, we are prepared to get the most we can out of the facility at Sea-Tac in terms of the addition of the third runway, as long as that new airport cannot be found and as long as the regional noise reduction objectives are achieved as independently measured.

"Finally, this proposal calls for the FAA to consider changes in the Four-Post Plan to the extent that they reduce the number of people impacted by noise. We have been told that the FAA has been waiting for that kind of recommendation from the region. And now they are getting it and we will see to what extent they are willing to respond to a regional request of that kind."

Executive Doug Sutherland called for the question. There was a second. The call for the question carried.

VOTE: The vote on the resolution was by roll call, 1,102.92 votes were cast; of those, 978.01 votes were in favor and 124.91 were opposed. The motion to adopt Resolution A-93-03 carried.

There was no further business brought before the Assembly. Councilmember Brubaker thanked all who had participated and commented that he thought "the process was the winner this time far and above all."

The meeting adjourned at 4:10 p.m.