

AGENDA

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

March 12, 2018 – 4:30-6:00 p.m.

1. Chair's Report:
 - a. Puget Sound Regional Council Update.
2. Update on the Sustainable Airport Master Plan (SAMP).
 - a. Airport Staff Presentation to Port of Seattle Commission on February 27, 2018.
 - Letter from the City in regard to that Commission meeting.
 - Interlocal Agreement between the Cities of Burien, Des Moines, Normandy Park and SeaTac for Environmental Review of the of the Sea-Tac Airport Sustainable Airport Master Plan.
3. Update on Sea-Tac Stakeholder Advisory Round Table (StART) 1st meeting.
4. Discussion on Participating in April 5 City Council Study Session:
 - a. Issues to be raised with Council.
 - b. Materials needed.
5. Next Report to Council.
 - a. March 22, 2018
6. Public Comment (10 minutes).
7. Next Meeting Date:

April 9, 2018, 4:30-6:00 p.m.
8. Adjourn.

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

March 12, 2018

Mr. Lance Lyttle
Managing Director, Aviation
Seattle Tacoma International Airport
P.O. Box 1209
Seattle, WA 98111

Dear Mr. Lyttle,

As you are aware, the City of Des Moines has expressed concerns regarding a piecemeal approach to project approvals and environmental review for airport capacity projects. These recent projects include the North Satellite, the International Arrivals Facility, and the Concourse D Hardstand Holdroom.

Most recently, the City commented regarding the Determination of Non-significance (DNS) for the Concourse D Hardstand Holdroom facility, expressing concerns that this project would add capacity without considering all growth projects appropriately as part of the Sustainable Airport Master Plan and its associated environmental review.

The Port issued an addendum to the DNS in response to the City's and other comments, which indicated that the Hardstand gates would serve existing passenger levels, mitigate for gates that are out-of-service during construction, and that the SAMP would address long term growth at the airport. The addendum stated in part, *"This project will not increase the number of people or aircraft at the airport; it will spread them out using the proposed holdroom and existing space already dedicated to hardstand operations. Without the project, current activity and the associated conditions would continue."*

The addendum further states, *"The Concourse D Hardstand Holdroom project is not intended to address the issue of the gates needed to meet longer-term forecast demand. This future requirement for gates will be analyzed in the Sustainable Airport Master Plan (SAMP) that is in progress, and any proposed projects (including additional gates) to serve long-term growth would be subject to federal and state environmental review."*

Subsequently, the City also received your letter of July 26, 2017, in which you state, *"We recognize that growth-related projects at Sea-Tac must be evaluated together in the Sustainable Airport Master Plan (SAMP) to assure that cumulative environmental impacts are addressed."* You also state, *"The SAMP environmental review, which is anticipated to be conducted in 2018, will account for all existing and approved gates and passenger loading facilities. This includes the North Satellite, the International Arrivals Facility, and the Concourse D Hardstand Holdroom. No additional gates are anticipated until the completion and approval of the Sustainable Airport Master Plan and associated environmental review."*

Members of the City's Aviation Advisory Committee were concerned about the discussion at the Port of Seattle Commission meeting, February 27, 2018 related to these projects and the SAMP. The City was disappointed to see, after review of the video of this meeting, that it was stated these projects will add capacity, and, that they are proposed to be included in the SAMP environmental review only as part of

the “future baseline” condition. If this is correct, it is entirely inappropriate to characterize these projects as serving current operations in previous environmental documents, when in fact, in the long term they will serve new growth. To then also consider these projects as part of the baseline for the SAMP environmental review is unacceptable. The City requests clarification, as there appeared to be some confusion in responding to Commissioners’ questions related to these projects and the SAMP.

The City requests clarification as well as a reaffirmation of the previous commitment that any additional capacity added due to these projects will be included as growth-related projects and appropriately evaluated in the SAMP environmental review.

As previously noted, the City of Des Moines experiences disproportionate impacts from aircraft operations because of our proximity to Sea-Tac International airport, and Des Moines residents are constantly challenged by noise and health impacts. As a result, the City has a critical interest in requesting that any enhancements to the airport facilities are thoroughly analyzed in a comprehensive manner for impacts to our residents as part of the Sustainable Airport Master Plan environmental review.

Sincerely,

Michael Matthias, City Manager

CC: City of Des Moines Mayor and City Council
City of Des Moines Aviation Advisory Committee
City of Des Moines SEPA Responsible Official
Ken Rogers
Cities of SeaTac, Normandy Park, Burien – City Managers and SEPA Officials

Attachments:

1. City of Des Moines letter re: Concourse D Hardstand Holdroom DNS, dated June 21, 2017
2. Addendum to the DNS for the Concourse D Hardstand Holdroom, issued July 21, 2017
3. Letter from Lance Lyttle to Mayor Pina, dated July 26, 2017



P.O. Box 68727
Seattle, WA 98168
Tel: (206) 787-5388

City of Des Moines
21630 11th Avenue S., Suite A
Des Moines, WA 98198

July 26, 2017

Dear Mayor Pina:

I appreciated the City of Des Moines' work to convene last week's discussion with Normandy Park, Burien, SeaTac and airport staff to review the airport's Concourse D Hardstand Holdroom project and the Determination of Non-Significance (DNS). I understand this was a direct and open conversation about concerns with the project.

We recognize that growth-related projects at Sea-Tac must be evaluated together in the Sustainable Airport Master Plan (SAMP) to assure that cumulative environmental impacts are addressed. The addendum to the DNS issued on July 21, 2017, which Port staff prepared after last week's meeting, provided more specifics related to the Hardstand Holdroom project timing and scope, showing a net reduction of gates in operation until mid-2021.

The SAMP environmental review, which is anticipated to be conducted in 2018, will account for all existing and approved gates and passenger loading facilities. This includes the North Satellite, the International Arrivals Facility, and the Concourse D Hardstand Holdroom. No additional gates are anticipated until the completion and approval of the Sustainable Airport Master Plan and associated environmental review.

At the same time, we recognize the need for increased effective and informative communication with our adjacent cities. I have greatly appreciated the leadership you and your colleagues in the city of Des Moines have shown in working with the Airport on airport issues and regarding the formation of an Aviation Advisory Committee at Sea-Tac Airport. I am currently in the process of seeking input from our city partners and have scheduled a meeting with city managers in August. Input received at that meeting will help determine the best way to proceed in this regard.

I appreciate your concerns and look forward to a stronger relationship in the future.

A handwritten signature in blue ink, appearing to read "Lance Lyttle", enclosed within a blue oval.

Lance Lyttle
Managing Director, Aviation
Seattle Tacoma International Airport

Cc: Deputy Mayor Vic Pennington
Councilmember Melissa Musser
Councilmember Robert Back
Councilmember Luisa Bangs
Councilmember Dave Kaplan
Councilmember Jeremy Nutting
Michael Matthias, City Manager
Susan Cezar, Community Development Director



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4585 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



July 27, 2017

Mr. Lance Lyttle,
Managing Director, Aviation
Seattle Tacoma International Airport
PO Box 1209
Seattle WA 98111

Dear Mr. Lyttle,

I am in receipt of your letter of July 26, 2017 in which you state,

“The SAMP environmental review, which is anticipated to be conducted in 2018, will account for all existing and approved gates and passengers loading facilities. This includes the North Satellite, the International Arrivals Facility, and the Concourse D Hardstand Holdroom.”

This statement addresses our concerns with this specific capital project: the Concourse D Hardstand Holdroom. However, as I have previously stated in a presentation to the Port of Seattle Commission:

“Our city, as is also the case with Burien, Sea-Tac and Normandy Park and others, experiences disproportionate impacts from aircraft operations because of our proximity to Sea-Tac International airport. We receive the brunt of airport impacts as the human cost of Sea-Tac’s economic benefit for the region. Des Moines residents are constantly challenged by noise impacts and health impacts.” (Testimony to Port of Seattle/FAA meeting April 25, 2017).”

There are two principal issues I want to communicate to you. First, it is unacceptable for the Airport to wait until the development of the SAMP to address mitigation issues derived from the year over year double digit growth of operations at Sea-Tac Airport. Impacts of growth must be addressed now.

The siting of a second major airport in western Washington State must begin immediately. In this regard, the City of Des Moines has commented on and is in contact with the Washington Aviation System Plan staff, at the State level, to further this process.

I also want to comment on the lack of transparency by the Airport and the failure of the Airport to communicate effectively. The local cities had no knowledge of this proposed Holdroom facility prior to issuance of the Determination of Non-Significance. This is inappropriate and ineffective. The Airport needs to be timely, transparent and proactive in communication with your surrounding communities.

The Waterland City

Mr. Lance Lyttle
Page Two
July 27, 2017

It is for this reason we have encouraged you to form an Airport Advisory Committee, sponsored by the Airport and including representatives from the Federal Aviation Administration, the airlines, local community organizations and local government officials to address the impacts of the Airport on our local communities.

We look forward to ongoing, productive discussion with you on these issues.

Sincerely,



Matt Pina
Mayor and Councilmember

The Waterland City



City of Des Moines

PLANNING, BUILDING AND PUBLIC WORKS
www.desmoineswa.gov
21630 11TH AVENUE SOUTH, SUITE D
DES MOINES, WASHINGTON 98198-6398
(206) 870-7576 FAX (206) 870-6544



June 21, 2017

Steve Rybolt
Port of Seattle Aviation and Sustainability Department
P.O. Box 68727
Seattle, WA 98168

RE: DNS for Concourse D Hardstand Holdroom
Port of Seattle SEPA File Number 17-02

The City of Des Moines appreciates the opportunity to comment on the SEPA Determination of Nonsignificance (DNS) dated June 6, 2017 for the Concourse D Hardstand Holdroom project.

The project documents indicate that the Concourse D Hardstand Holdroom is intended to serve existing passenger levels, however, the environmental checklist also notes that Sea-Tac airport has experienced rapid growth in both passengers and aircraft operations in the past few years which is maximizing use of terminal holdrooms and airplane gate capacity. The environmental checklist further indicates that current estimates and near-term forecasts of gate capacity and demand show increasing gate short falls. It appears that the facility is anticipated to serve current operations as well as future growth.

It is unclear where this proposal fits in the context of the Sustainable Airport Master Plan in addressing future passenger growth, needed passenger handling facilities, and appropriate mitigation. The DNS should clarify how this proposed enhancement to airport facilities is related to future growth and the Sustainable Airport Master Planning process.

The City of Des Moines experiences disproportionate impacts from aircraft operations because of our proximity to Sea-Tac International airport, and Des Moines residents are constantly challenged by noise and health impacts. As a result, the City continues to request that any enhancements to the airport facilities are thoroughly analyzed in a comprehensive manner for impacts to our residents, and appropriate mitigation provided.

Sincerely,

Susan M. Cezar, LEG
Community Development Director

Cc: Michael Matthias, City Manager
Dan Brewer, Chief Operations Officer
Tim George, City Attorney



Seattle-Tacoma
International Airport
P.O. Box 68727
Seattle, WA 98168

www.portseattle.org

**ADDENDUM TO THE
FINAL SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS) OF PROPOSED
ACTION**

**Seattle-Tacoma International Airport (Sea-Tac Airport)
Concourse D Hardstand Holdroom**

Addendum to: Concourse D Hardstand Holdroom Final Determination of Non-Significance (DNS). The Final DNS was issued by the Port of Seattle on July 7, 2017 following the provisions of the Washington State Environmental Policy Act (SEPA) under Revised Code of Washington (RCW) Chapter 43.21C, Washington Administrative Code (WAC) Chapter 197-11, and Port of Seattle Commission Resolution No. 3650 – SEPA Policies and Procedures. The Concourse D Hardstand Holdroom Final DNS is available for review at the Port of Seattle, Pier 69, Environment and Sustainability Department, Third Floor, 2711 Alaskan Way, Seattle or Sea-Tac Airport, Environment and Sustainability Department, Fifth Floor, 17801 Pacific Highway South, Seattle, WA 98158. The document is also available for review online at <http://www.portseattle.org/Environmental/Environmental-Documents/SEPA-NEPA/Pages/default.aspx> (POS SEPA File No. 17-06).

Name of Project: Concourse D Hardstand Holdroom

Project Sponsor: Seattle-Tacoma International Airport (Sea-Tac Airport)

Purpose of this Addendum: The Port of Seattle issued a Final DNS for this project on July 7, 2017 for public and agency comment pursuant to WAC 197-11-340.

The purpose of this addendum is to provide additional quantitative information to complement the information provided in the SEPA Checklist and provide clarification to comments received.

The scope of this project has not changed from the issuance of the Final DNS.

The Concourse D Hardstand Holdroom will provide a dedicated holdroom space (i.e. equivalent to six gates) to perform hardstand operations¹ at Sea-Tac Airport. The purpose of this facility is to maintain a high customer level of service as well as compensating for gates that are out of

¹ A hardstand operation is paved area where planes are parked and passengers are bused to these areas from the airport terminal, or vice versa.



service or will be going out of service over the next few years. Five gates are currently out of service.

Forecasts of passengers and aircraft operations for Sea-Tac Airport predict that growth will continue to occur. With or without this project, the growth will be the same.

Maintaining a High Customer Level of Service

As shown in the table below, Sea-Tac Airport has one of the highest utilization of gates of similar sized airports in the United States. The numbers in the table below are based on 2014 and 2015 data; Sea-Tac Airport served 22.9 million enplanements in 2016.

Despite extremely efficient operation at the gates, current flight activity has resulted in aircraft waiting to use gates, and crowding inside the terminal as passengers wait in holdrooms for their departing flights. These conditions do not provide a high level of customer service.

Airport	Gates	2014		2015	
		Enplanements ² (millions)	Enplanements / Gate (thousands)	Enplanements (millions)	Enplanements / Gate (thousands)
Seattle (SEA)	90	17.4	193.4	19.6	217.3
Las Vegas (LAS)	110	20.3	184.2	21.1	192.0
Orlando (MCO)	96	17.1	177.7	18.2	189.5
Newark (EWR)	107	17.6	164.0	18.3	171.4
Phoenix (PHX)	126	20.0	159.0	21.0	167.0
Minneapolis (MSP)	114	16.8	147.7	17.3	151.6
Houston (IAH)	151	19.5	129.1	20.0	132.5
Miami (MIA)	175	19.5	111.3	20.2	115.5
Detroit (DTW)	147	15.8	107.3	16.0	108.7
Average			147.5		153.5

Source: Port of Seattle Aerial Photograph 2016 and Federal Aviation Administration Terminal Area Forecast (www.taf.faa.gov)

The Concourse D Hardstand Holdroom will alleviate the current congestion at existing gates. This congestion is inside the terminal related to passengers and on the airfield related to aircraft.

The project will not increase the number of people or aircraft at the airport; it will spread them out using the proposed holdroom and existing space already dedicated to hardstand operations. Without the project, current activity and the associated conditions would continue.

² Enplanements = passengers boarding flights

The Concourse D Hardstand Holdroom project is not intended to address the issue of the gates needed to meet longer-term forecast demand. This future requirement for gates will be analyzed in the Sustainable Airport Master Plan (SAMP) that is in progress, and any proposed projects (including additional gates) to serve long-term growth would be subject to federal and state environmental review.

Maintaining Service Through Construction Impact

Sea-Tac Airport currently has 90 contact / ground³ loaded gates adjacent to the concourses. Five of these gates are currently out of service due to construction of the North Satellite Expansion (NSAT) and the International Arrivals Facility. The current gate configuration/capacity has remained relatively unchanged since a seven-gate extension to Concourse A was completed in 2004. Since that time passenger enplanements have increased from 13,900,000 to 22,868,000, a 61% increase. The Concourse D Hardstand Holdroom will provide loading areas to compensate for the nine gates that will be taken out of service by the NSAT and IAF projects.

North Satellite

Construction start: 2016

Construction completion: Late 2021

Total gates out of service during construction: 5

Current gates out of service: 3

International Arrivals Facility

Construction Start: 2017

Construction completion: Early 2020

Total gates out of service during construction: 4

Current gates out of service: 2

Concourse D Hardstand

Construction Start: 2017

Construction completion: Summer 2018

Total holdrooms added: 6

Future Planning Efforts

Sea-Tac Airport is currently undergoing a long range planning effort known as the Sustainable Airport Master Plan (SAMP). The SAMP planning effort is expected to be substantially completed in late 2017. Following the SAMP planning effort, an environmental evaluation (i.e.

³ A contact gate is a passenger loading bridge attached to a terminal where passengers enter or exit an aircraft. A ground loaded gate is where passenger enters or exit an aircraft on the ramp or tarmac area without a passenger loading bridge.

to meet federal and state requirements) of the SAMP alternatives will occur. Development of SAMP projects would occur after environmental review is completed.

Whereas the SAMP addresses long-term growth at the airport, the Concourse D Hardstand Holdroom addresses an existing need to accommodate current aircraft and passenger levels. With or without the SAMP, Sea-Tac Airport would propose the Concourse D Hardstand Holdroom. As gates come back in service after construction of the NSAT and IAF projects, it is likely that the hardstand operations would occur less frequently. The airport does not control airline operations, but based on industry standards it is reasonable to assume that airlines and passengers would choose standard contact or ground-loaded gates over hardstand operations. Contact and ground-loaded gates are preferred based on a higher customer level of service. Preliminary SAMP planning efforts show the Concourse D Hardstand would likely be displaced with new terminal space and fixed passenger loading bridges. However, this facility could be used into the future as needed to maintain a high passenger level of service until it is displaced and new gates become available.

SEPA Review: Because this addendum provides additional information that does not change the analysis of significant impacts and there was no change in the project scope following the issuance of the Final DNS, the appeal period for this project will still end twenty-one (21) days of the date of issuance of the Final DNS pursuant to Port of Seattle Resolution No. 3650. Any appeal of the SEPA DNS must satisfy the requirements of RCW 43.21C.075.

Date Addendum Issued: July 21, 2017

SEPA Lead Agency: Port of Seattle (SEPA No. 17-06)

Contact Person: Steve Rybolt, Environmental Programs Manager, Port of Seattle, Aviation Environment and Sustainability, P.O. Box 68727, Seattle, WA 98168, Telephone: (206) 787-5527, Email: Rybolt.S@portseattle.org

Responsible Official: Arlyn Purcell
Position/Title: Director, Aviation Environment and Sustainability, Port of Seattle
Address: Seattle – Tacoma International Airport
P.O. Box 68727
Seattle, WA 98168



SEPA Responsible Official
Port of Seattle
July 21, 2017