

AGENDA

**AVIATION ADVISORY COMMITTEE MEETING
Des Moines City Hall
North Conference Room
21630 11th Avenue S, Suite C**

December 5, 2017 – 4:30-6:00 p.m.

1. Rep. Tina Orwall – Update on Ultra Fine Particle Study
2. Update on Airport Aviation Committee Sea-Tac Stakeholder Advisory Roundtable (StART)
 - a. Representatives from Committee
3. Proposed strategy for review of Sustainable Airport Master Plan (SAMP) Environmental Impacts
 - a. Background of process for commenting on Environmental Reviews
 - Community Development Director/City SEPA Official Susan Cezar
4. Committee member update/previous meeting follow-up
 - a. Dollars for academic articles
 - b. City letter commenting on Washington Aviation System Plan (WASP)
5. Public Comment
6. Next Report to Council
 - a. January 11, 2018 (proposed but not confirmed)
7. Next Meeting Dates
 - a. Poll members for availability for 2018

*Materials provided to the Committee are available for review in the City Clerk's Office.

AMENDMENT TO RULES COMMITTEE PRINT

115-25

OFFERED BY MR. SMITH OF WASHINGTON

Page 386, after line 19, insert the following:

1 **SEC. ____ . ULTRAFINE PARTICLE STUDY.**

2 (a) STUDY.—The Administrator of the Federal Avia-
3 tion Administration shall conduct a study to—

4 (1) review the results of previous studies on
5 ultrafine particles in the air, including the health im-
6 pacts of such particles;

7 (2) determine—

8 (A) the ultrafine particles present in the
9 air surrounding airports;

10 (B) the primary sources of such particles;

11 (C) the percentage of such particles that
12 are attributable to each of the primary sources;

13 and

14 (D) the health impacts of such particles;

15 and

16 (3) analyze—

17 (A) the impact of aircraft biofuel use on
18 ultrafine particles in the air surrounding air-
19 ports; and

CHARTER

The City of Des Moines has a long history with Sea-Tac airport. The City vehemently opposed development of the third runway at Sea-Tac and spent millions of dollars in opposition. Unfortunately, these efforts did not prevent the third runway from being constructed. Passenger traffic and operations continue to increase at Sea-Tac International Airport; passenger growth has gone from 26,800,000 in 2003 to 45,600,000 in 2016. Aircraft operations have grown from 309,000 in 2012 to 412,000 in 2016.

As operations increase, impacts increase. Despite the significant economic benefits for the entire northwest region that result from Sea-Tac airport operations, a disproportionate amount of impacts negatively affect the jurisdictions in proximity to the airport. This is unfair and the value of airport operations must be balanced with mitigation of impacts on local jurisdictions.

Washington State is the most trade dependent state in the United States. Additionally, demands of increasing globalization require international travel and logistics capacity. Nonetheless, impacts on local jurisdictions that suffer the impacts of increased aircraft operations must be addressed.

For these reasons, the City of Des Moines, is establishing an Aviation Advisory Committee to address this situation and make recommendations to the City Council for actions that can help resolve negative impacts created by the Sea-Tac airport. This committee will address the items identified below and utilize a science based approach to determine appropriate recommendations to provide to the City Council.

- Provide comments on the Environmental Impact Statement of the Sea-Tac Airport Sustainable Master Plan (SAMP).
- Address frequency of operations (a function of Sea-Tac airport) and parallel impacts on local transportation, health, and noise.
- Address aircraft movements on the ground and in the air (a function of the FAA and NextGen).
- Address the process to site and develop a second regional airport.
- Participate in the Washington Aviation System Plan and follow-up.
- Delineation of responsibilities within the national air space regarding aircraft flight operations to include the FAA, Sea-Tac airport, WASHDOT, Port of Seattle.
- Other issues as determined by the City Council and the Aviation Advisory Committee.

Comments on WASP

Washington is the most trade dependent state in the nation and Washington airports undeniably have a significant impact on the State's economy. [1] The primary concern of the City of Des Moines has to do with the asymmetrical relationship between the public benefit of economic activity coming from airport operations (specifically Sea-Tac International airport) and the disproportionate negative impacts experienced by our city in proximity to this major airport. We understand the Report addresses the statewide aviation system, nonetheless Sea-Tac is the largest component in the statewide aviation system.

We encourage the WASP to state that it is state policy to work with appropriate local and regional authorities to begin the process of siting a second large commercial airport in western Washington.

As the Report's priorities are listed, we are concerned that the final priorities, lowest on the list, have to do with *Modal Mobility* and *Sustainability*. The impacts of Sea-Tac in terms of mobility, connectivity and multi-modal accessibility to and from the airport is problematic and remains largely unaddressed. The complexity of the regional transportation systems and often ineffective regional planning for transportation is part of the difficulty in addressing transport concerns.

Sea-Tac is growing rapidly and the state needs to establish standards to assure that multi-modal options are the standard for addressing airport growth. Constraints on the capacity of the regional transportation grid to absorb millions of more passengers and tons of cargo must be seen as signaling consideration of new airport facilities that will relieve congestion, not simply add to it. We understand the WASP is a planning document and the role of the WSDOT Aviation Division is primarily achieved through advocacy and partnership. Nonetheless, the integration of the state aviation system into regional transportation planning is essential to the accommodation of future demand at Sea-Tac and elsewhere.

We encourage this regional approach as a primary function of WSDOT in regards to aviation facilities in the state. It appears that Section 2.7 addresses this conceptually and we strongly endorse the statement in the Report that,

'Adequate access for an airport means ensuring the road and parking capacity is optimized on the surrounding roadways. Airports should ensure they're being represented within the local transportation and comprehensive plans to reduce delays and coordinate with public transit. If the airport is not considered, it is likely that ground access will diminish or not improve with future growth. As roadways become more congested, passengers are encouraged to take alternative, or intermodal, modes of transportation. By reviewing connections and opportunities for other modes of transportation, such as rail, public transit, or bicycle, an airport will be better connected to the community to support continued growth.'

Without adequate access, the economic potential from aviation is constrained and the impacts to local residents becomes increasingly unfair.

Sustainability must be central to any discussion of the effectiveness and functionality of the state aviation system. As you know, the classic definition of sustainability comes from the 1987 Brundtland Report, defining sustainable development as, 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.' The WASP uses a slightly different description breaking out four essential elements of a sustainable approach EONS. [2]

We strongly object to the manner in which sustainability is addressed in the Report. There is passing reference to sustainability in both the Policy Recommendations but also in the body of the Report, which states, 'the objectives of sustainability for WSDOT include reducing environmental impacts, providing an aviation system that is sustainable, and implementing financial sustainability measures,' (2017: page 6-25).

The ability to implement sustainable measures to protect the natural environment, human health, mitigate noise and understand any adverse health impacts of jet fuel emissions, etc. – is not a consideration. It is an essential constraint on future airport capacity and expansion. WSDOT should call this out explicitly. Without the ability to implement sustainable measures, future airport growth in both operations and capacity, should be constrained.

The City of Des Moines appreciates the opportunity to comment on this planning document. We look forward to the opportunity to continue this discussion on behalf of all of our residents.

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1. The 2012 Aviation Economic Impact Study estimated that, 'the total impact of airport-related activity included approximately 250,000 jobs, \$15.3 billion in wages and \$51 billion in total economic activity. The study also stated that more than \$790 million in tax revenue came from airport's economic impact, with \$550 million going to the State and \$250 million distributed to local jurisdictions; cities, counties and special purpose districts.' (WASP, 2017: page 2-6).
 1. EONS approach 'consists of economic vitality (E), operational efficiency (O), natural resources (N), and social responsibility (S). The goal of sustainability for the WASP includes reducing environmental impacts, providing an aviation system that is sustainable, and implementing financial sustainability measures. Airports that have adopted sustainability practices typically see reduced operating costs, better relationships with their community, and better customer service and satisfaction.' (2017: page 2-7).

Michael Matthias

From: Renee Cameron
Sent: Wednesday, November 08, 2017 10:31 AM
To: Michael Matthias; Bonnie Wilkins; Dan Brewer
Subject: FW: Des Moines Aviation Advisory Committee Meeting 3 Questions - 1 of 3

FYI. I'll wait to hear from you before forwarding it on to the AAC.

Renee

From: Redfield, Beth [mailto: Beth.Redfield@leg.wa.gov]
Sent: Wednesday, November 08, 2017 10:30 AM
To: Minich, Jennifer <Jennifer.Minich@leg.wa.gov>; cmpared2what@aol.com; Renee Cameron <RCameron@desmoineswa.gov>
Cc: Keiser, Sen. Karen <Karen.Keiser@leg.wa.gov>; Fleckenstein, Mary <Mary.Fleckenstein@leg.wa.gov>
Subject: RE: Des Moines Aviation Advisory Committee Meeting 3 Questions - 1 of 3

Hi Jennifer, Here are the answers to the questions in your first email.

1. What has the consulting team done or accomplished since their hire in late August. Where do they stand with their work prior to the first meeting?
A: The JTC Air Cargo Study is a two year study, with final deliverables due to the Legislature in December of 2018. As such, this study is on a slower schedule than other JTC studies, which are due this December.
The agenda for the first meeting of the Air Cargo study stakeholder panel includes introducing the study and its objectives, providing an overview of the air cargo industry generally and in Washington, discussing air cargo congestion and the goals for the system, and providing an opportunity to hear from stakeholders on their own perspectives.
2. Is there a framework or plan that they have developed?
A: The consulting team has developed a work plan which is responsive to the [RFP](#) for the study. They will be presenting their plan to the JTC during its [monthly meeting](#) on November 15th. Meeting materials are posted to our web page.

Beth Redfield

Joint Transportation Committee

606 Columbia Street NW, Suite 105

P.O. Box 40937

Olympia, WA 98504-0937

360.786.7327

<http://www.leg.wa.gov/JTC/>

From: Minich, Jennifer
Sent: Wednesday, November 8, 2017 9:07 AM

To: Redfield, Beth <Beth.Redfield@leg.wa.gov>; cmpared2what@aol.com; rcameron@desmoineswa.gov
Cc: Keiser, Sen. Karen <Karen.Keiser@leg.wa.gov>
Subject: Des Moines Aviation Advisory Committee Meeting 3 Questions - 1 of 3

Hi Beth,

Yesterday, I provided a brief of the Joint Transportation Committee to the City of Des Moines Aviation Advisory Committee Meeting. There were three questions I am hoping you can help answer. I have also included Renee Cameron, rcameron@desmoineswa.gov, on this email because she was taking minutes, and I trust she can get this question and answer to the members of the committee.

David Clark, cmpared2what@aol.com, with Quiet Skies asked what the consulting team has done or accomplished since their hire in late August. Is there a framework or plan that they have developed? Where do they stand with their work prior to the first meeting?

I was thinking that you, the project manager, and the facilitation specialist might have answers on this. Thank you for helping us to obtain an answer to this question.

Respectfully submitted,

Jennifer Minich

Legislative Assistant to Senator Karen Keiser

33rd Legislative District | Washington State Senate

(360) 786-7664 | 219 Cherberg Building | Olympia, WA 98504-0433

To subscribe to Sen. Keiser's E-Newsletter, click [here](#).



Michael Matthias

From: Renee Cameron
Sent: Wednesday, November 08, 2017 10:52 AM
To: Michael Matthias; Bonnie Wilkins; Dan Brewer
Subject: FW: Des Moines Aviation Advisory Committee Meeting 3 Questions - 2 of 3

FYI

Renee

From: Redfield, Beth [mailto: Beth.Redfield@leg.wa.gov]
Sent: Wednesday, November 08, 2017 10:42 AM
To: Minich, Jennifer <Jennifer.Minich@leg.wa.gov>; Renee Cameron <RCameron@desmoineswa.gov>; steveedmistonQ45@gmail.com
Cc: Keiser, Sen. Karen <Karen.Keiser@leg.wa.gov>; Fleckenstein, Mary <Mary.Fleckenstein@leg.wa.gov>
Subject: RE: Des Moines Aviation Advisory Committee Meeting 3 Questions - 2 of 3

Hi Jennifer, Here is the answer to the question in your second email.

Q: Can members of the airport impacted communities as stakeholder members of the JTC air cargo study stakeholder meetings?

A: The Stakeholder Panel for the JTC's Air Cargo study includes members of the legislature who are interested in the study. These members represent airport communities around the entire state. Given that the Stakeholder Panel is already very large, we trust that the legislators can represent the interests of their communities. All three of the 33rd district legislators have been included on the Stakeholder Panel.

Thank you,

Beth Redfield

Joint Transportation Committee

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From: Minich, Jennifer
Sent: Wednesday, November 8, 2017 9:07 AM
To: Redfield, Beth <[Beth.Redfield@leg.wa.gov](mailto: Beth.Redfield@leg.wa.gov)>; [rcameron@desmoineswa.gov](mailto: rcameron@desmoineswa.gov); [steveedmistonQ45@gmail.com](mailto: steveedmistonQ45@gmail.com)
Cc: Keiser, Sen. Karen <[Karen.Keiser@leg.wa.gov](mailto: Karen.Keiser@leg.wa.gov)>
Subject: Des Moines Aviation Advisory Committee Meeting 3 Questions - 2 of 3

Hi Beth,

Yesterday, I provided a brief of the Joint Transportation Committee to the City of Des Moines Aviation Advisory Committee Meeting. There were three questions I am hoping you can help answer. I have also

included Renee Cameron, rcameron@desmoineswa.gov, on this email because she was taking minutes, and I trust she can get this question and answer to the members of the committee.

Steve Edmiston, steveedmistonQ45@gmail.com, asked whether there could be members of the airport impacted communities as stakeholder members of the JTC air cargo study stakeholder meetings.

The Des Moines Aviation Advisory Committee was very interested in this possibility. Thank you for helping us to obtain an answer to this question.

Respectfully submitted,

Jennifer Minich

Legislative Assistant to Senator Karen Keiser

33rd Legislative District | Washington State Senate

(360) 786-7664 | 219 Cherberg Building | Olympia, WA 98504-0433

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Michael Matthias

From: Renee Cameron
Sent: Wednesday, November 08, 2017 11:05 AM
To: Michael Matthias; Bonnie Wilkins; Dan Brewer
Subject: FW: Des Moines Aviation Advisory Committee Meeting 3 Questions - 3 of 3

FYI

From: Redfield, Beth [mailto:Beth.Redfield@leg.wa.gov]
Sent: Wednesday, November 08, 2017 10:59 AM
To: Minich, Jennifer <Jennifer.Minich@leg.wa.gov>; shebrush@gmail.com; Renee Cameron <RCameron@desmoineswa.gov>
Cc: Keiser, Sen. Karen <Karen.Keiser@leg.wa.gov>
Subject: RE: Des Moines Aviation Advisory Committee Meeting 3 Questions - 3 of 3

Hi Jennifer, Here is the answer to the question in your third email.

Q: What do you know about the community landscape of others (community organizations, cities, electeds on the national, state, and local level, Port, etc.) who are also having stakeholder meetings on this very topic?

A: I am not aware of other stakeholder meetings on this topic. If there are other meetings on the subject, please let me know.

Generally, I know that a number of the regional airports are in the process of updating their airport master plans, a part of which involves community outreach on all services at those airport, not just cargo. All of the information I have on these processes come from public websites.

Thank you,

Beth Redfield

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Cc: Keiser, Sen. Karen <Karen.Keiser@leg.wa.gov>
Subject: Des Moines Aviation Advisory Committee Meeting 3 Questions - 3 of 3

Hi Beth,

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included Renee Cameron, rcameron@desmoineswa.gov, on this email because she was taking minutes, and I trust she can get this question and answer to the members of the committee.

Sheila Brush, shebrush@gmail.com, with Quiet Skies brought up stakeholder meetings related to air cargo, but not part of the JTC air cargo study. What do you know about the community landscape of others (community organizations, cities, electeds on the national, state, and local level, Port, etc.) who are also having stakeholder meetings on this very topic?

I was thinking that if this is known, great. If it is not known, perhaps this is something that should be known as part of the study. Thank you for helping us to obtain an answer to this question.

Respectfully submitted,

Jennifer Minich

Legislative Assistant to Senator Karen Keiser

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