

RESOLUTION EB-04-01

(adopted by PSRC Executive Board December 8, 2004)

**A RESOLUTION of the Executive Board of the Puget Sound Regional Council
related to planning for Long-Term Commercial Air Transportation Capacity**

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

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

WHEREAS, the Regional Council through its regional planning decision process finds that commercial air transportation is important to the mobility needs of the region's populace and its economy; and

WHEREAS, the General Assembly of the Puget Sound Regional Council, on July 11, 1996, adopted Resolution A-96-02, which amended the 1995 Metropolitan Transportation Plan to include plans for a third runway at Seattle-Tacoma International Airport, with additional noise reduction measures and implementation and monitoring steps that were included as Appendix G of the MTP; and

WHEREAS, pursuant to Resolution A-96-02, the Port of Seattle is constructing the third runway, which will be open for service by the end of 2008; and

WHEREAS, Resolution A-96-02 directed the Regional Council to take the following action step regarding long-term commercial air transportation capacity: *Recommend that the State, in cooperation with appropriate local jurisdictions and regional transportation planning organizations, implement a comprehensive process for evaluating all options to meet the State of Washington's long-term air travel and inter-regional ground transportation needs, including high speed rail*; and

WHEREAS, since the adoption of Resolution A-96-02 the Regional Council has made this recommendation numerous times; and

WHEREAS, no measurable progress has been made to begin a planning process to address the state's long-term commercial air transportation capacity needs; and

WHEREAS, having completed a Major Supplemental Airport Feasibility study, the Puget Sound Regional Council's Executive Board concluded in 1994 there were no feasible sites for a major supplemental airport within the four-county region; and

WHEREAS, it may be necessary to look outside the Central Puget Sound Region to successfully address long-term commercial air transportation capacity; and

WHEREAS, the Regional Council believes the State of Washington should take the lead role in planning for long-term commercial air transportation capacity; and

WHEREAS, PSRC's adopted Regional Transportation Plan (Destination 2030) does not include an additional runway beyond the third runway at Sea-Tac Airport; and

WHEREAS, under federal and state laws the Washington Department of Transportation Aviation Division has the responsibility to develop a state-wide system of airports, to cooperate with and assist municipalities and others engaged in aeronautics, and to encourage and develop aeronautics consistent with safety and the rights of others; and

WHEREAS, the State Aviation System Plan component of the Washington Transportation Plan is an appropriate venue for the state to undertake a long-term commercial air transportation capacity study; and

WHEREAS, the WSDOT Aviation Division supports planning for long-term commercial airport capacity statewide; and

WHEREAS, The Port of Seattle has updated the estimate of long-term capacity of Seattle-Tacoma International Airport with three runways, and the necessary terminal and roadway improvements to balance with this capacity, as part of its Airport Comprehensive Development Plan; and

WHEREAS, State legislators have informed the Regional Council of their intent to introduce legislation in the 2005 legislature to address the planning and siting of commercial aviation facilities, and have asked for Regional Council support for such legislation, and necessary resources, including funding;

NOW, THEREFORE, BE IT RESOLVED that:

- (1) The Puget Sound Regional Council will support new state legislation related to planning for long-term commercial air transportation capacity statewide and supporting high speed interregional ground transportation;
- (2) The Executive Board hereby reaffirms its position that the State of Washington should take the lead role in planning for long-term commercial air transportation capacity and supporting high speed interregional ground transportation;
- (3) The Puget Sound Regional Council will cooperate with the state in such a planning process, and will provide policy and technical support for the state's efforts;
- (4) As a basis for determining the potential timing for commercial airport capacity needs to supplement Sea-Tac Airport, the Regional Council will obtain from the Port of Seattle current information regarding the anticipated long-term capacity of Sea-Tac Airport with the third runway and other planned Sea-Tac improvements, and will work with other agencies to obtain information on other planned regional airport improvements;
- (5) The Regional Council will work with the FAA, WSDOT, and Port of Seattle to review current FAA and Port of Seattle estimates of long-range demand for Sea-Tac Airport;
- (6) Planning for long-term commercial air transportation capacity will be coordinated with, and as needed incorporated into, ongoing statewide, regional and local transportation planning processes (*Washington Transportation Plan, Destination 2030, which does not include an additional runway beyond the third runway*, local comprehensive plans, and airport master plans).

ADOPTED by the Executive Board this 8th day of December 2004.

Councilmember Richard McIver
City of Seattle
President, Puget Sound Regional Council

Attest:
Bob Drewel, Executive Director

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