

**MEDIATED ROLE DETERMINATION PANEL
SNOHOMISH COUNTY ADMINISTRATION BUILDING EAST
FIRST FLOOR MEETING ROOM #1
April 20, 2006**

MEETING MINUTES

MRD PANEL ATTENDEES

Ray Stephanson	Kevin Laverty	Michelle Robles
AJ Chase	Lori Kaiser	Mark Wolken
John Shaw	Hugh Townsend	

TECHNICAL ADVISERS ATTENDEES

Stephen Kiehl	Stan Allison
Russ Keyes	

SNOHOMISH COUNTY STAFF ATTENDEES

Aaron Reardon	Peter Camp	Donna Ambrose	Mary Lynn Evans
Dave Waggoner	Bill Dolan	Christie Baumel	Jim Maynard

INTRODUCTION

Co-Chair Ray Stephanson called the meeting to order at 2:30pm welcoming members and the public and noting that co chair Don Doran would not be present today. Mr. Stephanson asked for self introductions around the room and then asked for review of the minutes. Kevin Laverty moved for approval of the minutes as submitted and Lori Kaiser seconded the motion. In discussion Michelle Robles noted that the minutes should be corrected to reflect that Rich White did not attend and that the discussion about off-airport infrastructure funding responsibilities should be reflected in the Boeing Field portion of the minutes. Mr. Laverty accepted the amendment and it was seconded by John Shaw and the motion to approve the minutes as revised was passed unanimously.

Mr. Stephanson then asked Peter Camp to introduce the Regional Airport Overview presentation. Mr. Camp has replaced Tom Fitzpatrick as the Executive Director on County Executive Aaron Reardon's staff with oversight responsibility for the Airport and Planning and Development Services (PDS) departments. Mr. Camp noted the Bob Burke, the Director of the King County International Airport (Boeing Field) had a scheduling conflict and was unable to attend but said information on Boeing Field would be covered in Bill Dolan's three airport summary. He then introduced Michael Cheyne, the Director of Aviation Planning at Sea Tac International Airport.

Mr. Cheyne used a Power Point presentation to describe current planning for Sea Tac. He said that his presentation is timely as the Port of Seattle, owner / operator of Sea Tac, has just completed a Comprehensive Development Plan (CDP) which sets the vision for the airport for the 2003-2025 period. He noted a CDP goal of providing user friendly facilities while controlling costs with trigger driven incremental expansion of facilities to meet demand. He explained that airport

planners refer to the three legged stool of Airside, Terminal and Landside capacity and the need to have balanced development of facilities to control costs.

The biggest constraint at Sea Tac is the airfield where the two close parallel runways have a fixed limit of flight operations per hour. The third runway now under construction will only marginally improve that capacity in poor weather conditions with a projected total airfield capacity of about 550,000 annual operations. He explained that prior planning efforts had included consideration of a number of different terminal concepts including remote terminals and a variety of elaborate landside access lane configurations. He described how new powerful computer modeling tools were used in the CDP planning process to assess the facility requirements at full build-out. This process validated the "One Terminal" and "single roadway loop" concepts for the future development of the airport. The computer modeling used a series of assumptions including a stable fleet mix, that three quarters of the passengers would be origin and destination and one quarter would be connecting, and that the load factors (% of full seats) would fall a bit from the recent record levels. A graphic showed how these load factors have continually increased from 69.5% in 1996 to 81.1% in 2005 allowing the airport to accommodate 30 million annual passengers (MAP) this year with the same number of flights as in 1990. Another factor has been the growth in the average size of aircraft using the airport.

The CDP projects that Alaska Airlines and Horizon Airlines will increase their share of the market from 48 to 60%. He explained how the evolution in airline thinking, moving away from a preference for exclusive use gates and counters, to acceptance of common use gates and ticketing kiosks has allowed planners to squeeze extra capacity out of terminal facilities. As this movement continues the average number of turns during the peak month (flight departures per gate) will increase from 5.5 per day in 2005 to 7.7 per day in 2021-2023. The CDP has identified that the airport will reach its 45 MAP capacity in 2021-2023 at the current 3% annual rate of growth. At that time there will be an average annual delay of 16 minutes per aircraft operation making Sea Tac one of the worst delay airports in the country. Mr. Cheyne indicated the CDP is available for review on the web at <http://www.portseattle.org/seatac/expansion/index.shtml> and that he expected a record of decision on the CDP this December.

In response to questions Mr. Cheyne offered a few comments on the Southwest Airlines proposal last year to relocate their flight operations from Sea Tac to Boeing Field. He noted that the Seattle market is an anomaly for Southwest as they have been unable to capture more than an 8-9% market share compared their norm of 30-40% market share at other airports where they operate. Mr. Stephanson asked for clarification on the issue of costs to operate at Sea Tac which had been identified as Southwest's motivation for considering leaving. Mr. Cheyne indicated that the average cost per enplaned passenger (CPE) (total costs divided by total passengers equal CPE) for Sea Tac is currently about \$11.50. Development programs included in prior planning efforts had driven the projected future CPE up to \$25. With the new Comprehensive Development Plan's emphasis on incremental development based on trigger thresholds a number of projects and their associated costs will be delayed. That combined with a different approach to debt financing have the current projections for the CPE at \$15 after the third runway opens in 2008.

Bill Dolan then presented a graphic showing the layouts of the Sea Tac (SEA), Boeing Field (BFI) and Paine Field (PAE) noting that SEA has 2,600 acres and 321,788 operations in 2005 with 12 based aircraft. BFI has 594 acres with 305,000 operations in 2005 with 501 based aircraft, and PAE has 1,284 acres with 152,901 operations in 2005 and 576 based aircraft. He noted that at BFI there was no undeveloped land and that they had 4 times as many corporate jets as are based at PAE. He described BFI and PAE as relievers to SEA which enhances their access to FAA grant funding from the Airport Improvement Program (AIP) for capital improvement projects. When discussing the runway capacities of the airports Mr. Dolan clarified that the main 9,010' long runway at PAE was the only one capable of accommodating air carrier sized aircraft and that significant lengthening of the other 2 runways or constructing another air carrier capable runway at the airport would be problematic within the current airport boundaries.

Peter Camp then presented an update on the status of selecting an outside consultant to study the potential positive and negative economic effects that could occur if there was commercial air service at Paine Field. He said that the County had issued a request for qualifications (RFQ) and that only one firm, Economic Research Associates (ERA) had submitted a statement of qualifications (SOQ). Review of their SOQ indicates that ERA is a very capable firm which has completed a broad variety of economic impact studies for a long list of public and private clients. Mr. Camp indicated he intended to discuss the SOQ with the panel Co-Chairs to determine what the next step would be. In a wide ranging discussion that ensued Mr. Garnett Hizzey suggested that the panel consider reopening the RFQ with a longer response time. Bill Dolan said that the RFQ was not a request for proposals where a longer response time would normally be necessary to allow firms time to develop a proposal. Mr. Camp said that an SOQ is basically a request for a resume. Mr. Hizzey offered to provide Mr. Camp with a list of a few local firms that might be capable of doing the work. Mr. Dolan also noted that at the second meeting of the panel there was agreement that the scenarios in the forecast chapter of the 2002-2021 Update of the Airport Master Plan would be the basis for the consultants work. He explained that Barnard Dunkelberg Co is currently running the Integrated Noise Model (INM) to generate DNL and LEQ15 noise contours for the year 2021 under 5 scenarios depicting no airline service, regional low air service, regional high air service, national low air service, and national high air service at the levels identified in the Airport Master Plan Update. Mr. Camp encouraged panel members to visit ERA's website at www.econres.com to become more familiar with the firm and let him know of their thoughts. He plans to update the panel on this subject at the next meeting on May 4th.

Mr. Stephanson then asked for the plan for future meetings noting the panel should hear the proposed 30-45 minute presentation from the Save Our Communities (SOC) group and an equal time presentation from proponents of air service. Lori Kaiser asked who would be making the proponent presentation and if they represented a formal group. No specific group was named but Mr. Camp said he would request that individual advocates identify a representative to make the presentation. Mr. Hizzey noted that he thought the Private Enterprise Coalition might be the group. There was a discussion of whether the best time for the presentations would be at the May 4th or May 18th meeting.

Mr. Stephanson reminded that these were presentations, not a debate or point counterpoint and then he suggested that the presentations may include information presented as fact where the panel may possibly benefit from an independent critique by Ryk Dunkelberg. Dave Waggoner indicated that Mr. Dunkelberg would likely not want to be a judge and jury and would not be available for the panels meetings on May 18th or June 8th. He suggested that the panel hear Mr. Dunkelberg's presentation on the Paine Field Master Plan Update's forecasts and the noise contours for 2021 at the May 4th meeting prior to presentations by proponents or opponents. Russ Keyes suggested that the panel consider extending their May 4th meeting and hour to accommodate all three presentations. After further discussion the panel agreed to have Mr. Dunkelberg's presentation at the May 4th meeting and the presentations by the proponents and opponents at the May 18th meeting. Greg Hauth said SOC would be fine with doing their presentation on May 18th. Mr. Stephanson suggested that future MRD panel meetings be taped.

Mr. Camp then presented an update on the efforts to get the public website up and running. He promised to have it operational by the end of next week, indicating he has been tweaking the format with the staff from the County Department of Information Services (DIS). He told panel members they should expect a format very similar to the website for the Charter Review Commission. He also indicated that he plans to have agendas for the May 4th meeting and minutes from the April 20th meeting out within a week.

The meeting adjourned at 4:20pm.