

April 22, 1993
Airport.cs/jc

Introduced by: BRUCE LAING

Proposed No.: 93 - 334

MOTION NO. 8979

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A MOTION expressing the county council's position on the amendment to the interim Regional Airport System Plan relating to additional commercial air transportation capacity.

WHEREAS, the county council recognizes the significant contribution of an integrated transportation system, which complements land use plans and assures the efficient movement of people, goods and freight, to the overall quality of life in the region, and

WHEREAS, the county is a vital member of the Puget Sound Regional Council, the agency designated under federal and state laws as the Metropolitan Planning Organization and Regional Transportation Planning Organization for the central Puget Sound region, and

WHEREAS, the Regional Council's General Assembly will vote, on April 29, 1993, on resolution A-93-03 to provide direction for amending the interim Regional Airport System Plan, and

NOW, THEREFORE, BE IT MOVED by the Council of King County: That it is the policy of King County to support the Regional Council's Resolution A-93-03 in substantially the form attached hereto, and that members present at the General Assembly are authorized to cast proxy votes in favor of such resolution on behalf of any non-attending elected official of King County who has not authorized a proxy to vote "no".

PASSED this 26th day of April, 1993.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

[Signature]
Chair

ATTEST:

[Signature]
Clerk of the Council

Attachments: Puget Sound Regional Council, Draft Resolution A-93-03

Puget Sound Regional Council

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**DRAFT
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**

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

WHEREAS, the Regional Council has adopted VISION 2020: Growth and Transportation Strategy for the Central Puget Sound Region, to guide growth management and transportation decisions and actions in King, Kitsap, Pierce and Snohomish counties; and

WHEREAS, VISION 2020 seeks to assure that the people of this region continue to enjoy an outstanding and improving quality of life that includes a vibrant economy, a healthy environment, and livable communities connected by a multimodal, transit-oriented transportation system that emphasizes accessibility and enables the efficient movement of people, goods and freight; and

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 Airport during bad weather conditions; and

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; and

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; and

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:

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- (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; and

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; and

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; and

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; and

WHEREAS, the Regional Council Transportation Policy Board and Executive Board have developed and refined this recommendation to the Regional Council General Assembly; and

WHEREAS, this amendment to the interim Regional Airport System Plan is consistent with the VISION 2020 Final Environmental Impact Statement;

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

That the region should 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 within a reasonable travel time from significant markets in the region.
2. The third runway shall be authorized by April 1, 1996:
 - a. 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 the third runway; and

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- b. After demand management and system management programs are pursued and achieved, or determined to be infeasible, based on 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. 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.
- 4. Evaluation of the major supplemental airport shall be accomplished in cooperation with the state of Washington.
- 5. Proceed immediately to conduct site-specific studies, including an environmental impact statement, on a Sea-Tac third runway;
- 6. Eliminate small supplemental airports, including Paine Field, as a preferred alternative.

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.

ADOPTED by the General Assembly this 29th day of April, 1993.

Bill Brubaker, Councilmember
Snohomish County
President, Puget Sound Regional Council

Attest: _____
Mary McCumber, Executive Director

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- (24) Setting categories of priorities: An annual or biennial evaluation by the regional agency of regionally significant transportation projects recommended for funding. Evaluation is made on the basis of general criteria, to establish regional preference for federal and state funding and construction among the recommended projects.
- (25) Urban growth areas: As defined in state law, areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature.
- (26) Vision: Statement of a desired future.

V. MEMBERSHIP AND REPRESENTATION

A. Membership. Membership in the Regional Planning Agency shall be available to all statutory members and to the County and all City governments in King, Kitsap, Pierce, and Snohomish Counties. Membership by county and city governments is established by execution of this Agreement and payment of dues.

- 1. All federally recognized Indian Tribes within the jurisdiction area are eligible to petition for approval as members of the agency, with voting representation in the General Assembly.
- 2. Special purpose governments and other State government agencies are eligible to petition for approval as members of the organization, but without voting representation in the General Assembly.

B. General Assembly.

- 1. The General Assembly shall be composed of all elected officials representing the executive and legislative branches of cities, towns, and counties which are members of the agency, representatives of Tribal governments which are members, and representatives of statutory members.
- 2. The General Assembly shall make decisions when a quorum is present, and on the basis of a weighted vote of the members, with the weight of each city and county jurisdiction vote as follows: total votes of all city and county jurisdictions within each county will be proportional to each county's share of the regional population. County government will be entitled to fifty (50) percent of their respective county's total vote. City and town votes will be based on their respective share of

Included

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