



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



Aviation Advisory Committee Members

Sheila Brush
David Clark
Steve Edmiston
Wendy Ghiora
Mark Proulx

Sea-Tac Stakeholder Advisory Round Table (StART)

Sheila Brush
Ken Rogers
Michael Matthias

The Waterland City

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

January 18, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS – COUNCIL

PRESIDING OFFICER'S REPORT

Item 1: ARTS COMMISSION

ADMINISTRATION REPORT

Item 1: ACKNOWLEDGMENT

- Community Development
- Planning and Building
- Public Works

Item 2: **AVIATION ADVISORY COMMITTEE REPORT**

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF MINUTES

Motion is to approve the minutes from the December 7, 2017 Regular Council Meeting, and the December 14, 2017 Council Study Session.

Page 9 Item 2: CHILDREN'S DENTAL HEALTH MONTH PROCLAMATION

Motion is to approve the Proclamation recognizing February as Children's Dental Health Month.

Page 13 Item 3: 2018-2019 RECYCLING PROGRAM PROFESSIONAL SERVICES CONTRACT

Motion is to authorize the City Manager to sign the Professional Services Contract for the 2018-2019 Recycling Program between the City of Des Moines and Olympic Environmental Resources substantially in the form as submitted.

Page 25 Item 4: SALE OF ABANDONED VESSELS

Motion is to adopt Draft Resolution No. 17-164, authorizing the sale of the abandoned vessels, Flying Free (no identifications numbers), Spare Time (Washington Registration No. WN 07090 RD), Mud Sharks (Washington Registration No. WN 6841 SK), American (Washington Registration No. WN 7067 SH), Rainier (Federal Documentation No. 285175), and Four Aces (Washington Registration No. WN 0042 NX), by public auction, sale or scrapping.

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

February 22, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

Item 1: WASHINGTON SCUBA ALLIANCE PRESENTATION

ADMINISTRATION REPORT

Item 1: AVIATION ADVISORY COMMITTEE UPDATE

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through February 14, 2018 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#152849-153309	\$2,138,102.71
Electronic Wire Transfers	#968-975	\$ 519,133.01
Electronic Wire Transfers	#976-976	\$ 0.00
Electronic Wire Transfers	#977-985	\$ 285,230.06
Electronic Wire Transfers	#989-993	\$ 341,222.83
Electronic Wire Transfers	#994-995	\$ 0.00
Electronic Wire Transfers	#996-996	\$ 106,567.36
Payroll Checks	#19014-19018	\$ 870.22
Payroll Deposit	#10001-10174	\$ 320,920.67
Payroll Checks	#19019-19023	\$ 703.70
Payroll Deposit	#30001-30171	\$ 348,293.71
Payroll Checks	#19024-19026	\$ 2,693.43
Payroll Deposit	#50001-50182	\$ 348,556.35
Total Certified Checks, Wires, A/P and Payroll Vouchers:		\$4,412,294.05

Page 3 Item 2: SECOND READING: CITY COUNCIL RULES OF PROCEDURE UPDATES
Motion is to adopt Draft Resolution 18-012 updating the *City Council Rules of Procedure*, on second reading.

AMENDED AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

March 22, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

Page 1 Item 1: FINANCE UPDATE

Item 2: **AVIATION ADVISORY COMMITTEE UPDATE**

Item 3: SCORE UPDATE

CONSENT CALENDAR

Page 11 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through March 14, 2018 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#153412-153542	\$384,603.69
Electronic Wire Transfers	#1004-1009	\$186,657.90
Payroll Checks	#19029-19032	\$ 1,073.46
Payroll Direct Deposit	#90001-90181	<u>\$ 341,934.10</u>
Total Checks and Wires for A/P & Payroll		\$ 914,269.15

Page 13 Item 2: KING COUNTY YOUTH AND AMATEUR SPORTS GRANT AGREEMENT

Motion 1 is to accept the 2018 King County Youth and Amateur Sports Grant for the Steven J. Underwood Memorial Park Play for All project in the amount of \$245,000, and authorize the City Manager to sign the Agreement substantially in the form as submitted.

AGENDA

DES MOINES CITY COUNCIL
STUDY SESSION
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

April 5, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

COMMENTS FROM THE PUBLIC

Note: Comments from the public must be limited to the items of business on the Study Session Agenda per Council Rule 10. Please sign in prior to the meeting and limit your comments to three (3) minutes.

DISCUSSION ITEMS

Item 1: TELECOMMUNICATIONS CODE UPDATE

Item 2: AVIATION ADVISORY COMMITTEE – 60 MINUTES

Item 3: EMERGING ISSUES

Item 4: CITY MANAGER MONTHLY REPORT

EXECUTIVE SESSION

NEXT MEETING DATE

April 12, 2018 City Council Regular Meeting

ADJOURNMENT

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

May 11, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

EXECUTIVE SESSION

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

- Item 1: DEPUTY CITY CLERK
- Item 2: AMERICAN PUBLIC WORKS ASSOCIATION PROJECT OF THE YEAR AWARD
- Item 3: EMERGING ISSUES
- Item 4: STATE OF THE COURT ADDRESS
- Item 5: AVIATION ADVISORY COMMITTEE

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF VOUCHERS
Motion is to approve for payment vouchers and payroll transfer through April 19, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#150122-150277	\$ 480,287.44
Electronic Wire Transfers	#854-857	\$ 96,331.33
Payroll Checks	#18922-18925	\$ 3,684.66
Payroll Direct Deposit	#160001-160162	\$ 291,948.32
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers:		\$ 872,251.75

AND

Motion is to approve for payment vouchers and payroll transfer through May 3, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#150278-150432	\$ 584,602.36
Electronic Wire Transfers	#858-863	\$ 235,866.47
Payroll Checks	#18926-18931	\$ 6,495.94
Payroll Direct Deposit	#180001-180168	\$ 413,025.17
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers:		\$1,239,989.94

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

May 25, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

EXECUTIVE SESSION

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

Page 1 Item 1: HIGHLINE COLLEGE SMALL BUSINESS DEVELOPMENT CENTER

Page 13 Item 2: APRIL 2017 FINANCIAL REPORT

Item 3: OUTGOING ARTS COMMISSION MEMBER ACKNOWLEDGEMENT

Item 4: FIREWORKS SAFETY PLAN

Page 23 Item 5: 1ST QUARTER CITY MANAGER REPORT

Item 6: MARINA PARKING RATES

Item 7: **AD HOC AVIATION ADVISORY COMMITTEE UPDATE**

CONSENT CALENDAR

Page 75 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through May 17, 2017 included in the attached list and further described as follows:
Total A/P Checks/Vouchers #150433-150589 \$ 752,835.56
Electronic Wire Transfers #864-871\$ 380,453.96
Payroll Checks #18932-18935 \$ 8,767.64
Payroll Direct Deposit #200001-200164 \$ 304,884.99
Total Certified Wire Transfers, A/P and Payroll Vouchers: \$ 1,446,942.15

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

June 8, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

EXECUTIVE SESSION

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

Item 1: **AD HOC AVIATION ADVISORY COMMITTEE**

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through May 31, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#150590-150688	\$195,319.04
Electronic Wire Transfers	#872-877	\$203,464.78
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers:		\$398,783.82

Page 3 Item 2: APPROVAL OF MINUTES

Motion is to approve the minutes from the March 9 and March 23, 2017 Regular Council meetings and the minutes from the April 6, 2017 Council Study session.

Page 15 Item 3: SECOND READING, TELECOMMUNICATIONS FRANCHISE AGREEMENT WITH MCIMETRO D/B/A VERIZON

Motion is to enact Draft Ordinance No. 17-057, granting a non-exclusive Franchise with MCI metro Access Transmission Services Corp., d/b/a Verizon Access Transmission Services.

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

August 24, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

Item 1: SPIRIT OF DES MOINES AWARDS

ADMINISTRATION REPORT

Item 1: LEGISLATIVE UPDATE

Item 2. SEATAC AIRPORT UPDATE

Page 1 Item 3: JULY 2017 FINANCIAL REPORT

CONSENT CALENDAR

Page 11 Item 1: **AD HOC AVIATION ADVISORY COMMITTEE APPOINTMENTS**
Motion is to confirm the Mayoral appointments of Sheila Brush, Steve Edmiston, David Clark, Wendy Ghiora and Mark Proulx to the Ad Hoc Aviation Advisory Committee effective immediately.

Page 21 Item 2: APPROVAL OF VOUCHERS
Motion is to approve for payment vouchers and payroll transfer through August 24, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#151251-151584	\$1,349,010.32
Electronic Wire Transfers	#898-912	\$ 522,863.36
Payroll Checks	#18956-18962	\$ 15,309.59
Payroll Checks	#18963-18968	\$ 5,170.80
Payroll Deposit	#290001-290175	\$ 329,063.73
Payroll Deposit	#310001-310182	\$ <u>331,923.07</u>
Total Certified Checks, Wires, A/P and Payroll Vouchers:		\$2,553,340.87

Page 23 Item 3: APPROVAL OF MINUTES
Motion is to approve the minutes of the July 27, 2017 Regular Council Meeting, August 3, 2017 Special Meeting, and August 3, 2017 Regular Council Meeting.

Page 33 Item 4: TERMINATION OF THE SSI PACIFIC PLACE DEVELOPMENT AGREEMENT (RECORDING NO. 20070531001046)

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

October 12, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER REPORT

Item 1: OUTGOING HUMAN SERVICES RECOGNITION

Item 2: BOY SCOUT APPRECIATION; BARNES CREEK NATURE TRAIL

ADMINISTRATION REPORT

Item 1: AVIATION ADVISORY COMMITTEE REPORT

CONSENT CALENDAR

- Page 1 Item 1: APPROVAL OF VOUCHERS
Motion is to approve for payment vouchers and payroll transfer through October 4, 2017 included in the attached list and further described as follows:
- | | | |
|--|----------------|----------------------|
| Total A/P Checks/Vouchers | #151760-152025 | \$1,261,925.05 |
| Electronic Wire Transfers | #922-929 | \$ 220,599.66 |
| Payroll Checks | #18979-18983 | \$ 1,566.33 |
| Payroll Deposit | #380001-380164 | \$ <u>322,022.28</u> |
| Total Certified Checks, Wires, A/P and Payroll Vouchers: | | \$1,806,113.32 |
- Page 3 Item 2: APPROVAL OF MINUTES
Motion is to approve the minutes from the August 10, 2017 City Council Study Session, minutes from the August 12, 2017 City Council Budget Retreat, minutes from the August 19, 2017 Tour of Seattle, Minutes from the August 24, 2017 City Council Executive Session and minutes from the August 24, 2017 City Council Regular meeting.
- Page 15 Item 3: ARTS COMMISSION APPOINTMENTS
Motion is to confirm the Mayoral appointments of Patricia V. Clark to an unexpired three year term on the City of Des Moines Arts Commission effective immediately and expiring on December 31, 2020, and M. Anne Sweet to an unexpired term on the City of Des Moines Arts Commission effective immediately and expiring on December 31, 2018.

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

November 30, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER REPORT

Item 1: DR. JACK BIRMINGHAM RECOGNITION

ADMINISTRATION REPORT

Page 1 Item 1: OCTOBER FINANCIAL REPORT

Item 2: RECOLOGY RATE UPDATE

Item 3: ECOLOGY PROJECTS FOR AIRPORT COMMUNITIES

Item 4: **AVIATION ADVISORY COMMITTEE REPORT**

CONSENT CALENDAR

Page 11 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through November 21, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#152322-152524	\$ 1,036,437.62
Electronic Wire Transfers	#940-52	\$ 433,841.19
Payroll Checks	#18996-19000	\$ 8,277.89
Payroll Deposit	#440001-440167	\$ 313,283.92
Payroll Checks	#190001-19005	\$ 9,533.96
Payroll Deposit	#460001-460159	\$ 306,922.31
Total Certified Checks, Wires, A/P and Payroll Vouchers:		\$ 2,108,296.89

Page 13 Item 2: APPROVAL OF MINUTES

Motion is to approve the minutes from the October 5, 2017 Council Study Session, and the October 12, 2017 Council Regular Meeting.

Mayor Matt Pina

CITY OF DES MOINES TESTIMONY TO PORT OF SEATTLE COMMISSION

APRIL 25, 2017

The City of Des Moines appreciates the opportunity to provide

comments to the Port and Federal Aviation Administration (FAA).

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. The United States Congress and the State of Washington

legislature are each considering legislation to fund scientific based

studies to assess the exact impacts and mitigation options and we

actively support those studies and will continue to do so. We have

impacts are attributable to the FAA. The increase in aircraft activity is the responsibility of the airport.

The Sustainable Airport Master Plan (SAMP) is being developed to increase growth in operations at Sea-Tac over the next 20 years. The SAMP, in responding to increased demand is designed to accommodate a new international terminal, new gates and increased operational efficiencies, however there is not sufficient attention paid to noise, environmental and health impacts. The Plan provides for sustainable operations on the airfield but does little to address sustainability, in terms of airport operations as they impact the surrounding cities.

The City believes that the airport has an obligation to address these impacts. Mitigation should include:

- effective implementation of the home insulation program,
expanding in scope and quality.
- provide financial compensation to those homeowners living under
the flight paths in any situation where the value of the home is
negatively impacted.
- Support ongoing studies and act upon the results ensure that the
health and safety of Des Moines residents receives the priority
that it deserves.

Without due consideration of these concerns, any plan for operational
expansion of Sea-Tac airport is unacceptable. We look forward to the
opportunity to continue this discussion on behalf of all of our residents.

advised Congress of our support and recommendation to include Sea-Tac airport in these studies. We have testified in the Washington State House and Senate on behalf of bills to assess impacts of ultra-fine particles emissions from aircraft overflights and the City has allocated \$25,000 to support that study.

As the implementation of NextGen by the FAA results in the narrowing of the bandwidth of aircraft overflights – departures and landings – the disproportionate impacts suffered by some of our residents' increases.

Those living directly under the overflights suffer increased noise and health impacts.

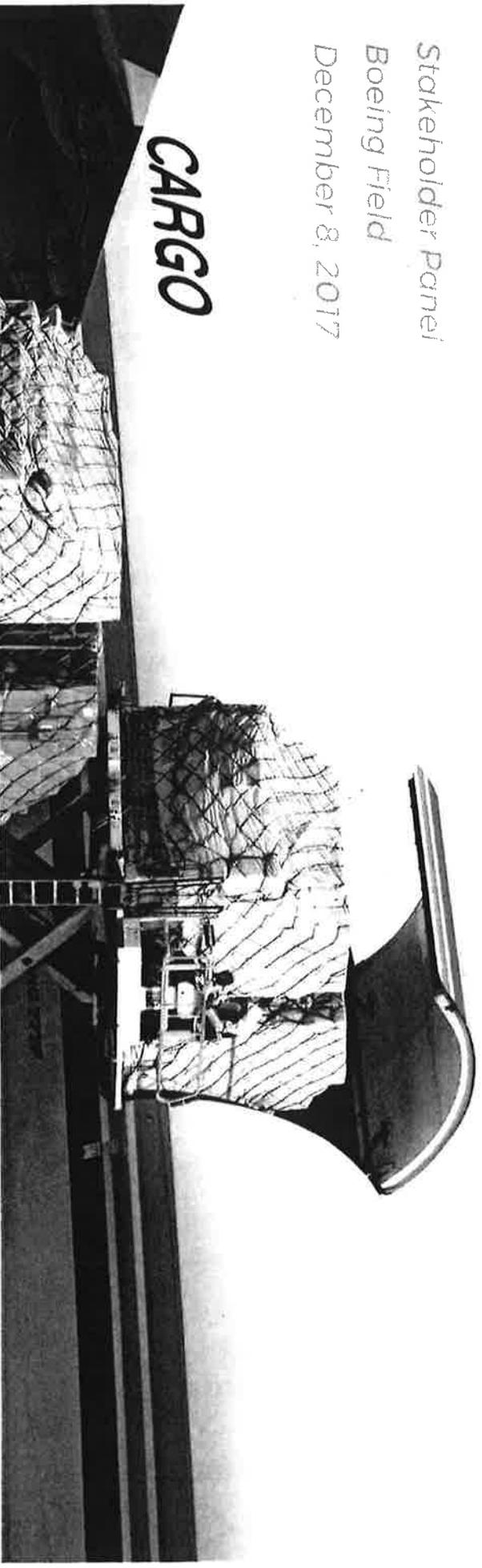
These impacts come from more focused aircraft operations and from increased number and frequency of aircraft operations. The NextGen

ISSP

Washington State Air Cargo Movement Study

Stakeholder Panel
Boeing Field
December 8, 2017

CARGO





Agenda

- Introductions/Project Purpose
- Review Work Plan and Schedule
- Project Charter
- Air Cargo Background
- Initial Definition of Congestion
- Discussion: Future of air cargo in Washington
- Next Steps

2

WSP



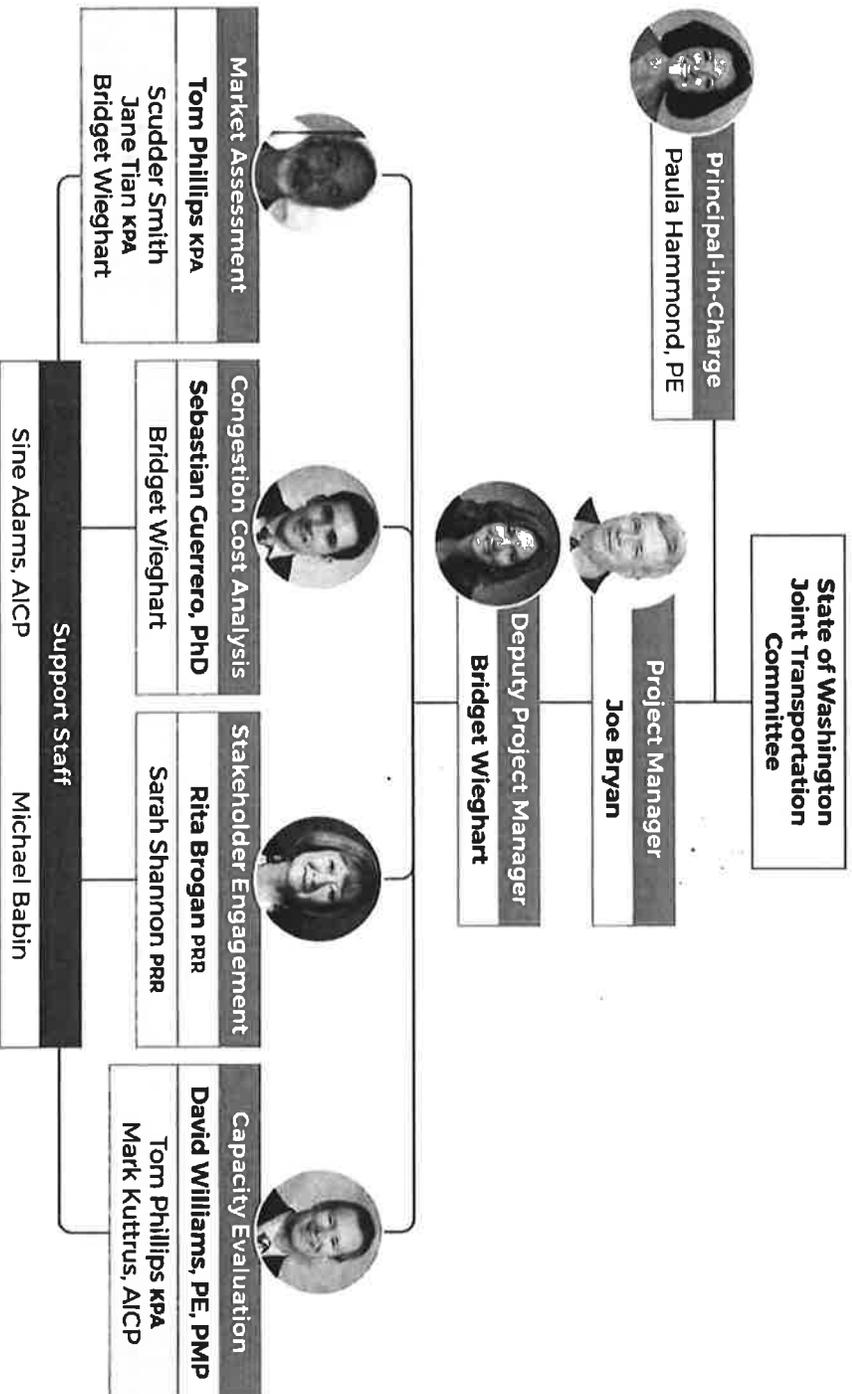
Project Purpose and Objectives

Purpose: Evaluate the current and future capacity of the statewide air cargo system

Objectives:

1. Educate policy makers about air cargo movement at Washington airports;
2. Explore possibilities for accommodating the growing air cargo market at more airports around the state; and,
3. Identify the State's interest and role in addressing issues arising from air cargo.

Organizational Chart



All staff are WSP unless noted. KPA Keiser Phillips Associates PRR PRR, Inc.





Work Plan and Schedule

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WSP



TASK 1: DESCRIBE THE AIR CARGO SYSTEM IN WASHINGTON STATE

Profile the air cargo market and air facilities that make up the air cargo system in Washington

Outcomes:

1. Overview of existing facilities and services
2. Interviews with existing Washington air cargo users
3. Review of global, national, regional and local air cargo flows and types of commodities being moved by air in Washington

TASK 2: AIR CARGO CONGESTION

- Air cargo congestion threatens the competitiveness of important economic sectors
- Washington's airports compete with other airports and modes
- Define and estimate the costs of air cargo congestion

WSP

TASK 3: EVALUATE HOW TO USE EXISTING CAPACITY ACROSS WASHINGTON STATE

Site Visits

Review Opportunities and Constraints

Develop criteria to:

- Compare competitive airports to Washington airports
- Evaluate the potential for Washington airports to attract:
 - *Non-integrated all-cargo carriers*
 - *Integrated all-cargo carriers*
 - *International air freighter operators (scheduled and charters)*
 - *Third-party logistics companies*

Evaluate the potential to market State airports to different carrier types based on strengths, weaknesses, opportunities and threats

TASK 4: RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES

Create a vision and strategy for air cargo and logistics services development in Washington

- Provide a list of actions necessary to implement the vision
- Identify priorities and responsibility for each action
- Include performance measures and proposed budget

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The Washington State Air Cargo and Logistics Business Development Strategic Plan will include:

- Ways to provide capacity relief for Sea-Tac
- Role of other Washington airports in capacity relief
- Guidance to regional airports for expanding their markets

TASK 5: STAKEHOLDER PANEL AND STAFF WORKGROUP

Staff Workgroup

- Mostly legislative and agency staff members
- Guidance and input to technical methods and results
- Insight into the interests of their agencies/committees
- Review recommendations for the stakeholder panel

Stakeholder Panel

- Legislators, top agency officials and industry representatives
- Review the results and recommendations
- Represent interests of their organization, business or constituency
- Input on recommendations to JTC, the Legislature and the Governor, who will make final decisions

Stakeholder Panel Charter

12

WSP



Stakeholder Panel Charter

- Study Purpose and Objectives
- Context
- Decision-making process
- Committee Roles and Principles

Air Cargo Background

14

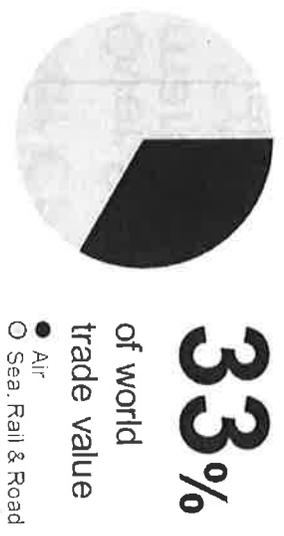
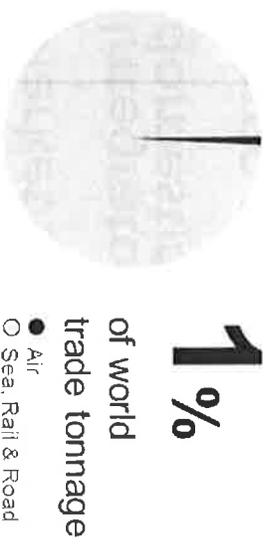
WSP

Air Cargo is Big Business

- Over \$67 billion worldwide air freight & express market¹
- Over 52 million metric tons of goods valued at USD 5.6 trillion transported worldwide in 2015
- Freight traffic growing 3-5% per year worldwide
- Market size has doubled every ten years ²
- Integrator/express carriers control over 90% of the US domestic cargo market ³
- Cargo share of total airline revenues:
 - 5% for US domestic majors
 - 15% for European majors
 - 20-50% for Asian majors

Source: ¹ IATA ² Boeing ³ FAA

Air cargo forms a small portion of global tonnage...
...but a large part of global trade value



**Air cargo is extremely
valuable to world trade**



Cargo Industry Stakeholders

Supply-Distribution Chain



Air Transportation/Logistics

- Shippers
 - Forwarders (3PLs/4PLs)
 - Customs brokers
 - Consolidators
 - Indirect carriers
 - General Sales Agents
 - Gov. postal authorities
- Motor carriers
 - Air carriers
 - Airports
 - Cargo/Ground handlers
 - Federal Inspection Agencies
 - Consignees

Two Airline Cargo Business Models

Airport-to-Airport Model

- Business Model Users: belly cargo carriers and line haul freighter operators
- Primary Airline Customer: Freight Forwarders
- Model characteristics: Airlines sell space wholesale to freight forwarders who sell aircraft space and services to shippers at retail price.
- Average shipment time: six days
- Level of custodial control: medium

Door-to-Door Model

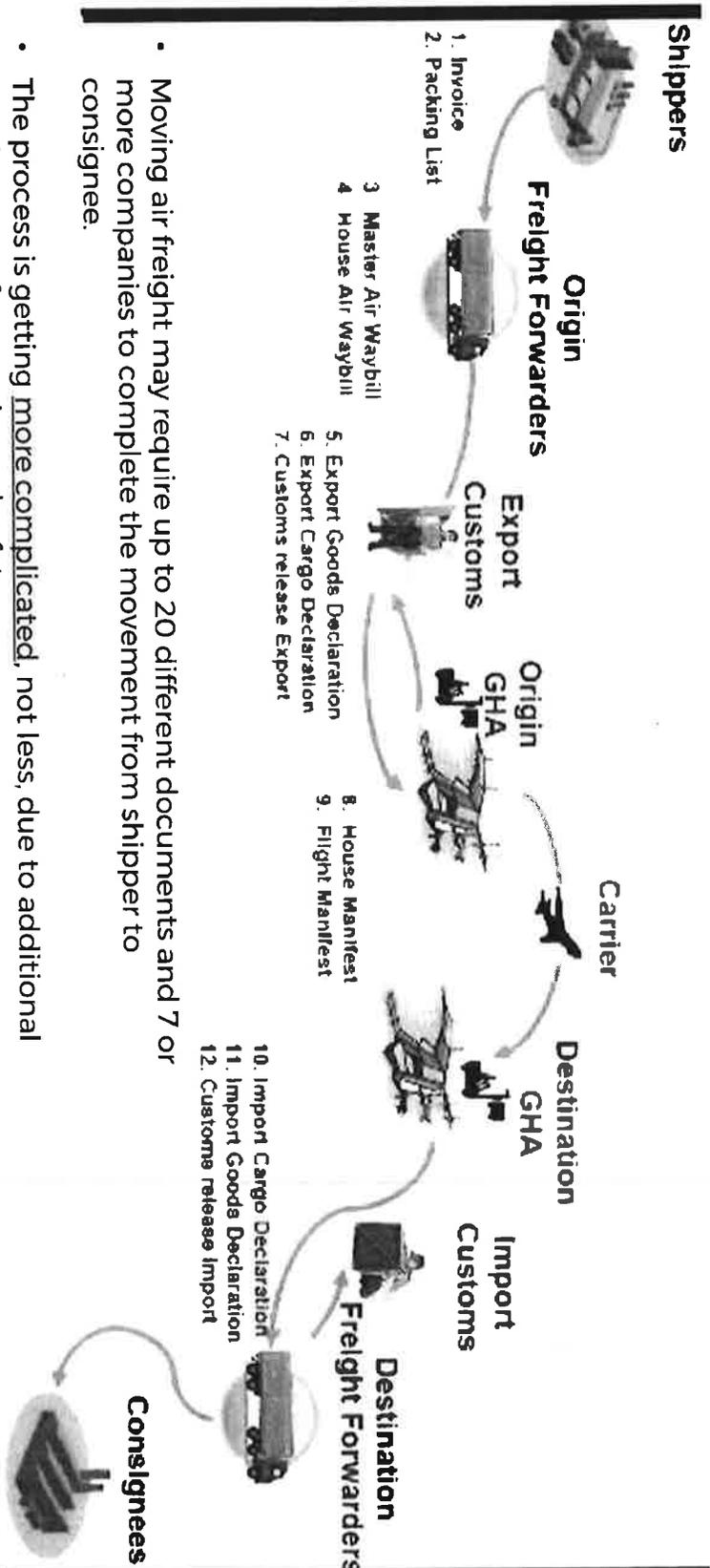
- Business Model Users: the integrator/express carriers and the integrator forwarders
- Primary Airline Customer: Shippers (business & consumers)
- Model characteristics: Airlines sell space and services direct to shippers at retail price. Occasionally sell space to forwarders at wholesale.
- Average shipment time: three days
- Level of custodial control: high

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Each model requires different airport facility and support services needs

WSP

Air Cargo Supply Chain is Complex



- Moving air freight may require up to 20 different documents and 7 or more companies to complete the movement from shipper to consignee.
- The process is getting more complicated, not less, due to additional requirements for security and safety.

Source: IATA e-freight fundamentals

GHA = Ground Handling Agent

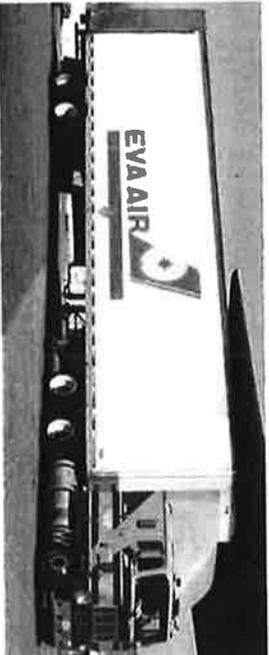
Air Cargo Carriers

- Combination Carriers (airport to airport)
 - ▶ Belly Cargo Carriers:
Alaska, Delta, United, American, Southwest, etc.
 - ▶ Pax Belly Cargo & Freighter Operators:
Korean Air, China Airlines, Air China, EVA, etc.
- All-Cargo Carriers
 - ▶ Integrator / Express (door to door)
FedEx, UPS, SF
 - ▶ Traditional Line Haul (airport to airport)
Kalitta, Cargolux, Polar , Yangtze River Express, etc.

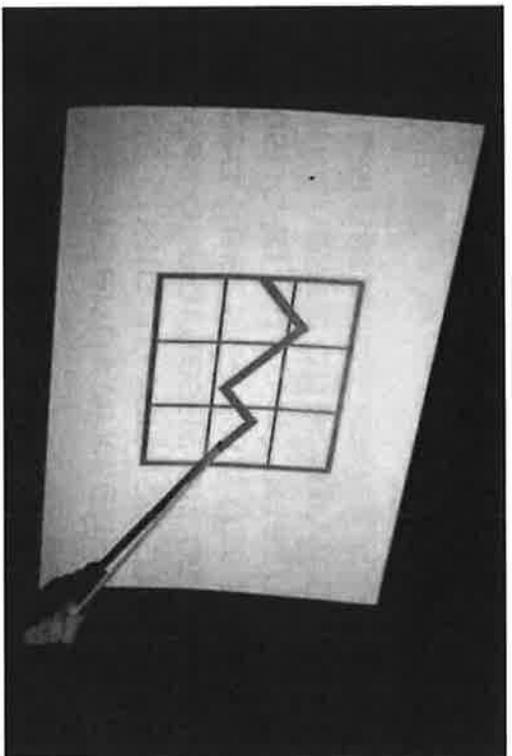
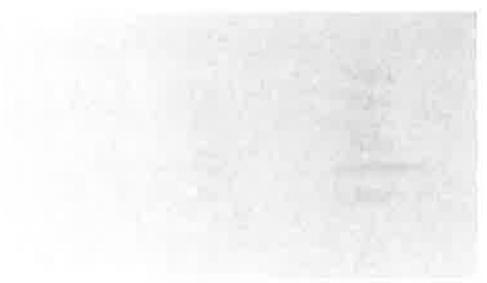


The other air cargo carriers: Road Feeder Service

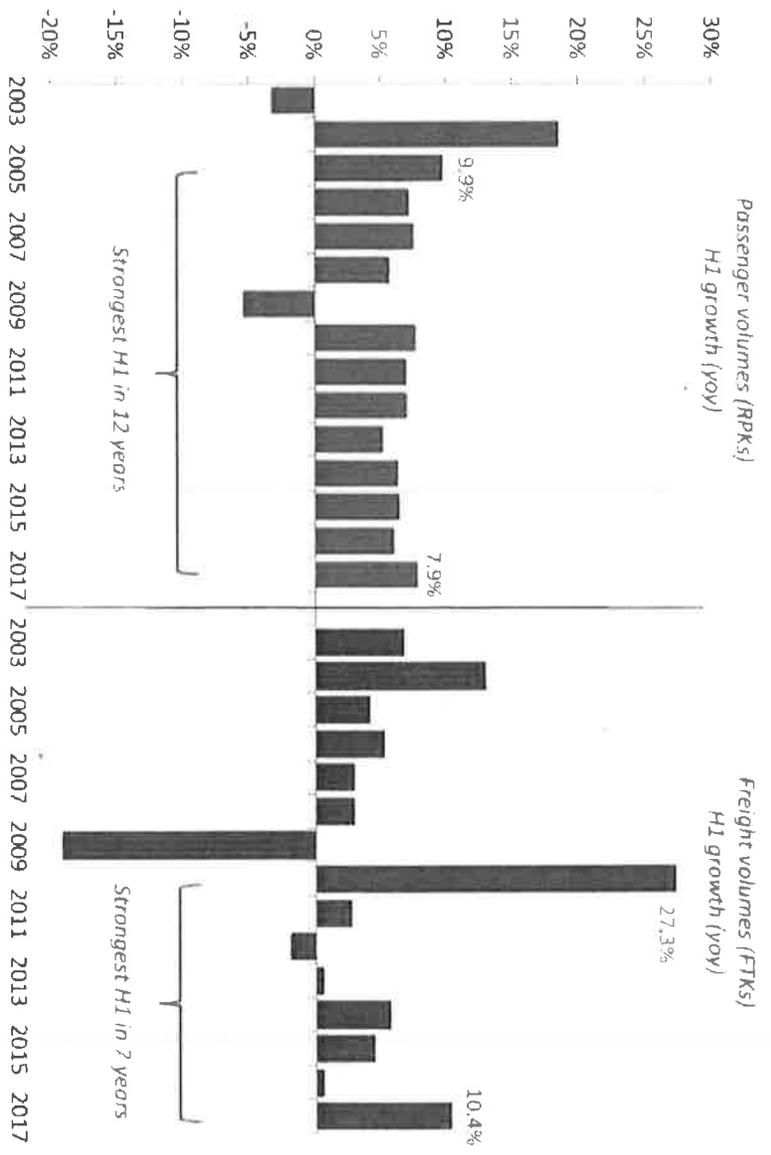
- What: Regularly scheduled airport-to-airport truck service between North American city pairs allowing airlines to offer service to a city to which it does not fly
- Purpose: To efficiently and effectively expand an airlines air cargo supply chain; to reduce the cost of air shipments; to offset the loss of domestic air capacity that has resulted from reduced fleet size and the shift of widebody airplanes from domestic to international markets; and allows passenger airlines to offer service comparable to that of pure cargo carriers.



Cargo Industry Status



Cargo growth more variable than passenger but recovering from the Great Recession



Source: IATA



Air Cargo Performance Has Not Improved Much in Recent Decades

Estimated average end-to-end transportation time since 1980's: ~ 6 days

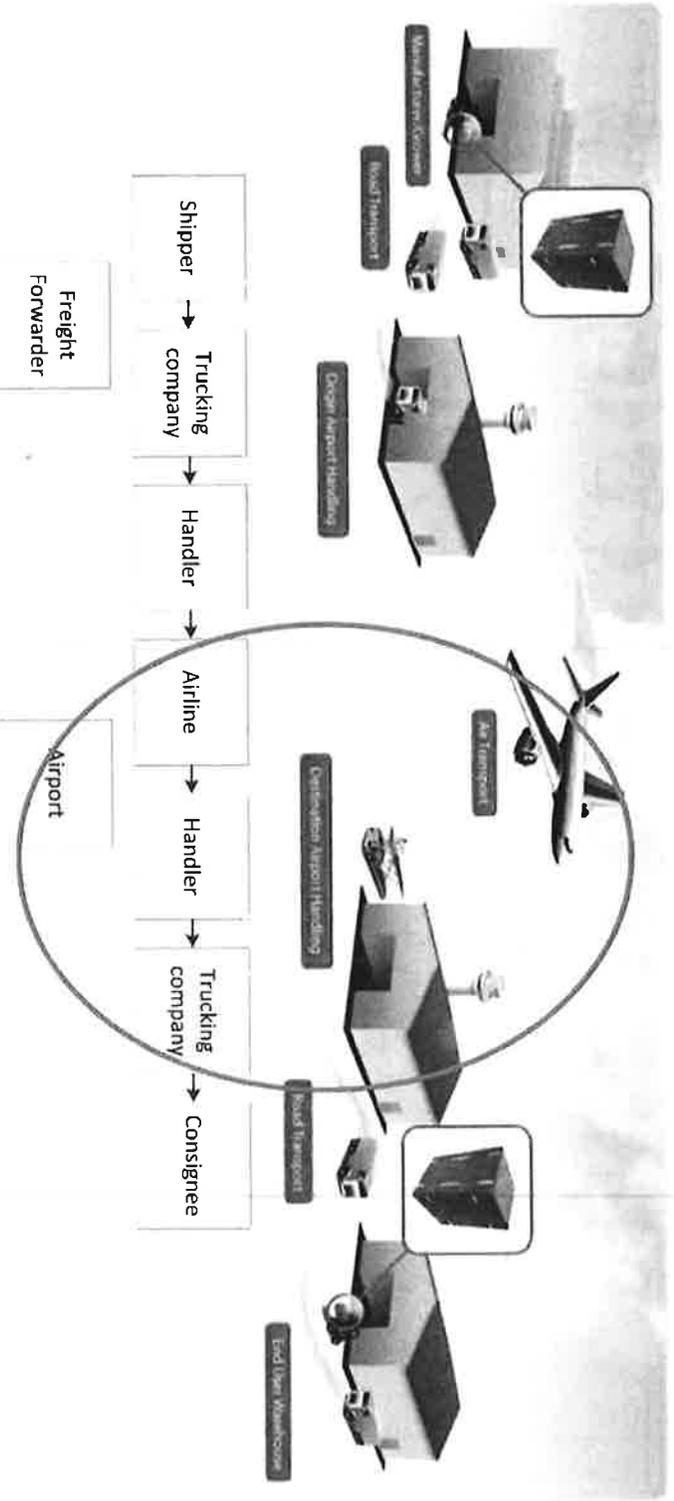


“Ninety per cent of the transit time for air cargo is spent not moving, but waiting to move!”

(Air Cargo News 11.03.2013)

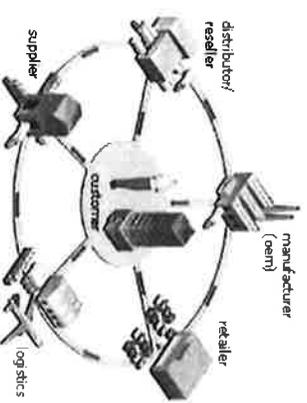
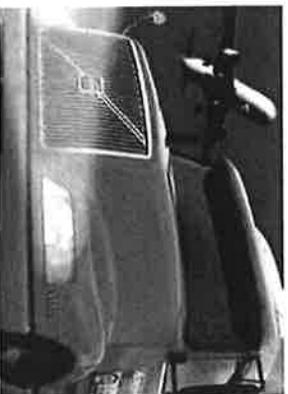
IATA: Reduce the Supply Chain by 48 hours

Improvements must be made in the handling and Customs processes



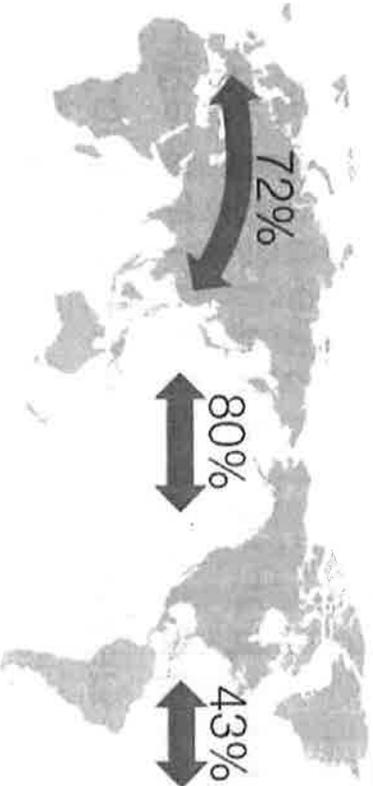
Some Trends of Significance

- Manufacturing moving away from traditional passenger hubs
- E-commerce freight demand growing significantly
- Continuing shift of domestic air cargo to trucks
- Growth of international air cargo volumes
- Continued use of freighters
- Restructuring of airline and forwarder business models
- Increased regulation and security compliance requirements



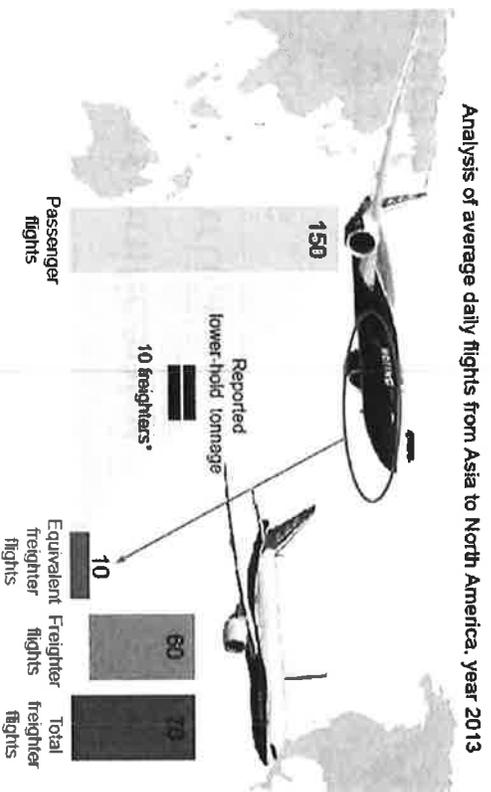
Freighters will remain the main players

Total air cargo traffic carried by freighters by percentage



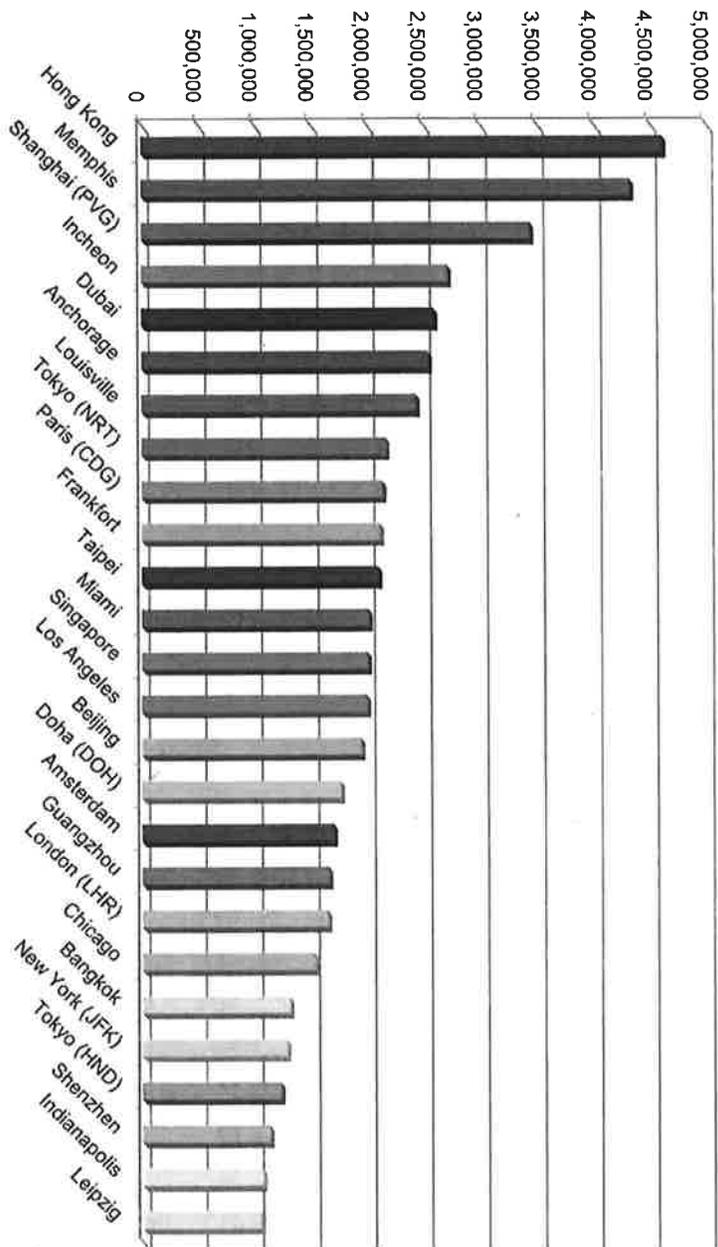
60% of air cargo traffic carried on freighters

150 transpacific passenger flights carry the equivalent of only 10 freighter flights

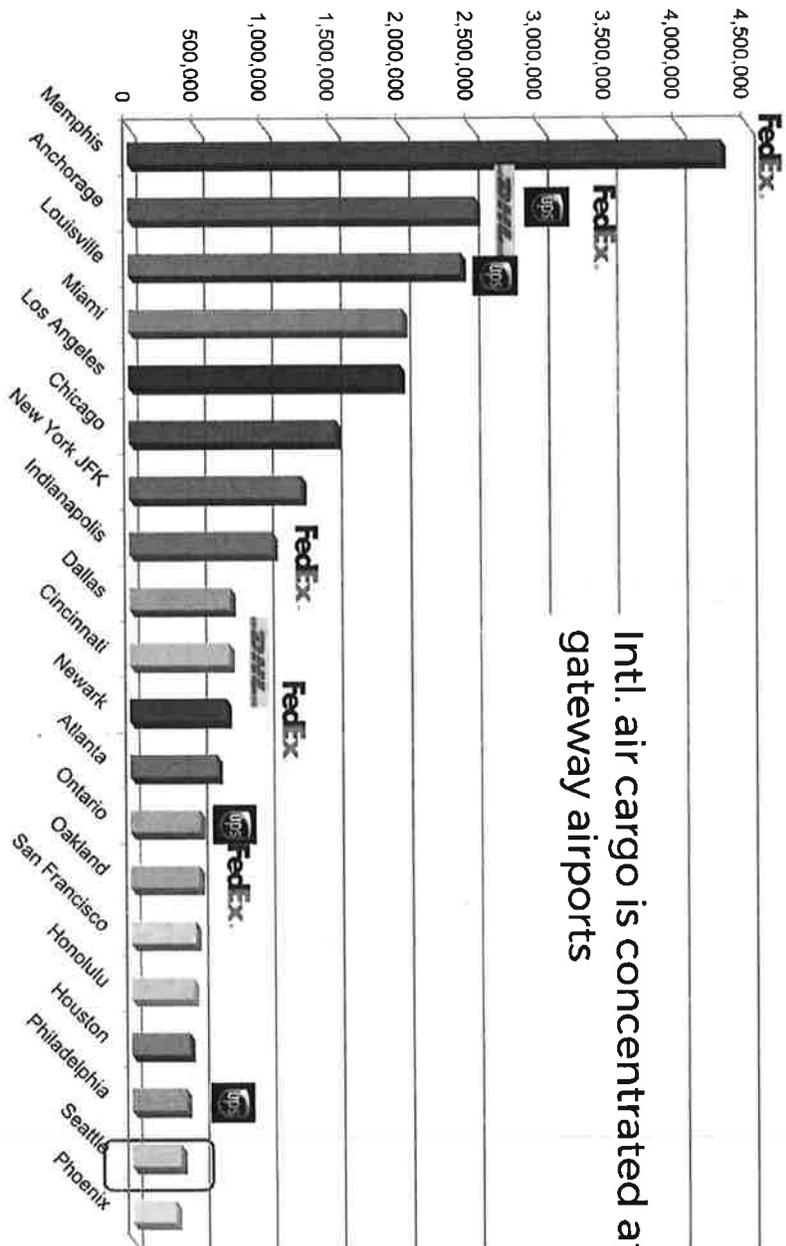


*Conversion takes into account destination, range, and load factor.

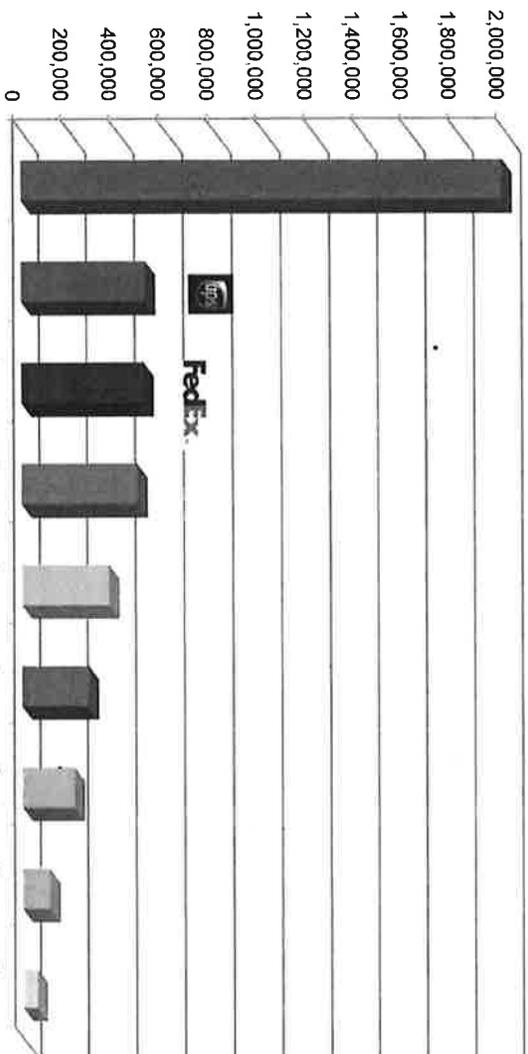
Top World Air Cargo Airports 2016 by weight



Top20 US Air Cargo Airports 2016



Top West Coast Air Cargo Airports 2016



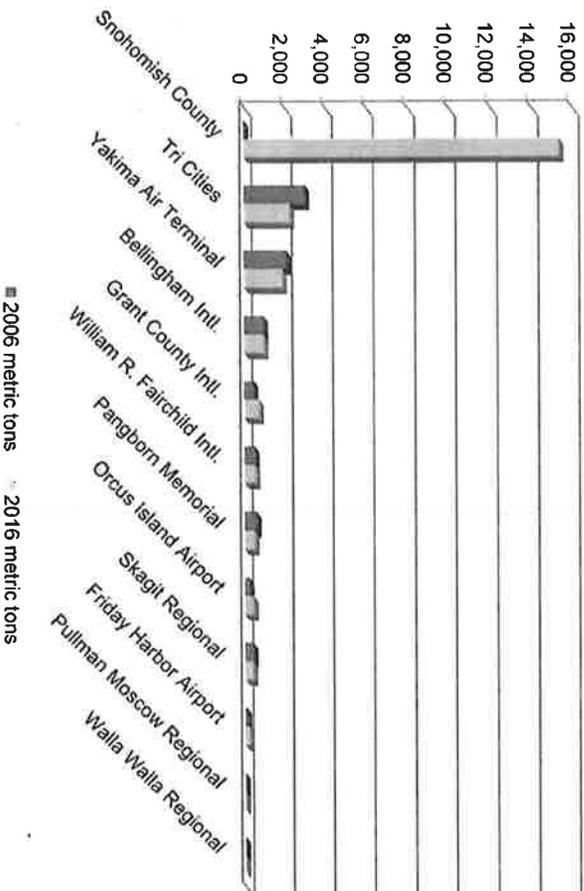
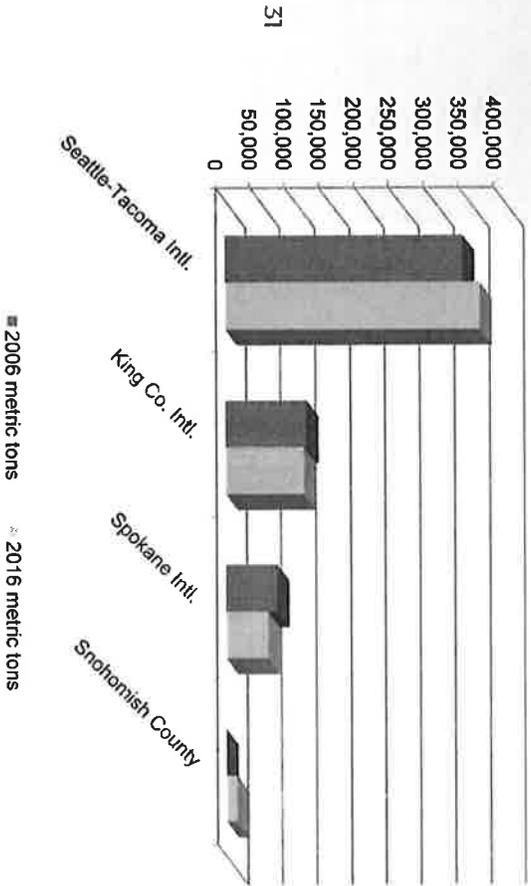
30

LAX dominates the West Coast in air cargo due to the number of wide-body aircraft, variety of destinations, frequencies and the large network of air freight forwarders

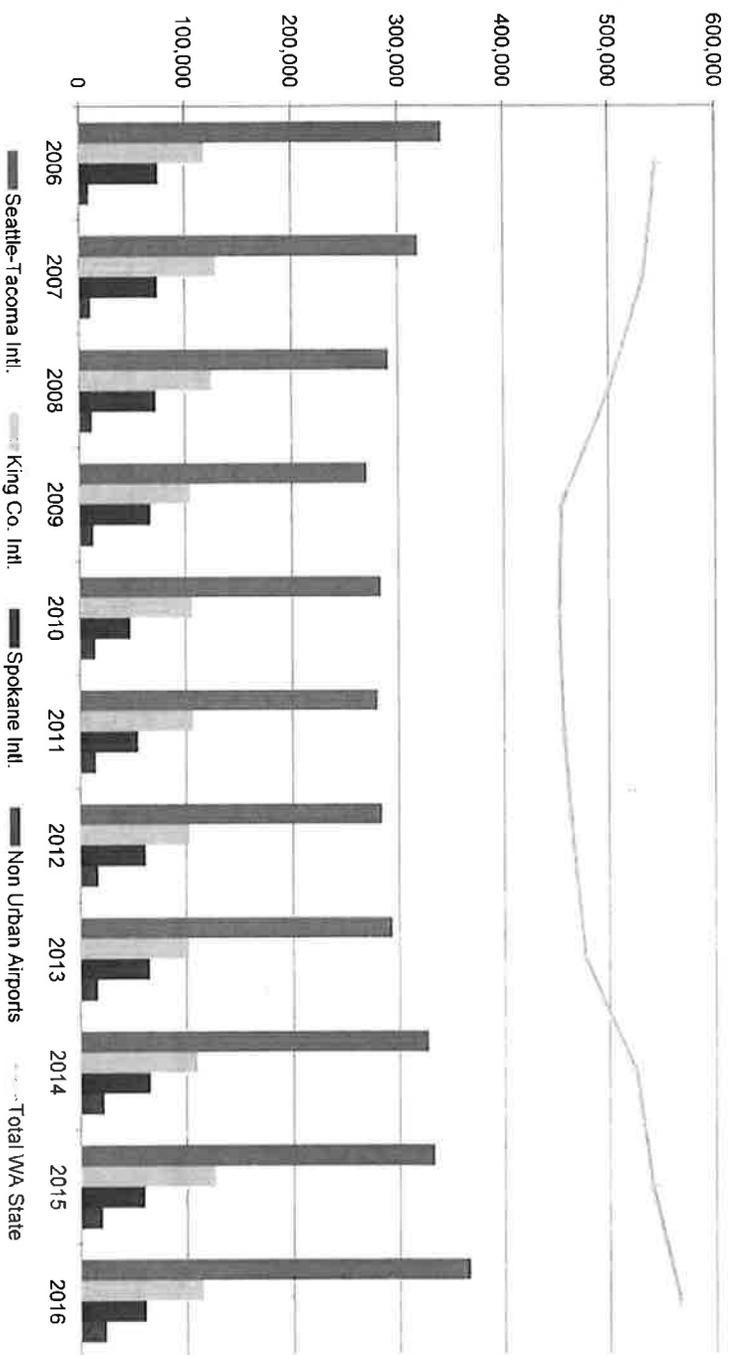
Source: Airports Council International except BFI; BFI data from DOT T-100 market forms



Top WA State Air Cargo Airports 2016



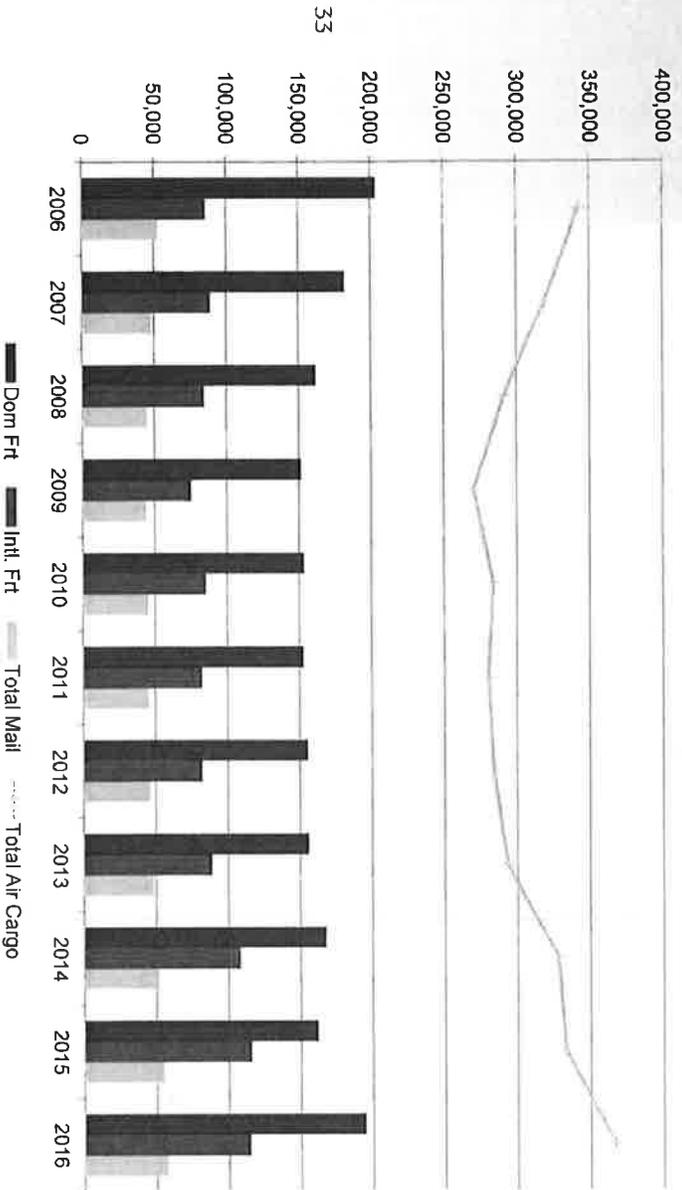
Ten Year Trend of Air Cargo in WA State



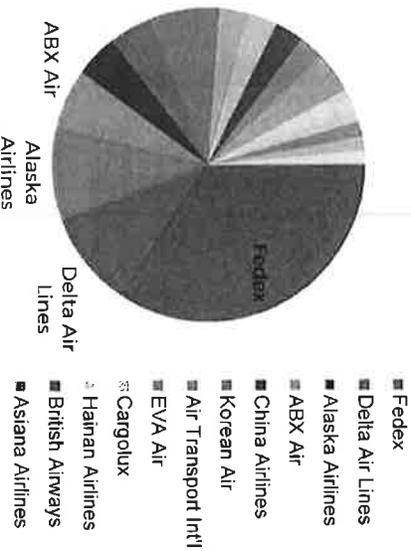
Over the past five years air cargo the air cargo growth rate for WA State has averaged approx. 5% per year. Seattle-Tacoma International Airport and King County International Airport accommodate 85% of the air cargo in WA State.



Air Cargo Trends for Seattle-Tacoma International Airport (SEA)



Top 15 Air Cargo Airlines at SEA - 2016

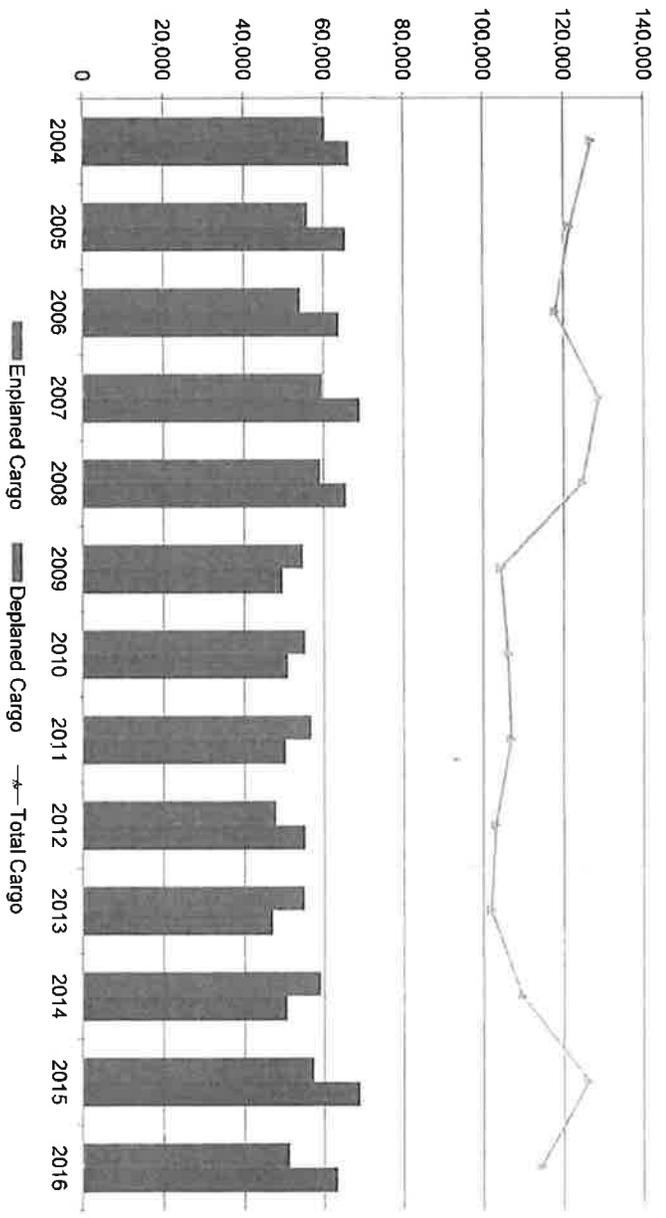


Year	Freighter Cargo	Pax Lower Deck Cargo	Percent Freighter
2014	182,599	144,640	55.8%
2015	180,954	151,682	54.4%
2016	220,591	145,839	60.2%

Data source: Port of Seattle statistics



Air Cargo Trends for King County International Airport (BFI)

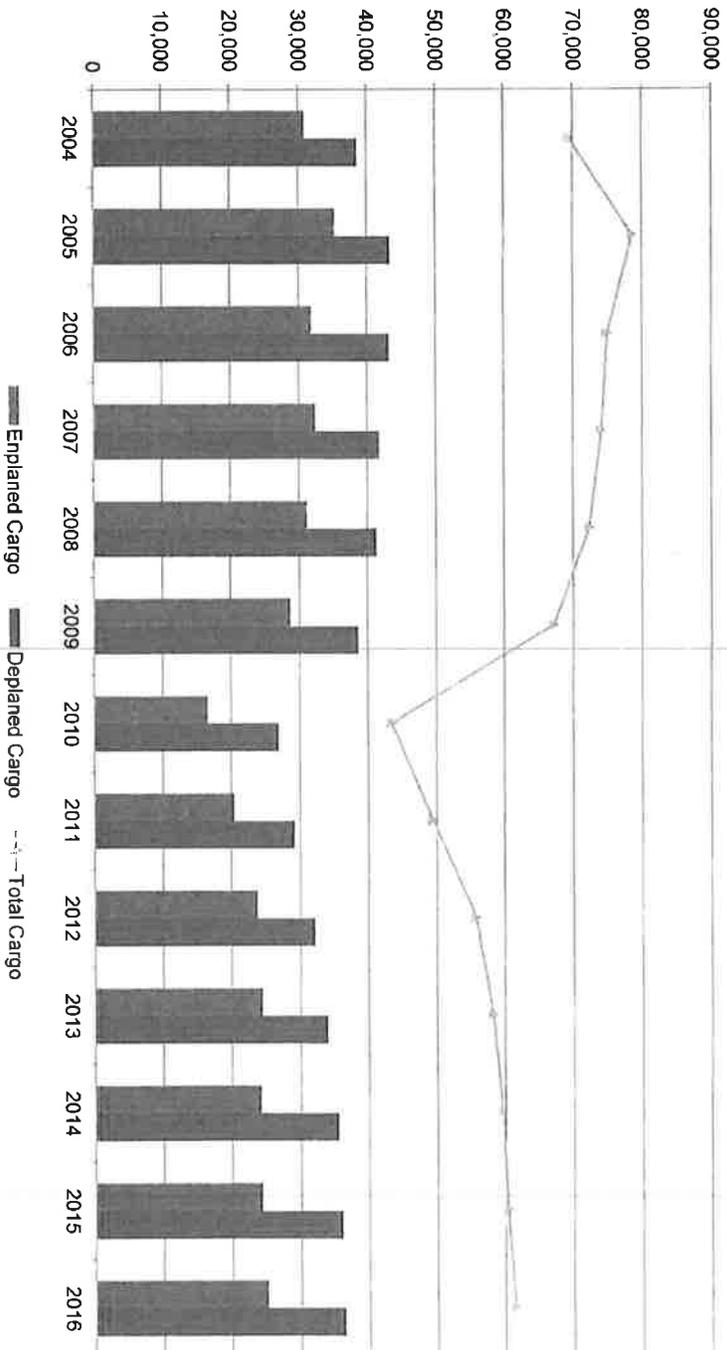


In 2016 UPS accounted for 90% of the air cargo tonnage at King County International and is expected to generate 99 to 100% of the air cargo in 2017

Data source: USDOT T-100 market reports



Air Cargo Trends for Spokane International Airport (GEG)



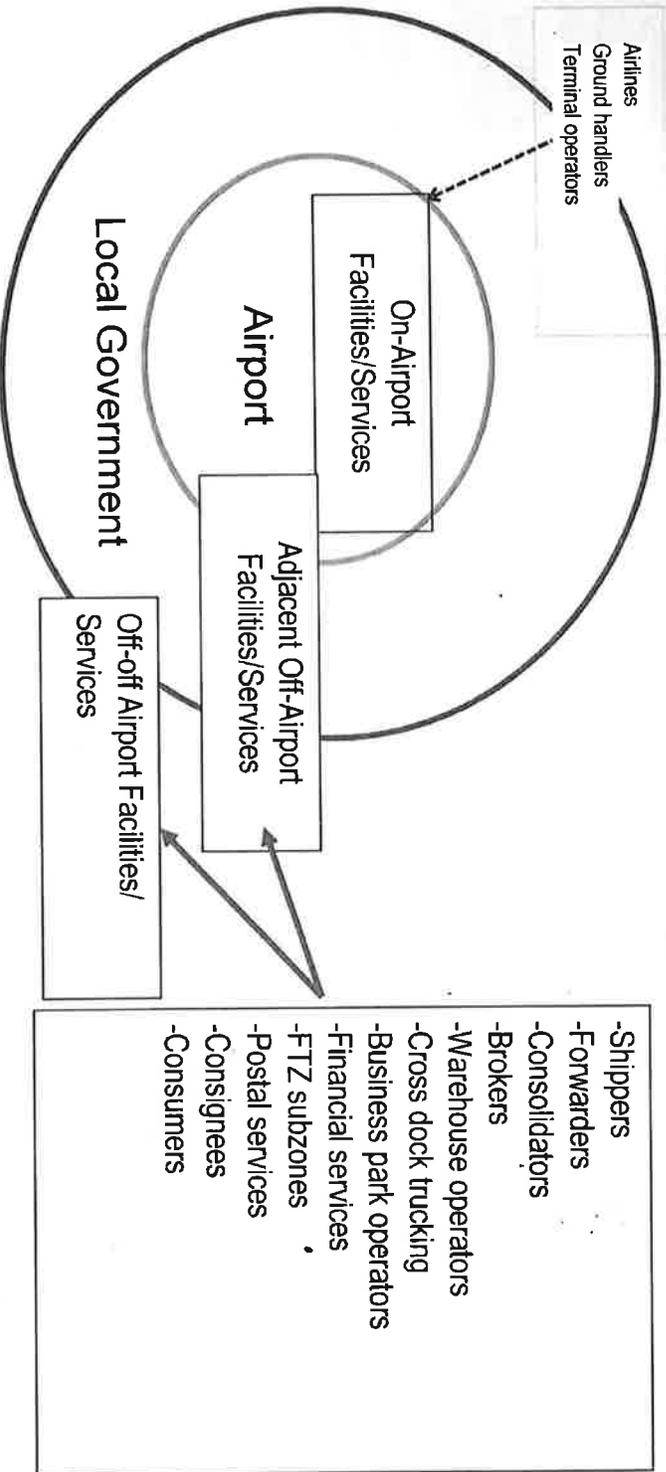
35

FedEx and UPS account for over 90% of the air cargo volumes at GEC

Data source: Spokane International Airport statistics



The Airport Air Cargo Ecosystem

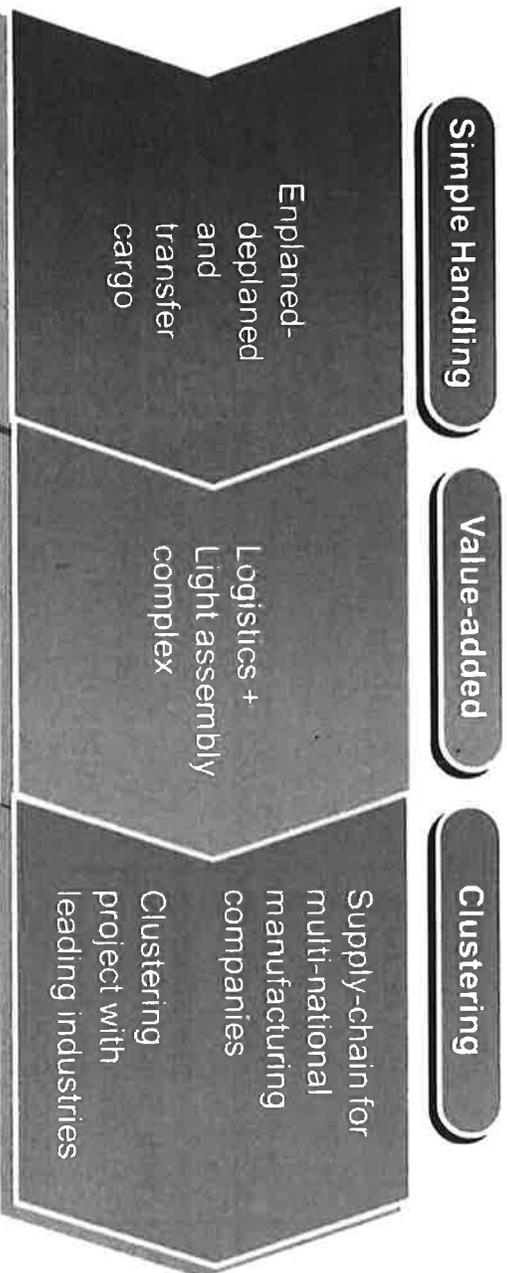


Factors Influencing Airline/Airport Choice

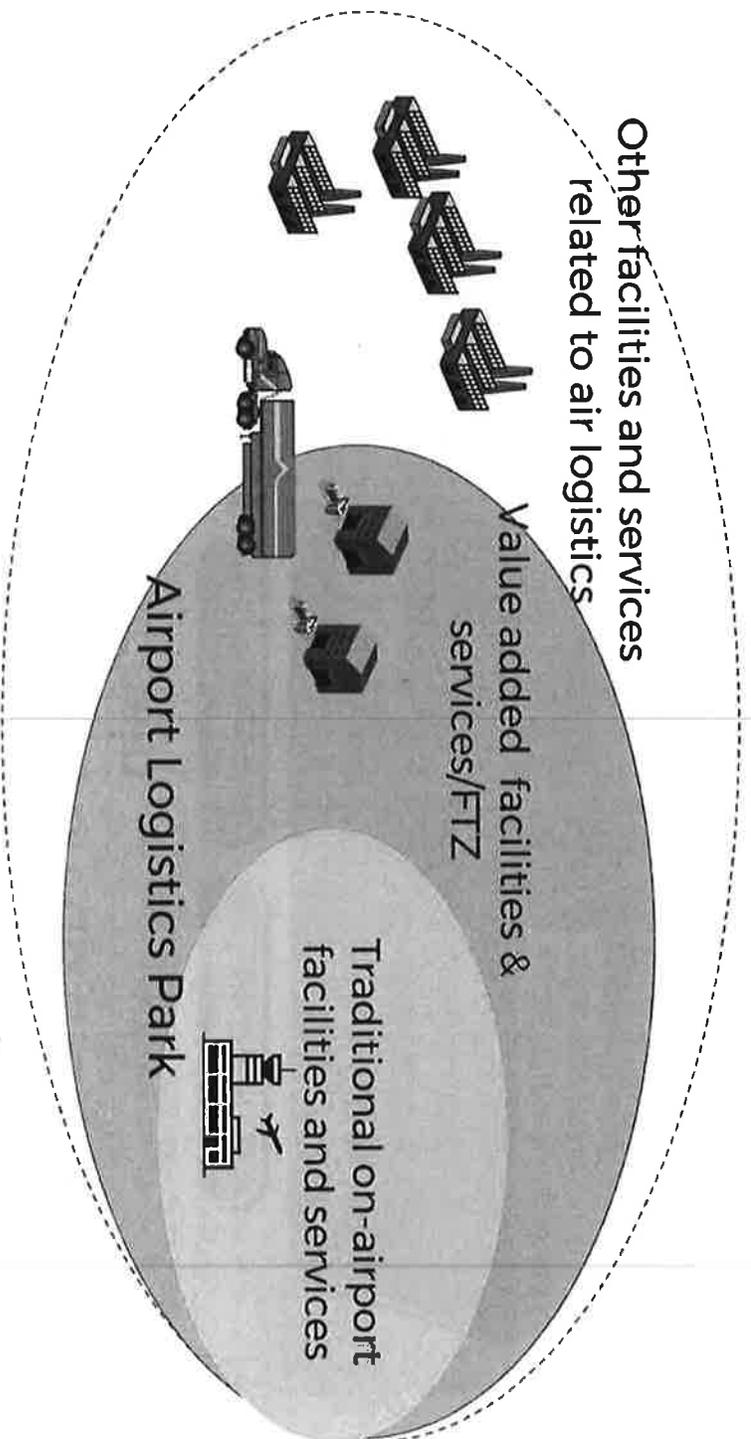
Market Area	Location	Infrastructure	Financial Environment	Operational Freedom
<p>Primary - up to 100 mi</p> <p>Secondary - within 400 mi</p> <p>Tertiary - >400 mi</p>	<p><i>Fits Existing Network</i></p> <p>different for integrator, belly & freighter airlines</p>	<p><i>Runways</i></p> <p>length, strength, redundancy, approaches, minimums, etc.</p>	<p><i>Operating Costs</i></p> <p>landing fees, aircraft parking, facility leasing, fuel flowage, etc.</p>	<p><i>Permissions</i></p> <p>related to routes, frequencies, pricing, slot controls, curfews</p>
<p><i>Connectivity/ Interlining</i></p> <p>airline, RFS, regional PUD</p>	<p><i>Close to Customers</i> - % of pop (markets) within X miles or Y minutes of airport</p>	<p><i>Aircraft Parking & Ground Handling Capabilities</i></p>	<p><i>Transparency of Accounts</i></p> <p>paying only for services utilized</p>	<p><i>Operational Flexibility</i></p> <p>aircraft change of gauge, self-handling or ability to select among competing agents, ability to transfer between aircraft, 24/7 operations, etc.</p>
<p><i>Freight Forwarders</i></p> <p>multinational, local, specialty, etc.</p>	<p><i>Local Surface Access</i></p>	<p><i>Landside Facilities & Services</i></p> <p>terminals, FIS, customs brokers, temp. control, etc.</p>	<p><i>Economic Incentive Packages</i></p>	
<p><i>Distribution Services</i></p> <p>warehouses/DCCs, cool chain, FTZs</p>	<p><i>Interstate Highway Connectivity</i></p>	<p><i>Interstate Highway Access</i></p>	<p><i>Residual vs Compensatory</i></p>	<p><i>Ability to Use Intermodal Services</i></p>

The Airport Logistics Park

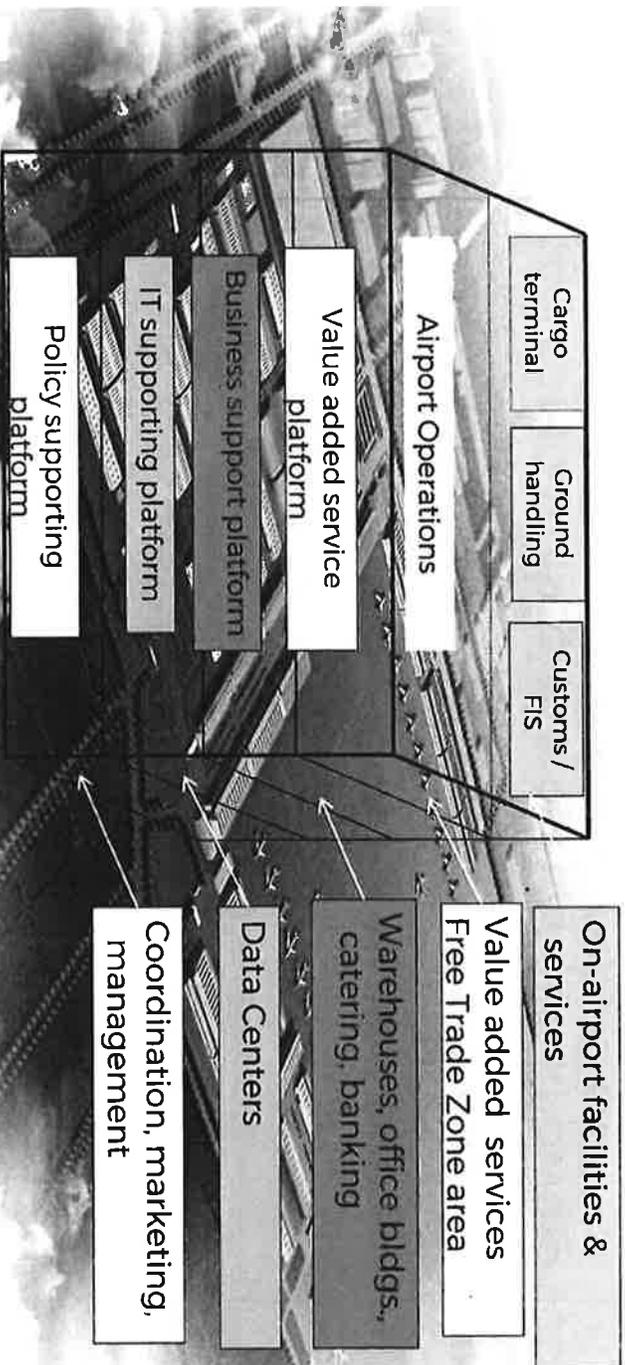
Goal: to move your airport up the value chain



Airport Logistics Platform/FTZ



Airport Logistic Park Functions



Summary

- Air cargo growth has seen robust growth in 2016/17 but could be nearing a peak
- There are two major business models for air cargo carriers
 - *integrator/express model*
 - *airport-to-airport model*
- Trucking is of great importance to air cargo
- Airports should think beyond their boundaries in planning
- Airport cargo strategies are reliant on knowing your market and key airport and community objectives
- Partnering is a key to creating new airport business models

Air Cargo Congestion

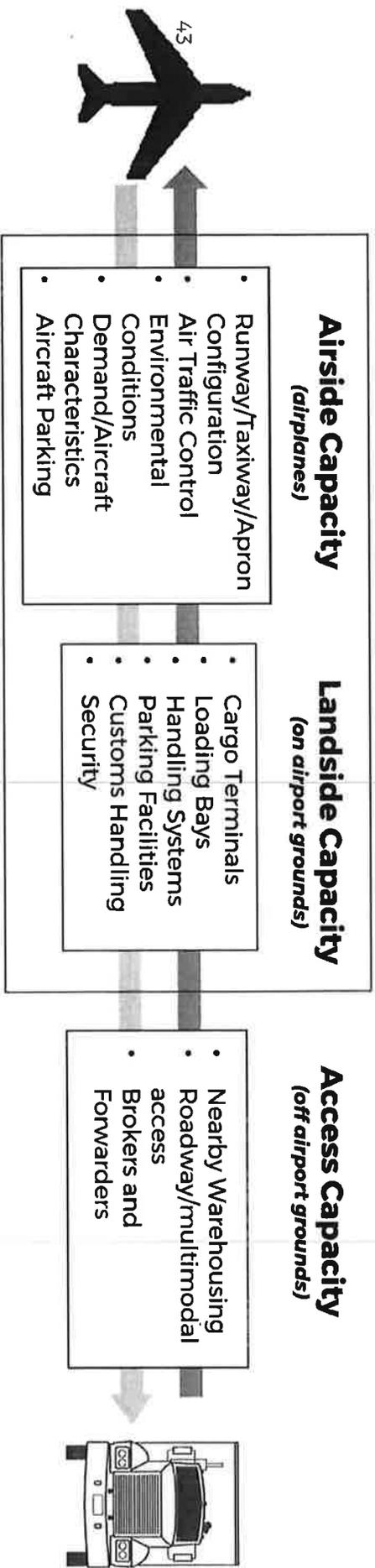
42



WSP

Air Cargo Capacity

AIRPORT CAPACITY

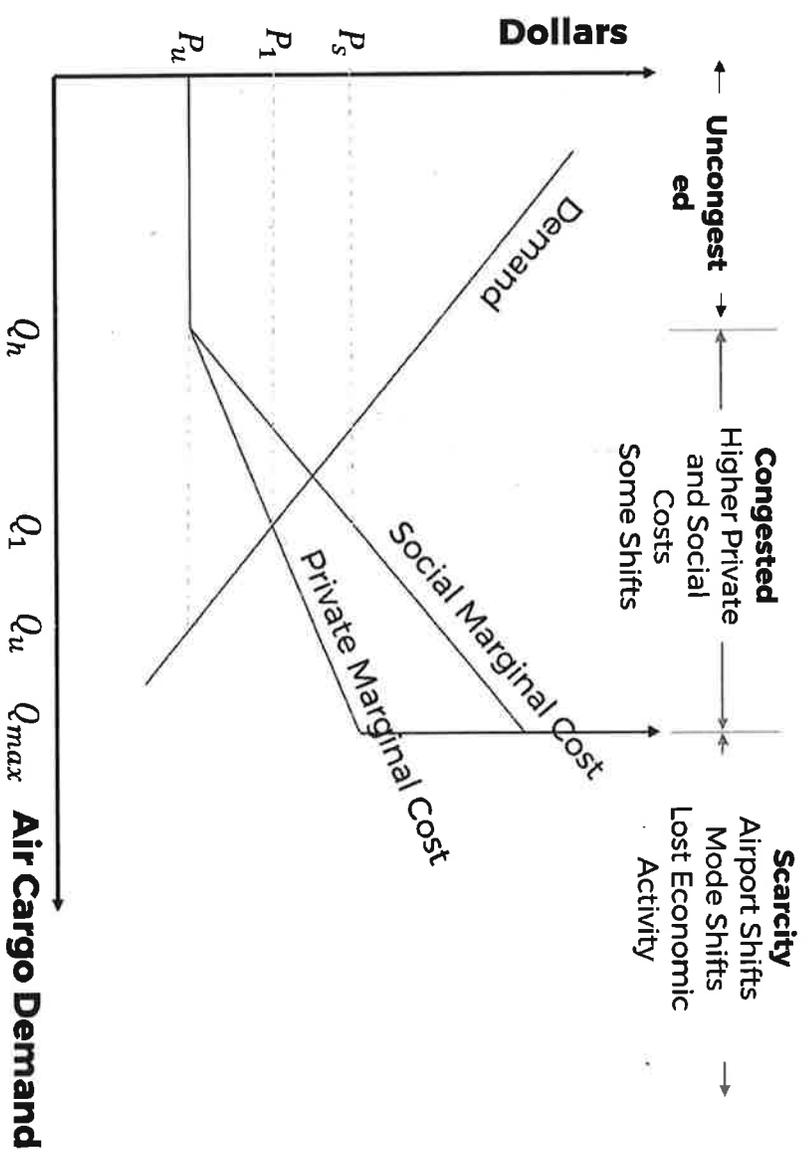


1151)

Air Cargo Congestion

44

- In congested conditions, each additional unit of cargo increases costs for everyone - higher rates, longer queues, more unreliability. Shippers must consider alternatives or become less competitive.
- Operators use more resources to maintain service
 - Shippers absorb more cost unless viable alternatives available



WSP

Proposed Definitions

Air Cargo Capacity: The maximum cargo volume that can be handled by airside, landside and access system components.

Air Cargo Congestion: Increase in costs to shippers as cargo volumes approach capacity, stressing one or many system components.

- Costs reflect increases in time
- Disrupts regional market functions
- Erodes competitive advantage

Proposed Air Cargo Congestion Extent

Two complementary approaches:

- 1. Capacity Analysis:** Inventory airside, landside, and access system components. Identify system weaknesses and use metrics to assess facility utilization. Compare with industry standards and reference airports.
- 2. Congestion Delay Analysis:** Analyze FAA's Aviation System Performance Management database to characterize air cargo delay.

DISCUSSION



Next Steps

- Define Air Cargo Congestion
- Conduct Regional Market Analysis
- Review and Update Air Cargo Forecasts
- Inventory Existing Facilities
- Future meetings
 - *late March/early April 2018*
 - *mid/late June 2018*
 - *early/mid September 2018*

Bonnie Wilkins

From: Redfield, Beth <Beth.Redfield@leg.wa.gov>
Sent: Wednesday, November 08, 2017 10:30 AM
To: Minich, Jennifer; cmpared2what@aol.com; Renee Cameron
Cc: Keiser, Sen. Karen; Fleckenstein, Mary
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.

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

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>; rcameron@desmoineswa.gov; steveedmistonQ45@gmail.com
Cc: Keiser, Sen. Karen <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

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

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

AGENDA

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

September 26, 2017 – 6:00-7:00 p.m.

1. Process and Structure
2. Work Plan and Charter
 - a. Mitigation now current levels
 - b. EIS/SAMP and Other City SEPA Officers
 - c. Siting of Second Airport
 - i. Alaska current using Payne Field
 - ii. United initiated process to fly out of Payne Field
 - d. Implications of Phoenix/FAA Federal Court Judgements
 - e. Sea-Tac Aviation Advisory Committee
3. Communication with Council
4. Sea-Tac International Airport Aviation Stakeholder Committee
5. Prioritization of work plan and assignments

AGENDA

AVIATION ADVISORY COMMITTEE MEETING

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

November 7, 2017 – 4:30-6:00 p.m.

1. Approval of the September 26, 2017 meeting Minutes
2. Rep. Tina Orwall – Update on Ultra Fine Particle Study
3. Legislative Assistant to Senator Karen Keiser, Jennifer Minich - Update on Air Cargo Study
4. Elizabeth Leavitt – Update on the SAMP EIS
5. Update on Airport Aviation Committee
 - a. Representatives from Committee
6. Committee Member Update
7. Public Comment
8. Next Report to Council
 - a. December 7, 2017
9. Next Meeting Dates

AVIATION ADVISORY COMMITTEE

NEXT STEPS/FOLLOW-UP FROM NOVEMBER 7, 2017 MEETING

Follow-up data to the Air Cargo Study was listed on the sheet Sen. Keiser's staff provided.

Committee recommended Ms. Sheila Brush be one of the City members to the Sea-Tac Airport Stakeholder Advisory Round Table (StART).

Part of the discussion regarding Air Cargo focused on the Washington State Aviation System Plan. The City provided comments to that Plan this past summer. The text of those comments that were formally submitted by the City is at the end of this document.

Invite Puget Sound Regional Council representative to our Committee to discuss siting a second regional airport.

11/15 there will be a Joint Transportation Advisory Committee meeting that will include an introductory discussion of the Air Cargo Study – 10:00am – 2:15pm Cherberg Building Hearing Room 1. This discussion is scheduled for 11:05.

Ms. Brush will provide City Council with a summary of the Committees November meeting at the City Council meeting of November 30.

Sen. Keiser's office provided numerous materials including the hard copy of the Washington Aviation System Plan, which can be found online. I suggest we establish a Committee library of hard copy materials which will be available in December, for Committee members to utilize.

Michael and Steve will look for ways to provided relevant academic and scientific articles fore Committee use.

Staff will work to schedule the next meeting in December, trying to accommodate Rep. Orwall's schedule so we can learn of the current status of the Ultra Fine Particle Study.

There will be ongoing follow-up regarding the Sustainable Airport Master Plan (SAMP) and the Environmental Review.

Comments on Washington Aviation System Plan, formally submitted April 24, 2017 by the City of Des Moines.

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.

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).

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

AGENDA

AVIATION ADVISORY COMMITTEE MEETING

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

January 8, 2018 – 4:30-6:00 p.m.

1. Chair's Report:
 - a. Initial Meeting of the University of Washington Ultra Fine Particle Study Technical Advisory meeting.
 - b. Ongoing process of establishing formal collaboration with our partner cities regarding environmental review of the Sustainable Airport Master Plan (SAMP).
 - c. First meeting of the SeaTac Airport Stakeholder Committee, February 28, 2018.
2. Information on Air Cargo Washington State Study.
3. Information on issues provided by Committee members:
 - a. Resolution from City of Burien regarding Aviation Capacity Needs.
 - b. Sheila Brush regarding Aircraft Noise Complaint and Inquiry System.
 - c. Sheila Brush email regarding Proposal for Funding Jet Fuel Toxicologist
 - d. Other updates.
4. Next Report to Council.
 - a. January 18, 2018
5. Public Comment (10 minutes).
6. Next Meeting Date:
February 12, 2018, 4:30-6:00 p.m.
7. Adjourn.

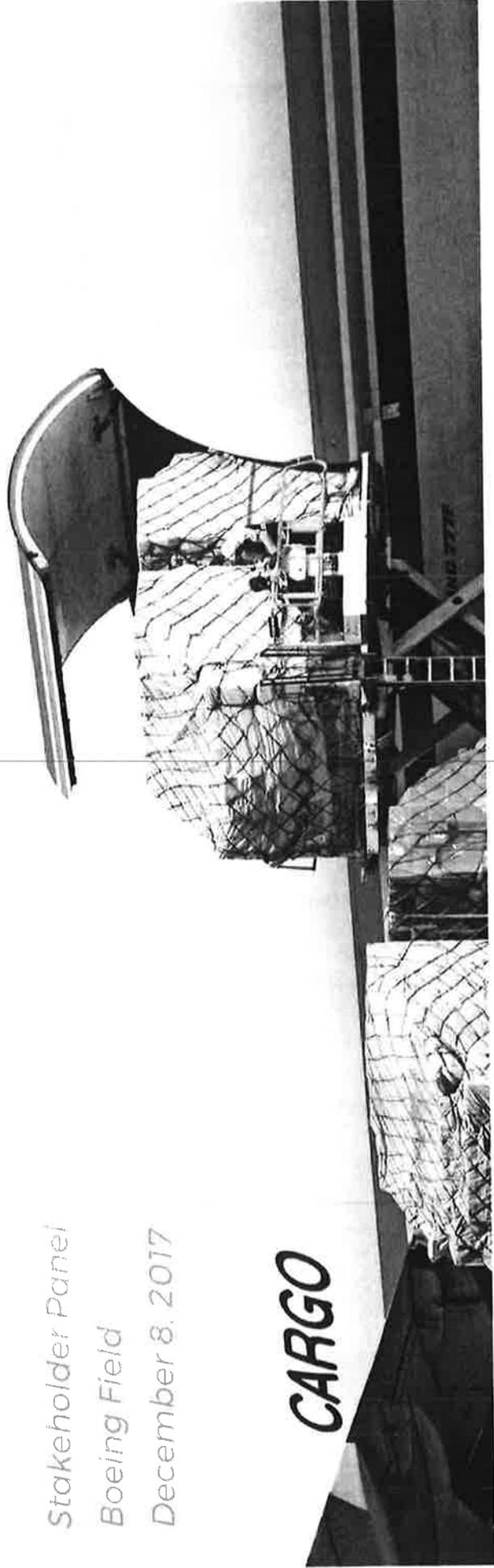
*Materials provided to the Committee are available for review in the City Clerk's Office.

wsp

Washington State Air Cargo Movement Study

Stakeholder Panel
Boeing Field
December 8, 2017

CARGO



AGENDA

AVIATION ADVISORY COMMITTEE MEETING

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

February 12, 2018 – 4:30-6:00 p.m.

1. Chair's Report:
 - a. Explanation of Port of Seattle Century Agenda.
 - b. Sustainable Airport Master Plan (SAMP).
 - c. City comment letter to Puget Sound Regional Council Regional Transportation Plan regarding aviation.
 - d. Update on February 15th City Council adoption of Burien Resolution.
 - e. Update on status of Interlocal Agreement between Burien, SeaTac, Normandy Park and Des Moines to mutually review the environmental assessment associated with the SAMP.
 - f. City of SeaTac state budget proviso regarding airport impact study.
 - g. Initial meeting in late February of Sea-Tac Airport Stakeholder's Committee.
 - h. Follow up to Jet Fuel Toxicology Study from past meeting.
2. Discussion on Participating in March 1 City Council Study Session.
3. Committee Report:
 - a. Opportunity for Committee members to share information.
4. Next Report to Council.
 - a. February 22, 2018
5. Public Comment (10 minutes).
6. Next Meeting Date:

March 12, 2018, 4:30-6:00 p.m.
7. Adjourn.

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

AGENDA

**DES MOINES CITY COUNCIL
STUDY SESSION
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

April 5, 2018 – 7:00 p.m.

- Item 1: Power Point Presentation by Aviation Advisory Committee and City Staff on activities to date.
- Item 2: Discussion/Questions
- Item 3: Next Steps



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



Aviation Advisory Committee Members

Sheila Brush
David Clark
Steve Edmiston
Wendy Ghiora
Mark Proulx

Sea-Tac Stakeholder Advisory Round Table (StART)

Sheila Brush
Ken Rogers
Michael Matthias

City of Des Moines
AD HOC Aviation Advisory Committee
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.

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

August 24, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER’S REPORT

Item 1: SPIRIT OF DES MOINES AWARDS

ADMINISTRATION REPORT

Item 1: LEGISLATIVE UPDATE

Item 2. SEATAC AIRPORT UPDATE

Page 1 Item 3: JULY 2017 FINANCIAL REPORT

CONSENT CALENDAR

Page 11 Item 1: **AD HOC AVIATION ADVISORY COMMITTEE APPOINTMENTS**

Motion is to confirm the Mayoral appointments of Sheila Brush, Steve Edmiston, David Clark, Wendy Ghiora and Mark Proulx to the Ad Hoc Aviation Advisory Committee effective immediately.

Page 21 Item 2: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through August 24, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#151251-151584	\$1,349,010.32
Electronic Wire Transfers	#898-912	\$ 522,863.36
Payroll Checks	#18956-18962	\$ 15,309.59
Payroll Checks	#18963-18968	\$ 5,170.80
Payroll Deposit	#290001-290175	\$ 329,063.73
Payroll Deposit	#310001-310182	\$ 331,923.07
Total Certified Checks, Wires, A/P and Payroll Vouchers:		\$2,553,340.87

Page 23 Item 3: APPROVAL OF MINUTES

Motion is to approve the minutes of the July 27, 2017 Regular Council Meeting, August 3, 2017 Special Meeting, and August 3, 2017 Regular Council Meeting.

Page 33 Item 4: TERMINATION OF THE SSI PACIFIC PLACE DEVELOPMENT AGREEMENT (RECORDING NO. 20070531001046)

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: Ad Hoc Aviation Advisory Committee
Appointments

AGENDA OF: August 24, 2017

DEPT. OF ORIGIN: Administration

ATTACHMENTS:
1. Applications

DATE SUBMITTED: August 17, 2017

CLEARANCES:

APPROVED BY CITY MANAGER
FOR SUBMITTAL: 

Purpose and Recommendation:

The purpose of this agenda item is to recommend to Council approval of Mayoral appointments to the Ad Hoc Aviation Advisory Committee.

Suggested Motion

MOTION 1: "I move to confirm the Mayoral appointments of Sheila Brush, Steve Edmiston, David Clark, Wendy Ghiora and Mark Proulx to the Ad Hoc Aviation Advisory Committee effective immediately.

Background:

At the May 11, 2017 Council made a motion to direct staff to prepare the recommendations for the structure of the Ad Hoc Aviation Advisory Committee. After that time staff reviewed similar Committee structures within our neighboring jurisdictions as well as with cities and airports across the Country. The Ad Hoc Aviation Advisory Committee will be made up of seven committee Des Moines residents and the City Manager will serve as the chair.

Discussion:

This agenda seeks confirmation of the Mayoral appointments to the Ad Hoc Aviation Advisory Committee to become effective immediately.

BACKGROUND

City Council formation of the Aviation Advisory Committee and the reports to the City Council from the Aviation Advisory Committee

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

May 11, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

EXECUTIVE SESSION

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

- Item 1: DEPUTY CITY CLERK
- Item 2: AMERICAN PUBLIC WORKS ASSOCIATION PROJECT OF THE YEAR AWARD
- Item 3: EMERGING ISSUES
- Item 4: STATE OF THE COURT ADDRESS
- Item 5: **AVIATION ADVISORY COMMITTEE**

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through April 19, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#150122-150277	\$ 480,287.44
Electronic Wire Transfers	#854-857	\$ 96,331.33
Payroll Checks	#18922-18925	\$ 3,684.66
Payroll Direct Deposit	#160001-160162	\$ 291,948.32
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers:		\$ 872,251.75

AND

Motion is to approve for payment vouchers and payroll transfer through May 3, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#150278-150432	\$ 584,602.36
Electronic Wire Transfers	#858-863	\$ 235,866.47
Payroll Checks	#18926-18931	\$ 6,495.94
Payroll Direct Deposit	#180001-180168	\$ 413,025.17
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers:		\$1,239,989.94

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

May 25, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

EXECUTIVE SESSION

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

Page 1 Item 1: HIGHLINE COLLEGE SMALL BUSINESS DEVELOPMENT CENTER

Page 13 Item 2: APRIL 2017 FINANCIAL REPORT

Item 3: OUTGOING ARTS COMMISSION MEMBER ACKNOWLEDGEMENT

Item 4: FIREWORKS SAFETY PLAN

Page 23 Item 5: 1ST QUARTER CITY MANAGER REPORT

Item 6: MARINA PARKING RATES

Item 7: **AD HOC AVIATION ADVISORY COMMITTEE UPDATE**

CONSENT CALENDAR

Page 75 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through May 17, 2017 included in the attached list and further described as follows:
Total A/P Checks/Vouchers #150433-150589 \$ 752,835.56
Electronic Wire Transfers #864-871\$ 380,453.96
Payroll Checks #18932-18935 \$ 8,767.64
Payroll Direct Deposit #200001-200164 \$ 304,884.99
Total Certified Wire Transfers, A/P and Payroll Vouchers: \$ 1,446,942.15

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

June 8, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

EXECUTIVE SESSION

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

Item 1: **AD HOC AVIATION ADVISORY COMMITTEE**

CONSENT CALENDAR

- Page 1 Item 1: APPROVAL OF VOUCHERS
Motion is to approve for payment vouchers and payroll transfer through May 31, 2017 included in the attached list and further described as follows:
- | | | |
|--|----------------|--------------|
| Total A/P Checks/Vouchers | #150590-150688 | \$195,319.04 |
| Electronic Wire Transfers | #872-877 | \$203,464.78 |
| Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers: | | \$398,783.82 |
- Page 3 Item 2: APPROVAL OF MINUTES
Motion is to approve the minutes from the March 9 and March 23, 2017 Regular Council meetings and the minutes from the April 6, 2017 Council Study session.
- Page 15 Item 3: SECOND READING, TELECOMMUNICATIONS FRANCHISE AGREEMENT WITH MCIMETRO D/B/A VERIZON
Motion is to enact Draft Ordinance No. 17-057, granting a non-exclusive Franchise with MCImetro Access Transmission Services Corp., d/b/a Verizon Access Transmission Services.

AGENDA

DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington

October 12, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER REPORT

Item 1: OUTGOING HUMAN SERVICES RECOGNITION

Item 2: BOY SCOUT APPRECIATION; BARNES CREEK NATURE TRAIL

ADMINISTRATION REPORT

Item 1: AVIATION ADVISORY COMMITTEE REPORT

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through October 4, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#151760-152025	\$1,261,925.05
Electronic Wire Transfers	#922-929	\$ 220,599.66
Payroll Checks	#18979-18983	\$ 1,566.33
Payroll Deposit	#380001-380164	\$ 322,022.28
Total Certified Checks, Wires, A/P and Payroll Vouchers:		\$1,806,113.32

Page 3 Item 2: APPROVAL OF MINUTES

Motion is to approve the minutes from the August 10, 2017 City Council Study Session, minutes from the August 12, 2017 City Council Budget Retreat, minutes from the August 19, 2017 Tour of Seattle, Minutes from the August 24, 2017 City Council Executive Session and minutes from the August 24, 2017 City Council Regular meeting.

Page 15 Item 3: ARTS COMMISSION APPOINTMENTS

Motion is to confirm the Mayoral appointments of Patricia V. Clark to an unexpired three year term on the City of Des Moines Arts Commission effective immediately and expiring on December 31, 2020, and M. Anne Sweet to an unexpired term on the City of Des Moines Arts Commission effective immediately and expiring on December 31, 2018.

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

November 30, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER REPORT

Item 1: DR. JACK BERMINGHAM RECOGNITION

ADMINISTRATION REPORT

Page 1 Item 1: OCTOBER FINANCIAL REPORT

Item 2: RECOLOGY RATE UPDATE

Item 3: ECOLOGY PROJECTS FOR AIRPORT COMMUNITIES

Item 4: **AVIATION ADVISORY COMMITTEE REPORT**

CONSENT CALENDAR

Page 11 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through November 21, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#152322-152524	\$ 1,036,437.62
Electronic Wire Transfers	#940-52	\$ 433,841.19
Payroll Checks	#18996-19000	\$ 8,277.89
Payroll Deposit	#440001-440167	\$ 313,283.92
Payroll Checks	#190001-19005	\$ 9,533.96
Payroll Deposit	#460001-460159	\$ 306,922.31
Total Certified Checks, Wires, A/P and Payroll Vouchers:		\$ 2,108,296.89

Page 13 Item 2: APPROVAL OF MINUTES

Motion is to approve the minutes from the October 5, 2017 Council Study Session, and the October 12, 2017 Council Regular Meeting.

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

January 18, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS – COUNCIL

PRESIDING OFFICER'S REPORT

Item 1: ARTS COMMISSION

ADMINISTRATION REPORT

Item 1: ACKNOWLEDGMENT

- Community Development
- Planning and Building
- Public Works

Item 2: **AVIATION ADVISORY COMMITTEE REPORT**

CONSENT CALENDAR

- Page 1 Item 1: APPROVAL OF MINUTES
Motion is to approve the minutes from the December 7, 2017 Regular Council Meeting, and the December 14, 2017 Council Study Session.
- Page 9 Item 2: CHILDREN'S DENTAL HEALTH MONTH PROCLAMATION
Motion is to approve the Proclamation recognizing February as Children's Dental Health Month.
- Page 13 Item 3: 2018-2019 RECYCLING PROGRAM PROFESSIONAL SERVICES CONTRACT
Motion is to authorize the City Manager to sign the Professional Services Contract for the 2018-2019 Recycling Program between the City of Des Moines and Olympic Environmental Resources substantially in the form as submitted.
- Page 25 Item 4: SALE OF ABANDONED VESSELS
Motion is to adopt Draft Resolution No. 17-164, authorizing the sale of the abandoned vessels, Flying Free (no identifications numbers), Spare Time (Washington Registration No. WN 07090 RD), Mud Sharks (Washington Registration No. WN 6841 SK), American (Washington Registration No. WN 7067 SH), Rainier (Federal Documentation No. 285175), and Four Aces (Washington Registration No. WN 0042 NX), by public auction, sale or scrapping.

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

February 22, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

Item 1: WASHINGTON SCUBA ALLIANCE PRESENTATION

ADMINISTRATION REPORT

Item 1: AVIATION ADVISORY COMMITTEE UPDATE

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through February 14, 2018 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#152849-153309	\$2,138,102.71
Electronic Wire Transfers	#968-975	\$ 519,133.01
Electronic Wire Transfers	#976-976	\$ 0.00
Electronic Wire Transfers	#977-985	\$ 285,230.06
Electronic Wire Transfers	#989-993	\$ 341,222.83
Electronic Wire Transfers	#994-995	\$ 0.00
Electronic Wire Transfers	#996-996	\$ 106,567.36
Payroll Checks	#19014-19018	\$ 870.22
Payroll Deposit	#10001-10174	\$ 320,920.67
Payroll Checks	#19019-19023	\$ 703.70
Payroll Deposit	#30001-30171	\$ 348,293.71
Payroll Checks	#19024-19026	\$ 2,693.43
Payroll Deposit	#50001-50182	\$ 348,556.35
Total Certified Checks, Wires, A/P and Payroll Vouchers:		\$4,412,294.05

Page 3 Item 2: SECOND READING: CITY COUNCIL RULES OF PROCEDURE UPDATES

Motion is to adopt Draft Resolution 18-012 updating the *City Council Rules of Procedure*, on second reading.

AMENDED AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

March 22, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

ADMINISTRATION REPORT

Page 1 Item 1: FINANCE UPDATE

Item 2: **AVIATION ADVISORY COMMITTEE UPDATE**

Item 3: SCORE UPDATE

CONSENT CALENDAR

Page 11 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfer through March 14, 2018 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#153412-153542	\$384,603.69
Electronic Wire Transfers	#1004-1009	\$186,657.90
Payroll Checks	#19029-19032	\$ 1,073.46
Payroll Direct Deposit	#90001-90181	<u>\$ 341,934.10</u>
Total Checks and Wires for A/P & Payroll		<u>\$ 914,269.15</u>

Page 13 Item 2: KING COUNTY YOUTH AND AMATEUR SPORTS GRANT AGREEMENT

Motion 1 is to accept the 2018 King County Youth and Amateur Sports Grant for the Steven J. Underwood Memorial Park Play for All project in the amount of \$245,000, and authorize the City Manager to sign the Agreement substantially in the form as submitted.

AVIATION ADVISORY COMMITTEE

Agendas/Minutes

AGENDA

AVIATION ADVISORY COMMITTEE MEETING

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

September 26, 2017 – 6:00-7:00 p.m.

1. Process and Structure
2. Work Plan and Charter
 - a. Mitigation now current levels
 - b. EIS/SAMP and Other City SEPA Officers
 - c. Siting of Second Airport
 - i. Alaska current using Payne Field
 - ii. United initiated process to fly out of Payne Field
 - d. Implications of Phoenix/FAA Federal Court Judgements
 - e. Sea-Tac Aviation Advisory Committee
3. Communication with Council
4. Sea-Tac International Airport Aviation Stakeholder Committee
5. Prioritization of work plan and assignments

MEETING SUMMARY

Aviation Advisory Committee Meeting
Tuesday, September 26, 2017
6:00 p.m. – 7:00 p.m.
North Conference Room

Aviation Advisory Committee Members

Sheila Brush
David Clark
Steve Edmiston
Wendy Ghiora
Mark Proulx

City Staff

Michael Matthias, City Manager
Matt Pina, Mayor
Tim George, City Attorney
Renee Cameron, Deputy City Clerk

The meeting was called to order at 6:02 p.m.

The Aviation Advisory Committee (AAC) Members and City staff introduced themselves, and Mayor Pina thanked the Committee members for their time and stated that the talent of the committee was very complimentary for the role in which the Committee will serve. He stated that the Sea-Tac Airport Sustainable Master Plan (SAMP) is currently being developed by the airport and stated that the Port of Seattle will be issuing an Environmental Impact Statement (EIS) on the SAMP. Review of the EIS will be one of the elements of the Committee's Work Plan. The Committee will also provide updates to the City Council. The Mayor also discussed the overall Work Plan for the AAC and thanked the AAC members for their time and interest in addressing these very important issues that affect our city and our quality of life.

City Manager Matthias provided a PowerPoint presentation for the Committee to address organization issues, role of the public, providing input to City Council, Sea-Tac International Airport Aviation Advisory Committee, other jurisdiction's activities regarding Sea-Tac Airport impacts, and assignments for the next meeting. The AAC Work Plan initially consists of the following elements:

- 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 regional transportation, health/noise, in addition to local, regional and national economic benefits.
- Address aircraft movements on the ground and in the air (a function of the FAA and NextGen).
- Address the process to support development of a second regional airport.

- Participate in the Washington Aviation System Plan and follow-up, as appropriate.
- Delineation of responsibilities within the national air space vis a vis FAA, Sea-Tac Airport, WASHDOT, Port of Seattle.
- Other issues as determined by the City Council and the Aviation Advisory Committee.

The Committee discussed the Sea-Tac International Airport Aviation Advisory Committee and the representatives from each jurisdiction who will be invited to attend. City Manager Matthias advised that each city will have three (3) representatives; the City Manager and two other city representatives. The AAC discussed Committee members attending other cities' meetings to stay current on other jurisdictions positions and efforts addressing the aviation issues and concerns.

City Manager Matthias stated that a budget has been allocated to hire a consultant to review the SAMP EIS to provide an in-depth understanding of the SAMP and the impacts that will occur from the adoption of the SAMP by the Port of Seattle.

The Committee discussed holding futures meetings from 4:00 p.m. – 5:30 p.m., on either Mondays, Wednesdays, or Fridays. The specific day and time are to be determined.

The Committee also discussed having committee meetings open to the public. The Committee agreed that they want transparency, however they want time dedicated to committee business. Committee member Edmiston stated there are tangible benefits to open meetings. The AAC agreed to put public comment on the agenda toward the end of the meetings, so those in attendance could be updated and informed throughout the meeting prior to addressing their questions or concerns.

Committee member Brush offered to provide Committee updates on the Quiet Skies website after each meeting to be open and transparent.

The AAC stated they would like to invite staff from the airport to attend AAC meetings. City Manager Matthias said he will try and arrange a representative from the Port to discuss the SAMP at the next meeting.

Committee member Edmiston agreed to represent the AAC and provide a report to the City Council at the October 12th City Council Regular Meeting regarding the AAC's first meeting, their goals and intent. The Committee agreed that each Committee member would have an opportunity to present updates to Council.

Adjourned at 7:21 p.m.

Respectfully submitted by,
Renee Cameron, Deputy City Clerk

AGENDA

AVIATION ADVISORY COMMITTEE MEETING

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

November 7, 2017 – 4:30-6:00 p.m.

1. Approval of the September 26, 2017 meeting Minutes
2. Rep. Tina Orwall – Update on Ultra Fine Particle Study
3. Legislative Assistant to Senator Karen Keiser, Jennifer Minich - Update on Air Cargo Study
4. Elizabeth Leavitt – Update on the SAMP EIS
5. Update on Airport Aviation Committee
 - a. Representatives from Committee
6. Committee Member Update
7. Public Comment
8. Next Report to Council
 - a. December 7, 2017
9. Next Meeting Dates

MEETING SUMMARY

Aviation Advisory Committee Meeting
Tuesday, November 7, 2017
4:30 p.m. – 6:00 p.m.
North Conference Room

Aviation Advisory Committee Members

Sheila Brush
David Clark
Steve Edmiston
Wendy Ghiora

City Staff

Michael Matthias, City Manager
Dan Brewer, Chief Operations Officer
Matt Hutchins, Assistant City Attorney
Renee Cameron, Deputy City Clerk

Others Present:

Jennifer Minich, Legislative Assistant to Karen Keiser
Elizabeth Leavitt, Port of Seattle's Senior Director of Environment and Sustainability
Arlyn Purcell, Port of Seattle, Director of Aviation Environmental Services
Katie Kuciamba Halse, Port of Seattle, Local Government Relations Manager

The meeting was called to order at 4:34 p.m.

Committee member Clark moved to approve the September 26, 2017 meeting Minutes.
Committee member Ghiora seconded the motion.

1. Representative Tina Orwall – Update on Ultra Fine Particle Study – Representative Orwall was unable to attend the Meeting. The Committee hopes to reschedule her presentation to a meeting in December 2017.
2. Legislative Assistant to Senator Karen Keiser, Jennifer Minich - Update on Air Cargo Study

Jennifer Minich, Legislative Assistant to Senator Karen Keiser provided the Committee with a handout of information and summarized the Air Cargo Study Brief which provided for upcoming meeting and contact information for the Joint Transportation Committee (JTC) Meeting to be held on November 15th, and the first stakeholder panel meeting to be held on December 8th at Boeing Field from 10 a.m. to 2 p.m. The brief included additional resource information, as well as contact information for the JTC Consulting Team from WSP USA (formerly Parson Brinkerhoff). She provided a copy of the RFP/Scope of Work for the consultant, WSP USA, to the Aviation Advisory Committee (AAC) for their review, and a link to the Request for Proposal RFP process.

Questions were posed to Ms. Minich, which she did not have an immediate response to, and she advised that she would work to get answers in regards to the following questions:

1. Committee member Clark asked, "What has the consulting team 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?"
2. Committee member Edmiston asked, "Whether there could be members of the airport impacted communities as stakeholder members of the JTC air cargo study stakeholder meetings.
3. Committee member Brush asked about "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, elected officials on the national, state, and local level, Port, etc.) who are also having stakeholder meetings on this very topic?"

Ms. Minich responded saying she believes the project manager, Joe Bryan with WSP USA, and Facilitation Specialist at PRR Biz Rita Brogan could response to these questions more thoroughly. She advised that Facilitation Specialist Brogan will facilitate the Stakeholder Panel meeting. City Manager Matthias agreed and said he will send a letter for community involvement in preparation of the Stakeholder Panel meeting.

Chief Operations Officer Brewer said he is concerned that the work being done via the Request for Proposal does not line up with the City's needs and wants a voice for the City to comment.

4. Elizabeth Leavitt – Update on the SAMP EIS

- Elizabeth Leavitt, Port of Seattle's Senior Director of Environment and Sustainability provided the Committee with an environmental update and information regarding the Sustainable Airport Master Plan (SAMP), and the schedule of events to occur with the hired consultant (WSP USA) and working with the FAA regarding the Environmental Impact Statements (EIS) of the Draft EIS (DEIS), and then the eventual Final Environmental Impact Statement (FEIS). These SAMP EIS's will also include State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA), and the Civil Aviation Organization. She advised that following the EIS process, and public hearings, the FAA grants the Port with final authority of any and all projects authorized by the FAA. She stated that this process is estimated to take between eighteen (18) months to 2 years, and that the City be provided updates during the EIS process, and milestones of the process as they progress. She advised that they are focused on the Puget Sound Regional Council's "forecast" for the Port, and then on the requirements to sustain the needs of the Port, which are per FAA standards, which are international regulations for noise and emissions. She said the Commission clearly understands the impacts on communities and the Port works hard to mitigate those impacts.

Director Leavitt discussed that the FAA brought in a consultant to work with the Port to assist with modeling plans, and that the 1 year modeling process helps them to review and consider alternatives.

Committee member Brush asked about the status of a "hush house," and Director Leavitt advised that yes they are trying to site one, however, Port of Seattle Director of Aviation Environmental Services Arlyn Purcell advised that it would likely be included as

part of the Seattle-Tacoma International Airport's South Aviation Support Area (SASA) portion, which is not envisioned for a few years.

Committee member Brush reminded the Port that frequency is the impact.

Director Leavitt advised the AAC that the Port met all mitigation requirements for the 3rd runway project, and though some were difficult, the Port is very pleased with the work completed, and that in 2011, their 100 Anniversary Environmental Goal focused on Carbon Reduction, and ST3 – Strategy for a Sustainable SeaTac to include emissions and Leadership in Energy and Environmental Design, known as LEED.

Committee member Ghoria asked regarding the possibility of not scheduling flights at night. Director Purcell advised that Part 161 Restrictions and federal law requires allowance of nighttime flights.

Committee member Brush asked about Wake Recat; the separation between arriving and departing aircraft. Director Purcell advised that she will come back to the AAC with more information regarding Wake Recat.

Committee member Edmiston inquired if there is a Draft SAMP, a manual clarifying the FAA's, and a manual clarifying the Port's role.

5. Update on Airport Aviation Committee
 - a. Representatives from Committee
6. Committee Member Update

Committee member Edmiston said he presented the AAC's first report to the City Council on October 12th. He said he is working on a small study information and will get a list together to gather the various studies. City Manager Matthias advised that he has access to the Oxford library, so he should be able to assist with gathering the studies.

Committee member Brush provided two articles to share with the AAC from the Puget Sound Business Journal from November 1, 2017 regarding Alaska Airlines signing a \$500 Million deal with GE Aviation for Boeing 737-800 engine work; and an email article from Brandon Fried, Executive Director to the U.S. Airforwarders Association relating to Elbow room: Alternating governments about the airport space crunch. She also advised that she attended an airport which she stated was incredibly impressive, and that she believes the landlock status of the growth will dictate the growth of SeaTac.

City Manager Matthias advised the AAC that he will be sitting on the Public Forum Panel headed by the Port's Director of Aviation Lance Lyttle, which is anticipated to start in the 1st quarter of 2018. He advised there will be participation from the cities of Des Moines, SeaTac, Burien, and Normandy Park. Each City Manager from the cities will represent their cities, as well as one city staff alternate, and a nominee from each city, or one member from the AAC. The AAC overall nominated Committee member Brush to serve for the City of Des Moines on the Public Forum Panel.

Port of Seattle, Local Government Relations Manager Katie Halse advised that the Public Forum Panel meetings will be held in the evening and likely the 4th Wednesday of the month, alternating months, starting in February 2018.

7. Public Comment. There was no public comment at the meeting.

Committee members agreed that the next Report to Council will be held on November 30, 2017, and will be presented by Committee member Brush.

The next meeting will tentatively be scheduled in December 2017, pending Representative Tina Orwall's availability to provide an update on Ultra Fine Particle Study.

Adjourned at 6:07 p.m.
Respectfully submitted by,

Renee Cameron, Deputy City Clerk

AVIATION ADVISORY COMMITTEE

NEXT STEPS/FOLLOW-UP FROM NOVEMBER 7, 2017 MEETING

Follow-up data to the Air Cargo Study was listed on the sheet Sen. Keiser's staff provided.

Committee recommended Ms. Sheila Brush be one of the City members to the Sea-Tac Airport Stakeholder Advisory Round Table (StART).

Part of the discussion regarding Air Cargo focused on the Washington State Aviation System Plan. The City provided comments to that Plan this past summer. The text of those comments that were formally submitted by the City is at the end of this document.

Invite Puget Sound Regional Council representative to our Committee to discuss siting a second regional airport.

11/15 there will be a Joint Transportation Advisory Committee meeting that will include an introductory discussion of the Air Cargo Study – 10:00am – 2:15pm Cherberg Building Hearing Room 1. This discussion is scheduled for 11:05.

Ms. Brush will provide City Council with a summary of the Committee's November meeting at the City Council meeting of November 30.

Sen. Keiser's office provided numerous materials including the hard copy of the Washington Aviation System Plan, which can be found online. I suggest we establish a Committee library of hard copy materials which will be available in December, for Committee members to utilize.

Michael and Steve will look for ways to provide relevant academic and scientific articles for Committee use.

Staff will work to schedule the next meeting in December, trying to accommodate Rep. Orwall's schedule so we can learn of the current status of the Ultra Fine Particle Study.

There will be ongoing follow-up regarding the Sustainable Airport Master Plan (SAMP) and the Environmental Review.

Comments on Washington Aviation System Plan, formally submitted April 24, 2017 by the City of Des Moines.

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.

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).

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

MEETING SUMMARY

Aviation Advisory Committee Meeting
Tuesday, December 5, 2017
4:30 p.m. – 6:00 p.m.
North Conference Room

<u>Aviation Advisory Committee Members</u>	<u>City Staff</u>
Sheila Brush	Michael Matthias, City Manager
David Clark	Tim George, City Attorney
Steve Edmiston	Susan Cezar, Community Development Director
Wendy Ghiora	Renee Cameron, Deputy City Clerk
Mark Proulx	

The meeting was called to order at 4:35 p.m.

1. Update on Airport Aviation Committee Sea-Tac Stakeholder Advisory Roundtable (StART)
 - a. Representatives from Committee

City Manager Michael Matthias stated that the StART Committee will include the cities of SeaTac, Federal Way, Burien, Normandy Park, Des Moines, Alaska Airlines, Delta Airlines, Air Cargo, and FAA-Ex Officio. City Manager Matthias advised that at the November 30th City Council Meeting the City Council authorized City Manager Michael Matthias, Aviation Advisory Committee (AAC) member Brush, and community resident Ken Rogers as the City's representatives to serve on the StART.

2. Rep. Tina Orwall – Update on Ultra Fine Particle Study

Representative Tina Orwall provided an update on the Ultra Fine Particle Study and said the study will be a community driven process. She said the University of Washington (UW) is an expert on air quality study and the UW will be performing the 18 month air quality study, with a portion of the study paid for from the \$75K from the Port. She advised that the UW, Department of Ecology, Department of Health, subcommittees, technical groups, and researchers within the community will be involved in the study. She stated that the first step will be analyzing the raw data and reviewing the airport footprint. The second step will be literature research to include any changes to the federal level, mitigation, and comparison of jet fuels vs. biofuels. She stated that Congressman Adam Smith's Office is working hard on the issue, as well as Senator Karen Keiser, and they are all working hard together to bring attention to the issues and concerns. She said that teaming up with Senator Keiser helped with the proviso of the fully funded 18 month study through the UW. She encouraged the AAC to check out the Atlanta Study which focuses on concentration of jet fuel particles, which is part of a new movement. Committee member Brush encourage Representative Orwall to research and stress the importance in the study of sulfur, lead in the jet exhaust monitoring system, and Dr. Witten's notes from the Santa Monica meeting. Committee member

Brush stated that the sulfur research is much easier to “tease out” as it is only in airline fuel and not vehicle fuel.

Representative Orwall stated her, Senator Keiser, and Adam Smith’s office are working at the federal level to get the Port to be aware and take action. She stated that the AAC will participate in the research design and provide for the quality of the research content.

City Manager Matthias stated that there will be lots of movement coming forward from the Air Quality Study and that the City’s Community Development Director/SEPA Official Susan Cezar will be meeting with City Managers and SEPA Officials from neighboring cities to discuss strategy to review the SAMP and the City will be active in the process.

Committee member Edmiston said no study ever says “Let’s keep flying, ‘cause it doesn’t hurt anybody.” He wants to know what to do with the research and association of the contamination. He asked for updates of Part 150 Noise v. Air Quality and Part 161, the Hush House. He said there needs to be review of jet fuel vs. biofuel so it can be mitigated. Which one is better, jet fuel or biofuel? Representative Orwall commented on the Hush House, in that knowing what the consequences of requested changes is important.”

Representative Orwall briefly discussed air cargo at Sea-Tac and the possibility of Moses Lake or Boeing Field taking the majority of air cargo out of Sea-Tac. She also is concerned about the number of night time flights, and hopes to have those reduced significantly.

City Manager Matthias stated the SAMP needs to be politically acceptable, industrially acceptable and environmentally acceptable. He is concerned that the SAMP to the Port of Seattle means that their efficiencies increase.

The Committee thanked Representative Orwall for her work in this regard and will work with her schedule for the next meeting.

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 Cezar

Director Cezar presented the AAC with a PowerPoint slide show regarding the State Environmental Policy Act and National Environmental Policy Act EPA/NEPA, including a comparison of the two processes, and the requirements and timeline of the processes. Director Cezar stated that both NEPA and SEPA compliance will be required, however, the particular process has not yet been determined. She also reminded the AAC that airports are “essential public facilities.”

City Manager Matthias said it was interesting that at the November 7th Meeting the Port of Seattle's Senior Director of Environment and Sustainability, Elizabeth Leavitt would not commit to an Environmental Impact Statement (EIS) of the SAMP, but referred more toward an Environmental Assessment (EA). City Manager Matthias stated that the consultant that will be hired will be here to help the City and the AAC with the review and commenting throughout the environmental review process, including any Scoping, Draft EIS, and the Final EIS. Director Cezar said it was interesting that the Port is not committing to an EIS at this time, but that an EA can precede an EIS.

City Manager Matthias talked about comments from the City prior to the scoping period and stated he does not want to be premature in our comments. He believes the City will continue to get updates on the SAMP status from the Port, however updates of modeling have been revised and changed, as the Port have moved modeling of the SAMP to a capital improvement project. He said the SAMP Update has "gone dark" as they Port continues working on their updates. He advised he will get the last PowerPoint Presentation from the Port, which he believes was in October 2016, and have it available for the next AAC Meeting.

Director Cezar advised that the Port SEPA policies include an administrative appeal of the adequacy of a final EIS, heard by a hearing examiner, and any appeal of the Hearing Examiner decision and NEPA document would be a court appeal.

4. Committee member update/previous meeting follow-up
 - a. Dollars for academic articles
Committee member Edmiston advised that he will provide the articles for the next AAC meeting.
 - b. City letter commenting on Washington Aviation System Plan (WASP)
City Manager Matthias advised he will provide the WASP letter to the AAC and asked them to please comment.
5. Public Comment
 - J.C. Harris stated he believes the engagement with Quiet Skies and the airport community has quieted down. He said he feels the AAC's process is undemocratic about their goals and achievements and wants the AAC to be more sensitive about the goals and concerns.
 - Candace Urquhart stated her concerns about the Port's EIS process and how they are/may be navigating around the process. She is concerned that the Port is stripping away part of their process. She would like to see the City ask to enter into a "Good Neighbor Agreement" to work together at the table with the Port's overall plan. She stressed the importance that the Port's 2034 Plan include rail, and the multi-modal options.
 - Doreen Harper asked if Port is able to piece meal their process to avoid SEPA/NEPA. Michael Matthias stated that Port Aviation Division Managing Director Lance Lyttle's letter states that nothing will be outside of the SAMP. City Attorney George advised that some projects have been "piece mealed," however, those projects have not been challenged/appealed.

- Rick Johnson stated that the Port of Seattle has a lot of pull and believes they had input regarding the redevelopment of Key Arena vs a new stadium in the SODO District. He said the City and AAC needs to have solutions, not questions when dealing/working with the Port. Mr. Johnson said he was pleased to see all of the work being done by the AAC and City staff.
6. Next Report to Council
- a. December 7, 2017. The AAC agreed that they would like to provide an update to the Council at the next Council member, rather than waiting until mid-January 2018. Committee member Ghiora agreed to present the update to the Council at the December 7th City Council Meeting.
7. Next Meeting Dates
- a. Poll members for availability for 2018
 - City Manager Matthias said he will work with the AAC to determine meeting dates and times for 2018.
 - Committee member Edmiston stated he would like to see a featured article regarding the AAC and updates about the progress from the AAC in the Spring edition of the City Currents.
 - Committee member Brush said she would like to include an article from the Port from January 2016 regarding cargo expansion, and that Sea-Tac was never designed for cargo.
-

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

Adjourned at 6:01 p.m.

Respectfully submitted by,
Renee Cameron, Deputy City Clerk

AGENDA

AVIATION ADVISORY COMMITTEE MEETING

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

January 8, 2018 – 4:30-6:00 p.m.

1. Chair's Report:
 - a. Initial Meeting of the University of Washington Ultra Fine Particle Study Technical Advisory meeting.
 - b. Ongoing process of establishing formal collaboration with our partner cities regarding environmental review of the Sustainable Airport Master Plan (SAMP).
 - c. First meeting of the SeaTac Airport Stakeholder Committee, February 28, 2018.
2. Information on Air Cargo Washington State Study.
3. Information on issues provided by Committee members:
 - a. Resolution from City of Burien regarding Aviation Capacity Needs.
 - b. Sheila Brush regarding Aircraft Noise Complaint and Inquiry System.
 - c. Sheila Brush email regarding Proposal for Funding Jet Fuel Toxicologist
 - d. Other updates.
4. Next Report to Council.
 - a. January 18, 2018
5. Public Comment (10 minutes).
6. Next Meeting Date:
February 12, 2018, 4:30-6:00 p.m.
7. Adjourn.

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

WSP

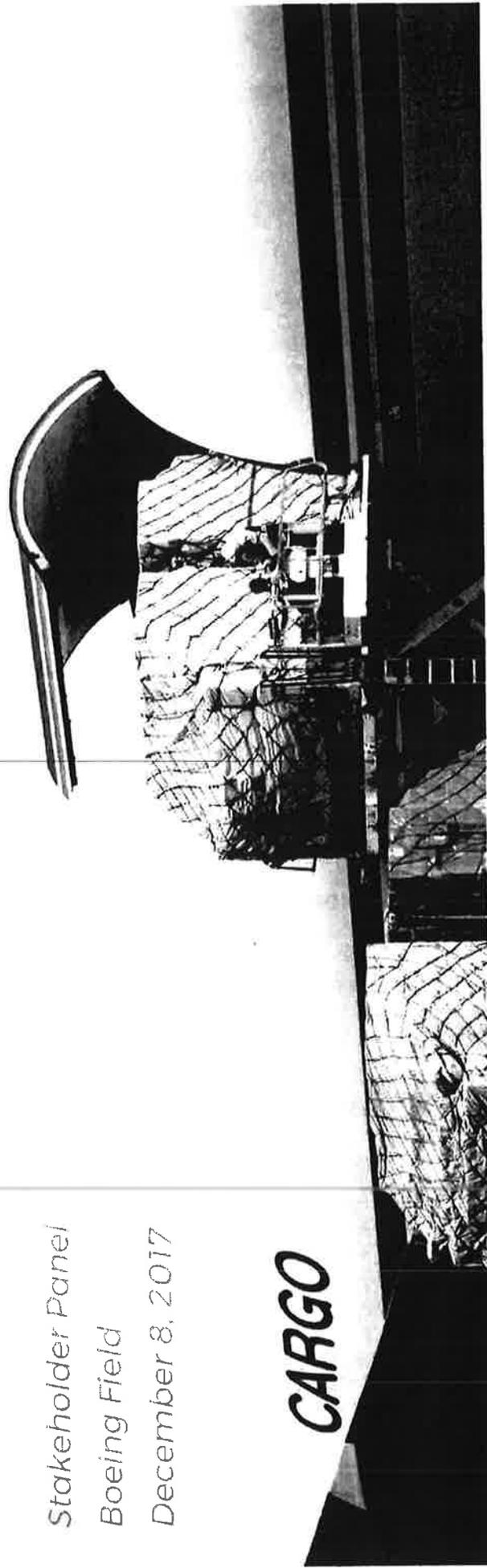
Washington State Air Cargo Movement Study

Stakeholder Panel

Boeing Field

December 8, 2017

CARGO



MEETING SUMMARY

Aviation Advisory Committee Meeting
Monday, January 8, 2018
4:30 p.m. – 6:00 p.m.
North Conference Room

Aviation Advisory Committee Members	City Staff
Sheila Brush	Michael Matthias, City Manager
David Clark	Tim George, City Attorney
Steve Edmiston	Susan Cezar, Community Development Director
Wendy Ghiora	Renee Cameron, Deputy City Clerk
Mark Proulx	Conner Edwards, Legislative Advocate

The meeting was called to order at 4:34 p.m.

1. Chair (City Manager) Report:
 - a. Initial Meeting of the University of Washington Ultra Fine Particle Study Technical Advisory Committee.
 - City Manager Matthias provided the Aviation Advisory Committee (AAC) with an update regarding the initial meeting of this committee held on January 5, 2018. Representative Tina Orwall chaired the meeting. Other notables in attendance were Representative Mike Pellicciotti and Port Commissioner Courtney Gregoire. The meeting focused on a presentation (included in your packet) by the UW researchers conducting the study who explained the research design, model, data collection and the assessment process.
 - Committee member Proulx asked if studies are complete and comparable to other cities (e.g. LAX) which include information separate from the traffic system and based on flight patterns. The AAC agreed to obtain the online LAX Ultrafine Particle Study.
 - Committee member Edmiston asked about the dynamics of the room of the meeting and City Manager Matthias said there was openness toward the topic, respectful of science and researchers. Committee member Brush suggested that they be cautious and aware of the FAA's influence.
 - Committee member Ghiora asked if the study will look at particles in the surrounding waters and City Manager Matthias advised that it will not.
 - b. Ongoing process of establishing formal collaboration with our partner cities regarding environmental review of the Sustainable Airport Master Plan (SAMP).
 - City Manager Matthias advised that the City Managers and SEPA Officials for the Cities of Des Moines, Burien, Normandy Park and SeaTac have met and are engaging in an interlocal agreement between the cities to collaborate their resources regarding the environmental assessment for the Sustainable Airport Master Plan (SAMP).

- City Manager Matthias advised that there could possibly be approximately \$150,000 of joint funds from the cities to use for contractual purposes in preparation of the cities' response/comment to the SAMP.
- The intent/process of responding/commenting to the Port's EIS/SCOPE will include:
 - The Port advising an EIS or SCOPE of Analysis is complete and provide a timeframe to respond.
 - Cities/Consultant will determine if the SCOPE is adequate. If not comment/call out the inadequacies with strong cooperation between the cities.
 - Consultant hired will be unbiased, and understand the federal processes.
 - Work toward having opportunity to participate in the Scoping process.
 - Consultant will review the findings for additional response/clarification.
- c. City Manager Matthias advised the AAC that the first meeting of the Sea-Tac Airport Stakeholder Committee will be held on February 28, 2018. City Council appointed the City Manager Matthias to fill the non-elected city employee membership position for an indefinite term on this committee, and appointed AAC member Brush for a two year term to fill the City of Des Moines Community Member Position 1, and Ken Rogers for a two year term to fill the City of Des Moines Community Member Position 2.

2. Information on Air Cargo Washington State Study.

- City Manager Matthias provided the Committee with information on the Air Cargo Washington State Study. The City's Legislative Advocate Conner Edwards will be monitoring the Study closely, tracking information and reporting back to the City.
- Mr. Edwards provided a brief summary of the Air Cargo Washington State Study undertaken by Department of Transportation, Aviation Division. Mr. Edwards indicated this study will not include a health impact analysis in response to a question.
- Mr. Edwards advised that he will also be attending the Aviation Caucus meetings in Olympia.
- Committee member Brush spoke regarding comparable airports with property size mass and huge airports (JFK, Shanghai, etc.) and their acreage of approximately 100 acres and facility size cannot be comparable to the acreage of only 24 acres that SeaTac sits on.

3. Information on issues provided by AAC members:

- a. Resolution from City of Burien regarding Aviation Capacity Needs.
 - Committee member Brush forwarded the City of Burien Resolution that was included in the agenda packet to the Committee and believes this would be a good option for the City to consider in advocating for a second airport. The Committee agreed that they would like to propose a similar resolution to the City Council for consideration. Committee member Proulx stated such a resolution would seem to be as effective as a joint cities action. City Attorney George advised that passing such a resolution would not negatively impact the City's

other airport related efforts. Committee member Clark said he would like to see a resolution passed in this regard to be on the record.

- b. Sheila Brush regarding Aircraft Noise Complaint and Inquiry System.
 - City Manager Matthias said he was pleased with the Port of Seattle's December 5, 2017 response to the FAA regarding FAA Aircraft Noise Complaint and Inquiry System (FAA Noise Portal).
 - Committee member Brush advised that 236 public comments had been filed to date. She advised that the City of Des Moines should be considered an "airport city," and will find the mechanism as to how the City can apply for determination as an airport city for consideration of its comment(s).
 - c. Sheila Brush email to Committee regarding Proposal for Funding Jet Fuel Toxicologist.
 - Committee member Brush advised this is a useful resource.
 - Citizen Debi Wagner provided information regarding Dr. Mark Witten's study on jet fuel toxicology and jet fuel particles. She spoke about health incidents in problem areas. She advised that Dr. Witten is available to undertake a study of Sea-Tac Airport and provided Dr. Witten's curriculum vitae.
 - City Manager Matthias stated proving the impacts from the airplanes and determining the mitigation is what is most important right now.
 - Committee member Edmiston suggested obtaining additional information regarding Dr. Witten and his study and discussing this issue at the next meeting in February.
 - d. Other updates.
 - Committee members Proulx and Brush spoke regarding the Puget Sound Regional Council Meeting response and the deadline for the January 31, 2018 public comment period.
4. Next Report to Council
AAC members agreed that the next Report to City Council will be Thursday, January 18, 2018, and will be presented by Committee member Clark.
5. Public Comment
- MariAnne Markanen; Regarding impacts to her health, sleep, is not able to enjoy her home.
 - Rhonda Cavanaugh, Flight Path Kids; Regarding health issues growing up and living in Des Moines.
 - Debi Wagner; Regarding tree core samples, negative health issues, and Dr. Mark Witten's study and research presentation.
 - Candace Urquhart; Regarding what is the City doing, other means for transportation, and the Port of Seattle moving forward on the SAMP.
 - Rick Johnson; Thanked the AAC for all of the work they are doing. He believes it is time to fight back, and that the FAA process discourages filing of complaints. He does not want to try to be a good neighbor with the FAA.

- Joel Wachtel, City of SeaTac Councilmember; Agreed with all of the comments and believes the Port of Seattle is hard to deal with, and that an interlocal agreement between the cities would be a powerful weapon. He also emphasized the value of the recent interlocal agreement between the City of SeaTac and the Port of Seattle.
- Susan White; Regarding the importance of all the cities working together.
- John Resing, Federal Way Mayor's Task Force; Advised the City of Federal Way had a meeting with Joint Base Lewis McChord (JBLM) Command, and JBLM's Command did not support cargo operations out of JBLM or any consideration in Moses Lake.

City Manager Matthias stated his appreciation for all the comments. He said the chances are better with having more input and power between the Cities of Des Moines, Burien, Normandy Park and SeaTac joining together in a joint response to the SAMP.

6. Adjournment. The Committee meeting adjourned at 6:07 p.m.

Respectfully submitted by,
Renee Cameron, Deputy City Clerk

AGENDA

AVIATION ADVISORY COMMITTEE MEETING

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

February 12, 2018 – 4:30-6:00 p.m.

1. Chair's Report:
 - a. Explanation of Port of Seattle Century Agenda.
 - b. Sustainable Airport Master Plan (SAMP).
 - c. City comment letter to Puget Sound Regional Council Regional Transportation Plan regarding aviation.
 - d. Update on February 15th City Council adoption of Burien Resolution.
 - e. Update on status of Interlocal Agreement between Burien, SeaTac, Normandy Park and Des Moines to mutually review the environmental assessment associated with the SAMP.
 - f. City of SeaTac state budget proviso regarding airport impact study.
 - g. Initial meeting in late February of Sea-Tac Airport Stakeholder's Committee.
 - h. Follow up to Jet Fuel Toxicology Study from past meeting.
2. Discussion on Participating in March 1 City Council Study Session.
3. Committee Report:
 - a. Opportunity for Committee members to share information.
4. Next Report to Council.
 - a. February 22, 2018
5. Public Comment (10 minutes).
6. Next Meeting Date:
March 12, 2018, 4:30-6:00 p.m.
7. Adjourn.

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

MEETING SUMMARY

Aviation Advisory Committee Meeting
Monday, February 12, 2018
4:30 p.m. – 6:00 p.m.
North Conference Room

<u>Aviation Advisory Committee Members</u>	<u>City Staff</u>
Sheila Brush	Councilmember Traci Buxton
David Clark	Councilmember Matt Mahoney
Steve Edmiston	Michael Matthias, City Manager
Wendy Ghiora	Tim George, City Attorney
Mark Proulx	Susan Cezar, Community Development Director
	Renee Cameron, Deputy City Clerk

The meeting was called to order at 4:32 p.m.

1. Chair (City Manager) Report:
 - a. Explanation of Port of Seattle Century Agenda.
City Manager Matthias provided the Aviation Advisory Committee (AAC) members with a print out and explanation of the Port of Seattle's Century Agenda in the Port's "What does it take to MAKE BIG THINGS HAPPEN?" The Century Agenda is the Port of Seattle's 25-year vision.
 - b. Sustainable Airport Master Plan (SAMP).
City Manager Matthias provided the Committee with a print out from a portion of the Port's 2016 SAMP, briefly discussing their subarea plans and/or no growth alternatives. He advised the Committee that more detailed information is included on the Port's website for their review.
 - c. City comment letter to Puget Sound Regional Council Regional Transportation Plan regarding aviation.
City Manager Matthias advised that he provided the Committee with a copy of Mayor Pina's January 30, 2018 letter to the Puget Sound Regional Council regarding "Regional Transportation Plan Comments on the Regional Transportation Plan."
 - d. Update on February 15th City Council adoption of Burien Resolution.
City Manager Matthias advised that on February 15, 2018, the Council will be considering the AAC's recommendation to adopt a resolution similar to the City of Burien's resolution, Draft Resolution No. 18-005: Longterm Aviation Capacity Needs in Western Washington.

- e. Update on status of Interlocal Agreement between Burien, SeaTac, Normandy Park and Des Moines to mutually review the environmental assessment associated with the SAMP.
 - City Manager Matthias advised that on February 15, 2018, the Council will be considering the proposed Interlocal Agreement (ILA) between the Cities of Burien, Des Moines, Normandy Park and SeaTac for environmental review of the Sea-Tac Airport Sustainable Airport Master Plan.
 - Community Development Director Cezar summarized the intent of the ILA, the Request for Qualifications and the process for hiring a consultant, and the cities working together to select the consultant and determine the funding.
 - City Manager Matthias advised that the City of SeaTac will take the lead in organizing the scope of work and consultant review with the other cities assisting and performing other duties so to have separation of duties. City of SeaTac will oversee administration of the environmental review. The Consultant Agreement will come to Council for approval.
 - Committee member Edmiston asked about the AAC's role and City Manager Matthias advised that the AAC will have a role commenting on the scoping of the environmental assessment to be done by the Port and will then review the documents as they are developed by the consultant.

- f. City of SeaTac state budget proviso regarding airport impact study.
 - City Manager Matthias advised that correspondence was received from Committee members Ghiora and Brush, as well as City of SeaTac City Manager Joseph Scorcio regarding supporting the state budget proviso regarding airport impact study, as it has been 20 years since the last airport impact study was done. City Manager Matthias defined what a state budget proviso is and stated that the study will focus on the state of impacts regarding the presence and operations of the airport, this is not an environmental impact study.
 - Discussion regarding how valuable the study would be to the SAMP.

- g. Initial meeting in late February of Sea-Tac Airport Stakeholder's Committee. City Manager Matthias advised the first Sea-Tac Airport Stakeholders Advisory Round Table (StART) Committee Meeting will be held on February 28th, which he will attend with City of Des Moines Community Members Sheila Brush and Ken Rogers. He stated that a Facilitator meeting is also scheduled for February 15th which he, AAC Member Brush, and Ken Rogers will attend.

- h. Follow up to Jet Fuel Toxicology Study from past meeting.
 - Committee member Brush stated that Dr. Witten will be working directly with the University of Washington and therefore she will not be seeking/requesting funds from the City to consult with Dr. Witten.

2. Discussion on Participating in March 1 City Council Study Session.
 - City Manager Matthias sought input from the AAC about their interest in participating in a City Council Study Session with the City Council on March 1st. He advised that Sea-Tac Airport Stakeholder City of Des Moines Community Committee Member Ken Rogers will also be invited to participate in the Meeting. The AAC will participate in the Study Session. This will provide the AAC the opportunity to update the Council on the AAC's actions and concerns. City Council/AAC Study Session discussion item ideas were:
 - Information regarding the SAMP process.
 - PSRC's position.
 - Siting of a second airport process.
 - Clarify who has jurisdiction and roles – mapping of the involved entities.
 - Clarification of the options - What does the AAC want/expect Council to do?
 - Getting Council engaged in giving AAC a pathway to help influence the FAA and the Port.

City Manager Matthias asked the AAC to e-mail him directly with their ideas, and to copy the entire AAC with their suggestions.

3. Committee Report:
 - a. Opportunity for Committee members to share information.
 - Committee member Brush reported that other cities such as Beacon Hill, Medina, Forest Park, etc. have reached out to her to inquire why other cities have not been included in the discussions/asked to participate in the Airport StART. City Manager Matthias advised that the AAC and the surrounding cities are focusing on the impacts to the South Sound.
 - Committee member Brush said it is up to the FAA to site a second airport and she would like to know PSRC's perception of a siting of a second airport, as well as know the extent of PSRC's influence.
 - Sheila Brush advised that she will be attending the Quiet Skies meeting, at North Hill on February 13, 2018 to make a presentation. City Manager Matthias advised he will also be attending the meeting with Mayor Pina.
 - Committee member Proulx said he would like the AAC to obtain a mapping of all involved entities so the AAC can better understand the roles that each entity has and how to use that information for developing a response to the airport.
 - Committee member Edmiston stated he has a number of noise impact studies to review including economic property values affected by noise frequencies. City Manager Matthias advised he could assist with obtaining copies of those studies.
 - The AAC discussed having a Councilmember serve on the AAC. Committee member Ghiora said she believes it would give the AAC's recommendations more credibility for Council to hear from a Councilmember who actually serves on the AAC. City Manager Matthias advised that Council had thorough discussion when forming the AAC, including appointing the City Manager as Chair of the AAC, and intentionally did not appoint a Council liaison to sit on the AAC, so the AAC report would not be bound by a single Councilmember and wants the reports to be thoroughly reported to the Council as a whole.

4. Next Report to Council.
Committee members agreed that the next Report to City Council will be Thursday, February 22, 2018, and will be presented by Committee member Mark Proulx.
 5. Public Comment (10 minutes).
 - John Resing, Federal Way; Regarding his resignation as Chairman from the Federal Way Mayor's Task Force, Lance Lyttle's presentation, and his perception of the Port's presentation. He introduced Federal Way Councilmember Lydia Assefa-Dawson.
 - Lydia Assefa-Dawson, Federal Way Councilmember; Regarding her interest and observance, as to what the AAC is studying, researching and its intent.
 - Candace Urquhart, Des Moines; Regarding siting of a second airport and mapping of the various involved entities.
 - Anne Kroker, Des Moines; Regarding AAC issues, forming a coalition regarding state issues and gaining a wider range of input groups.
 - Committee member Edmiston; Regarding his desire for the City's StART representatives to obtain as much information from the StART facilitators prior to the February 28th meeting, so as to be better prepared to address the issues.
 6. Next Meeting Date:
March 12, 2018, 4:30-6:00 p.m.
-
7. Adjournment. The AAC meeting adjourned at 6:01 p.m.

Respectfully submitted by,
Renee Cameron, Deputy City Clerk

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.

MEETING SUMMARY

Aviation Advisory Committee Meeting

Monday, March 12, 2018

4:30 p.m. – 6:00 p.m.

North Conference Room

<u>Aviation Advisory Committee Members</u>	<u>City Staff</u>
Sheila Brush	Michael Matthias, City Manager
David Clark	Tim George, City Attorney
Steve Edmiston	Tina Hickey, Permit Coordinator
Wendy Ghiora	
Mark Proulx	

The meeting was called to order at 4:32 p.m.

1. Chair (City Manager) Report:
 - a. Puget Sound Regional Council Update.

City Manager Matthias reported State budget proviso passed House and Senate in a slightly different form with the Department of Commerce taking oversight.

City Manager Matthias, Community Development Director Cezar, and Mayor Pina met with Puget Sound Regional Council study group determining the feasibility of another airport. City is re-engaging with this group.

2. Update on the Sustainable Airport Mast 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.

City Manager Matthias provided the Committee with draft copy of a letter that will be sent to Lance Lyttle, Managing Director, Aviation, Sea-Tac Airport, regarding the Airport Staff Presentation to Port of Seattle Commission on February 27, 2018. The letter summarizes concerns expressed by the City regarding capital projects not being included in the Sustainable Airport Master Plan (SAMP) environmental impacts assessment.

City Manager Matthias informed the Committee that City Council voted February 15th to accept an Interlocal Agreement between the cities of Burien, Des Moines, Normandy Park and SeaTac for environmental review of SAMP and has set aside \$50,000 to join in this process.

3. Update on Sea-Tac Stakeholder Advisory Round Table (StART) 1st meeting.

City Manager Matthias, committee member Brush and Ken Rogers attended the meeting as the designated City representatives. City Manager noted there was 100% attendance and felt this sent a clear message to the Airport regarding the interest and concern regarding increasing aviation operations at Sea-Tac International. StART Committee Member Ken Rogers joined the discussion at the table. The three representatives discussed their views on the meeting. Essentially a cautionary view was taken by all three as to the future value of this committee. The next meeting of the StART is scheduled for April.

4. Discussion on Participating in April 5th City Council Study Session

- a. Issues to be raised with Council.
- b. Materials needed.

City Manager Matthias asked for input from the Committee regarding issues to be raised with Council. He suggested caution on presenting to Council. StART committee member Ken Rogers suggested the Committee decide on two or three problems they would like to address, then figure out where the cause of the problem is coming from and how it can be addressed, primarily noise and health issues. The City Manager provided a template for each member to use to come up with what they wanted to take to the Council Study Session. The City Manager will provide a draft of the presentation for the committee to review and comment on prior to the City Council meeting. The Committee did recommend that the template include recommended actions depending upon the issue.

5. Next Report to Council.

- a. March 22, 2018

Committee member Proulx will update Council at the March 22, 2018 meeting.

6. Public Comment

Sue Peterson, Federal Way; People in Federal Way are upset about the noise from Sea-Tac Airport. The City of Federal Way has resisted getting involved with doing something about it and she asked Des Moines to encourage Federal Way to get involved.

Next Meeting Date:

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

Adjournment.

The meeting adjourned at 5:45 p.m.

Respectfully submitted by,
Tina Hickey, Permit Coordinator

SUSTAINABLE AIRPORT MASTER PLAN

Item No. 9B

Meeting Date: February 13, 2018

SUSTAINABLE AIRPORT MASTER PLAN (SAMP) UPDATE

February 13, 2018

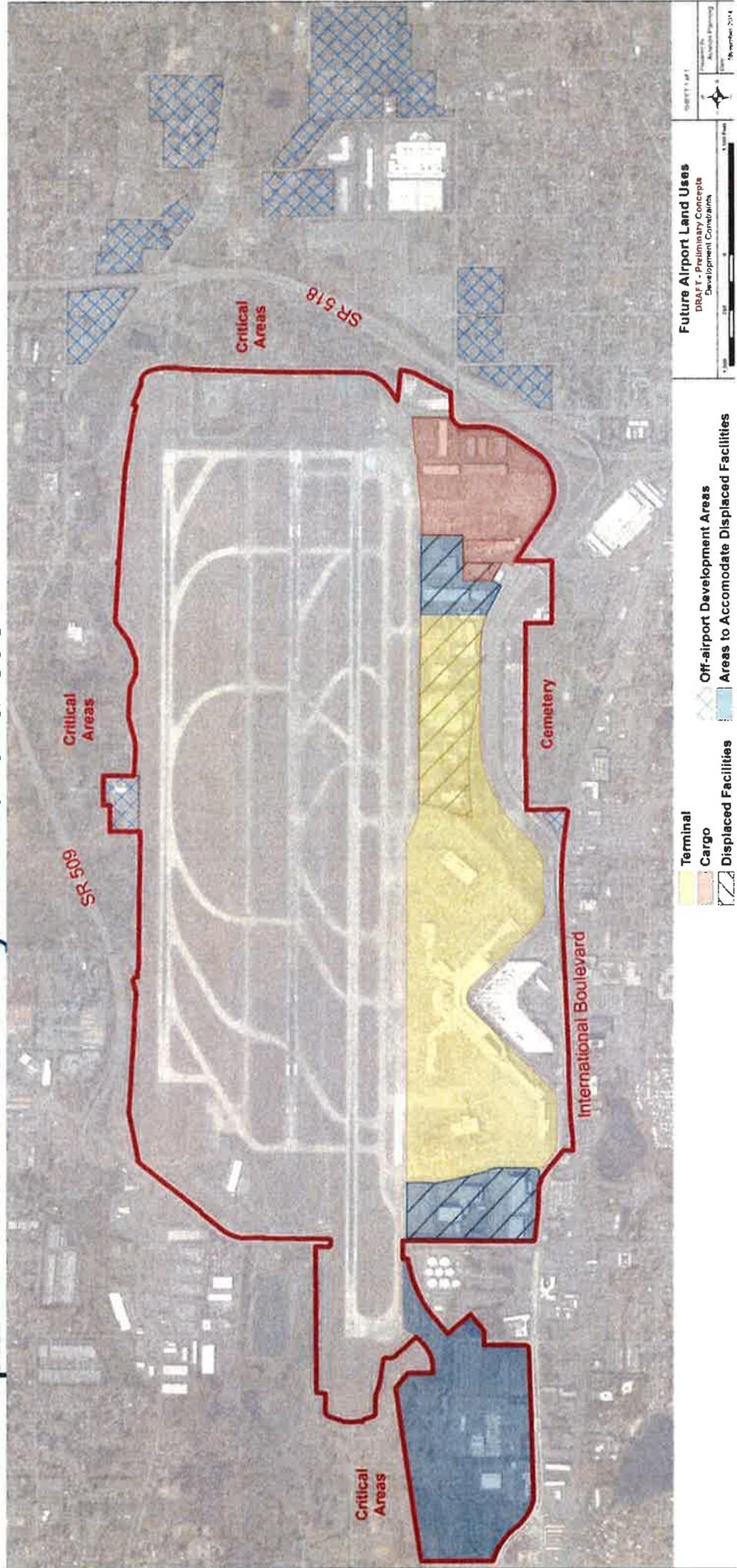


Briefing Overview

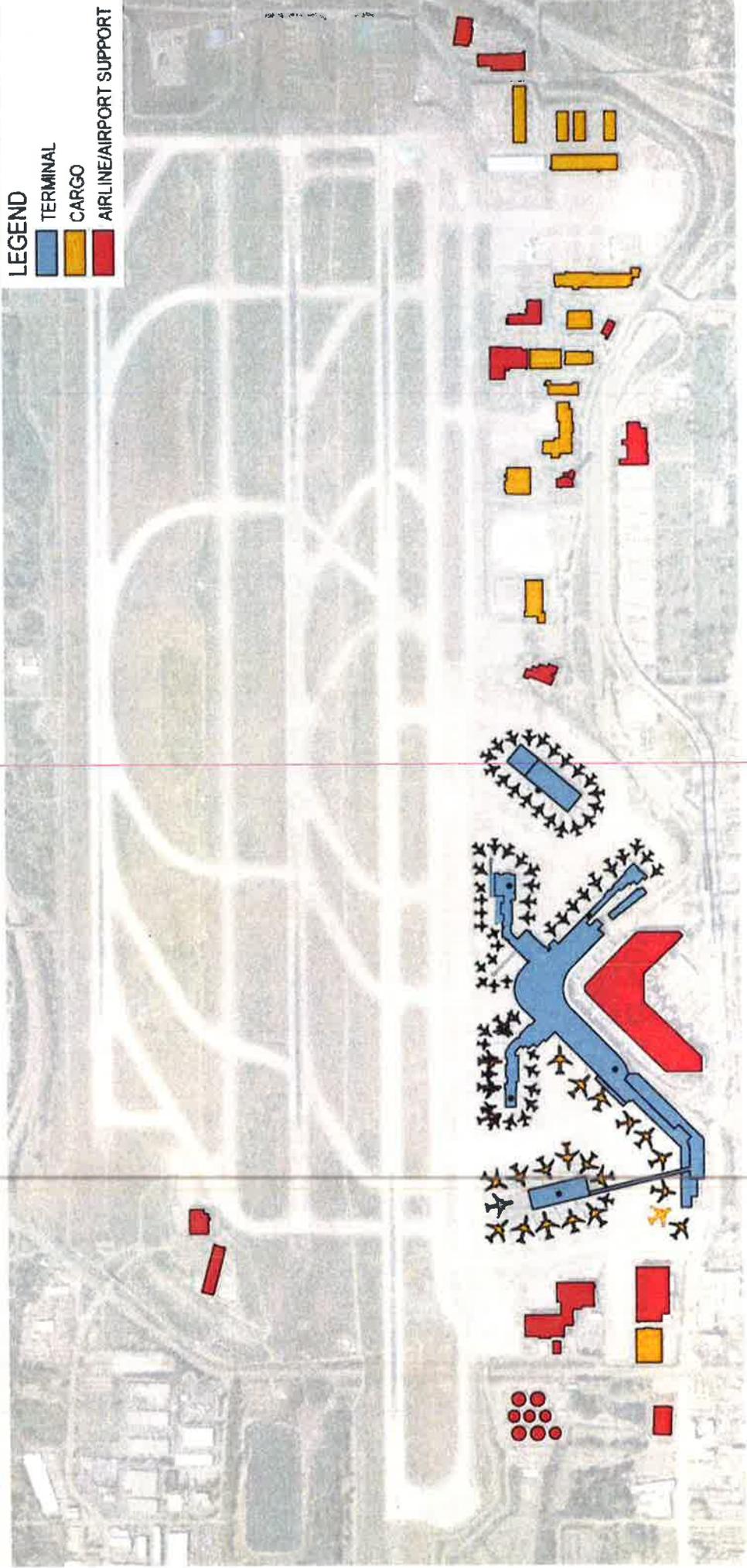
- **Background**
- **Existing conditions**
- **Long-term vision**
 - Planning update
 - Phased approach
- **Near-term projects**
 - Major improvements
 - Planning update
- **Next steps**
- **Environmental review**
- **Stakeholder engagement**

Background

Development constraints & key functional areas

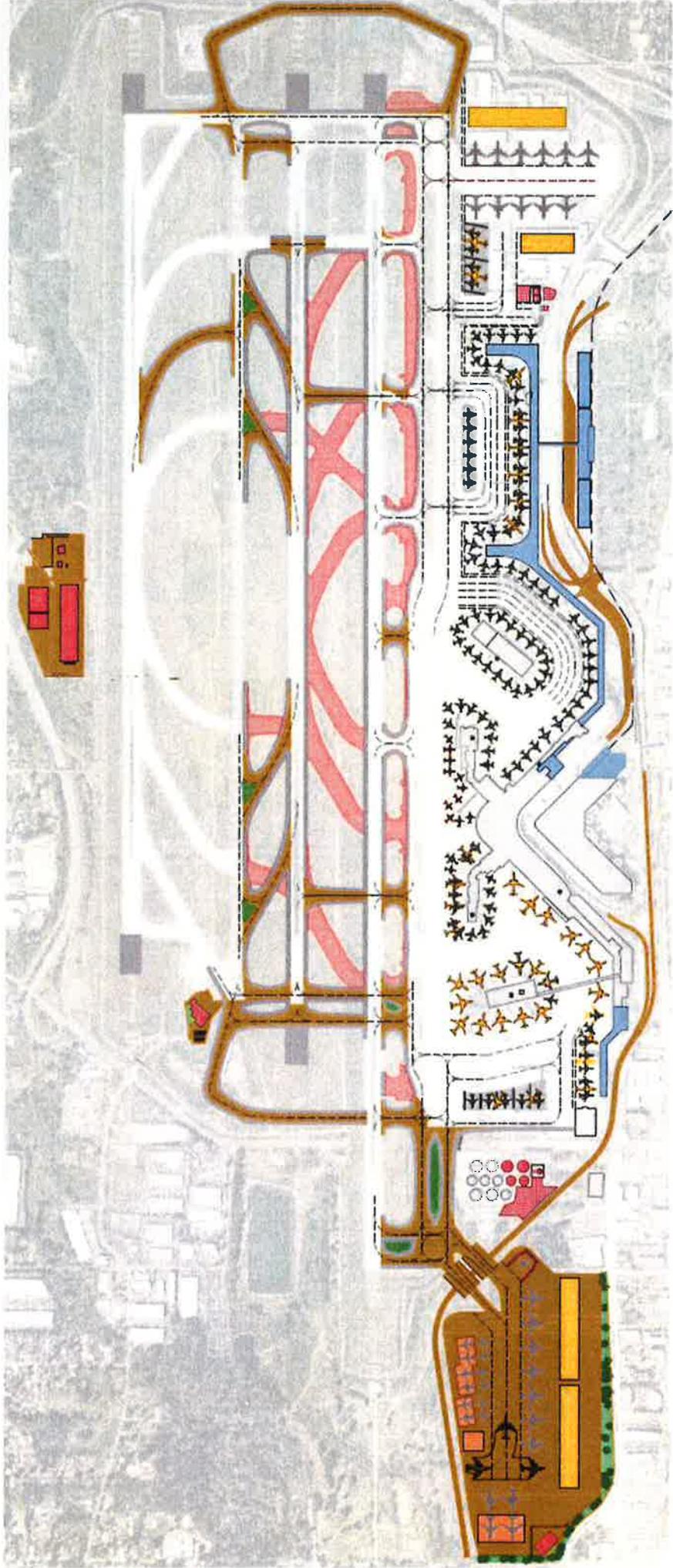


Existing conditions



Long-term vision

Unconstrained forecast of 66 million annual passengers by 2034



Long-term vision – planning update

Airside modeling

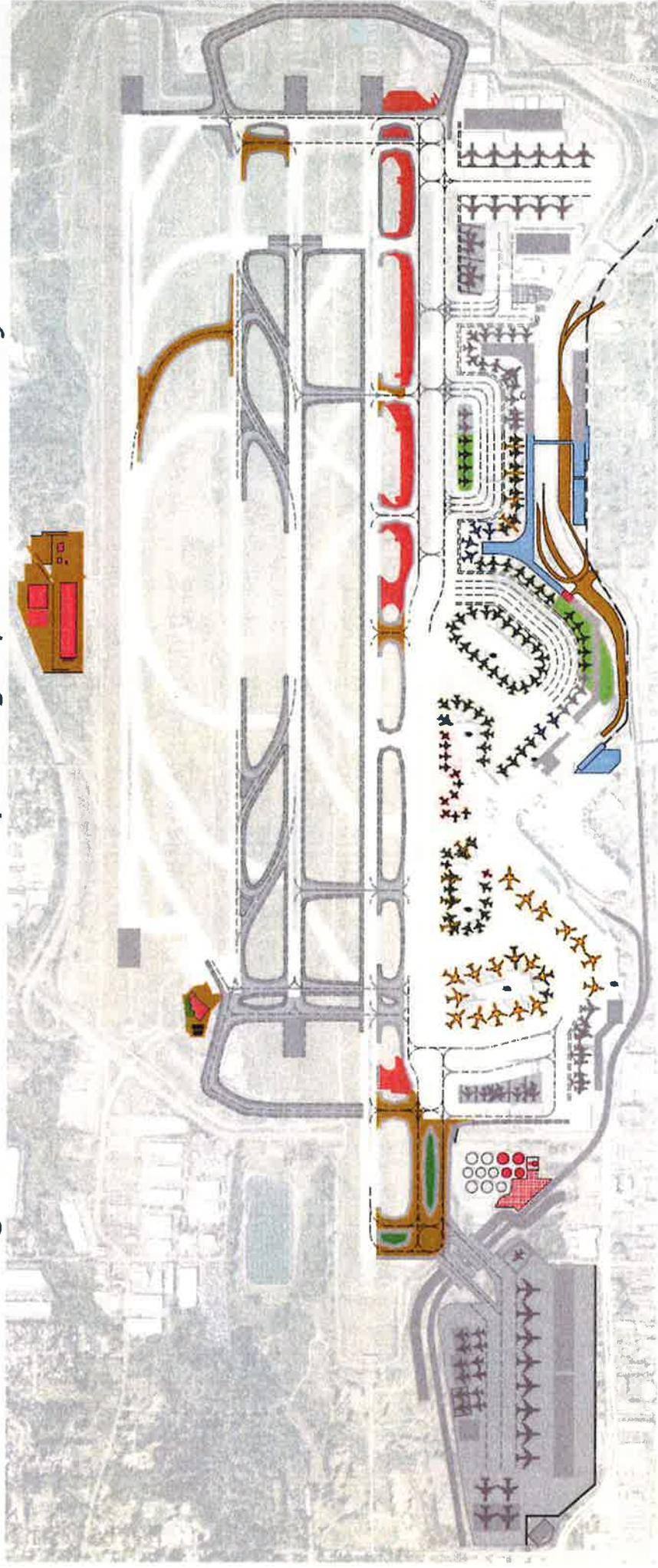
- Conducted initial round of modeling
- Recalibrated model to 2016 conditions
- Modeled long-term future improvements
- Findings
 - Airfield/airspace constraints result in major congestion (aircraft delays) as activity nears 59 million passengers (2029)
 - Phased approach required to advance SAMP
 - Identify projects to accommodate near-term demand within existing constraints – *Near-term projects*
 - Conduct environmental review of Near-term projects
 - Recommend follow-on planning study to address airfield/airspace constraints

Phased approach required to meet future demand

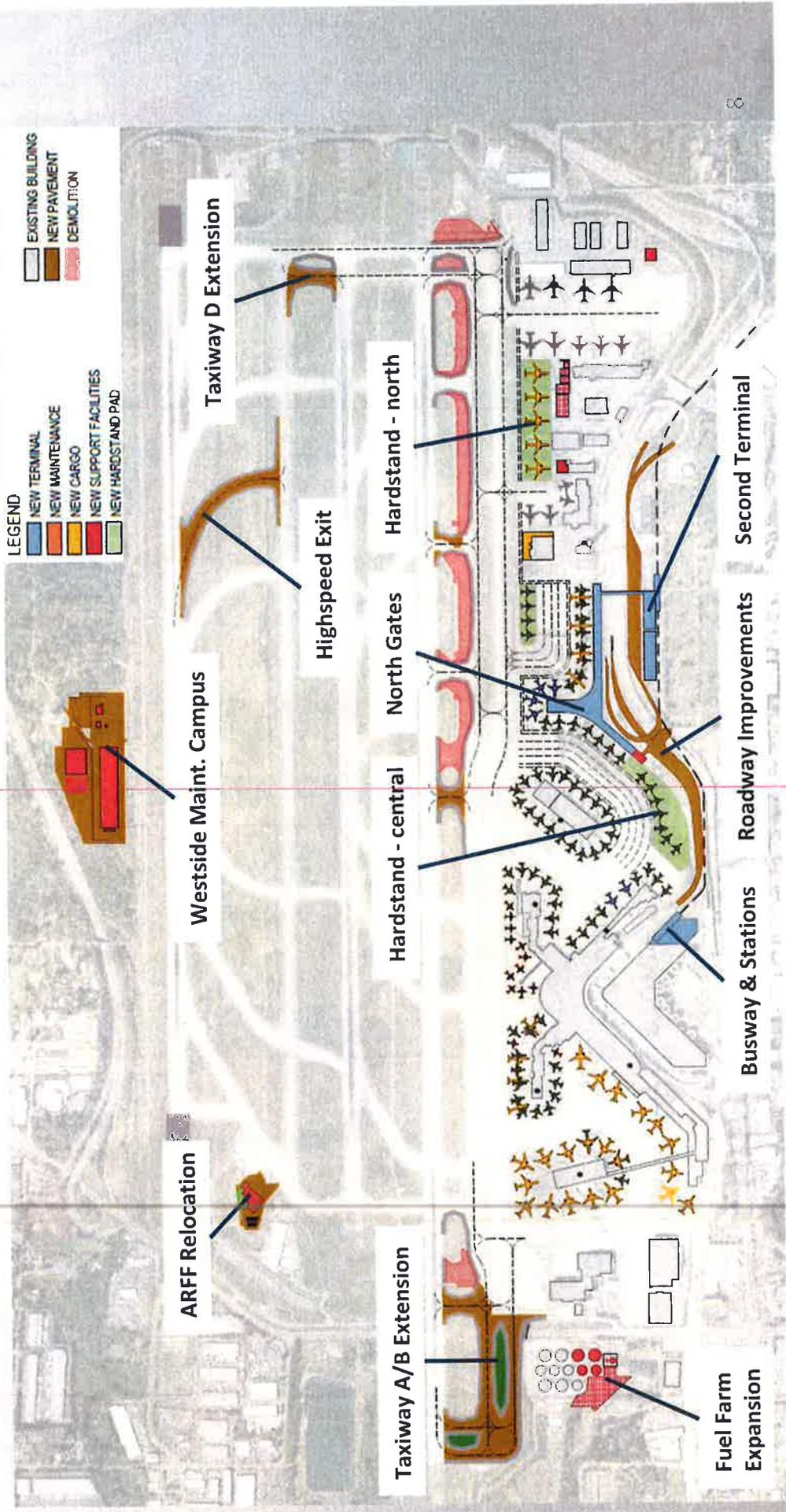
Long-term vision - phased approach

Near-term projects - 56 million annual passengers by 2027

Long-term vision - Additional planning required for demand beyond 2027



Near-term projects – Major improvements



Near-term projects – *planning update*

Airside modeling

- Modeled 2027 conditions
 - NorthSTAR (*pre-SAMP*)
 - IAF (*pre-SAMP*)
 - New North Gates
 - New Hardstand Parking positions
- Findings
 - Near-term projects can accommodate 2027 forecast demand
 - Approximates 56 million annual passengers
 - South Aviation Support Area (SASA) not needed to accommodate near-term demand and so not included in Near-term projects

Near-term projects can accommodate 2027 forecast demand

Next steps

- Complete planning for Near-term projects
- Work with FAA to finalize SAMP documentation
- Planning work to support environmental review
- Community open houses Q1/Q2
- Environmental review public scoping Q2/Q3
- Airfield/airspace study as follow-on to SAMP
- Regional aviation demand

Environmental review

Extensive environmental impact evaluation under federal and state requirements

- National Environmental Policy Act (NEPA) – Compliance with FAA requirements
- State Environmental Policy Act (SEPA) – Compliance with Port of Seattle SEPA Policy
- Anticipate NEPA Environmental Assessment (EA) and SEPA Environmental Impact Statement (EIS)

Current Status

- Landrum & Brown selected to conduct the environmental review
- Coordinate with planning team
- Evaluating baseline conditions and developing outreach/engagement strategy

Next Steps

- Scoping with FAA (Q1/Q2 2018)
- Public and Agency scoping (Q2/Q3 2018)
- Anticipated duration 18-24 months after Public Scoping

Anticipate NEPA Environmental Assessment & SEPA Environmental Impact Statement

Environmental impact categories

- Air Quality and Greenhouse Gases
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Public Land and Recreational Impacts
- Endangered and Threatened Species
- Essential Fish Habitat
- Migratory Bird Act
- Floodplains
- Solid Waste Impacts
- Cumulative Impacts
- Hazardous Materials
- Historical and Archeological Resources
- Light Emissions and Visual Impacts
- Energy Supply and Sustainable Design
- Noise
- Induced Impacts
- Socio-Economic
- Environmental Justice
- Environmental Health
- Water Quality
- Wetlands
- Transportation
- Shoreline

24 environmental categories are required – public scoping to identify issues of concern

Stakeholder engagement

Community open houses

- 1st Series: SAMP process, goals, forecast (March 2015)
- 2nd Series: Major Plan Elements (March 2016)
- 3rd Series: Alternatives carried into Environmental Review (Q2 2018)

Commission Roundtables

- In 2016: February, March, April, June, August, September, November

Targeted engagement with external stakeholders

- Social justice community leaders
- Airport-area business leaders
- Regional business leaders

Ongoing engagement with tenants, operators, airlines, FAA, & TSA

SAMP involves extensive stakeholder engagement which will continue through environmental review

Stakeholder engagement - Underway

- ✓ Round One Open Houses (Des Moines, Seattle, Bellevue)
- ✓ Round Two Open Houses (SeaTac, Seattle, Bellevue)
- ✓ Air Mail newsletter (ongoing)
- ✓ Interjurisdictional Transportation Advisory Group
- ✓ Airport Communities Business Roundtables
- ✓ Social Justice outreach
- ✓ Economic Development follow-up
- ✓ Environmental community outreach
- ✓ SAMP brochure
- ✓ County-wide research, focus groups

- Initiate stakeholder engagement
- Translated documents
- Website update
- Video
- Social media emphasis
- Media outreach
- Round Three Open Houses (Burien, Seattle, Eastside)
- Initiate environmental review

Creating Broad Public Understanding Around the Current Proposal and Upcoming Activity



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

**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



City of Des Moines

PLANNING, BUILDING AND PUBLIC WORKS
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(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



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 be "Lance Lyttle", enclosed in 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) 878-4595 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,

A handwritten signature in black ink, appearing to read "Matt Pina". The signature is fluid and cursive, with a large loop at the end.

Matt Pina
Mayor and Councilmember

The Waterland City

Renee Cameron

From: Susan Cezar
Sent: Wednesday, February 14, 2018 10:54 AM
To: '_CityCouncil'; 'Cmpared2what@aol.com'; 'mpproulx@earthlink.net'; 'shebrush@gmail.com'; 'stevedmistonQ45@gmail.com'; 'wghiora@gmail.com'
Cc: '_Directors'; Andrew Merges; Scott Wilkins
Subject: Update on the Sustainable Airport Master Plan

Good morning City Council and Aviation Advisory Committee,

This week's City Council agenda includes an item for approval of an inter-local agreement between the cities of Des Moines, Burien, SeaTac and Normandy Park for a collective review and response to the environmental documents that are anticipated for the Sustainable Airport Master Plan (SAMP).

Coincidentally, the Port Commission received the first update in quite a while yesterday on the SAMP and the anticipated process. Below are links to the memo and a power point presentation from yesterday's meeting for your information.

As more information becomes available, we'll keep you informed.

Susan

*Susan Cezar, LEG
Community Development Director
City of Des Moines, WA
206.870.6725*

https://meetings.portseattle.org/portmeetings/attachments/2018/2018_02_13_SM_9b.pdf

https://meetings.portseattle.org/portmeetings/attachments/2018/2018_02_13_SM_9b_supp.pdf

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Sea-Tac Airport Sustainable Airport Master Plan, Environmental Review Process and Analysis.

ATTACHMENTS:

- 1. ILA Between Burien, Des Moines, Normandy Park and SeaTac for Environmental Review of Sea-Tac Airport Sustainable Airport Master Plan

FOR AGENDA OF: February 15, 2018

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: January 31, 2018

CLEARANCES:

- Community Development *DEL for Susan Green*
- Marina
- Parks, Recreation & Senior Services
- Public Works

CHIEF OPERATIONS OFFICER: _____

- Legal *AG*
- Finance
- Courts
- Police

APPROVED BY CITY MANAGER
FOR SUBMITTAL: DIS FOR M.A.

Purpose and Recommendation

The purpose of this agenda item is to approve the Interlocal Agreement (ILA) between the Cities of Burien, Des Moines, Normandy Park and SeaTac, to establish a process for coordinated review, analysis, and response to the environment process, impacts and concerns related the Port of Seattle’s Sea-Tac Airport Sustainable Airport Master Plan.

Suggested Motion

Motion: “I move to approve the Interlocal Agreement between the Cities of Burien, Des Moines, Normandy Park and SeaTac for environmental review of the Sea-Tac Airport Sustainable Airport Master Plan, and to direct the City Manager to execute the ILA, substantially in the form as attached.”

Background

The Port of Seattle ("Port") operates the Sea-Tac International Airport ("Airport" or "Sea-Tac"). The Port is currently drafting a "Sustainable Airport Master Plan" ("SAMP") that will plan for airport growth over the next 20 years; growth that could have significant negative impacts on surrounding cities. Pursuant to the National Environmental Policy Act ("NEPA") and the Washington State Environmental Policy Act ("SEPA"), the Port may prepare, for agency and public review and comment, environmental documents, up to and including an Environmental Impact Statement. The ILA Parties have determined that it is in their best interest to coordinate their review, analysis, and responses concerning the environmental review process and the impacts that are addressed in environmental documents issued by the Port.

Discussion

This ILA establishes a process for the selection and funding of consultants to assist with review and preparation of formal comments regarding the environmental review process and the Sustainable Airport Master Plan (SAMP) environmental impacts.

Alternatives

1. To amend the ILA and submit the amended version to the Cities of Burien, Normandy Park and SeaTac for their approval.
2. To refrain from approving the ILA as presented.

Financial Impact

If consultants are hired by the Parties, the Parties will commit to a level of funding to be provided. Fiscal Management associated with the contractors shall be administered by Burien, to include processing invoices and payments on a monthly basis, invoicing other Parties to the ILA, and periodic fiscal reports to the Parties.

Recommendation

Administration recommends approval of the ILA substantially in the form as attached.

**INTERLOCAL AGREEMENT BETWEEN THE CITIES
OF BURIEN, DES MOINES, NORMANDY PARK AND
SEATAC FOR ENVIRONMENTAL REVIEW OF THE
SEA-TAC AIRPORT
SUSTAINABLE AIRPORT MASTER PLAN**

Pursuant to RCW 39.34, the Interlocal Cooperation Act, this Agreement is entered into between the City of Burien, a municipal corporation, hereinafter referred to as “Burien,” the City of Des Moines, a municipal corporation hereinafter referred to as “Des Moines,” the City of Normandy Park, a municipal corporation hereinafter referred to as “Normandy Park,” and the City of SeaTac, a municipal corporation hereinafter referred to as “SeaTac,” and all four cities collectively referred to as the “Parties” or “Cities”, for the purpose of review and commenting on the environmental review process, analysis and documents prepared for the Port of Seattle’s the Sea-Tac Airport Sustainable Airport Master Plan.

1. **Background.** The Port of Seattle (“Port”) operates the Sea-Tac International Airport (“Airport” or “Sea-Tac”). The Port is currently drafting a “Sustainable Airport Master Plan” (“SAMP”) that will plan for airport growth over the next 20 years; growth that could have significant negative impacts on surrounding cities. Pursuant to the National Environmental Policy Act (“NEPA”) and the Washington State Environmental Policy Act (“SEPA”), the Port may prepare, for agency and public review and comment, environmental documents, up to and including an Environmental Impact Statement. The Parties have determined that it is in their best interest to coordinate their review, analysis, and responses concerning the environmental review process and the impacts that are addressed in environmental documents issued by the Port.
2. **Purpose.** The purpose of this Agreement is for the Parties to establish a process for review, analysis, and responding to the environmental process, impacts and concerns related to the SAMP, including those issues raised during the Port’s SEPA and NEPA processes. By coordinating their efforts, the Parties will be in a better position to evaluate and respond to the Port’s environmental review process. The Parties may jointly hire and fund consultants to assist with review and preparation of formal comments regarding the environmental review process and the SAMP’s environmental impacts. This Agreement establishes a process for the selection and funding of these consultants.
3. **Review and Commenting.** The environmental review process will include opportunities for the Parties to provide formal comments to the Port. This could include commenting on the Port’s selected environmental review process and any documents which may be issued as part of that process. The Parties agree to coordinate their comments at each of these steps

and to issue a single comment letter signed by each Party's designated representative.

4. **Consultant Selection.** It may be in the best interest of the Parties to jointly hire a consultant to assist with review and commenting on the SAMP's environmental review and impacts. If it is agreed to hire a consultant, the Parties will work cooperatively and collaboratively on every aspect of the consultant selection process and shall be in mutual agreement prior to moving to the next step. It is anticipated that only one consultant will be retained, with the understanding that the retained consultant may use sub-consultants to complete specific tasks. Generally, the steps will be as follows:
 - a. Determine what consultant expertise is needed;
 - b. Determine which Party will be the lead for contract administration;
 - c. Determine project budget and contribution amount from each Party;
 - d. Drafting a Request for Qualifications (RFQ);
 - e. Publish/Circulate Notice Requesting Statement of Qualifications;
 - f. Review of statements and selection for interviews;
 - g. Conducting interviews, with interested Parties represented;
 - h. Final consultant selection;
 - i. Developing a final Scope of Work;
 - j. Negotiation of consultant contract;
 - k. Approval of Consultant Contract by the lead City in accordance with its contract approval procedures.

5. **Consultant Funding.** If consultants are hired as contemplated in Section 4 of this Agreement, the Parties will individually commit to a level of funding to be provided. These funds must be committed prior to requesting Statements of Qualifications as noted above. The management of these funds will be as described in Section 8. Such funding determinations shall be documented in writing.

6. **Joint Roles and Responsibilities.** Each Party shall be responsible for the following:
 - a. Each Party shall assign a representative(s) ("Party Representative(s)") to help prepare and/or participate in review of draft work products. The Party

Representative administering any consultant contract will communicate any changes to schedules, budgets, and any other pertinent information in a timely manner so as to keep each jurisdiction apprised of the status of the consultant's work.

- b. Time is of the essence for the review of environmental documents. The Parties shall work expeditiously and in good faith to achieve the smooth progress of review and commenting. This includes allocating adequate staff time and providing all necessary data and other information or materials needed for timely review and commenting.
 - c. The Party Representatives shall receive copies of consultant invoices. All concerns with consultant billing shall be communicated to the contract administrator in a timely manner.
 - d. Should any Party wish to file an appeal of any Port environmental decision, the Party Representatives shall discuss whether such an appeal should be pursued jointly. If an individual jurisdiction appeal is filed, the appeal shall be immediately transmitted to all Parties, so that they can decide whether to intervene in the appeal in order to provide assistance.
 - e. The Parties shall work together in good faith to assure comments are made within the deadlines prescribed by law.
7. **Contract Management.** Contracts for consultant(s) shall be administered by the City of SeaTac. These responsibilities include monitoring of work of the consultant in terms of content and timeliness; coordinating with the City of Burien regarding the consultant invoices and payments; arrangement of meetings to address the comments of the Parties; etc.
 8. **Fiscal Management.** Management of fiscal matters associated with this Agreement shall be administered by the City of Burien. These responsibilities include processing consultant invoices and payments on a monthly basis; invoicing other Parties to the agreement; periodic fiscal reports to the Parties; etc.
 9. **Additional Consultant Services.** Each Party retains the right to hire their own consultants at their own expense to complete work necessary for the project, so long as the work does not conflict with the Project. In such cases, the results of any consultant work will be shared with the other Parties.

10. **Administration of Agreement.** Supervision and administration of this Agreement shall be the responsibility of each Parties' City Manager or his/her respective designee.
11. **Duration.** This Agreement shall be effective upon execution by each party and shall remain in full force and effect through completion of the SAMP environmental review process or December 31, 2020, whichever comes first. This Agreement may be extended upon mutual agreement of all Parties.
12. **Termination.** Any party may withdraw from this Agreement, effective upon thirty (30) days written notice to the other parties. However, the withdrawing Party shall still be responsible for the payment of any costs in which they have agreed to pay prior to the effective date of withdrawal.
13. **Modification.** This Agreement may be modified by further written agreement upon mutual acceptance by all parties.
14. **Alternative Dispute Resolution.** If a dispute arises from or relates to this Agreement or the breach thereof and if the dispute cannot be resolved through direct discussions, the parties agree to endeavor first to settle the dispute in an amicable manner by mediation administered by a mediator under JAMS Alternative Dispute Resolution service rules or policies before resorting to arbitration. The mediator may be selected by agreement of the parties or through JAMS.
15. **Written Notice.** All communications regarding this Agreement shall be sent to the parties at the addresses listed on the signature page of the Agreement, unless notified to the contrary. Any written notice hereunder shall become effective three (3) business days after the date of transmittal, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Agreement or such other address as may be hereafter specified in writing.
16. **Hold Harmless.** Each party to this Agreement shall defend, indemnify and hold the other party, its appointed and elected officers and employees, harmless from claims, actions, injuries, damages, losses or suits including attorney fees, arising or alleged to have arisen directly or indirectly out of or in consequence of the performance of this Agreement to the extent caused by the fault or negligence of the indemnitor, its appointed or elected officials, employees, officers, agents, assigns, volunteers or representatives.
17. **Non-Discrimination.** The Parties shall not discriminate in any manner related to this Agreement on the basis of race, color, national origin, sex, religion, age, marital status or

disability in employment or the provision of services.

- 18. **Severability.** If any provision of the Agreement shall be held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to serve the purposes and objectives of both parties.
- 19. **Entire Agreement.** This Agreement constitutes the entire agreement between the parties. Any modifications or amendments to this Agreement shall be in writing and shall be signed by each party.

DATED this _____ day of _____ 2018.

CITY OF BURIEN

CITY OF DES MOINES

Brian J. Wilson, City Manager

Michael Matthias, City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Lisa Marshall
City of Burien City Attorney

Timothy A. George
City of Des Moines City Attorney

CITY OF NORMANDY PARK

CITY OF SEATAC

Mark E. Hoppen, City Manager

Joseph Scorcio, City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Jim Haney, City of Normandy Park
City Attorney

Mary Mirante Bartolo, City of SeaTac
City Attorney



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98108-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



March 13, 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."*

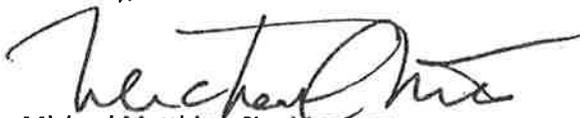
Mr. Lance Lyttle
Managing Director, Aviation
Seattle Tacoma International Airport
March 13, 2018
Page 2 of 2

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, Susan Cezar
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
4. Letter from Mayor Pina to Lance Lyttle, July 27, 2017



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

RECEIVED

MAR 23 2018

**CITY OF DES MOINES
CITY CLERK**

March 16, 2018

Michael Matthias
City Manager
City of Des Moines
21630 11th Ave S. – Suite A
Des Moines, WA 98198

Dear Mr. Matthias:

Thank you for your letter regarding airport growth and your question on how growth relates to projects in construction (i.e., International Arrivals Facility, North Satellite, and Concourse D Hardstand Holdroom) and what will be considered within the Sustainable Airport Master Plan environmental review.

I would like to confirm that the International Arrivals Facility (IAF), North Satellite (NSAT), and Concourse D Hardstand Holdroom facilities are being constructed to better accommodate recent and existing demand. The intent of these facilities is to maintain a high level of customer service and maintain an appropriate level of gates especially during construction and periods of high delay for aircraft parking.

The IAF will not result in any increase in aircraft gates; it is only providing improved level of service for passengers already arriving on international flights. The Concourse D Hardstand Holdroom addresses an existing need to accommodate current aircraft, passenger levels, and compensate for gates lost during the construction of the IAF and NSAT. The NSAT is an upgrade to an existing facility. It will result in a net addition of three gates. With or without these projects, current flight and passenger activity and the associated conditions would occur.

As part of the 1996 Master Plan environmental review, we analyzed a 2010 Master Plan forecast of 474,000 annual aircraft operations and 35.8 million annual passengers (MAP). Subsequently, the 2007 Comprehensive Development Plan (CDP) environmental review analyzed a 2024 CDP forecast of 550,000 annual aircraft operations and 45 MAP. In 2017, the airport had 416,124 annual operations and 46.9 MAP. As you can see by the numbers, our previous planning documentation and environmental reviews anticipated and accounted for our current growth. As you may recall, the City challenged the accuracy of this forecast and the adequacy of the environmental review that the Port provided for the Master Plan, but did not prevail in its challenges.

As we move into the Sustainable Airport Master Plan environmental review, the International Arrivals Facility, North Satellite, and Concourse D Hardstand Holdroom will be considered part of the future baseline (“No Action”) conditions. These projects will be operational before the Sustainable Airport Master Plan projects are completed. They were all subject to environmental review, and were properly reviewed as separate projects because, (1) none of the projects will induce growth, and as noted, (2) cumulative growth effects have already been covered in prior environmental review documentation.

As you know, we are in the process of completing our Sustainable Airport Master Plan planning work, which identifies a suite of near-term projects to address airport growth through 2027. The preliminary list of near-term projects was presented to our Commissioners on February 13 and 27, 2018.

Looking forward, we anticipate having public open houses in late May or early June of this year to present the public with the updated Sustainable Airport Master Plan and the proposed near-term projects. We are also planning for public and agency scoping for the environmental review of the Sustainable Airport Master Plan. We are planning for the City of Des Moines to be a key participant in these activities.

Thank you again for your comments. Please let me know if you have any additional questions.

Sincerely,



Lance Lyttle
Managing Director
Seattle-Tacoma International Airport

AIR CARGO

WSP

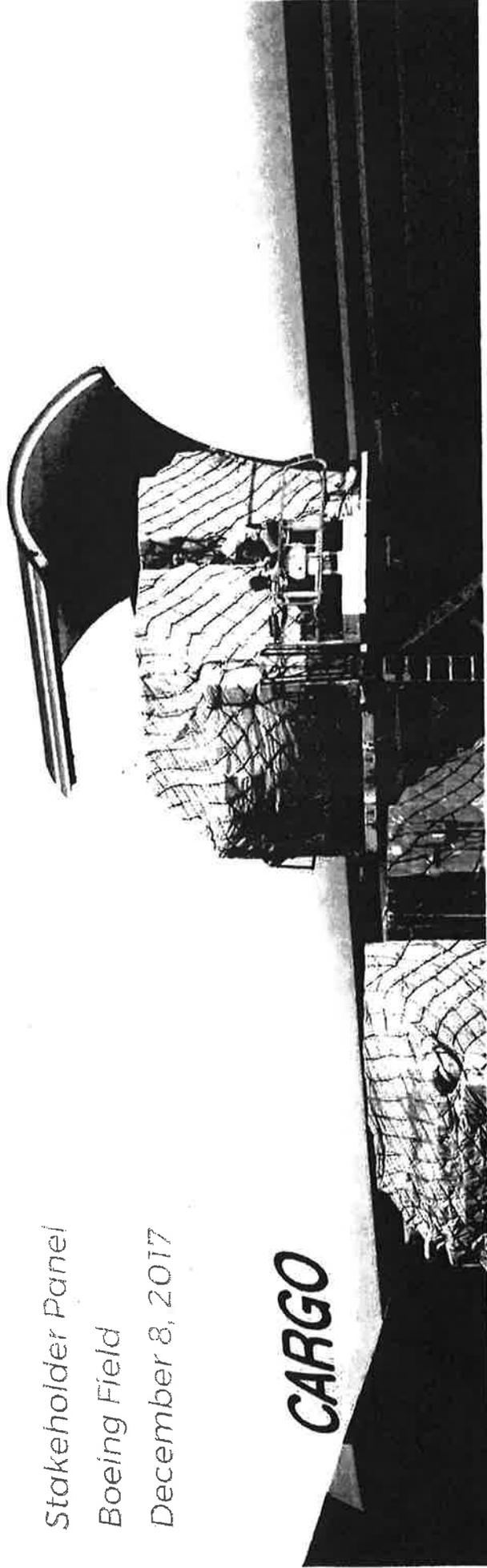
Washington State Air Cargo Movement Study

Stakeholder Panel

Boeing Field

December 8, 2017

CARGO



Agenda

- Introductions/Project Purpose
- Review Work Plan and Schedule
- Project Charter
- Air Cargo Background
- Initial Definition of Congestion
- Discussion: Future of air cargo in Washington
- Next Steps

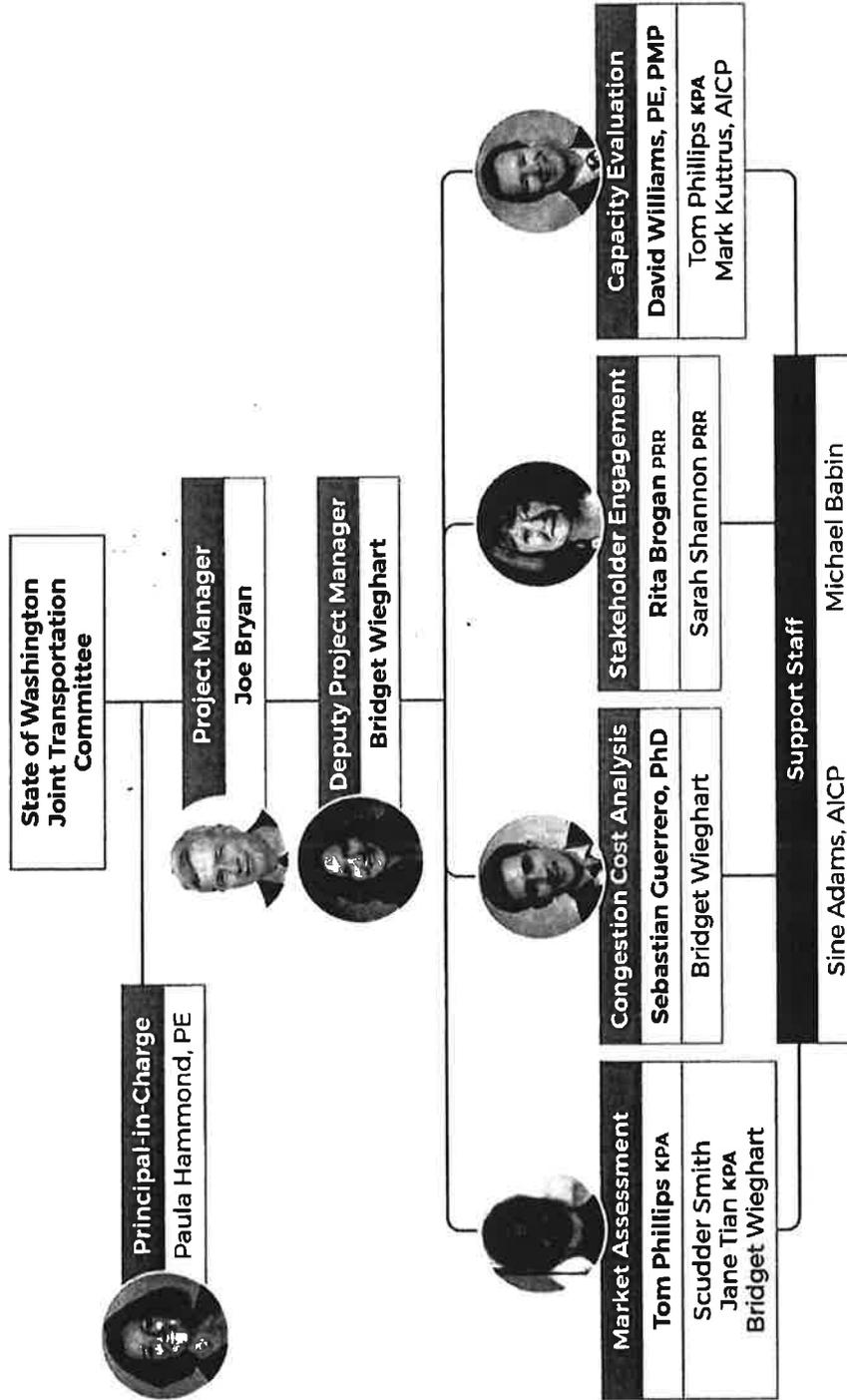
Project Purpose and Objectives

Purpose: Evaluate the current and future capacity of the statewide air cargo system

Objectives:

1. Educate policy makers about air cargo movement at Washington airports;
2. Explore possibilities for accommodating the growing air cargo market at more airports around the state; and,
3. Identify the State's interest and role in addressing issues arising from air cargo.

Organizational Chart



All staff are WSP unless noted. KPA Keiser Phillips Associates PRR PRR, Inc.



Work Plan and Schedule

TASK 1: DESCRIBE THE AIR CARGO SYSTEM IN WASHINGTON STATE

Profile the air cargo market and air facilities that make up the air cargo system in Washington

Outcomes:

1. Overview of existing facilities and services
2. Interviews with existing Washington air cargo users
3. Review of global, national, regional and local air cargo flows and types of commodities being moved by air in Washington

TASK 2: AIR CARGO CONGESTION

- Air cargo congestion threatens the competitiveness of important economic sectors
- Washington's airports compete with other airports and modes
- Define and estimate the costs of air cargo congestion

TASK 3: EVALUATE HOW TO USE EXISTING CAPACITY ACROSS WASHINGTON STATE

Site Visits

Review Opportunities and Constraints

Develop criteria to:

- Compare competitive airports to Washington airports
- Evaluate the potential for Washington airports to attract:
 - *Non-integrated all-cargo carriers*
 - *Integrated all-cargo carriers*
 - *International air freighter operators (scheduled and charters)*
 - *Third-party logistics companies*

Evaluate the potential to market State airports to different carrier types based on strengths, weaknesses, opportunities and threats

TASK 4: RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES

Create a vision and strategy for air cargo and logistics services development in Washington

- Provide a list of actions necessary to implement the vision
- Identify priorities and responsibility for each action
- Include performance measures and proposed budget

The Washington State Air Cargo and Logistics Business Development Strategic Plan will include:

- Ways to provide capacity relief for Sea-Tac
- Role of other Washington airports in capacity relief
- Guidance to regional airports for expanding their markets

TASK 5: STAKEHOLDER PANEL AND STAFF WORKGROUP

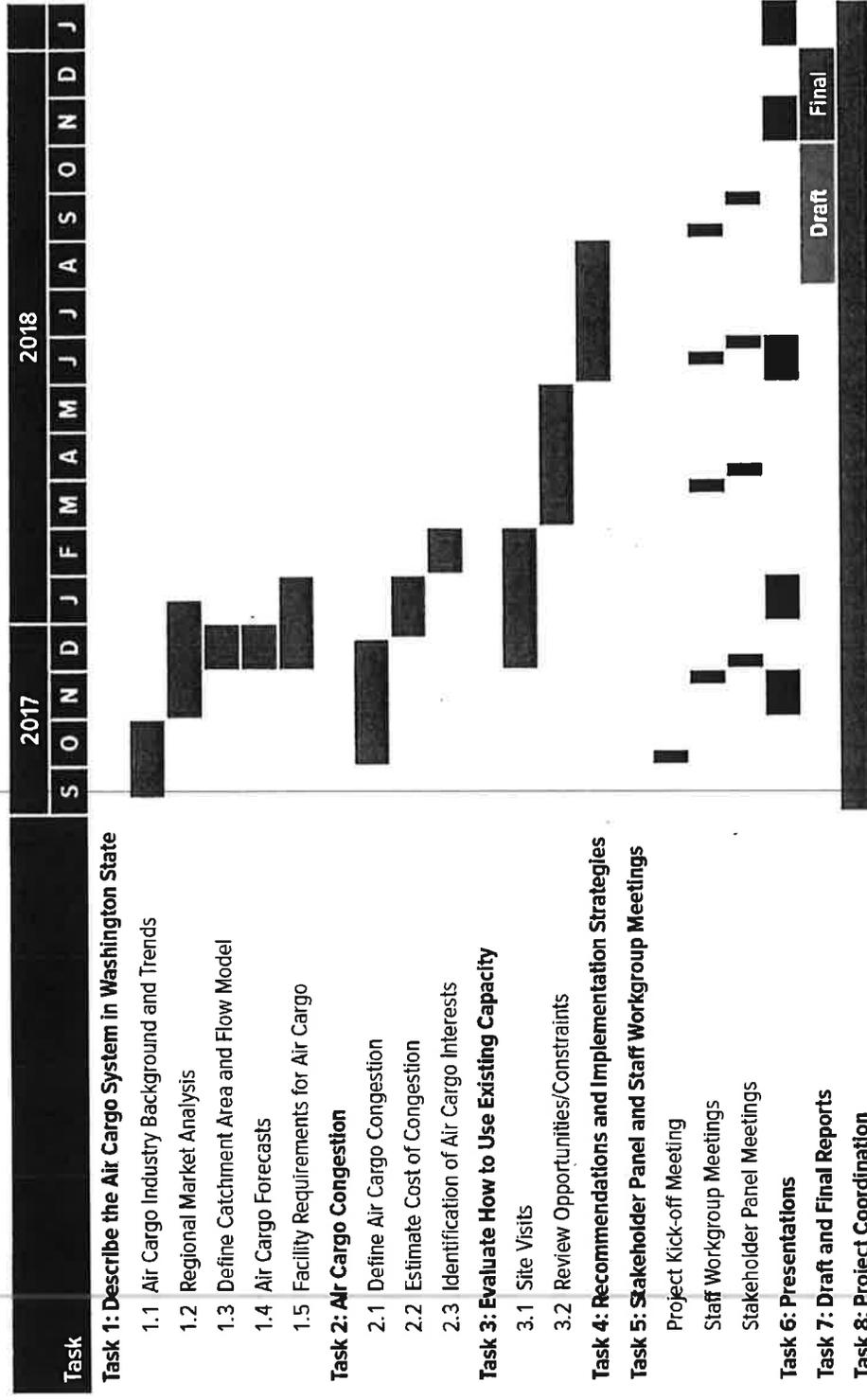
Staff Workgroup

- Mostly legislative and agency staff members
- Guidance and input to technical methods and results
- Insight into the interests of their agencies/committees
- Review recommendations for the stakeholder panel

Stakeholder Panel

- Legislators, top agency officials and industry representatives
- Review the results and recommendations
- Represent interests of their organization, business or constituency
- Input on recommendations to JTC, the Legislature and the Governor, who will make final decisions

Schedule



Stakeholder Panel Charter

Stakeholder Panel Charter

- Study Purpose and Objectives
- Context
- Decision-making process
- Committee Roles and Principles

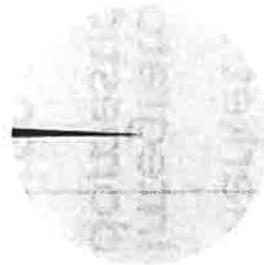
Air Cargo Background

Air Cargo is Big Business

- Over \$67 billion worldwide air freight & express market¹
- Over 52 million metric tons of goods valued at USD 5.6 trillion transported worldwide in 2015
- Freight traffic growing 3-5% per year worldwide
- Market size has doubled every ten years²
- Integrator/express carriers control over 90% of the US domestic cargo market³
- Cargo share of total airline revenues:
 - 5% for US domestic majors
 - 15% for European majors
 - 20-50% for Asian majors

Source: ¹ IATA ² Boeing ³ FAA

Air cargo forms a small portion of global tonnage...
...but a large part of global trade value



1%
of world
trade tonnage

- Air
- Sea, Rail & Road



33%
of world
trade value

- Air
- Sea, Rail & Road



**Air cargo is extremely
valuable to world trade**

Cargo Industry Stakeholders

Supply-Distribution Chain



Air Transportation/Logistics

- Shippers
 - Forwarders (3PLs/4PLs)
 - Customs brokers
 - Consolidators
 - Indirect carriers
 - General Sales Agents
 - Gov. postal authorities
- Motor carriers
 - Air carriers
 - Airports
 - Cargo/Ground handlers
 - Federal Inspection Agencies
 - Consignees

Two Airline Cargo Business Models

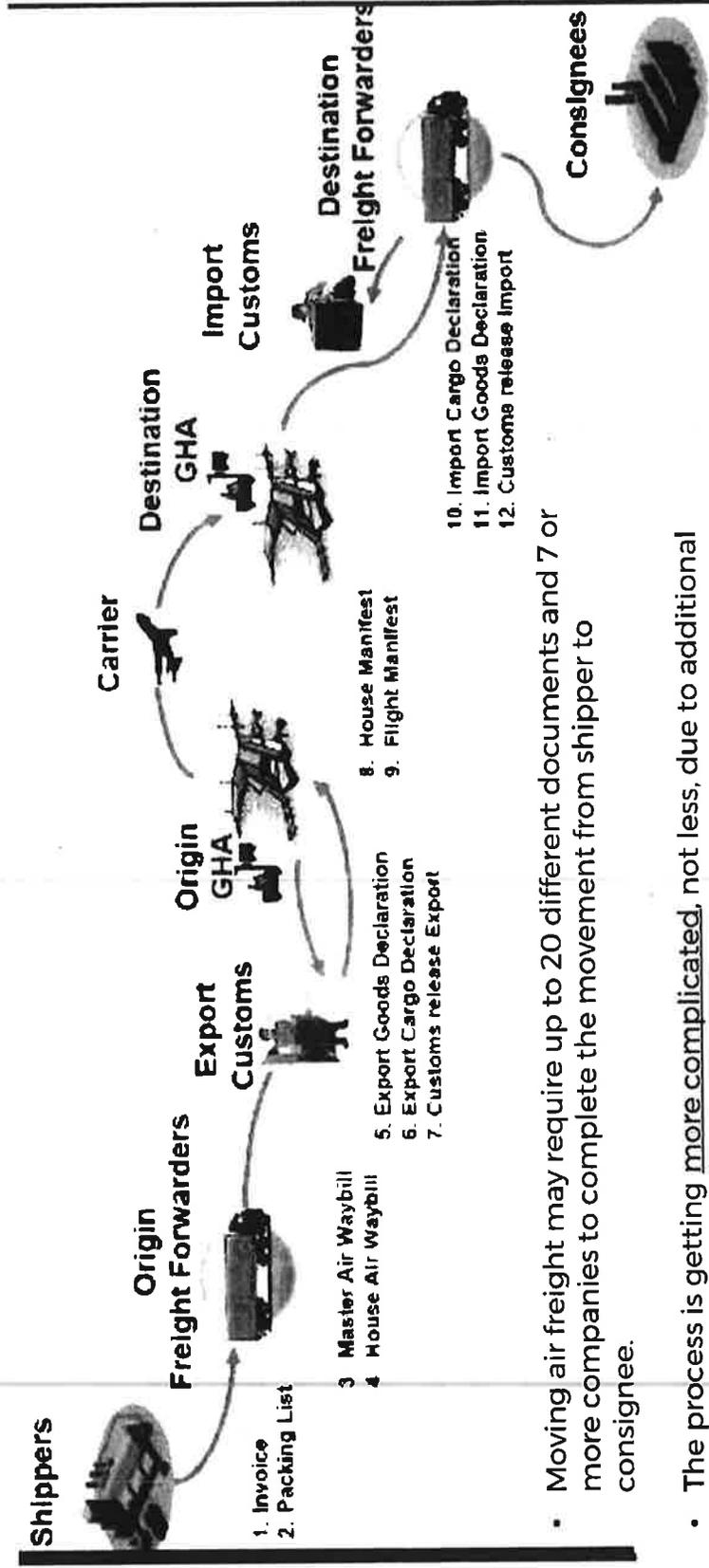
Airport-to-Airport Model

- Business Model Users: belly cargo carriers and line haul freighter operators
- Primary Airline Customer: Freight Forwarders
- Model characteristics: Airlines sell space wholesale to freight forwarders who sell aircraft space and services to shippers at retail price.
- Average shipment time: six days
- Level of custodial control: medium

Door-to-Door Model

- Business Model Users: the integrator/express carriers and the integrator forwarders
- Primary Airline Customer: Shippers (business & consumers)
- Model characteristics: Airlines sell space and services direct to shippers at retail price. Occasionally sell space to forwarders at wholesale.
- Average shipment time: three days
- Level of custodial control: high

Air Cargo Supply Chain is Complex



- Moving air freight may require up to 20 different documents and 7 or more companies to complete the movement from shipper to consignee.
- The process is getting more complicated, not less, due to additional requirements for security and safety.

Source: IATA e-freight fundamentals GHA = Ground Handling Agent

Air Cargo Carriers

- **Combination Carriers (airport to airport)**
 - ▶ **Belly Cargo Carriers:**
Alaska, Delta, United, American, Southwest, etc.
 - ▶ **Pax Belly Cargo & Freighter Operators:**
Korean Air, China Airlines, Air China, EVA, etc.
- **All-Cargo Carriers**
 - ▶ **Integrator / Express (door to door)**
FedEx, UPS, SF
 - ▶ **Traditional Line Haul (airport to airport)**
Kalitta, Cargolux, Polar, Yangtze River Express, etc.

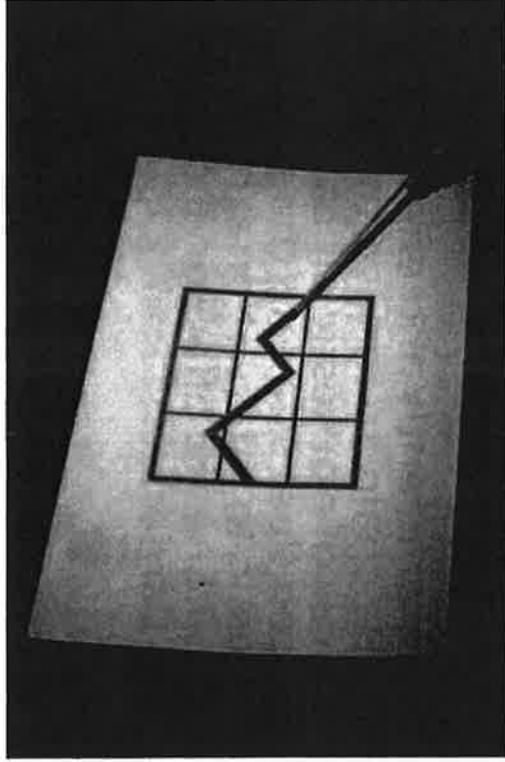


The other air cargo carriers: Road Feeder Service

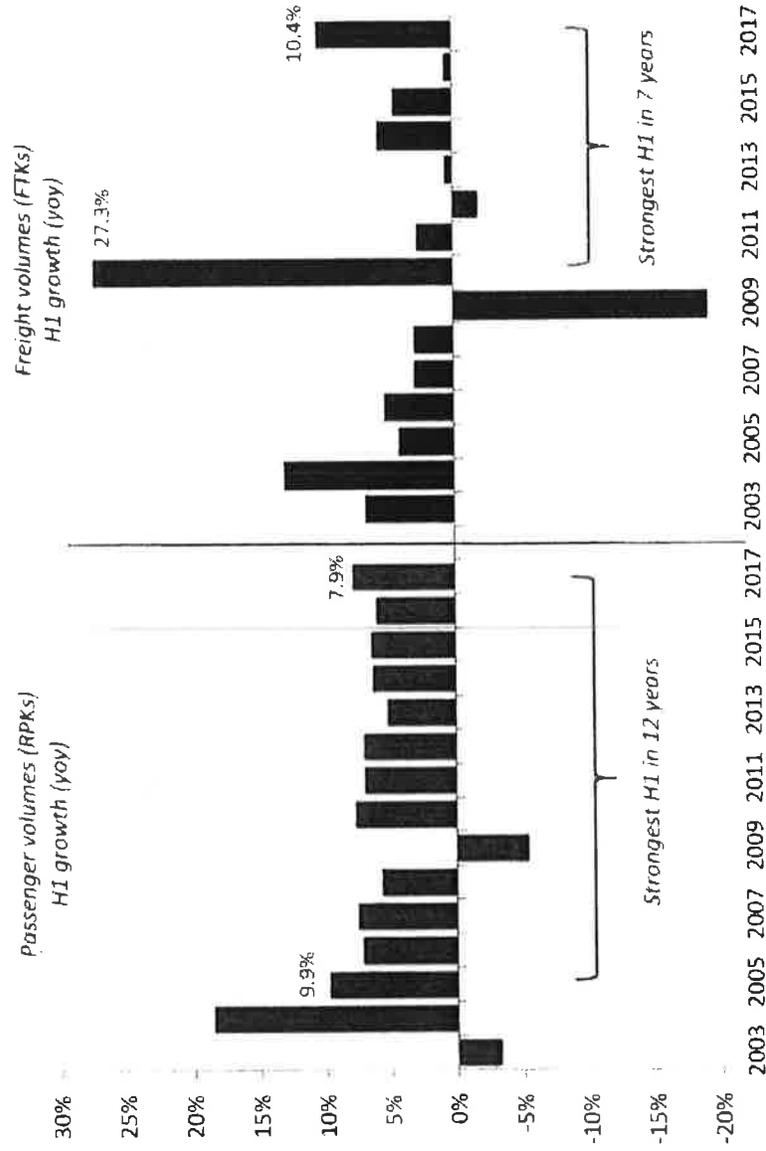
- What: Regularly scheduled airport-to-airport truck service between North American city pairs allowing airlines to offer service to a city to which it does not fly
- Purpose: To efficiently and effectively expand an airlines air cargo supply chain; to reduce the cost of air shipments; to offset the loss of domestic air capacity that has resulted from reduced fleet size and the shift of widebody airplanes from domestic to international markets; and allows passenger airlines to offer service comparable to that of pure cargo carriers.



Cargo Industry Status



Cargo growth more variable than passenger but recovering from the Great Recession

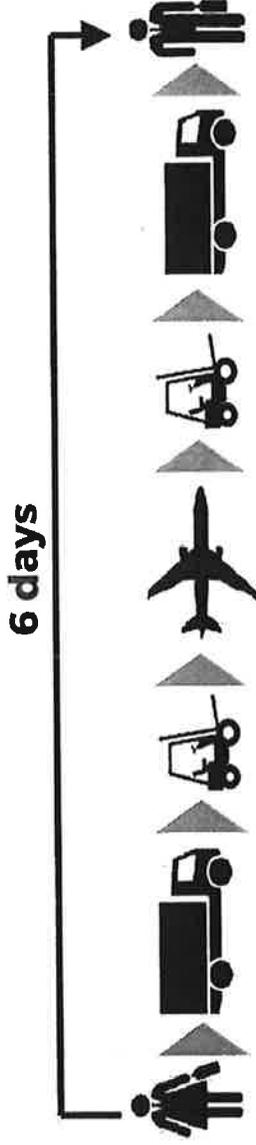


Source: IATA



Air Cargo Performance Has Not Improved Much in Recent Decades

Estimated average end-to-end transportation time since 1980's: ~ 6 days

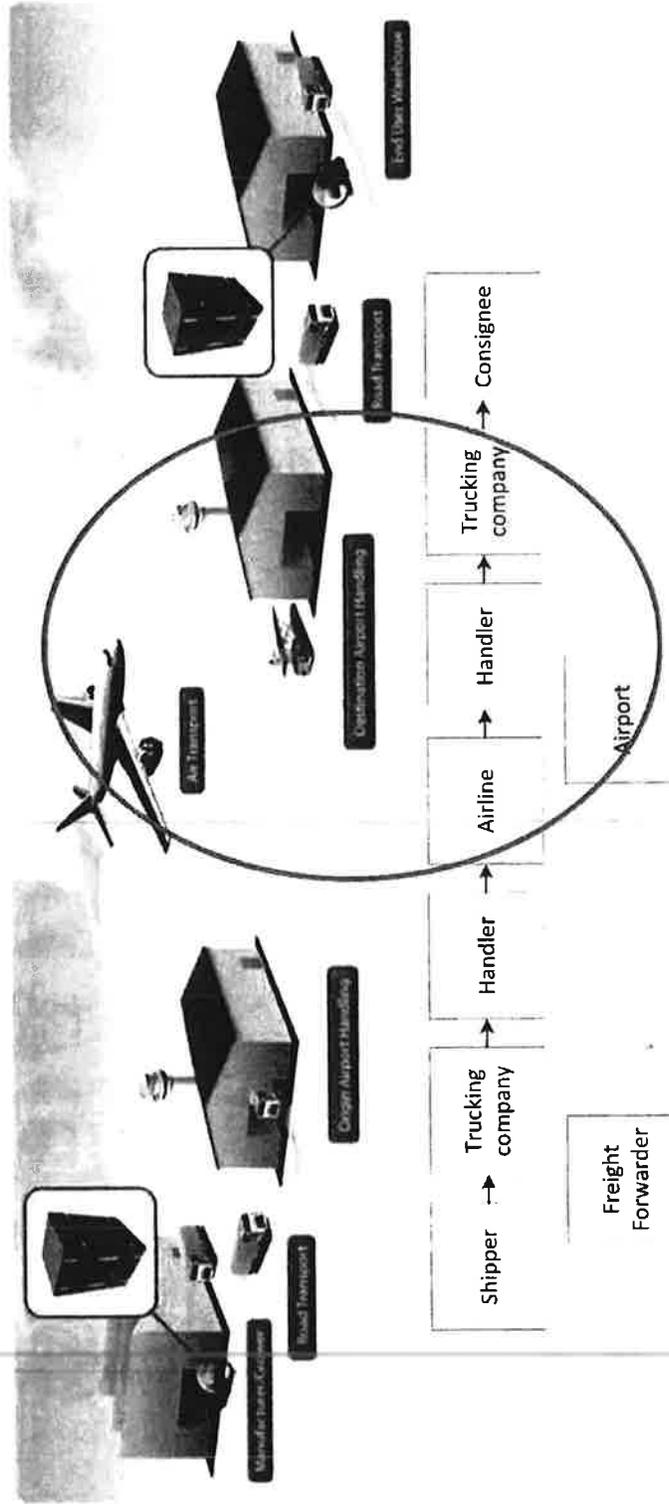


“Ninety per cent of the transit time for air cargo is spent not moving, but waiting to move!”

(Air Cargo News 11.03.2013)

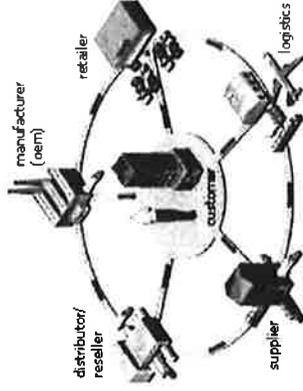
IATA: Reduce the Supply Chain by 48 hours

Improvements must be made in the handling and Customs processes



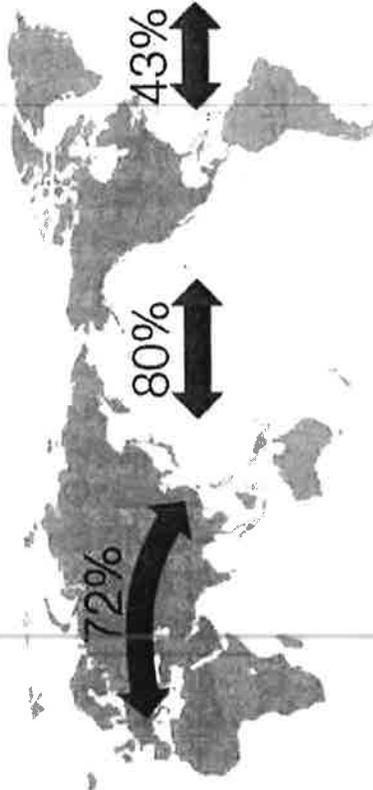
Some Trends of Significance

- Manufacturing moving away from traditional passenger hubs
- E-commerce freight demand growing significantly
- Continuing shift of domestic air cargo to trucks
- Growth of international air cargo volumes
- Continued use of freighters
- Restructuring of airline and forwarder business models
- Increased regulation and security compliance requirements



Freighters will remain the main players

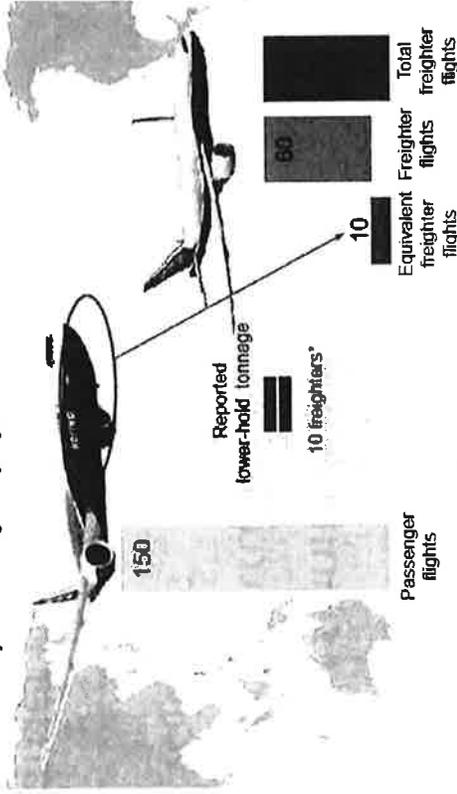
Total air cargo traffic carried by freighters by percentage



60% of air cargo traffic carried on freighters

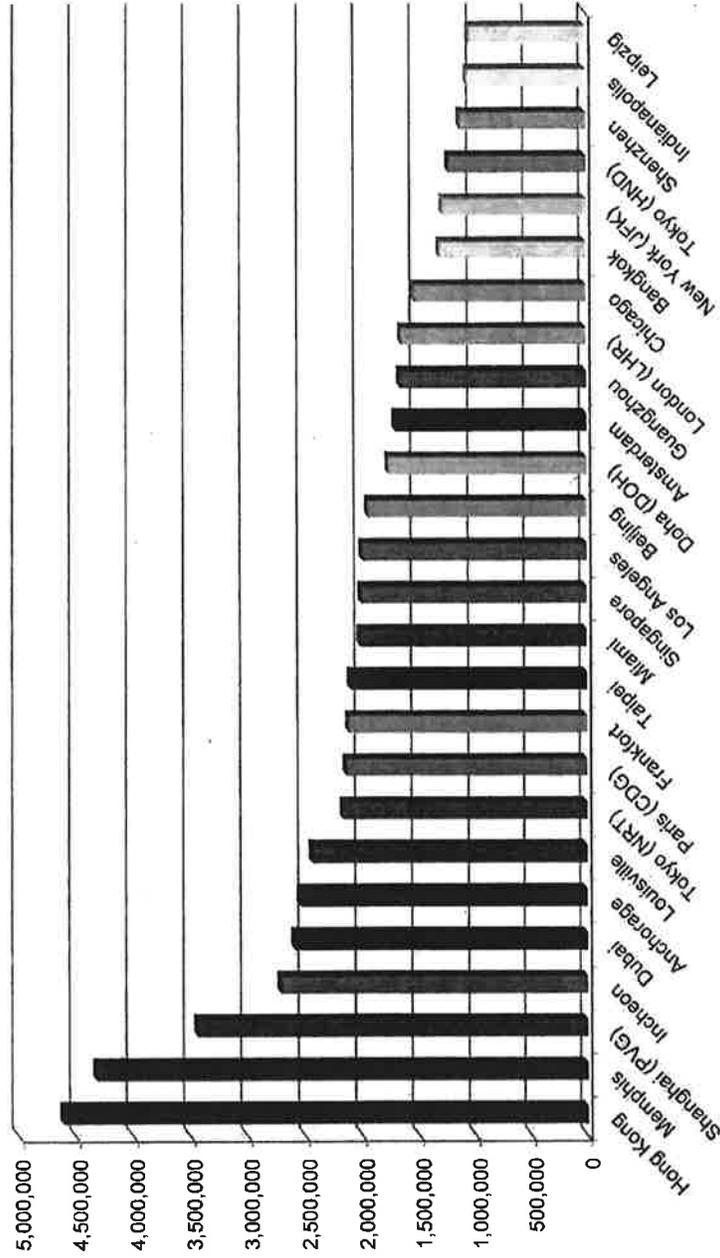
150 transpacific passenger flights carry the equivalent of only 10 freighter flights

Analysis of average daily flights from Asia to North America, year 2013

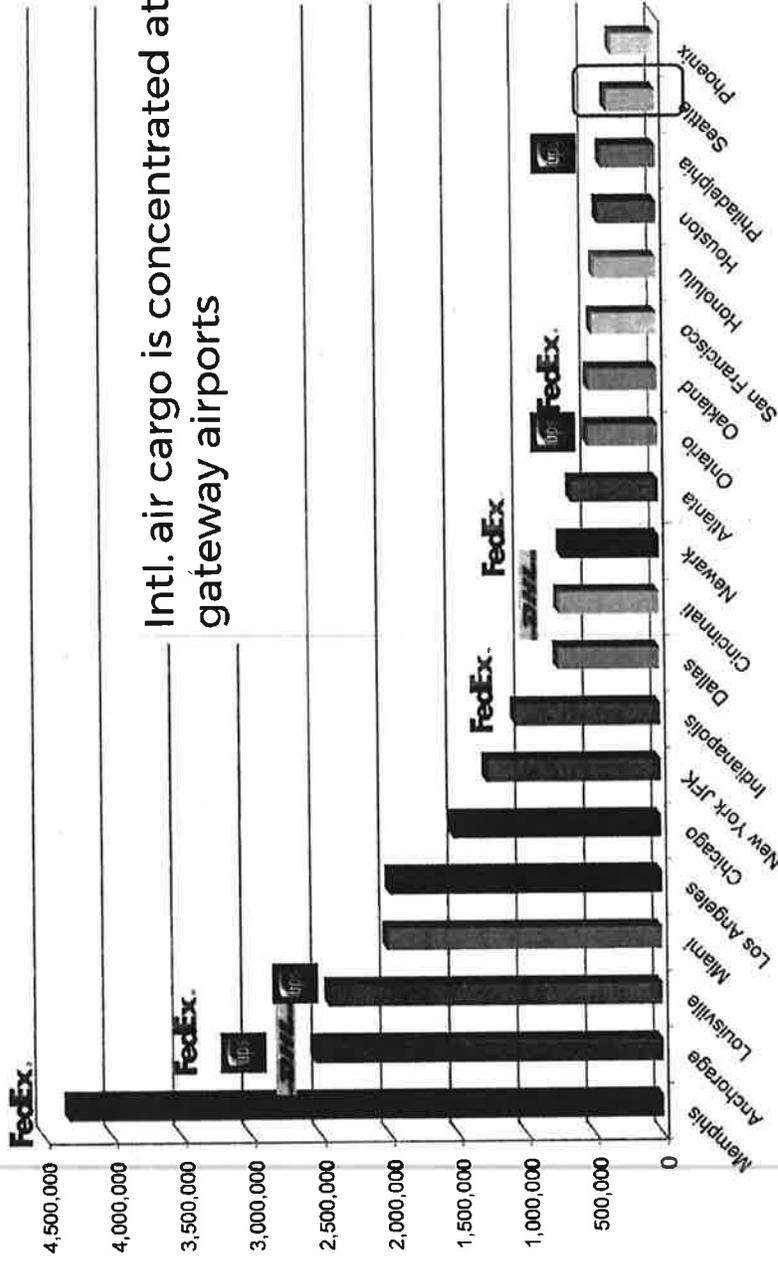


*Conversion takes into account destination, range, and load factor.

Top World Air Cargo Airports 2016 by weight

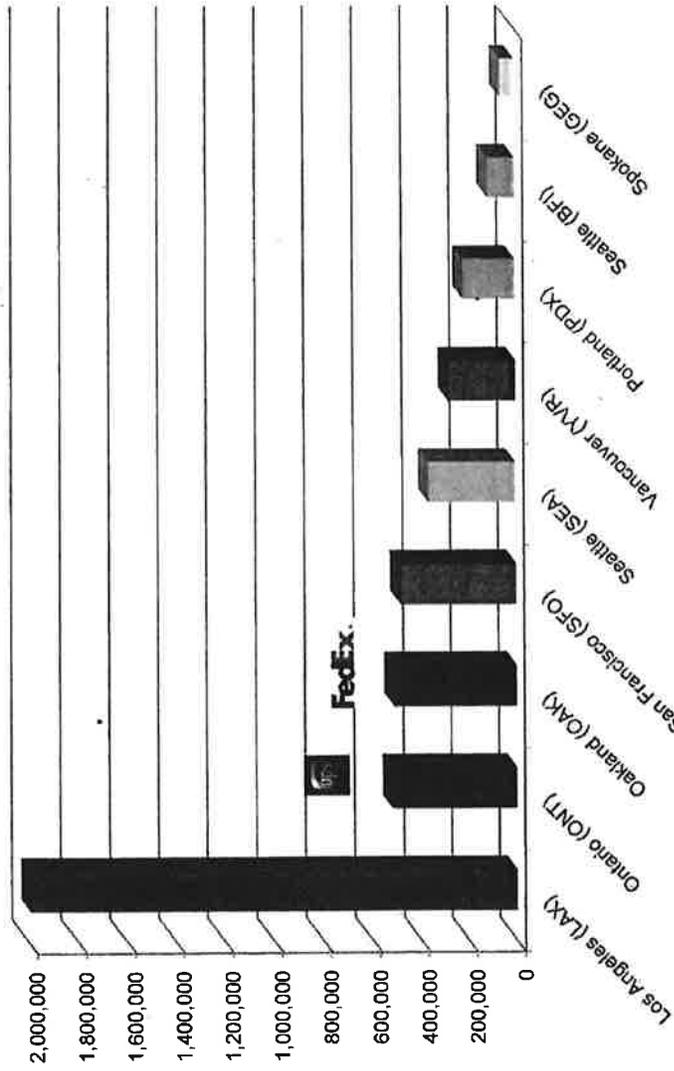


Top20 US Air Cargo Airports 2016



Source: ACI

Top West Coast Air Cargo Airports 2016

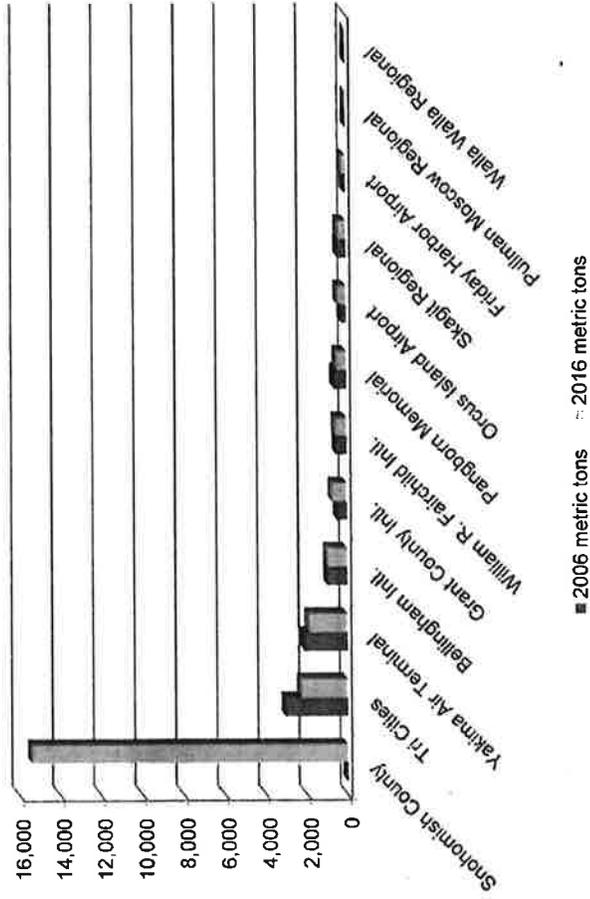
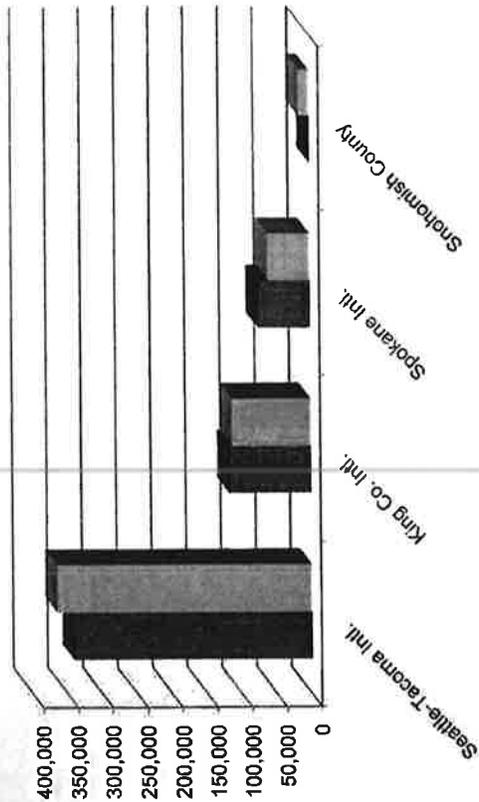


LAX dominates the West Coast in air cargo due to the number of wide-body aircraft, variety of destinations, frequencies and the large network of air freight forwarders.

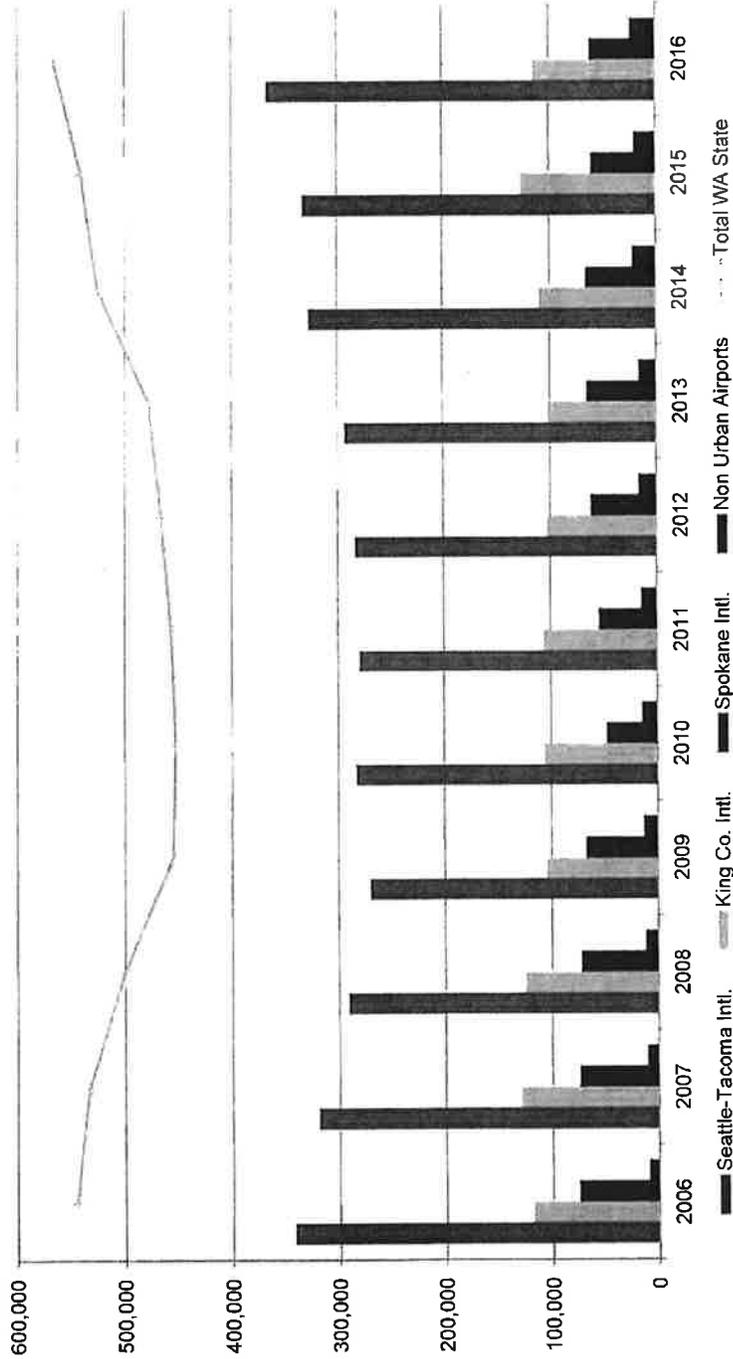
Source: Airports Council International except BFI; BFI data from DOT T-100 market forms



Top WA State Air Cargo Airports 2016

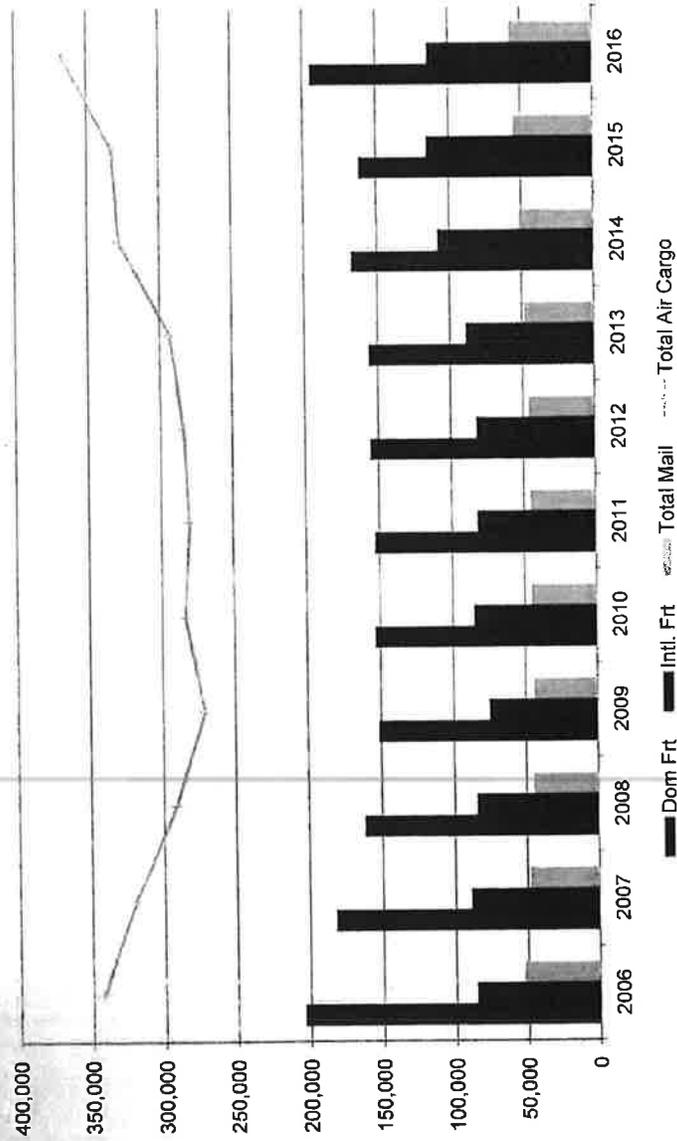


Ten Year Trend of Air Cargo in WA State

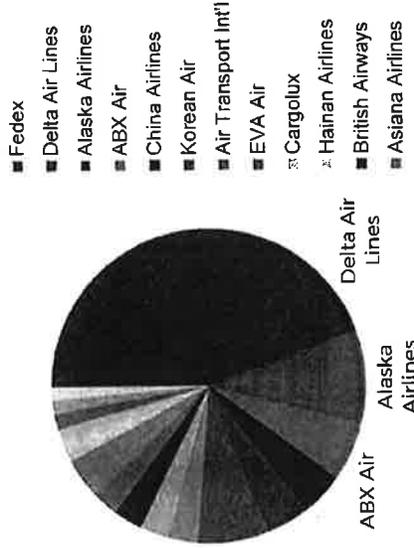


Over the past five years air cargo the air cargo growth rate for WA State has averaged approx. 5% per year. Seattle-Tacoma International Airport and King County International Airport accommodate 85% of the air cargo in WA State.

Air Cargo Trends for Seattle-Tacoma International Airport (SEA)



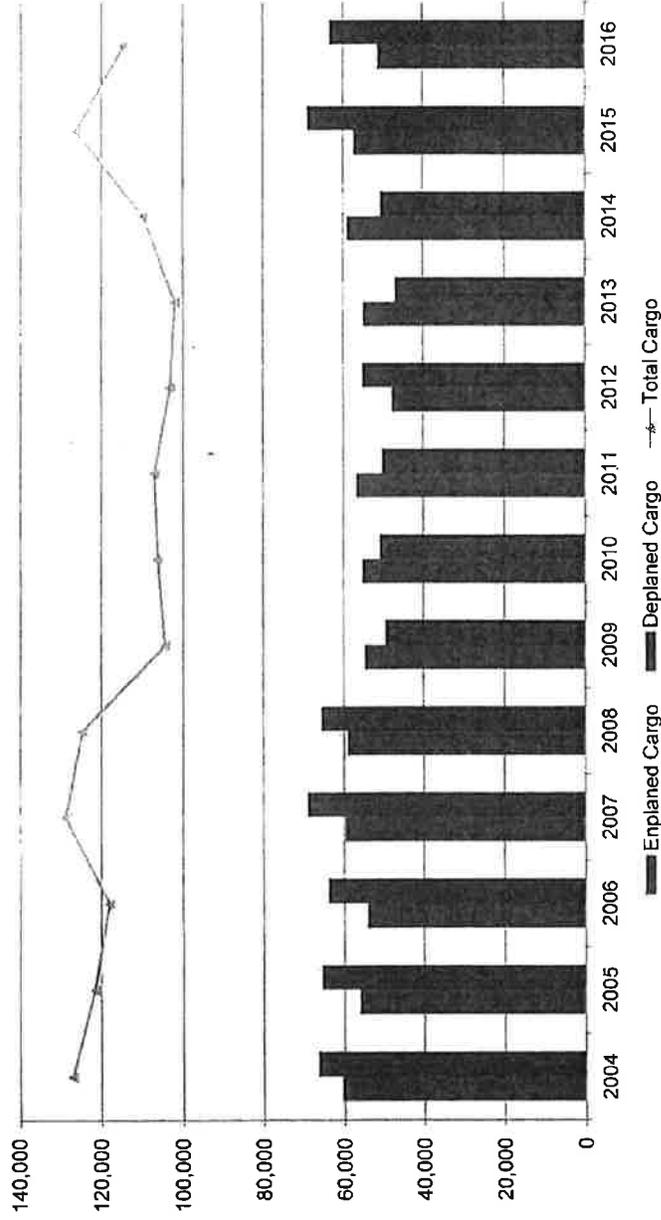
Top 15 Air Cargo Airlines at SEA - 2016



Year	Freighter Cargo	Pax Lower Deck Cargo	Percent Freighter
2014	182,599	144,640	55.8%
2015	180,954	151,682	54.4%
2016	220,591	145,839	60.2%



Air Cargo Trends for King County International Airport (BFI)

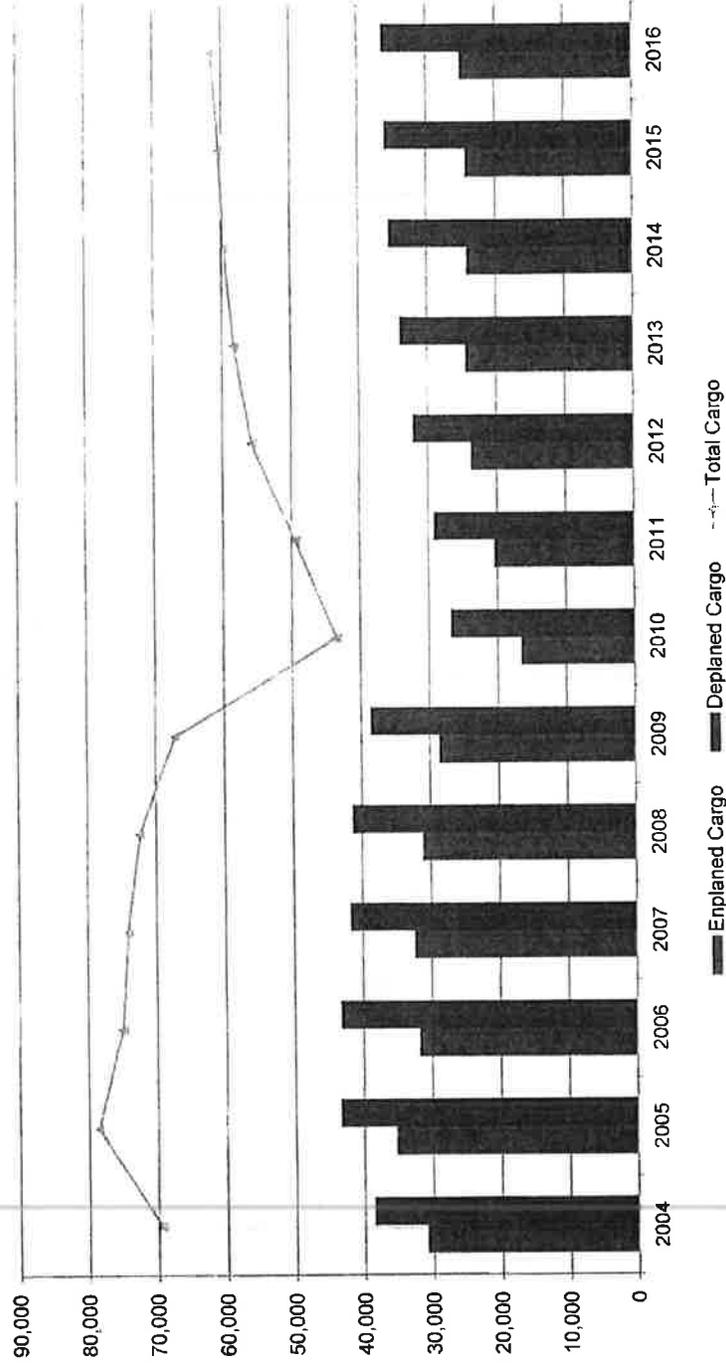


In 2016 UPS accounted for 90% of the air cargo tonnage at King County International and is expected to generate 99 to 100% of the air cargo in 2017

Data source: USDOT T-100 market reports



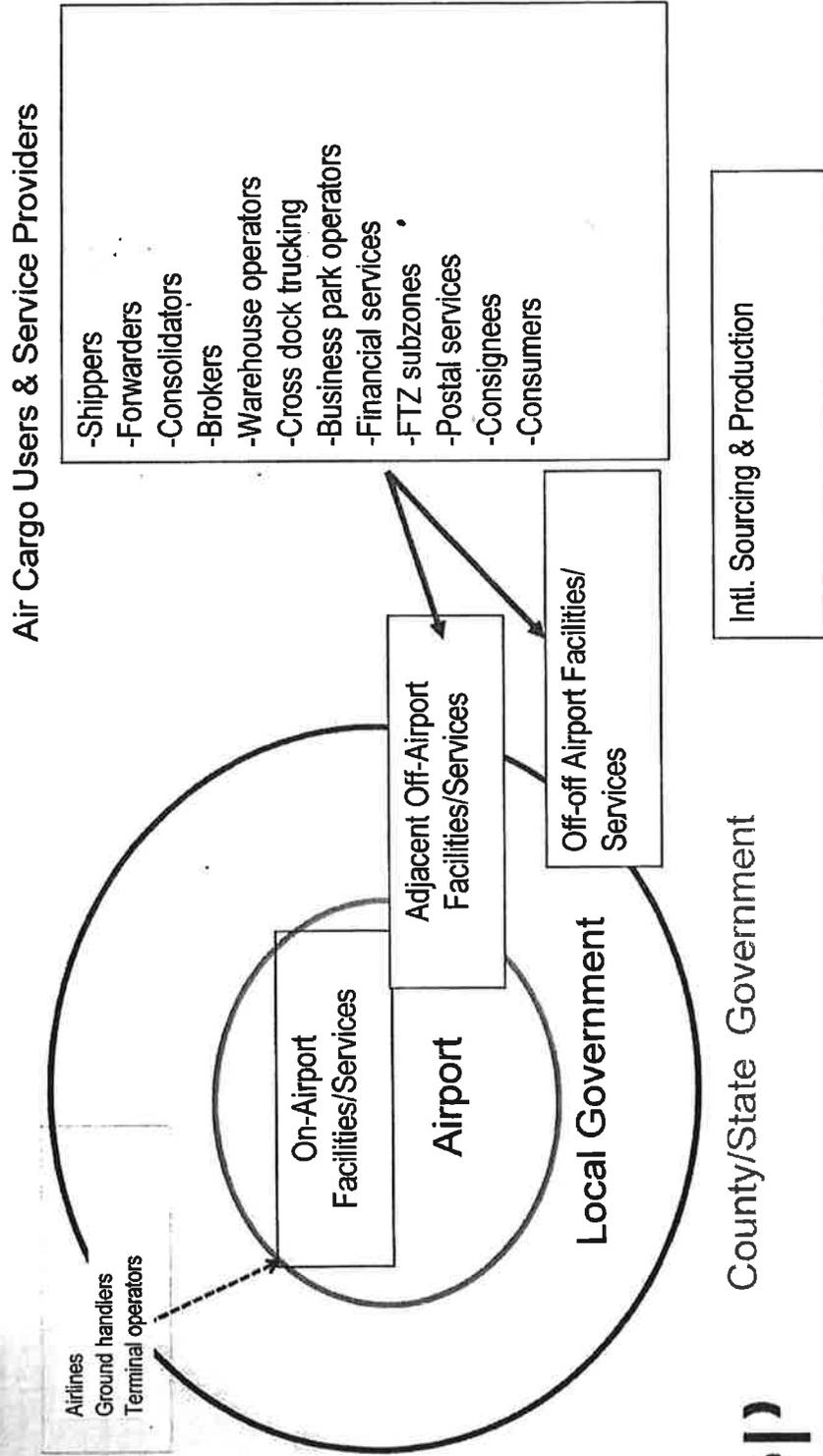
Air Cargo Trends for Spokane International Airport (GEG)



FedEx and UPS account for over 90% of the air cargo volumes at GEG

Data source: Spokane International Airport statistics

The Airport Air Cargo Ecosystem



Factors Influencing Airline/Airport Choice

Market Area	Location	Infrastructure	Financial Environment	Operational Freedom
<p>Primary - up to 100 mi</p> <p>Secondary - within 400 mi</p> <p>Tertiary - >400 mi</p>	<p><i>Fits Existing Network</i></p> <p>different for integrator, belly & freighter airlines</p>	<p><i>Runways</i></p> <p>length, strength, redundancy, approaches, minimums, etc.</p>	<p><i>Operating Costs</i></p> <p>landing fees, aircraft parking, facility leasing, fuel flowage, etc.</p>	<p><i>Permissions</i></p> <p>related to routes, frequencies, pricing, slot controls, curfews</p>
<p><i>Connectivity/ Interlining</i></p> <p>airline, RFS, regional PUD</p>	<p><i>Close to Customers</i>- % of pop (markets) within X miles or Y minutes of airport</p>	<p><i>Aircraft Parking & Ground Handling Capabilities</i></p>	<p><i>Transparency of Accounts</i></p> <p>paying only for services utilized</p>	<p><i>Operational Flexibility</i></p> <p>aircraft change of gauge, self-handling or ability to select among competing agents, ability to transfer between aircraft, 24/7 operations, etc.</p>
<p><i>Freight Forwarders</i></p> <p>multinational, local, specialty, etc.</p>	<p><i>Local Surface Access</i></p>	<p><i>Landside Facilities & Services</i></p> <p>terminals, FIS, customs brokers, temp. control, etc.</p>	<p><i>Economic Incentive Packages</i></p>	
<p><i>Distribution Services</i></p> <p>warehouses/DCs, cool chain, FTZs</p>	<p><i>Interstate Highway Connectivity</i></p>	<p><i>Interstate Highway Access</i></p>	<p><i>Residual vs Compensatory</i></p>	<p><i>Ability to Use Intermodal Services</i></p>

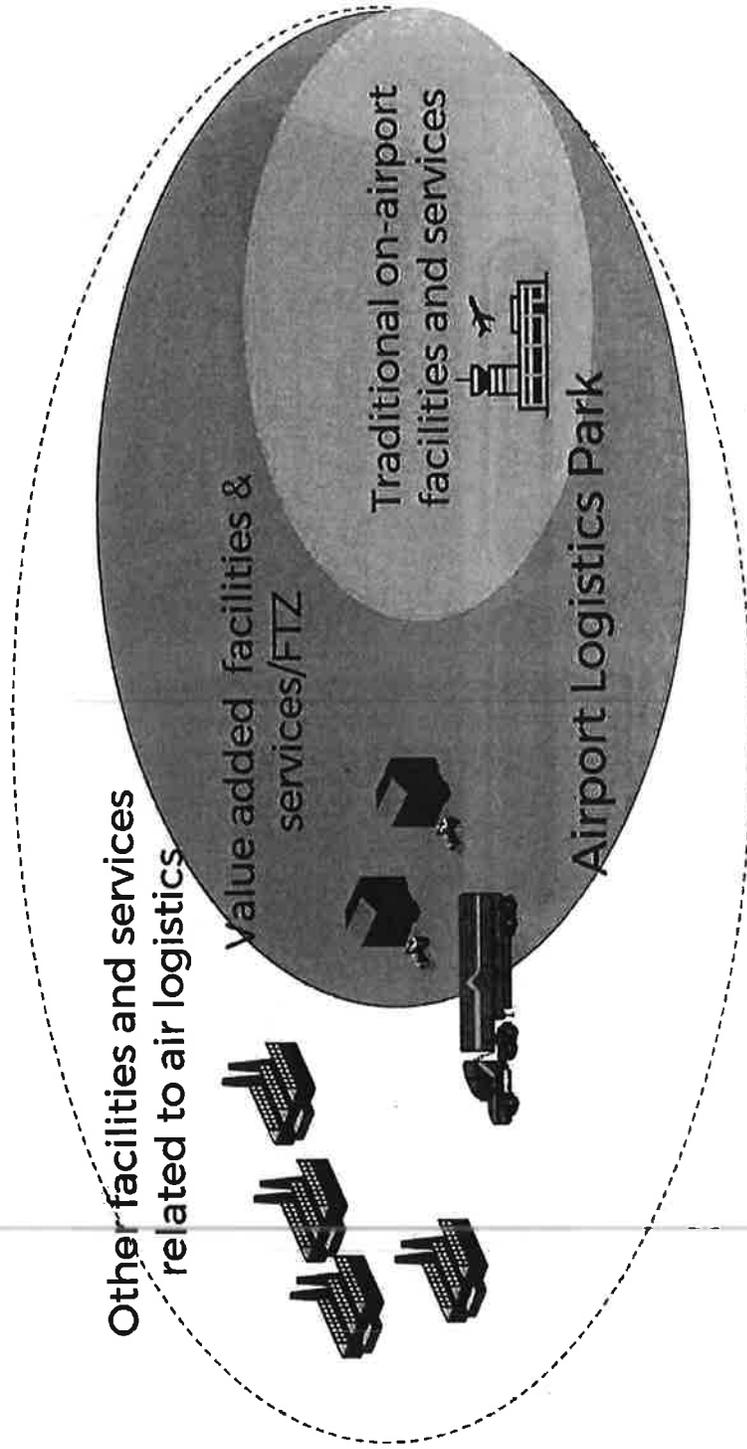


The Airport Logistics Park

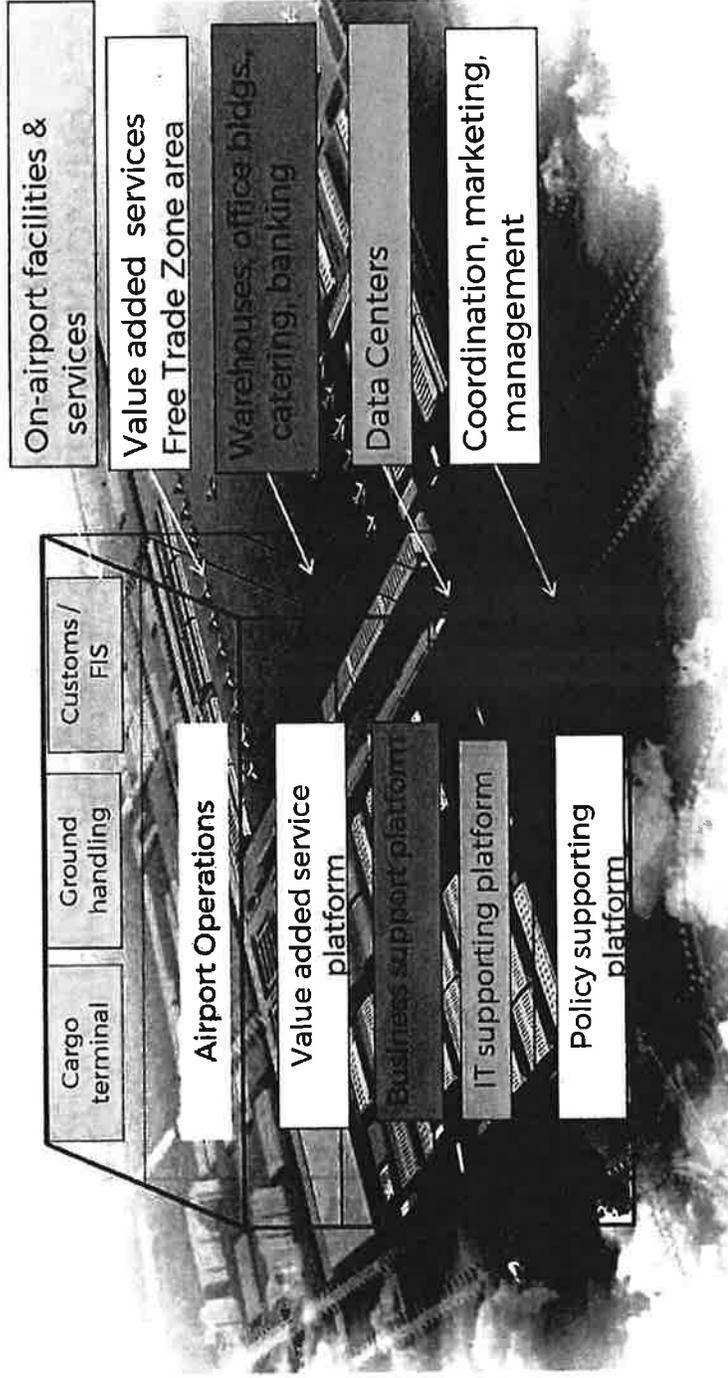
Goal: to move your airport up the value chain



Airport Logistics Platform/FTZ



Airport Logistic Park Functions



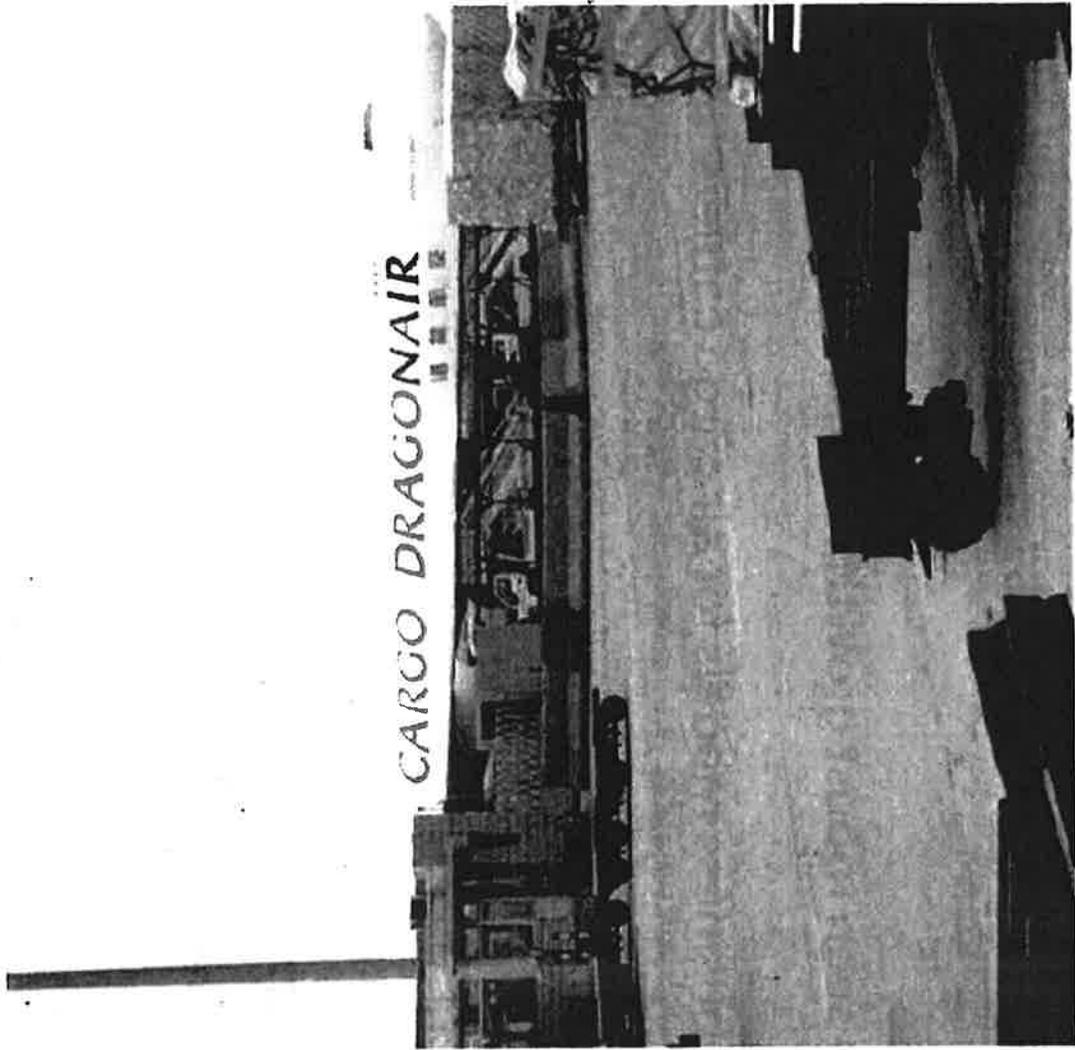
Summary

- Air cargo growth has seen robust growth in 2016/17 but could be nearing a peak
- There are two major business models for air cargo carriers
 - *integrator/express model*
 - *airport-to-airport model*
- Trucking is of great importance to air cargo
- Airports should think beyond their boundaries in planning
- Airport cargo strategies are reliant on knowing your market and key airport and community objectives
- Partnering is a key to creating new airport business models

Air Cargo Congestion

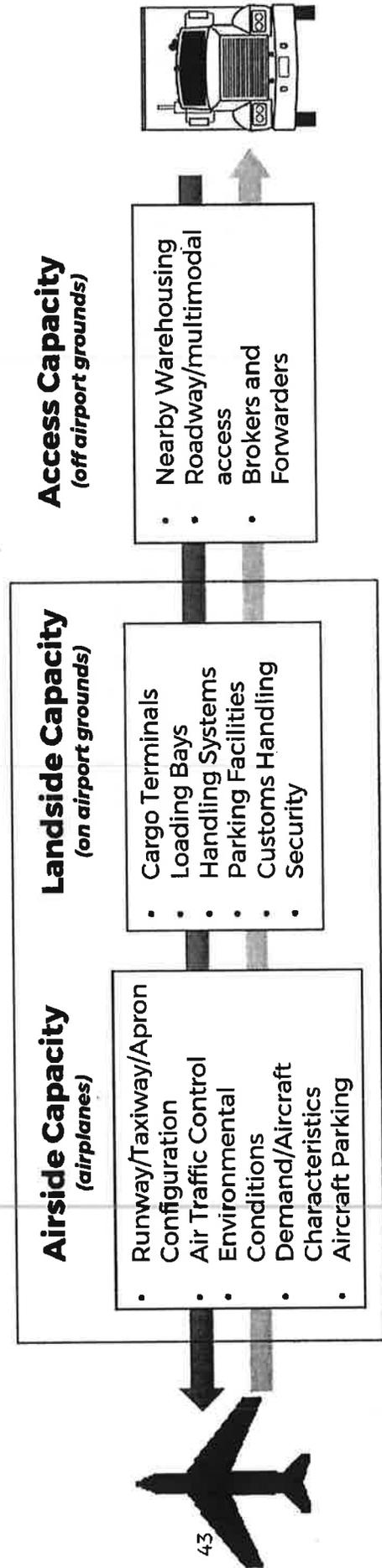
42

WSJ



Air Cargo Capacity

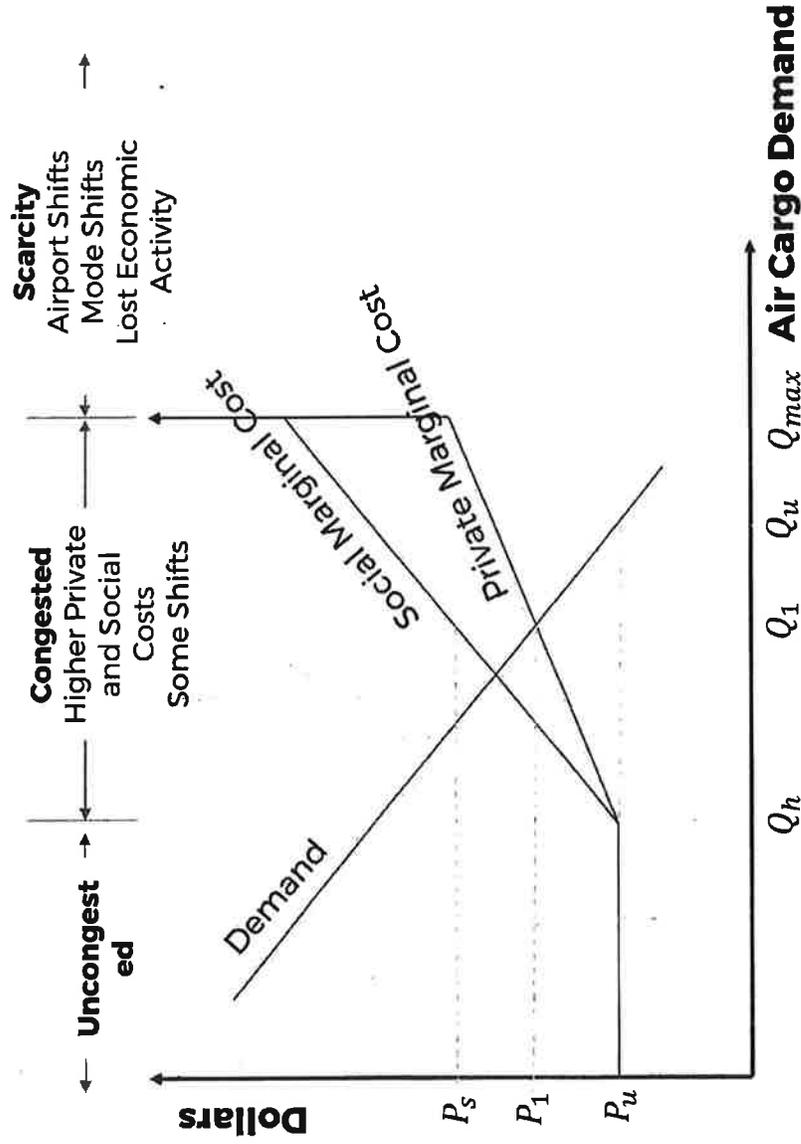
AIRPORT CAPACITY



Air Cargo Congestion

In congested conditions, each additional unit of cargo increases costs for everyone - higher rates, longer queues, more unreliability. Shippers must consider alternatives or become less competitive.

- Operators use more resources to maintain service
- Shippers absorb more cost unless viable alternatives available



Proposed Definitions

Air Cargo Capacity: The maximum cargo volume that can be handled by airside, landside and access system components.

Air Cargo Congestion: Increase in costs to shippers as cargo volumes approach capacity, stressing one or many system components.

- Costs reflect increases in time
- Disrupts regional market functions
- Erodes competitive advantage

Proposed Air Cargo Congestion Extent

Two complementary approaches:

- 1. Capacity Analysis:** Inventory airside, landside, and access system components. Identify system weaknesses and use metrics to assess facility utilization. Compare with industry standards and reference airports.
- 2. Congestion Delay Analysis:** Analyze FAA's Aviation System Performance Management database to characterize air cargo delay.

DISCUSSION



Next Steps

- Define Air Cargo Congestion
- Conduct Regional Market Analysis
- Review and Update Air Cargo Forecasts
- Inventory Existing Facilities
- Future meetings
 - *late March/early April 2018*
 - *mid/late June 2018*
 - *early/mid September 2018*

Bonnie Wilkins

From: Redfield, Beth <Beth.Redfield@leg.wa.gov>
Sent: Wednesday, November 08, 2017 10:30 AM
To: Minich, Jennifer; cmpared2what@aol.com; Renee Cameron
Cc: Keiser, Sen. Karen; Fleckenstein, Mary
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.

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 industry. 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

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>; rcameron@desmoineswa.gov; steveedmistonQ45@gmail.com
Cc: Keiser, Sen. Karen <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

To: Redfield, Beth <Beth.Redfield@leg.wa.gov>; cmpared2what@aoil.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@aoil.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](#).



included Renee Cameron, rcameron@desmoineswa.gov, on this email because she was taking minutes, and I just 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

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



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

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

SITING OF A 2ND AIRPORT



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



April 25, 2017

Robert Hodgman
Washington Aviation System Plan
Washington State Department of Transportation
310 Maple Park Avenue SE
PO Box 47300
Olympia WA 98504-7300

RE: Comments on WASP

Dear Mr. Hodgman,

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.

The Waterland City

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).

Robert Hodgman
Page Three
April 25, 2017

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.

-
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).
 2. 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).

Sincerely,



Matt Pina
Mayor

MP:bw



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.; (206) 824-6024 FAX:(206) 870-6540



February 22, 2018

Mr. Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Dear Mr. Brown,

I want to thank you for the opportunity to meet with you and your staff yesterday. It was a very timely discussion, as we understand today your Executive Board will consider an opportunity to undertake a "Regional Aviation Baseline Study." We are encouraged that PSRC has been asked to do this by the Federal Aviation Administration.

We believe that PSRC is the appropriate agency to undertake this work, bringing a regional perspective to developing solutions to impacts from Sea-Tac Airport's operations. Operations at Sea-Tac Airport have seen significant year over year growth. A systems wide approach to aviation in our state requires a regional perspective. The study, as described in your Action Item memo to the Executive Board, seeks to increase understanding of the dynamics of the region's growing aviation activity.

The two critical points we wanted to underscore in our discussion with you was the disproportionate impacts our city and other adjacent cities experience as a result of increased operational activity at Sea-Tac. Consideration of strategies to reduce these impacts are essential for any regional approach. We also want to emphasize the point we made in our discussion, that we stand ready to assist you in any manner to incorporate an understanding of airport impacts on our community in the baseline study.

Once again, it was a pleasure to meet with you. We look forward to working with you on this very complex regional aviation challenge.

Sincerely,

Matt Pina, Mayor

cc: Des Moines City Council
Des Moines Aviation Advisory Committee
Ken Rogers, StART member for Des Moines
Michael Matthias, City Manager
Susan Cezar, Community Development Director

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

February 15, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS – COUNCIL

PRESIDING OFFICER'S REPORT

Item 1: WESLEY HOMES BRAND

Item 2: OUTGOING HUMAN SERVICES COMMITTEE MEMBERS

Item 3: OUTGOING SENIOR SERVICES COMMITTEE MEMBERS

ADMINISTRATION REPORT

Item 1: PUGET SOUND REGIONAL COUNCIL

Item 2: MARINA CAFÉ LEASE

Item 3: REPORTING INFORMATION TO COUNCIL

Item 4: KING COUNTY YOUTH & AMATEUR SPORTS GRANTS AWARDS

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF MINUTES

Motion is to approve the minutes from the January 11, 2018 Regular Council meeting, the minutes from the January 18, 2018 Executive Session and the January 18, 2018 Regular Council meeting.

Page15 Item 2: NATIONAL SERVICE RECOGNITION DAY

Motion is to approve the Proclamation recognizing April 3, 2018 as National Service Recognition Day.

Page 19 Item 3: CITY OF DES MOINES ARTS COMMISSION APPOINTMENT

Motion is to confirm the Mayoral appointment of Nicholas Fannin to an unexpired three year term on the City of Des Moines Arts Commission effective immediately and expiring on December 31, 2019.

Page 23 Item 4: ANNUAL MULTI CITY HUMAN SERVICES FUNDING PROGRAM
Motion is to approve Exhibit A for the 2018 Des Moines' planning, funding and implementation of a joint human services application and funding program as provided in the 2003 Memorandum of Understanding for the Joint Human Services Funding Program between the cities of Auburn, Burien, Covington, Des Moines, Federal Way, Renton, SeaTac, and Tukwila, substantially in the form as submitted.

Page 41 Item 5: INTERLOCAL AGREEMENT BETWEEN THE CITIES OF SEATAC, DES MOINES, COVINGTON, AND TUKWILA FOR PLANNING, FUNDING, AND IMPLEMENTATION OF A JOINT MINOR HOME REPAIR PROGRAM
Motion is to authorize the City Manager to approve revised Exhibit A of the Interlocal Agreement between the Cities of SeaTac, Des Moines, Covington and Tukwila, accepting \$29,625 for repairs plus \$2,500 personnel costs, for the Minor Home Repair Program substantially in the form as submitted.

Page 53 Item 6: 2018 CITY COUNCIL VISION, MISSION STATEMENT, GOALS AND STRATEGIC OBJECTIVES
Motion is to approve the City Council's 2018 Vision, Mission Statement, Goals and Strategic Objectives.

Page 57 Item 7: ADMINISTRATIVE SETTLEMENT POLICIES FOR REAL PROPERTY ACQUISITION
Motion is to approve Draft Resolution No. 17-142 establishing Administrative Settlement Policies and authorize the City Manager or designee to make administrative settlements up to 10% above Fair Market Value not to exceed \$50,000.

NEW BUSINESS

Page 77 Item 1: DRAFT RESOLUTION 18-005: LONG-TERM AVIATION CAPACITY NEEDS IN WESTERN WASHINGTON
Staff Presentation: City Manager Michael Matthias

Page 89 Item 2: SEA-TAC AIRPORT SUSTAINABLE AIRPORT MASTER PLAN, ENVIRONMENTAL REVIEW PROCESS AND ANALYSIS
Staff Presentation: City Manager Michael Matthias

Page 97 Item 3: FIRST READING - CITY COUNCIL RULES OF PROCEDURES UPDATES
Staff Presentation: City Attorney Tim George

Page 143 Item 4: MICHAEL BUNDY DONATION OF PROPERTY FOR PARKS AND RECREATION PURPOSES.
Staff Presentation: Parks, Recreation & Senior Services Director Patrice Thorell

EXECUTIVE SESSION

NEXT MEETING DATE:

February 22, 2018 City Council Regular Meeting

ADJOURNMENT

RESOLUTION NO. 1378

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, requesting the King County Council, the Puget Sound Regional Council, the State Legislature, and the Governor's Office to take action to address long-term aviation capacity needs in Western Washington.

WHEREAS, the City of Des Moines ("City") is a community adjacent to Sea-Tac Airport, and

WHEREAS, the City has experienced considerable and disproportionate health and environmental impacts due to proximity to Sea-Tac Airport ("Sea-Tac"), and

WHEREAS, the City recognizes that Sea-Tac is an engine for economic growth for the region, and

WHEREAS, the City has formed an Aviation Advisory Committee ("Committee") to examine potential opportunities and impacts associated with Sea-Tac, and

WHEREAS, since 1989, various governmental agencies tasked by state statute with planning and decision-making related to ensuring future aviation and airspace capacity have failed to identify or promote any alternatives, and

WHEREAS, the financial costs and environmental impacts of continued expansion of Sea-Tac are not sustainable, and

WHEREAS, the Sea-Tac footprint, transportation infrastructure, and air space capacity will constrain future growth and compromise safety, and

WHEREAS, various other airports exist within the Greater Puget Sound and Western Washington region that could potentially accommodate some aviation growth, and coordination among these facilities is limited, and

WHEREAS, the City Council and the Aviation Advisory Committee believe that immediate action is needed to coordinate plans for long-term aviation capacity for the Greater Puget Sound and Western Washington region to ensure the ability to accommodate anticipated growth and to minimize further impacts on Des Moines and adjacent communities; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

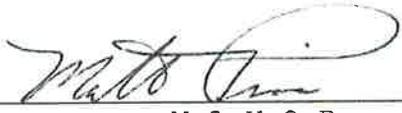
Sec. 1. Action requested. The Des Moines City Council herein requests that the King County Council, the Puget Sound Regional Council, the State Legislature, and the Governor's Office take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. This effort will serve the purposes of both future economic development and reduction of health-related impacts for communities proximate to airport facilities. To address capacity needs, this effort must be launched as soon as possible.

Sec. 2. Des Moines' cooperation. The Des Moines City Council is willing to assist or participate with the effort outlined in section 1 as necessary.

Sec. 3. Responses requested. The Des Moines City Council requests that the entities named in section 1 respond to ~~the Council of their intended actions no later than sixty (60)~~ days from receipt of this Resolution.

Sec. 4. Effective date. This Resolution shall take effect immediately upon passage by the Des Moines City Council.

ADOPTED BY the City Council of the City of Des Moines, Washington this 15th day of February, 2018 and signed in authentication thereof this 15th day of February, 2018.


M A Y O R

APPROVED AS TO FORM:


Assistant City Attorney

ATTEST:


City Clerk

City of Des Moines



ADMINISTRATION
21630 11th AVENUE S, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D: (206) 824-6024 FAX: (206) 870-6540



February 20, 2018

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia WA 98504-0002

Dear Governor Inslee:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

The Des Moines City Council requests that the King County Council respond to the Council of their intended actions no later than sixty (60) days from receipt of this Resolution. (Sec. 3.)

If you have any questions, please do not hesitate to contact me.

Sincerely,

Bonnie Wilkins, CMC
City Clerk/Communications Director
206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



ADMINISTRATION
21630 11th AVENUE S, SUITE A
DES MOINES, WASHINGTON 98198-6398
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February 20, 2018

Mr. Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle WA 98104

Dear Mr. Brown:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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City of Des Moines



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February 20, 2018

King County Council
516 Third Avenue, Room 1200
Seattle WA 98104

Dear Councilmembers:

Attached please find City of Des Moines Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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City of Des Moines



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February 20, 2018

Representative Mia Gregerson
328 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Gregerson:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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If you have any questions, please do not hesitate to contact me.

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206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



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February 20, 2018

Representative Tina Orwall
326 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Orwall:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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City of Des Moines



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February 20, 2018

Representative Mike Pellicciotti
304 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Pellicciotti:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

The Des Moines City Council requests that the King County Council respond to the Council of their intended actions no later than sixty (60) days from receipt of this Resolution. (Sec. 3.)

If you have any questions, please do not hesitate to contact me.

Sincerely,

Bonnie Wilkins, CMC
City Clerk/Communications Director
206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



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February 20, 2018

Representative Kristine Reeves
132D Legislative Building
PO Box 40600
Olympia WA 98504

Dear Representative Reeves:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

The Des Moines City Council requests that the King County Council respond to the Council of their intended actions no later than sixty (60) days from receipt of this Resolution. (Sec. 3.)

If you have any questions, please do not hesitate to contact me.

Sincerely,

Bonnie Wilkins, CMC
City Clerk/Communications Director
206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



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February 20, 2018

Senator Karen Keiser
219 John A Cherberg
PO Box 40433
Olympia WA 98504

Dear Senator Keiser:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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If you have any questions, please do not hesitate to contact me.

Sincerely,

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bwilkins@desmoineswa.gov



City of Des Moines

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DES MOINES, WASHINGTON 98198-6398
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February 21, 2018

Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle WA 98104-1035

Dear Josh,

I would like to share with you a Resolution passed by the Des Moines City Council on February 15, 2018 regarding the siting of a second regional airport in Western Washington.

I have attached additional documents supported by the City of Des Moines to ensure the ability to accommodate anticipated growth and to minimize further impacts on Des Moines and adjacent communities.

I look forward to discussing these items with you.

Sincerely,

Matt Pina
Mayor

cc: Des Moines City Council
City Manager, Michael Matthias
Chief Operations Officer, Dan Brewer
City Attorney, Tim George

The Waterland City

ULTRA FINE PARTICLE RESEARCH



City of Des Moines

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(206) 878-4595 T.D.D.: (206) 824-5024 FAX: (206) 870-6540



January 19, 2017

Representative Tina Orwall
326 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Orwall,

The City of Des Moines would like to commend you and representatives Fitzgibbon, Gregerson, Tarleton, Pollet and Santos for introducing and sponsoring House Bill – 1171. This bill, which provides resources for a study to include the assessment and identification of options to reduce or mitigate emission of ultrafine particles coming from aircraft operations, is crucial to communities proximate to SeaTac International Airport.

Your leadership in this regard is appreciated by the City. We believe that a scientific assessment is critical to understanding the problem and can lead to appropriate actions to potentially mitigate impacts.

The City of Des Moines will assist in any way that you need, especially in regards to placement of monitoring stations or other aspects of the study. We look forward to participating on any level that would be helpful.

Sincerely,

Matt Pina
Des Moines Mayor

MP:bw

The Waterland City

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

March 9, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

EXECUTIVE SESSION

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

Item 1: PACIFIC MIDDLE SCHOOL FUTURE CITIES PRESENTATION

ADMINISTRATION REPORT

Item 1: PRESENTATION BY HIGHLINE COLLEGE SMALL BUSINESS DEVELOPMENT CENTER

Item 2: SENIOR CENTER NUTRITION PROGRAM

Item 3: LEGISLATIVE UPDATE

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF VOUCHERS

Motion is to approve for payment vouchers and payroll transfers through March 1, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#149588-149774	\$ 866,660.14
Electronic Wire Transfers	#830-837	\$ 200,480.11
Payroll Checks	#18907-18908	\$ 2,614.14
Payroll Direct Deposit	#00070001-00070170	\$ 301,387.38
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers:		\$1,371,141.77

Page 3 Item 2: DOE SPILL PREVENTION, PREPAREDNESS AND RESPONSE EQUIPMENT GRANT AGREEMENT

Motion is to enter into Agreement No. SPPREG-2017-DeMoMa-00015 with the Department of Ecology ("DOE") for a grant in the amount of \$590.00, and to authorize the City Manager to sign the Agreement substantially in the form as attached.

Page 23 Item 3: WASHINGTON STATE FUTURE CITY REGIONAL COMPETITION

Motion is to approve the Proclamation recognizing the achievements of the Pacific Middle School students in the Washington State Future City Regional Competition.

Page 27 Item 4: LOWER MASSEY CREEK IMPROVEMENTS PROJECT – VEGETATION MONITORING CONTRACT
Motion is to approve the Task Order Assignment with Tetra Tech, Inc. for permitting services associated with the Lower Massey Creek Improvements Project in the amount of \$99,582.00, authorize a contingency in the amount of \$10,000, and authorize the City Manager to sign said Task Order Assignment, substantially in the form as submitted.

Page 43 Item 5: AMENDMENT #1 TO THE ILA WITH NORMANDY PARK FOR DES MOINES TO PROVIDE PROSECUTION SERVICES
Motion is to approve amendment #1 to the Interlocal Agreement with the City of Normandy Park for Des Moines to provide prosecution services, adding Domestic Violence Advocate services to the agreement and increasing the rate to reflect the increased costs of providing services, and authorize the City Manager to sign the Agreement substantially in the form as submitted.

Page 55 Item 6: **CITY FINANCIAL SUPPORT FOR ULTRA FINE PARTICLE RESEARCH**
Motion is to authorize the City Manager to contribute up to \$25,000 in support of a study to assess and identify options to reduce or mitigate emissions of ultrafine particles resulting from aircraft operations, and further to direct staff to bring forward a budget amendment reflecting this contribution as necessary.

OLD BUSINESS

Page 59 Item 1: CITY COUNCIL RULES OF PROCEDURE UPDATES
Staff Presentation: City Attorney Tim George

Page 123 Item 2: MARINA PAID PARKING AND TRAFFIC IMPACTS IN THE MARINA DISTRICT
Staff Presentation: Public Works Director Brandon Carver

NEXT MEETING DATE

March 23, 2017 City Council Regular Meeting

ADJOURNMENT

AGENDA ITEM

BUSINESS OF THE CITY COUNCIL
City of Des Moines, WA

SUBJECT: City Financial Support for Ultra-Fine Particle Research

FOR AGENDA OF: March 9, 2017

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: March 1, 2017

ATTACHMENTS:

1. Mayor's Letter of Support (January 19, 2017)

CLEARANCES:

- Community Development _____
- Marina _____
- Parks, Recreation & Senior Services _____
- Public Works _____

CHIEF OPERATIONS OFFICER: _____

- Legal *SG*
- Finance *DM*
- Courts _____
- Police _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: *[Signature]*

Purpose and Recommendation

The purpose of this agenda item is to seek City Council support for a City financial contribution of up to \$25,000 to assist in a study to assess and identify options to reduce or mitigate emission of ultrafine particles coming from aircraft operations.

Suggested Motion

Motion 1: "I move to authorize the City Manager to contribute up to \$25,000 in support of a study to assess and identify options to reduce or mitigate emissions of ultrafine particles resulting from aircraft operations, and further to direct staff to bring forward a budget amendment reflecting this contribution as necessary."

Background

House Bill 1171, sponsored by Rep. Tina Orwall, if passed, would direct the completion of a study of certain environmental impacts, including ultrafine particulate emissions, associated with aircraft traffic in areas impacted by airport operations. Specifically, it will direct the Department of Commerce to contract with the University of Washington School of Public Health to complete a two-phase study of environmental impacts, including ultrafine particulate matter air pollution, associated with airport traffic at the state's busiest airport (SeaTac). A similar bill was introduced in the Senate by Sen. Karen Keiser.

Discussion

SeaTac Airport has been working with Alaska Airlines to increase utilization of biofuels which appear to lessen emissions. The ultra-fine particles are at the smallest end of the emissions range and many feel have not been adequately studied. The City has sent our representatives letters of support and has testified on behalf of the proposed legislation in both the House and Senate committees considering the bill.

As an additional sign of support for not only this bill but for the study and ensuring that the health impacts, if any, are known, the City Manager is requesting approval of this contribution of up to \$25,000. This contribution would be contingent on the bill passing and a study being conducted.

The cities of SeaTac and Burien have pledged financial support as well as the Port of Seattle.

Alternatives

1. Authorize the contribution up to \$25,000.
2. Authorize a reduced contribution.
3. Do not authorize a contribution.

Financial Impact

This no current existing budget for the \$25,000 payment and so if this cost cannot be offset by other General Fund expenditure savings, a budget adjustment will be required.

Recommendation

The City Manager recommends approving the motion as written.

HOUSE BILL 1171

State of Washington 65th Legislature 2017 Regular Session

By Representatives Orwall, Fitzgibbon, Gregerson, Tarleton, Pollet,
and Santos

Read first time 01/12/17. Referred to Committee on Environment.

1 AN ACT Relating to directing the completion of a study of certain
2 environmental impacts, including ultrafine particulate emissions,
3 associated with aircraft traffic in areas impacted by airport
4 operations; adding a new section to chapter 70.94 RCW; and providing
5 an expiration date.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

7 NEW SECTION. **Sec. 1.** A new section is added to chapter 70.94
8 RCW to read as follows:

9 (1) The department of commerce, in consultation with the
10 department of health and the department of ecology, is directed to
11 complete a study by September 1, 2021, regarding air quality
12 implications of air traffic at the international airport in
13 Washington with the highest number of total annual departures and
14 arrivals.

15 (2) The study must include two phases:

16 (a) The first phase must consist of an assessment, to be
17 completed by the University of Washington school of public health, of
18 the concentrations of ultrafine particulate matter in areas
19 surrounding and directly impacted by air traffic generated by the
20 airport. This assessment component of the study is the highest

1 priority, and must be completed by September 1, 2019. The assessment
2 must:

3 (i) Monitor and evaluate the concentrations and characteristics
4 of ultrafine particulate matter in areas impacted by high volumes of
5 airport traffic, including the patterns of spatial dispersion of
6 ultrafine particulate matter. To the extent practicable, the
7 assessment must attempt to distinguish between ultrafine particulate
8 matter that is attributable to aircraft sources and ultrafine
9 particulate matter that originates with other sources; and

10 (ii) Compare concentrations of ultrafine particulate matter in
11 areas surrounding or directly impacted by high volumes of airport
12 traffic against concentrations of ultrafine particulate matter in
13 locations in the ambient environment that share similar
14 characteristics, but that are not surrounding or directly impacted by
15 high volumes of airport traffic.

16 (b) The second phase of the study, which the department of
17 commerce must initiate contingent upon the completion of the first
18 phase of the study, consists of:

19 (i) An analysis of options to reduce or mitigate emissions of
20 ultrafine particulate matter from aircraft, including but not limited
21 to the use of alternative fuel sources or particulate filters by
22 aircraft. In evaluating emission reduction or mitigation options, the
23 department of commerce must consider the anticipated costs and
24 feasibility of each option;

25 (ii) An analysis of the rates of exposure to ultrafine
26 particulate matter by low-income residents, communities of color, and
27 other communities that may be disproportionately impacted by
28 ultrafine particulate matter pollution. This analysis must consider
29 public health data maintained by the department of health or local
30 health jurisdiction, to the extent such information is available;

31 (iii) An analysis of the scope of risks posed by ultrafine
32 particulate matter air pollution in communities adjacent to and
33 directly impacted by the airport and air traffic relative to the
34 risks posed by other types or sources of air pollution or other
35 pathways of exposure to pollutants in the environment; and

36 (iv) An analysis of other direct and indirect environmental
37 impacts to the areas surrounding the airport that are attributable to
38 increased volumes of air traffic, including noise pollution,
39 aesthetic impacts, and the loss of habitat.

1 (3) Consistent with RCW 43.01.036, the department of commerce
2 must report its findings from the first phase of the study to the
3 appropriate committees of the legislature by December 1, 2019.
4 Consistent with RCW 43.01.036, the department of commerce must report
5 its updated findings from the second phase of the study to the
6 appropriate committees of the legislature by December 1, 2021. The
7 report must include:

8 (a) In the 2019 report, a summary of findings on the prevalence
9 of ultrafine particulate matter pollution in areas surrounding and
10 directly impacted by the airport;

11 (b) In the 2021 updated report, a summary of findings on the
12 health impacts of ultrafine particulate matter pollution in areas
13 surrounding and directly impacted by the airport; and

14 (c) In the 2021 updated report, recommendations to the
15 legislature regarding how to best mitigate impacts of ultrafine
16 particulate matter emissions, if necessary, while allowing for
17 continued growth of air traffic at the airport.

18 (4) This section expires June 30, 2022.

--- END ---

FEDERAL LEGISLATION



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.; (206) 824-6024 FAX:(206) 870-6540



April 6, 2017

Congressman Stephen Lynch
2268 Rayburn House Office Building
Washington DC 20515

Dear Congressman Lynch,

The City of Des Moines is within the proximity of SeaTac International Airport and as a result experiences disproportionate impacts from airport operations. Congressman Lynch (D-MA) has introduced proposed legislation – HR 598: AIM Act of 2017 which directs the Administrator of the Federal Aviation Administration, “to commit a study of the health impacts [including noise and air pollution] of airplane flight on affected residents of certain metropolitan areas.” This bill emphasizes review of health impacts for those residents living underneath flight paths. The bill also calls for analysis of the NextGen program’s impacts on residents during take-offs and landings.

HR-598 designates 8 airports for this study including Boston; Chicago; New York; the northern California Metroplex; and Phoenix, and makes provision for three additional metropolitan areas that contain at least one international airport. The study will be undertaken by an institution of higher learning and the findings will be reported back to the Congress.

The City of Des Moines requests your assistance in having SeaTac International Airport included in this study. The City is committed to enhancing quality of life for our residents and seeing appropriate mitigation of airport impacts. HR-598 is in line with the policy the City endorses of acquiring scientific data measuring impacts from documented scientific methodology that will provide the basis for identifying and implementing effective mitigation strategies. We have appreciated your support in the past and your involvement in these issues.

The wellbeing, health and safety of our residents is always of paramount concern to myself and to the City Council and we have and will continue to take proactive action to address issues related to the impacts of SeaTac Airport. We request your support for this legislation and the inclusion of SeaTac International as one of the locations in this study.

Sincerely,

Matt Pina
Mayor, City of Des Moines



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
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(206) 878-4595 T.D.D.; (206) 824-6024 FAX:(206) 870-6540



April 6, 2017

Congressman Adam Smith
2264 Rayburn House Office Building
Washington DC 20515

Dear Congressman Smith,

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Sincerely,

Matt Pina
Mayor, City of Des Moines



City of Des Moines

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(206) 878-4595 T.D.D.: (206) 624-6024 FAX: (206) 870-6540



January 31, 2017

Senator Karen Keiser
219 John A Cherberg
PO box 40433
Olympia WA 98504

Dear Senator Keiser,

The City of Des Moines would like to commend you for introducing and sponsoring SB - 5225. This bill, which provides resources for a study to include the assessment and identification of options to reduce or mitigate emission of ultrafine particles coming from aircraft operations, is crucial to communities proximate to SeaTac International Airport.

Your leadership in this regard is appreciated by the City. We believe that a scientific assessment is critical to understanding the problem and can lead to appropriate actions to potentially mitigate impacts.

The City of Des Moines will assist in any way that you need, especially in regards to placement of monitoring stations or other aspects of the study. We look forward to participating on any level that would be helpful.

Sincerely,

Matt Pina
Des Moines Mayor

MP:bw

The Waterland City



City of Des Moines

OFFICE OF THE CITY ATTORNEY
21630 11TH AVENUE SOUTH, SUITE C
DES MOINES, WASHINGTON 98198-6398
(206) 870-6553 FAX: (206) 870-4387



March 1, 2017

Representative Tina Orwall
326 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Orwall:

The City of Des Moines has endorsed HR-1171, that you are sponsoring. As you know we sent an earlier letter to you endorsing this important bill. We have provided testimony in support of the bill in the House and companion bill in the Senate committees. In order to further support the bill, we are recommending to the City Council of Des Moines to provide financial support up to \$25,000 for the study subject to passage of the bill. This contribution is set for consideration at the March 9, 2017 City Council meeting.

We are grateful for your efforts to assure a scientific analysis of ultra-fine particle emissions that could lead to greater understanding of their impacts and that could lead to mitigation regarding potential health impacts.

Please let us know what else we can do to support this important legislation.

Sincerely,

Matt Pina
Mayor

Michael Matthias
City Manager

MP:MM/bw

cc: Senator Karen Keiser
Des Moines City Council

IMPACT STUDY BUDGET PROVISO

Bonnie Wilkins

From: Quiet Skies <quietskiespugetsound@gmail.com>
Sent: Sunday, February 04, 2018 8:30 PM
To: Matt Pina; Traci Buxton; Robert Back; Vic Pennington; Matt Mahoney; Luisa Bangs; Jeremy Nutting; Jim.Ferrell@cityoffederalway.com; susan.honda@cityoffederalway.com; Lydia.Assefa-Dawson@cityoffederalway.com; Jesse.Johnson@cityoffederalway.com; Hoang.Tran@cityoffederalway.com; Mark.Koppang@cityoffederalway.com; Martin.Moore@cityoffederalway.com; dini.duclos@cityoffederalway.com; jimmy@m@burienwa.gov; austinb@burienwa.gov; pedroo@burienwa.gov; bobe@burienwa.gov; lucyk@burienwa.gov; nancyt@burienwa.gov; krystal@m@burienwa.gov; Mayor@tukwilawa.gov; Verna.Seal@tukwilawa.gov; Dennis.Robertson@tukwilawa.gov; Kathy.Hougardy@tukwilawa.gov; DeSean.Quinn@tukwilawa.gov; Kate.Kruller@tukwilawa.gov; thomas.mcleod@tukwilawa.gov; Zak.Idan@tukwilawa.gov; jonathan.chicquette@normandyparkwa.gov; mike.bishoff@normandyparkwa.gov; susan.west@normandyparkwa.gov; patrick.mcdonald@normandyparkwa.gov; shawn.mcevoy@normandyparkwa.gov; sue-ann.hohimer@ci.normandy-park.wa.us; michelle.sipes-marvin@ci.normandy-park.wa.us; citycouncil@ci.seatac.wa.us; council.members@normandyparkwa.gov; council@burienwa.gov; CityCouncil; council@cityoffederalway.com
Cc: tina.orwall@leg.wa.gov; mike.pellicciotti@leg.wa.gov; quietskiespugetsound@gmail.com
Subject: Airport Impact Study Budget Proviso Support

Dear Mayors and City Council of the South Sound Airport Communities,

There is a budget proviso currently proposed by Representatives Mike Pellicciotti and Tina Orwall for an Airport Impact Study, I ask you all to support it.

Sea-Tac International Airport has been the fastest growing airport in the United States for several years and the 6th fastest growing airport in the world. Add Sea-Tac's major expansion plan and the removal of thousands of trees either for "safety" or the Port's own property development, trees that were in fact planted under the FAA's own 1978 "Airport Landscaping for Noise Control". A program which was cancelled by the FAA without reason and more importantly without consideration to the impacts on the surrounding communities, but cancelled nonetheless by the FAA in 2010.

More than 20 years have passed since the last airport impact study was completed. Yet, an aggressive Century Plan has been released, one that outlines a growth at Sea-Tac International Airport with passenger capacity at 66 million and cargo expansion at approximately 750,000 cubic metric tons. Did you know that this is more passenger traffic than Dallas Fort Worth had in 2016? This is also the same cargo demand as Dallas Fort Worth. Did you know that Dallas Fort Worth has 7 runways and is over 17,000 acres, bigger than the island of Manhattan? I am sure you all know that Sea-Tac International Airport is only on 2,500 acres, yet the Port of Seattle has plans to grow at an unimaginable rate, an amount of air traffic that undoubtedly will pressurize the communities below in both noise and health impacts.

It is simply illogical to think an airport the size of Sea-Tac at 2,500 acres/ 3 runways can accomplish the same amount of air traffic as Dallas Fort Worth with 7 runways and over 17,000 acres. How can this growth plan even be considered without a full impact mitigation study?

As a voter, resident, and community member impacted daily by the airport, I ask that you strongly support Representative Pellicciotti and Representative Orwall's Airport Impact Study budget proviso. It is simply the correct measure for each and everyone of you to stand behind.

A link to a draft of the proviso language can be found here:

[://www.scribd.com/document/370023126/2018-Airport-Study-Budget-Proviso](http://www.scribd.com/document/370023126/2018-Airport-Study-Budget-Proviso)

This study must be conducted in partnership with the State of Washington and surrounding airport cities, with absolutely no financial support from the Port of Seattle.

A track record of action is an honorable legacy, please do not let this impact study fall through the cracks on your watch. We the surrounding communities need this, our children deserve this.

Thank you,

Sheila Brush
Founder
Quiet Skies Puget Sound
206-501-9553

"If you are hearing it, you ARE breathing IT".



The City of SeaTac

2018 Supplemental Operating Budget Proviso

Request:

Airport Impact Study

More than 20 years have passed since the last airport study was completed

- As the host to Washington State's largest international airport, the City of SeaTac is proud to welcome the many travelers entering and leaving our state. As the SeaTac International Airport expands, SeaTac International Airport surrounding communities request funding to continue to be a strong, welcoming community.
- Twenty years ago, when the third runway was in its planning stages, the State conducted the Sea-Tac International Airport Impact Mitigation Study, which found that "costs associated with these [airport] improvements are disproportionately borne by those communities immediately surrounding the airport."
- The purpose of the study is to establish a point-in-time baseline of both positive and negative community and economic impacts and provide objective data to communicate this information to the residents of the cities and other interested parties

Now is the time for an update to the study

- The Sea-Tac International Airport is the 6th fastest growing airport in the world.
- It's the 9th busiest airport in the United States (2014).
- Passenger levels increased approximately 13% from 2014.
- On-site activity of the airport supports 32,000 jobs.
- In 2013, \$565 million in state and local tax revenue was generated.
- The Port of Seattle's Sustainable Airport Master Plan envisions *further expansion* of the airport in the coming years.

City Investment

- The City of SeaTac has allocated \$250,000 in local funds to updating the study and is working with neighboring cities to gather additional community support.

Budget Proviso Language

\$500,000 of the general fund – state appropriation for fiscal year 2019 - is provided solely as a state match for distribution to the Department of Commerce to select a consultant to conduct an analysis of current and ongoing community and economic impacts of the Sea-Tac International Airport not otherwise covered by current airport related studies. The study shall be delivered to the legislature by December 1, 2019. The Department shall seek feedback on project scoping and consultant selection from the cities listed below.

The analysis will include, but not be limited to the impacts that current and ongoing airport operations have on noise, public health, traffic, congestion, and parking in residential areas, pedestrian access to and around the airport, public safety and crime within the cities, effects on residential and non-residential property values, and economic development opportunities in the cities of SeaTac, Burien, Des Moines, Tukwila, Federal Way and Normandy Park.

The Department will coordinate with the Port of Seattle and other entities to collect data on topics identified by the study. The study will include recommendation and options for mitigating any negative impacts identified through the analysis. The Department shall not spend the appropriation unless \$500,000 in local matching funds is transferred to the Department. The City of SeaTac will serve as the fiscal agent for any local matching funds and remit to the Department upon receipt of invoices for work completed.



City of Des Moines

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February 14, 2018

Representative Timm Ormsby
Chair, House Appropriations Committee
315 John L. O'Brien Building
Olympia, Washington 98504

Dear Chair Ormsby,

The City of Des Moines wishes to express our support for a budget proviso appropriation of \$500,000 for fiscal year 2019 as a state match for the Department of Commerce to select a consultant to conduct an analysis of current and ongoing community and economic impacts of Sea-Tac International Airport aircraft operations.

The City of Des Moines is one of several cities adjacent to the airport that received disproportionate negative impacts from airport operations. This proviso is a high priority for our cities. As Sea-Tac moves forward with significant planned expansion, it is critical to assess impacts on our cities resulting from that growth. This State effort will help document the issues of noise and volume of air traffic, as well as other community health impacts.

Sea-Tac is the 9th busiest airport in the United States and is the 6th fastest growing airport in the world. Yet Sea-Tac faces spatial constraints to growth resulting in more intense direct impacts to those cities in proximity to the airport. We recognize the economic value to our region of airport operations, at the same time we face disproportionate negative impacts – of noise and air quality.

- The goal of this study is to establish a point-in-time baseline of the Airport's positive and negative impacts to our communities and to help communicate those impacts to our residents and other interested parties.
- It will also help provide objective measurements for all of our communities as we address continued growth at Sea-Tac Airport. Having a valid baseline will allow all parties a greater degree of accountability in future discussions.

The Waterland City

Representative Timm Ormsby
February 14, 2018
Page Two

- The study is not tied to the Sustainable Airport Master Plan (SAMP) or its immediate environmental documents, but will be very important when the project specific analyses are undertaken with future Airport projects (always need a baseline to measure change).
- Having the State conduct this study (as they did in 1997) will provide a neutral and balanced approach and assure greater confidence in the final product and its future use by all parties.

Sincerely,



Matt Pina
Mayor, City of Des Moines

cc: Des Moines City Council
Representative Mike Pellicciotti, 30th Legislative District
Representative Tina L. Orwall, M.S.W. 33rd Legislative District
Representative Mia Gregerson, 33rd Legislative District
Senator Karen Keiser, 33rd Legislative District
Conner Edwards, City of Des Moines Legislative Advocate
City of Des Moines Aviation Advisory Committee
Michael Matthias, City Manager, City of Des Moines
Susan Cezar, Community Development Director and SEPA Official
Mr. Ken Rogers
Joseph Scorcio, City Manager, City of SeaTac

The Waterland City

Bonnie Wilkins

From: Wendy Ghiora, Ed.D <wghiora@gmail.com>
Sent: Sunday, February 11, 2018 3:03 PM
To: Wendy Ghiora, Ed.D
Subject: Airport Impact Study

Dear South Sound Airport Community Mayors and City Council Members:

Please support the budget proviso proposed by Representatives Mike Pellicciotti and Tina Orwall which calls for an Airport Impact Study.

It has been over twenty years since the last airport impact study was done. Sea Tac Airport is currently the fastest growing airport in the United States. According to the Century Plan, Sea Tac Airport is planning to add more passenger traffic than Dallas Fort Worth has, yet The Dallas Fort Worth airport has seven runways (compared to our three) and has over 17,000 acres (compared to our 2,500 acres).

This astounding and dangerous growth rate in such a small space will increase the already unbearable noise and health impacts on the communities beneath the flight paths. How can such a massive growth rate even be considered without a full impact investigation study? This study must be done by Washington State and the surrounding airport cities with no connection to and zero funding or any financial support from the Port of Seattle.

As a community member, voter and community advocate I urge you to support Representative Pellicciotti and Representative Orwall's Airport Impact Study budget proviso. You have the lives of thousands of children in your hands. I ask you to do the right thing.

Thank you,

Dr. Wendy Ghiora

**Wendy Ghiora, Ed.D, President
Washington State Chapter - Phi Delta Kappa
The Professional Organization for Educators**

Setting an example is not the main means of influencing another, it is the only means. *Albert Einstein*

TESTIMONY

Mayor Matt Pina

CITY OF DES MOINES TESTIMONY TO PORT OF SEATTLE COMMISSION

APRIL 25, 2017

The City of Des Moines appreciates the opportunity to provide

comments to the Port and Federal Aviation Administration (FAA).

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. The United States Congress and the State of Washington

legislature are each considering legislation to fund scientific based

studies to assess the exact impacts and mitigation options and we

actively support those studies and will continue to do so. We have

advised Congress of our support and recommendation to include Sea-Tac airport in these studies. We have testified in the Washington State House and Senate on behalf of bills to assess impacts of ultra-fine particles emissions from aircraft overflights and the City has allocated \$25,000 to support that study.

As the implementation of NextGen by the FAA results in the narrowing of the bandwidth of aircraft overflights – departures and landings – the disproportionate impacts suffered by some of our residents' increases. Those living directly under the overflights suffer increased noise and health impacts.

These impacts come from more focused aircraft operations and from increased number and frequency of aircraft operations. The NextGen

impacts are attributable to the FAA. The increase in aircraft activity is the responsibility of the airport.

The Sustainable Airport Master Plan (SAMP) is being developed to increase growth in operations at Sea-Tac over the next 20 years. The SAMP, in responding to increased demand is designed to accommodate a new international terminal, new gates and increased operational efficiencies, however there is not sufficient attention paid to noise, environmental and health impacts. The Plan provides for sustainable operations on the airfield but does little to address sustainability, in terms of airport operations as they impact the surrounding cities.

The City believes that the airport has an obligation to address these impacts. Mitigation should include:

- effective implementation of the home insulation program,
expanding in scope and quality.
- provide financial compensation to those homeowners living under
the flight paths in any situation where the value of the home is
negatively impacted.
- Support ongoing studies and act upon the results ensure that the
health and safety of Des Moines residents receives the priority
that it deserves.

Without due consideration of these concerns, any plan for operational
expansion of Sea-Tac airport is unacceptable. We look forward to the
opportunity to continue this discussion on behalf of all of our residents.

CORRESPONDENCE



City of Des Moines

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January 30, 2018

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

RE: Regional Transportation Plan Comments on the Regional Transportation Plan

Puget Sound Regional Council,

The City of Des Moines appreciates the important work of the Puget Sound Regional Council and the opportunity to comment on the Draft of the Regional Transportation Plan - 2018.

The draft plan acknowledges the importance of a sustainable regional transportation network moving people and goods in ways that support a healthy environment and a strong economy. The plan also recognizes the opportunity to address past harms to the environment and improve air and water quality. The City of Des Moines is committed to multi-modal options.

The City of Des Moines comments relate primarily to the section of the plan devoted to the regional aviation system and planning for future airport system needs (pg.53-54).

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 plan is deficient in the discussion of this critical element of the state's transportation system, devoting a brief half page to this topic.

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 SeaTac International Airport) and the disproportionate negative impacts experienced by our city in proximity to this major airport. We understand the plan addresses the statewide transportation system, nonetheless SeaTac is the largest component in the statewide aviation system.

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.

-
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.'

The Waterland City

We are supportive of the plan's discussion related to the State taking the lead in addressing capacity needs, including by funding a site selection study for the placement of new airports(s), and placing a priority on funding and planning the state's air transportation system (pg. 54).

The plan section related to maximizing aviation capacity within the existing regional airport system before constructing new airports, should be modified to require that the disproportionate impacts experienced by Des Moines residents and surrounding communities are primary considerations in the decision to move toward siting a new international airport within the region (pg. 54).

Additionally, the impacts of SeaTac 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.

SeaTac is growing rapidly and the plan needs to provide guidance 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. The integration of the state aviation system into regional transportation planning is essential to the accommodation of future demand at SeaTac and elsewhere.

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

Sustainability must be central to any discussion of the effectiveness and functionality of the state transportation system, including the 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.'

We strongly object to the absence of any discussion related to sustainability and air and water quality related to airport system needs, particularly related to maximizing existing airport capacity before constructing new airports. Sustainability, air, and water quality must be critical considerations in the decision to site new airports. The following policies from Vision 2040 support the inclusion of these considerations related to air system planning:

MPP-T-7: Develop a transportation system that minimizes negative impacts to human health.

MPP-T-5: Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

MPP-T-20: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

Puget Sound Regional Council
Page Three
January 30, 2018

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 an essential constraint on future airport capacity and expansion. Without the ability to implement sustainable measures, future SeaTac airport growth in both operations and capacity, should be constrained.

Additionally, the City requests that discussion of the City of Des Moines' potential for a passenger ferry terminal be added to the section related to the ferry system (pg. 50). The City is actively working on potential passenger ferry service to Seattle and Tacoma. The City's proximity to light rail and a fast-growing employment base serve to make passenger ferry service in Des Moines a viable alternative mode of transportation.

Thank you for the opportunity to comment on this planning document, and for serious consideration of the City's comments and concerns. We look forward to the opportunity to continue this discussion on behalf of all of our residents.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Pina". The signature is fluid and cursive, with a large loop at the end.

Matt Pina
Mayor



4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

January 6, 2017

Matt Pina, Mayor
City of Des Moines
21630 11th Ave. S., Suite A
Des Moines, WA 98198

Dear Mayor Pina,

Early in 2016, the City Council created the SeaTac Airport Committee (SAC) consisting of 3 Councilmembers, 3 business owners and 3 residents. One of the key purposes of the SAC is to openly discuss the City's airport related issues, and potential strategies and solutions regarding how we can effectively live and grow together. The SAC has been very successful. Some of your residents have likely attended some of our meetings, and we know a few of our neighbors are considering a similar committee.

The City Council, City staff and SAC recognize that airport related issues reach beyond our city limits into our surrounding communities. We would like to discuss ways in which our communities might benefit from these recent experiences.

I cordially invite you and your City Manager to join our Acting City Manager and me for a 90 minute meeting on Monday, January 30 at 6:00 PM in SeaTac City Hall to open a dialogue of common issues, discuss potential collaboration, and explore ideas for moving forward together. We are extending this invitation to the cities of Burien, Des Moines and Normandy Park.

Whether you are interested in this conversation or not, please RSVP to Executive Assistant Lesa Ellis at 206.973.4810 or lkellis@cityofseatac.com. If that time or date doesn't work, please let Lesa know quickly so that we can try to find a time that does work for all of us. We hope to see you there.

Sincerely,

Michael J. Siefkes
Mayor

C: Joseph Scorcio, Acting City Manager
✓ Michael Matthias, City Manager

MS/lke

Mayor
Michael J. Siefkes

Deputy Mayor
Pam Fornald

Councilmembers
Rick Forschler
Kathryn Campbell
Peter Kwon
Tony Anderson
Erin Sitterley

Acting City Manager
Joseph Scorcio

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg



City of Des Moines

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January 31, 2017

Senator Karen Keiser
219 John A Cherberg
PO box 40433
Olympia WA 98504

Dear Senator Keiser,

The City of Des Moines would like to commend you for introducing and sponsoring SB - 5225. This bill, which provides resources for a study to include the assessment and identification of options to reduce or mitigate emission of ultrafine particles coming from aircraft operations, is crucial to communities proximate to SeaTac International Airport.

Your leadership in this regard is appreciated by the City. We believe that a scientific assessment is critical to understanding the problem and can lead to appropriate actions to potentially mitigate impacts.

The City of Des Moines will assist in any way that you need, especially in regards to placement of monitoring stations or other aspects of the study. We look forward to participating on any level that would be helpful.

Sincerely,

Matt Pina
Des Moines Mayor

MP:bw

The Waterland City



City of Des Moines

OFFICE OF THE CITY ATTORNEY
21630 11TH AVENUE SOUTH, SUITE C
DES MOINES, WASHINGTON 98198-6398
(206) 870-6553 FAX: (206) 870-4387



March 1, 2017

Representative Tina Orwall
326 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Orwall:

The City of Des Moines has endorsed HR-1171, that you are sponsoring. As you know we sent an earlier letter to you endorsing this important bill. We have provided testimony in support of the bill in the House and companion bill in the Senate committees. In order to further support the bill, we are recommending to the City Council of Des Moines to provide financial support up to \$25,000 for the study subject to passage of the bill. This contribution is set for consideration at the March 9, 2017 City Council meeting.

We are grateful for your efforts to assure a scientific analysis of ultra-fine particle emissions that could lead to greater understanding of their impacts and that could lead to mitigation regarding potential health impacts.

Please let us know what else we can do to support this important legislation.

Sincerely,

Matt Pina
Mayor

Michael Matthias
City Manager

MP:MM/bw

cc: Senator Karen Keiser
Des Moines City Council



City of Des Moines

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April 14, 2017

Mr. Steve Edmiston
2775 Harbor Avenue SW, Suite D
Seattle WA 98126-2138

Ms. Sheila Brush
24614 8th Avenue S
Des Moines WA 98198

Dear Mr. Edmiston & Ms. Brush,

As you are aware, the Des Moines City Council received your March 22, 2017 invitation on behalf of Quiet Skies Puget Sound to participate in a community forum regarding “new flight paths over our City and related noise, the status of NextGen flight procedures, and the overall impacts of SeaTac Airport operations on human health and the environment.” The invitation sought City Council participation in a “Q&A” to engage with the community. The following day, Quiet Skies Puget Sound released a similar invitation via the Waterland blog and other media sources, for the public to attend the same event. However, the invitation placed on the blog, contained a number of different aspects of the event that were omitted from the City Council invitation. These omitted details include a presentation from Quiet Skies on “who the heroes and villains are shaping up to be,” a presentation of the “City of Des Moines 2017 Report Card,” and a statement that the “forum is being recorded for a documentary film.”

The intention to make a documentary from the meeting without informing the City Council flies in the face of transparency. Without assurances of integrity in the editing of the film any perspective chosen by the documentary maker can be presented. These omissions, intentional or not, are troubling and unfortunate in that they suggest an adversarial tone between Quiet Skies and the City, which clearly would not be productive to addressing extremely important issues for our community. Additionally, City Council cannot always accommodate scheduling done without their consultation.

The City Attorney and I also held a conference call with yourself and Ms. Sheila Brush, at which time you were very resistant to allowing the City time to do a presentation on the impacts of SeaTac Airport and the steps the City has taken to mitigate the impacts from the airport. You also sent me a follow up letter which contained a list of 20 lengthy questions that Quiet Skies had for the city. These questions, and the media release that you issued, again suggest adversarial tones.

Mr. Steve Edmiston & Ms. Sheila Brush

April 14, 2017

Page Two

At this time, the City will be unable to attend, as we are putting our time and resources into other actions to address noise and health impacts on behalf of our residents that you will see in future communications. The wellbeing, health and safety of our residents (all seven of the City Councilmembers as well as myself are residents of Des Moines) is always of paramount concern to myself and to the City Council and we have and will continue to take proactive action to address issues related to the impacts of Sea-Tac International Airport. It is clear that Quiet Skies and the City have similar goals as it relates to addressing impacts to the community that result from airport operations. Although we may not always agree on the methods to pursue these goals, we are glad to see Quiet Skies voicing their concerns to the Port of Seattle and the FAA.

The remainder of this response letter is intended to highlight the various ways that the City has chosen to work with the Port of Seattle and the FAA to address concerns that have been raised by some members of the community. While I have not responded on a point by point basis to your questions, you will find detailed information that addresses the many questions you have asked. As always, I am happy to meet with you to discuss this issue further or to provide additional information.

As is the case with many airports across the country, and is certainly the case in Des Moines, an urban airport impacts the jurisdictions and residences proximate to the airport in a disproportionate manner. While the operations of Sea-Tac Airport provide very substantive benefits for the local, regional, state and national economies; cities adjacent to Sea-Tac Airport bear the brunt of disproportionate impacts. The City of Des Moines is committed to taking actions that are based on scientific assessments of impacts and that provide for effective remediation.. Although the City's efforts to reduce airport impacts go back decades, a summary of recent City actions in relation to Sea-Tac Airport is as follows:

Legislative Involvement, Intervention and Lobbying:

- September 2016: City begins dialogue with Rep. Tina Orwall to offer City support for scientific analysis of ultra-fine particle emissions from aircraft operations.
- November 2016: City Council adopts legislative agenda which discourages expansion of SeaTac Airport and supports noise mitigation. (detailed below).
- January 19, 2017: City Council publicly endorses HR-1171 and companion bill SB 5225. (Attachment 1).
- January-Present 2017: City hires lobbyist to promote its legislative agenda (detailed below). Lobbyist testifies in support of HR-1171 and SB 5225 and legislation consistent with City positions in Olympia.
- March 1, 2017: City Council commits \$25,000 to support research on emissions from aircraft operations and to show local importance of this study. (Attachment 2).

Mr. Steve Edmiston & Ms. Sheila Brush

April 14, 2017

Page Three

- April 7, 2017: City Council publicly endorses HR 598 in the United States House of Representatives. This bill emphasizes review of health impacts for those residents living underneath flight paths and calls for analysis of the NextGen program impacts on residents during take-offs and landings. Council also requests Sea-Tac Airport to be included in study. (Attachment 3 & 4).
- April 25, 2017 City of Des Moines Mayor and City Manager will testify at Port of Seattle Commission meeting regarding noise and health impacts of increased aircraft operations at SeaTac.
- Fall, 2017: City of Des Moines will continue to provide input reflecting the concerns of our residents impacted by aircraft noise during the Environmental Impact Statement process of the SeaTac Sustainable Airport Master Plan.

Community Engagement:

- December 13, 2017: City Manager participates in large group meeting held by Rep. Orwall to discuss and support ultra-fine particle study and finding resources from the state and locally to fund the study.
- January 17, 2017: Hosted an informational briefing provided by representatives of the Puget Sound Quiet Skies group and attended by the Mayor and senior city staff.
- January-March 2017: Attempted to hold study session with representatives from FAA, Port of Seattle, and the public; however, FAA has declined to meet publicly while litigation is pending.
- March 2017: City issues Press Release on website and Facebook to inform citizens of actions City has taken to address various complaints related to impacts of airport.
- 2016-17: participated in the airport corridor safety program Open House in regard to tree removals.

Collaboration with Neighboring Jurisdictions and Government Agencies

- 2016-Present: Participating in a Mayor's Roundtable with the Mayors and City Managers from Burien, SeaTac, Des Moines and Normandy Park, to discuss areas of mutual concern and cooperation including the impacts of SeaTac Airport.
- January, 2017: City leadership met with the Federal Aviation Administration's (FAA) Regional Administrator and Deputy Regional Administrator regarding impacts from the NextGen program.
- January 12, 2017: City Manager participated in SeaTac Bio-Fuels study release announcing plans to provide for aviation bio-fuels infrastructure.
- March, 2017: City senior staff meets with Port of Seattle staff to discuss the use of the \$1 million of Ecology funds.

Mr. Steve Edmiston & Ms. Sheila Brush
April 14, 2017
Page Four

- The City continues to advise the Port of our position in regard to the impacts of airport operations and implementation of NextGen.

Des Moines City Council Adopted Legislative Agenda:

Legislative positions adopted by the Des Moines City Council at an open public meeting
December 1, 2016:

- The City supports legislation establishing a state process for siting an additional major airport at a location at least 15 miles from SeaTac International Airport and other essential public facilities of a regional nature.
- The City opposes any legislation which directly or indirectly aids in the expansion of Sea-Tac International Airport or the lengthening of any of its runways.
- The City supports State tax policies that assist cities in meeting infrastructure needs for new development in airport noise impacted areas.
- The City supports expansion of the noise mitigation program to provide insulation to all buildings within the noise contours that trigger such action for single-family homes. The City supports construction of a Ground Run-up Enclosure but only if the ground run-ups hours of operation are not allowed to expand.

As we remain in constant contact with our neighbors, the following shows a regional context for our efforts.

The City of Seatac recently filed an appeal under the State Environmental Policy Act regarding the Port of Seattle's environmental analysis of a proposal to cut down trees in the city of SeaTac. That appeal has subsequently been withdrawn. None of the trees contemplated in the environmental analysis were in the City of Des Moines. If and when environmental consideration is made of activities to occur in Des Moines, a full review will be done and appropriate action taken to ensure a proper analysis is conducted.

Additionally, the City of Burien recently filed a Petition for Review in the United States Court of Appeals for the Ninth Circuit seeking review of a Federal Aviation Administration (FAA) decision to implement certain flight departure procedures at Sea-Tac Airport. The Petition alleges a decision was made by the FAA without proper noticing to reroute Q400 aircraft on take-off in a way that results in "significant noise and air quality impacts" on Burien. Burien has retained a law firm out of San Francisco to proceed with the petition at an initial budgeted cost of \$75,000. A briefing schedule has been set for May and June of 2017. If the Petition is granted, the FAA will be required to seek additional public input prior to the continuation of the new routes. The City is closely monitoring these matters and I meet regularly with the City Managers of those cities to share mutual concerns.

Mr. Steve Edmiston & Ms. Sheila Brush

April 14, 2017

Page Five

The City Council was unable to arrange a meeting on the subject of aircraft flight path operations, noise and NextGen implementation in the first quarter of 2017. The City's goal was to have all relevant parties at the table in order to distinguish fact from fiction and to truly educate the Council and the public on the operations of the FAA and the Port. Unfortunately, as a result of the Burien lawsuit filed on February 14, 2017, the FAA has decided to decline meeting publicly on these issues until the litigation is resolved. Without the involvement of the FAA, the key player in this issue, the impact of a meeting would be diminished at this time. The City Council and I will continue to inform the public of our actions through Councilmember comments at formal meetings, administration reports, as well as through press releases and correspondence like this one.

The City has provided \$25,000 of direct support for Rep. Orwall's initiative regarding scientific assessment of ultra-fine particles from aircraft emissions. We have hired a legislative advocate to pursue a range of activities in Olympia during the current state legislative session. We are providing testimony and advocacy for resources and steps to assess and mitigate impacts from the airport. The City has initiated action at the federal level. We also commit significant staff time in working on these issues which makes any adversarial actions that do not bring results unproductive. Hence our concern, expressed earlier, about engaging in an adversarial debate. We will instead focus on proactive engagement with the FAA and the Port of Seattle who are the jurisdictions responsible for changing airport and aircraft operations to address the impacts they impose on our City.

We appreciate the dedication and commitment to issues that community organizations are able to accomplish. The City welcomes the actions of Quiet Skies and would prefer a partnership rather than a relationship that appears accusatory rather than mutually advocative.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Matthias", with a stylized flourish extending to the right.

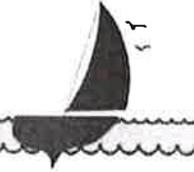
Michael Matthias
City Manager

cc: City Council
City Attorney



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 670-4595 T.D.D.: (206) 824-6024 FAX: (206) 670-6540



January 30, 2018

No ferry part in letter

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

RE: Regional Transportation Plan Comments on the Regional Transportation Plan

Puget Sound Regional Council,

The City of Des Moines appreciates the important work of the Puget Sound Regional Council and the opportunity to comment on the Draft of the Regional Transportation Plan - 2018.

The draft plan acknowledges the importance of a sustainable regional transportation network moving people and goods in ways that support a healthy environment and a strong economy. The plan also recognizes the opportunity to address past harms to the environment and improve air and water quality. The City of Des Moines is committed to multi-modal options.

The City of Des Moines comments relate primarily to the section of the plan devoted to the regional aviation system and planning for future airport system needs (pg.53-54).

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 plan is deficient in the discussion of this critical element of the state's transportation system, devoting a brief half page to this topic.

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 SeaTac International Airport) and the disproportionate negative impacts experienced by our city in proximity to this major airport. We understand the plan addresses the statewide transportation system, nonetheless SeaTac is the largest component in the statewide aviation system.

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.

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.'

The Waterland City

Puget Sound Regional Council
Page Two
January 30, 2018

We are supportive of the plan's discussion related to the State taking the lead in addressing capacity needs, including by funding a site selection study for the placement of new airports(s), and placing a priority on funding and planning the state's air transportation system (pg. 54).

The plan section related to maximizing aviation capacity within the existing regional airport system before constructing new airports, should be modified to require that the disproportionate impacts experienced by Des Moines residents and surrounding communities are primary considerations in the decision to move toward siting a new international airport within the region (pg. 54).

Additionally, the impacts of SeaTac 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.

SeaTac is growing rapidly and the plan needs to provide guidance 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. The integration of the state aviation system into regional transportation planning is essential to the accommodation of future demand at SeaTac and elsewhere.

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

Sustainability must be central to any discussion of the effectiveness and functionality of the state transportation system, including the 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.'

We strongly object to the absence of any discussion related to sustainability and air and water quality related to airport system needs, particularly related to maximizing existing airport capacity before constructing new airports. Sustainability, air, and water quality must be critical considerations in the decision to site new airports. The following policies from Vision 2040 support the inclusion of these considerations related to air system planning:

MPP-T-7: Develop a transportation system that minimizes negative impacts to human health.

MPP-T-5: Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

MPP-T-20: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

The Waterland City

Puget Sound Regional Council
Page Three
January 30, 2018

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 an essential constraint on future airport capacity and expansion. Without the ability to implement sustainable measures, future SeaTac airport growth in both operations and capacity, should be constrained.

Additionally, the City requests that discussion of the City of Des Moines' potential for a passenger ferry terminal be added to the section related to the ferry system (pg. 50). The City is actively working on potential passenger ferry service to Seattle and Tacoma. The City's proximity to light rail and a fast-growing employment base serve to make passenger ferry service in Des Moines a viable alternative mode of transportation.

Thank you for the opportunity to comment on this planning document, and for serious consideration of the City's comments and concerns. We look forward to the opportunity to continue this discussion on behalf of all of our residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Pina". The signature is fluid and cursive, with a large loop at the end.

Matt Pina
Mayor

The Waterland City

Bonnie Wilkins

From: Wendy Ghiora, Ed.D <wghiora@gmail.com>
Sent: Sunday, February 11, 2018 3:03 PM
To: Wendy Ghiora, Ed.D
Subject: Airport Impact Study

Dear South Sound Airport Community Mayors and City Council Members:

Please support the budget proviso proposed by Representatives Mike Pellicciotti and Tina Orwall which calls for an Airport Impact Study.

It has been over twenty years since the last airport impact study was done. Sea Tac Airport is currently the fastest growing airport in the United States. According to the Century Plan, Sea Tac Airport is planning to add more passenger traffic than Dallas Fort Worth has, yet The Dallas Fort Worth airport has seven runways (compared to our three) and has over 17,000 acres (compared to our 2,500 acres).

This astounding and dangerous growth rate in such a small space will increase the already unbearable noise and health impacts on the communities beneath the flight paths. How can such a massive growth rate even be considered without a full impact mitigation study? This study must be done by Washington State and the surrounding airport cities with no connection to and zero funding or any financial support from the Port of Seattle.

As a community member, voter and community advocate I urge you to support Representative Pellicciotti and Representative Orwall's Airport Impact Study budget proviso. You have the lives of thousands of children in your hands. I ask you to do the right thing.

Thank you,

Dr. Wendy Ghiora

Wendy Ghiora, Ed.D, President
Washington State Chapter - Phi Delta Kappa
The Professional Organization for Educators

Setting an example is not the main means of influencing another, it is the only means. *Albert Einstein*

Bonnie Wilkins

From: Sheila Brush <shebrush@gmail.com>
Sent: Monday, April 02, 2018 11:57 AM
To: Michael Matthias
Cc: KEN ROGERS; David Clark; Mark Proulx; Steve Edmiston; Wendy Ghiora; Tim George; Susan Cezar; Dan Brewer; Bonnie Wilkins
Subject: Re: DRAFT Powerpoint for Thursday's meeting with City Council
Attachments: 2018_02_13_SM_9b_supp.pdf; 2018_02_27_SM_8a_supp.pdf; SAMPrednotesBrush.pdf

Hi All, Michael thank you for the presentation. I have one question, will we be showing the council the SAMP PowerPoint that has been released? I've attached both PDF's from port staff one dated 2/13/18 and presented at the Port Commission on that date & the one presented to commissioners on 02/27/18 for "Funding Authorization Request". A 3rd attachment is just Page 6, 10, 11, 12, 13 & 14 all have remarks/questions in red that I want to share with the team. While I am sure Susan has already noted these glaring observation, it never hurts to expand.

Another concern is from the Highline Forum last Thursday March 28th, towards the end of the meeting when Claire Gallagher was asked if there was going to be a full EIS she replied that it would be a EA. If true, this is very concerning, it seems the Port is playing hard and fast to avoid a full SEPA/NEPA and if they are in fact changing the EIS to a EA we need to plan our recourse now. I am very surprised to hear that the Port is trying to do the minimum requirements on such a large project that will change the landscape of our local region. Along with daily increased impacts we will all be faced with. Commissioner Felleman even questioned the Port staff at great length as to why the Port is not doing a full SEPA/NEPA now, why not be confident and fully transparent in their process (from PC meeting 2/27/18). Highline Forum is from March 28th and The City of Federal Way has it up on their YouTube channel.

So back to my questions, at this study session are we not going to inform our elected officials of what exactly the expansion under the SAMP looks like? How the SASA will impact those living and going to school directly south of it? How there is going to be additional tarmac poured under "taxiways" which will result in aircraft closer to those living in that area? I have maps of the current expansion plans on port property where they plan on taking down more trees at 208th & 24th, removing any noise and emission buffer between SASA and our 3 schools, Grace Lutheran daycare/preschool, Midway & Pacific.

Look forward to Thursday, just wanted to be clear on if the attached is part of your presentation.

Best,

Sheila Brush

On Sun, Apr 1, 2018 at 12:05 PM, Michael Matthias <MMatthias@desmoineswa.gov> wrote:

Please find attached a DRAFT powerpoint to facilitate discussion on Thursday, providing a summary of our activities. Please send me any comments or suggestions for the powerpoint that you may have. I would anticipate just walking through this to provide City Council a comprehensive background and then for this to be followed by interactive discussion between you and City Council.

We are also compiling a binder, for everyone to have a copy of the different documents, letters, testimony, etc. that the City has developed over the last year or so with your assistance. These will be distributed on Thursday to yourselves and City Council.

Best,

Michael Matthias
City Manager
City of Des Moines, WA
206.870.6554
mmatthias@desmoineswa.gov



City of Des Moines

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April 6, 2017

Congressman Stephen Lynch
2268 Rayburn House Office Building
Washington DC 20515

Dear Congressman Lynch,

The City of Des Moines is within the proximity of SeaTac International Airport and as a result experiences disproportionate impacts from airport operations. Congressman Lynch (D-MA) has introduced proposed legislation – HR 598: AIM Act of 2017 which directs the Administrator of the Federal Aviation Administration, “to commit a study of the health impacts [including noise and air pollution] of airplane flight on affected residents of certain metropolitan areas.” This bill emphasizes review of health impacts for those residents living underneath flight paths. The bill also calls for analysis of the NextGen program’s impacts on residents during take-offs and landings.

HR-598 designates 8 airports for this study including Boston; Chicago; New York; the northern California Metroplex; and Phoenix, and makes provision for three additional metropolitan areas that contain at least one international airport. The study will be undertaken by an institution of higher learning and the findings will be reported back to the Congress.

The City of Des Moines requests your assistance in having SeaTac International Airport included in this study. The City is committed to enhancing quality of life for our residents and seeing appropriate mitigation of airport impacts. HR-598 is in line with the policy the City endorses of acquiring scientific data measuring impacts from documented scientific methodology that will provide the basis for identifying and implementing effective mitigation strategies. We have appreciated your support in the past and your involvement in these issues.

The wellbeing, health and safety of our residents is always of paramount concern to myself and to the City Council and we have and will continue to take proactive action to address issues related to the impacts of SeaTac Airport. We request your support for this legislation and the inclusion of SeaTac International as one of the locations in this study.

Sincerely,

Matt Pina
Mayor, City of Des Moines



City of Des Moines

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April 6, 2017

Congressman Adam Smith
2264 Rayburn House Office Building
Washington DC 20515

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Sincerely,

Matt Pina
Mayor, City of Des Moines

Bonnie Wilkins

From: Quiet Skies <quietskiespugetsound@gmail.com>
Sent: Sunday, February 04, 2018 8:30 PM
To: Matt Pina; Traci Buxton; Robert Back; Vic Pennington; Matt Mahoney; Luisa Bangs; Jeremy Nutting; Jim.Ferrell@cityoffederalway.com; susan.honda@cityoffederalway.com; Lydia.Assefa-Dawson@cityoffederalway.com; Jesse.Johnson@cityoffederalway.com; Hoang.Tran@cityoffederalway.com; Mark.Koppang@cityoffederalway.com; Martin.Moore@cityoffederalway.com; dini.duclos@cityoffederalway.com; jimmym@burienwa.gov; austinb@burienwa.gov; pedroo@burienwa.gov; bobe@burienwa.gov; lucyk@burienwa.gov; nancyt@burienwa.gov; krystalm@burienwa.gov; Mayor@tukwilawa.gov; Verna.Seal@tukwilawa.gov; Dennis.Robertson@tukwilawa.gov; Kathy.Hougardy@tukwilawa.gov; DeSean.Quinn@tukwilawa.gov; Kate.Kruller@tukwilawa.gov; thomas.mcleod@tukwilawa.gov; Zak.Idan@tukwilawa.gov; jonathan.chicquette@normandyparkwa.gov; mike.bishoff@normandyparkwa.gov; susan.west@normandyparkwa.gov; patrick.mcdonald@normandyparkwa.gov; shawn.mcevoy@normandyparkwa.gov; sue-ann.hohimer@ci.normandy-park.wa.us; michelle.sipes-marvin@ci.normandy-park.wa.us; citycouncil@ci.seatac.wa.us; council.members@normandyparkwa.gov; council@burienwa.gov; CityCouncil; council@cityoffederalway.com
Cc: tina.orwall@leg.wa.gov; mike.pellicciotti@leg.wa.gov; quietskiespugetsound@gmail.com
Subject: Airport Impact Study Budget Proviso Support

Dear Mayors and City Council of the South Sound Airport Communities,

There is a budget proviso currently proposed by Representatives Mike Pellicciotti and Tina Orwall for an Airport Impact Study, I ask you all to support it.

Sea-Tac International Airport has been the fastest growing airport in the United States for several years and the 6th fastest growing airport in the world. Add Sea-Tac's major expansion plan and the removal of thousands of trees either for "safety" or the Port's own property development, trees that were in fact planted under the FAA's own 1978 "Airport Landscaping for Noise Control". A program which was cancelled by the FAA without reason and more importantly without consideration to the impacts on the surrounding communities, but cancelled nonetheless by the FAA in 2010.

More than 20 years have passed since the last airport impact study was completed. Yet, an aggressive Century Plan has been released, one that outlines a growth at Sea-Tac International Airport with passenger capacity at 66 million and cargo expansion at approximately 750,000 cubic metric tons. Did you know that this is more passenger traffic than Dallas Fort Worth had in 2016? This is also the same cargo demand as Dallas Fort Worth. Did you know that Dallas Fort Worth has 7 runways and is over 17,000 acres, bigger than the island of Manhattan? I am sure you all know that Sea-Tac International Airport is only on 2,500 acres, yet the Port of Seattle has plans to grow at an unimaginable rate, an amount of air traffic that undoubtedly will pressurize the communities below in both noise and health impacts.

It is simply illogical to think an airport the size of Sea-Tac at 2,500 acres/ 3 runways can accomplish the same amount of air traffic as Dallas Fort Worth with 7 runways and over 17,000 acres. How can this growth plan even be considered without a full impact mitigation study?

As a voter, resident, and community member impacted daily by the airport, I ask that you strongly support Representative Pellicciotti and Representative Orwall's Airport Impact Study budget proviso. It is simply the correct measure for each and everyone of you to stand behind.

A link to a draft of the proviso language can be found here:
<https://www.scribd.com/document/370023126/2018-Airport-Study-Budget-Proviso>

This study must be conducted in partnership with the State of Washington and surrounding airport cities, with absolutely no financial support from the Port of Seattle.

A track record of action is an honorable legacy, please do not let this impact study fall through the cracks on your watch. We the surrounding communities need this, our children deserve this.

Thank you,

Sheila Brush
Founder
Quiet Skies Puget Sound
206-501-9553

"If you are hearing it, you ARE breathing IT".



The City of SeaTac

2018 Supplemental Operating Budget Proviso

Request:

Airport Impact Study

More than 20 years have passed since the last airport study was completed

- As the host to Washington State's largest international airport, the City of SeaTac is proud to welcome the many travelers entering and leaving our state. As the SeaTac International Airport expands, SeaTac International Airport surrounding communities request funding to continue to be a strong, welcoming community.
- Twenty years ago, when the third runway was in its planning stages, the State conducted the Sea-Tac International Airport Impact Mitigation Study, which found that "costs associated with these [airport] improvements are disproportionately borne by those communities immediately surrounding the airport."
- The purpose of the study is to establish a point-in-time baseline of both positive and negative community and economic impacts and provide objective data to communicate this information to the residents of the cities and other interested parties

Now is the time for an update to the study

- The Sea-Tac International Airport is the 6th fastest growing airport in the world.
- It's the 9th busiest airport in the United States (2014).
- Passenger levels increased approximately 13% from 2014.
- On-site activity of the airport supports 32,000 jobs.
- In 2013, \$565 million in state and local tax revenue was generated.
- The Port of Seattle's Sustainable Airport Master Plan envisions *further expansion* of the airport in the coming years.

City Investment

- The City of SeaTac has allocated \$250,000 in local funds to updating the study and is working with neighboring cities to gather additional community support.

Budget Proviso Language

\$500,000 of the general fund – state appropriation for fiscal year 2019 - is provided solely as a state match for distribution to the Department of Commerce to select a consultant to conduct an analysis of current and ongoing community and economic impacts of the Sea-Tac International Airport not otherwise covered by current airport related studies. The study shall be delivered to the legislature by December 1, 2019. The Department shall seek feedback on project scoping and consultant selection from the cities listed below.

The analysis will include, but not be limited to the impacts that current and ongoing airport operations have on noise, public health, traffic, congestion, and parking in residential areas, pedestrian access to and around the airport, public safety and crime within the cities, effects on residential and non-residential property values, and economic development opportunities in the cities of SeaTac, Burien, Des Moines, Tukwila, Federal Way and Normandy Park.

The Department will coordinate with the Port of Seattle and other entities to collect data on topics identified by the study. The study will include recommendation and options for mitigating any negative impacts identified through the analysis. The Department shall not spend the appropriation unless \$500,000 in local matching funds is transferred to the Department. The City of SeaTac will serve as the fiscal agent for any local matching funds and remit to the Department upon receipt of invoices for work completed.



City of Des Moines

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February 14, 2018

Representative Timm Ormsby
Chair, House Appropriations Committee
315 John L. O'Brien Building
Olympia, Washington 98504

Dear Chair Ormsby,

The City of Des Moines wishes to express our support for a budget proviso appropriation of \$500,000 for fiscal year 2019 as a state match for the Department of Commerce to select a consultant to conduct an analysis of current and ongoing community and economic impacts of Sea-Tac International Airport aircraft operations.

The City of Des Moines is one of several cities adjacent to the airport that received disproportionate negative impacts from airport operations. This proviso is a high priority for our cities. As Sea-Tac moves forward with significant planned expansion, it is critical to assess impacts on our cities resulting from that growth. This State effort will help document the issues of noise and volume of air traffic, as well as other community health impacts.

Sea-Tac is the 9th busiest airport in the United States and is the 6th fastest growing airport in the world. Yet Sea-Tac faces spatial constraints to growth resulting in more intense direct impacts to those cities in proximity to the airport. We recognize the economic value to our region of airport operations, at the same time we face disproportionate negative impacts – of noise and air quality.

- The goal of this study is to establish a point-in-time baseline of the Airport's positive and negative impacts to our communities and to help communicate those impacts to our residents and other interested parties.
- It will also help provide objective measurements for all of our communities as we address continued growth at Sea-Tac Airport. Having a valid baseline will allow all parties a greater degree of accountability in future discussions.

The Waterland City

Representative Timm Ormsby
February 14, 2018
Page Two

- The study is not tied to the Sustainable Airport Master Plan (SAMP) or its immediate environmental documents, but will be very important when the project specific analyses are undertaken with future Airport projects (always need a baseline to measure change).
- Having the State conduct this study (as they did in 1997) will provide a neutral and balanced approach and assure greater confidence in the final product and its future use by all parties.

Sincerely,



Matt Pina
Mayor, City of Des Moines

cc: Des Moines City Council
Representative Mike Pellicciotti, 30th Legislative District
Representative Tina L. Orwall, M.S.W. 33rd Legislative District
Representative Mia Gregerson, 33rd Legislative District
Senator Karen Keiser, 33rd Legislative District
Conner Edwards, City of Des Moines Legislative Advocate
City of Des Moines Aviation Advisory Committee
Michael Matthias, City Manager, City of Des Moines
Susan Cezar, Community Development Director and SEPA Official
Mr. Ken Rogers
Joseph Scorcio, City Manager, City of SeaTac

The Waterland City

City of Des Moines



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February 20, 2018

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia WA 98504-0002

Dear Governor Inslee:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

The Des Moines City Council requests that the King County Council respond to the Council of their intended actions no later than sixty (60) days from receipt of this Resolution. (Sec. 3.)

If you have any questions, please do not hesitate to contact me.

Sincerely,

Bonnie Wilkins, CMC
City Clerk/Communications Director
206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



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February 20, 2018

King County Council
516 Third Avenue, Room 1200
Seattle WA 98104

Dear Councilmembers:

Attached please find City of Des Moines Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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If you have any questions, please do not hesitate to contact me.

Sincerely,

Bonnie Wilkins, CMC
City Clerk/Communications Director
206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



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February 20, 2018

Mr. Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle WA 98104

Dear Mr. Brown:

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Sincerely,

Bonnie Wilkins, CMC
City Clerk/Communications Director
206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



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February 20, 2018

Representative Mia Gregerson
328 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Gregerson:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

The Des Moines City Council requests that the King County Council respond to the Council of their intended actions no later than sixty (60) days from receipt of this Resolution. (Sec. 3.)

If you have any questions, please do not hesitate to contact me.

Sincerely,

Bonnie Wilkins, CMC
City Clerk/Communications Director
206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



ADMINISTRATION
21630 11th AVENUE S, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D: (206) 824-6024 FAX: (206) 870-6540



February 20, 2018

Representative Tina Orwall
326 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Orwall:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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February 20, 2018

Representative Mike Pellicciotti
304 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Pellicciotti:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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February 20, 2018

Representative Kristine Reeves
132D Legislative Building
PO Box 40600
Olympia WA 98504

Dear Representative Reeves:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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If you have any questions, please do not hesitate to contact me.

Sincerely,

Bonnie Wilkins, CMC
City Clerk/Communications Director
206-870-6519
bwilkins@desmoineswa.gov

City of Des Moines



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DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D: (206) 824-6024 FAX: (206) 870-6540



February 20, 2018

Senator Karen Keiser
219 John A Cherberg
PO Box 40433
Olympia WA 98504

Dear Senator Keiser:

Attached please find Resolution No. 1378, which was unanimously passed by the Des Moines City Council on February 15, 2018.

By this Resolution, the Des Moines City Council is requesting that the King County Council take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. (Sec. 1.)

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bwilkins@desmoineswa.gov



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



February 21, 2018

Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle WA 98104-1035

Dear Josh,

I would like to share with you a Resolution passed by the Des Moines City Council on February 15, 2018 regarding the siting of a second regional airport in Western Washington.

I have attached additional documents supported by the City of Des Moines to ensure the ability to accommodate anticipated growth and to minimize further impacts on Des Moines and adjacent communities.

I look forward to discussing these items with you.

Sincerely,

Matt Pina
Mayor

cc: Des Moines City Council
City Manager, Michael Matthias
Chief Operations Officer, Dan Brewer
City Attorney, Tim George

The Waterland City



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.; (206) 824-6024 FAX: (206) 870-6540



February 22, 2018

Mr. Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Dear Mr. Brown,

I want to thank you for the opportunity to meet with you and your staff yesterday. It was a very timely discussion, as we understand today your Executive Board will consider an opportunity to undertake a "Regional Aviation Baseline Study." We are encouraged that PSRC has been asked to do this by the Federal Aviation Administration.

We believe that PSRC is the appropriate agency to undertake this work, bringing a regional perspective to developing solutions to impacts from Sea-Tac Airport's operations. Operations at Sea-Tac Airport have seen significant year over year growth. A systems wide approach to aviation in our state requires a regional perspective. The study, as described in your Action Item memo to the Executive Board, seeks to increase understanding of the dynamics of the region's growing aviation activity.

The two critical points we wanted to underscore in our discussion with you was the disproportionate impacts our city and other adjacent cities experience as a result of increased operational activity at Sea-Tac. Consideration of strategies to reduce these impacts are essential for any regional approach. We also want to emphasize the point we made in our discussion, that we stand ready to assist you in any manner to incorporate an understanding of airport impacts on our community in the baseline study.

Once again, it was a pleasure to meet with you. We look forward to working with you on this very complex regional aviation challenge.

Sincerely,

Matt Pina, Mayor

cc: Des Moines City Council
Des Moines Aviation Advisory Committee
Ken Rogers, StART member for Des Moines
Michael Matthias, City Manager
Susan Cezar, Community Development Director



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98108-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



April 25, 2017

Robert Hodgman
Washington Aviation System Plan
Washington State Department of Transportation
310 Maple Park Avenue SE
PO Box 47300
Olympia WA 98504-7300

RE: Comments on WASP

Dear Mr. Hodgman,

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.

The Waterland City

Robert Hodgman
Page Two
April 25, 2017

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 Waterland City

Robert Hodgman
Page Three
April 25, 2017

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.

-
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).
 2. 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).

Sincerely,



Matt Pina
Mayor

MP:bw

Together we can make big things happen.

Will you help lead this effort?

To help meet this challenge, businesses, workforce organizations, labor unions, educational institutions, government and community leaders must come together and identify innovative and meaningful ways to bring these initiatives to life.

Share your thoughts and ideas with us! Contact us at 206.787.4371 or CenturyAgenda@portseattle.org

For more information about the Port of Seattle's Century Agenda, please visit our website at www.portseattle.org/about/commission

Port of Seattle

Commissioners
Tom Albro
Stephanie Bowman
Bill Bryant
John Creighton
Courtney Gregoire

Chief Executive Officer
Tay Yoshitani



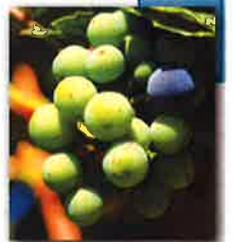
Port 
of Seattle®

Where a sustainable world is headed.™

Port of Seattle, P.O. Box 1209
Seattle, WA 98111 USA
206.787.3000
www.portseattle.org

The Port of Seattle operates under the State of Washington's Public Disclosure Act. To obtain public records, please email specific requests to public-disclosure@portseattle.org, phone 206.787.3094 or fax 206.787.3205

Images courtesy of Washington State Archives, Museum of History and Industry, Seattle Municipal Archives, Washington State University, Port of Seattle Archives and Don Wilson for Port of Seattle.



MISSION, VISION & COMMITMENT

Our Mission: The Port of Seattle is a public agency that creates jobs by advancing trade and commerce, promoting industrial growth, and stimulating economic development.

Our Vision: Over the next 25 years, we will add 100,000 jobs through economic growth led by the Port of Seattle, for a total of 300,000 port-related jobs in the region, while reducing our environmental footprint.

Our Commitment: The Port of Seattle creates economic opportunity for all, stewards our environment responsibly, partners with surrounding communities, promotes social responsibility, conducts ourselves transparently, and holds ourselves accountable. We will leave succeeding generations a stronger port.

OUR CENTURY AGENDA STRATEGIES & OBJECTIVES

Position the Puget Sound region as a premier international logistics hub

- Grow seaport annual container volume to more than 3.5 million TEUs
- Structure our relationship with Washington ports to optimize infrastructure investments and financial returns
- Triple air cargo volume to 750,000 metric tons
- Triple the value of our outbound cargo to over \$50 billion
- Double the economic value of the fishing and maritime cluster industries

Advance this region as a leading tourism destination and business gateway

- Make Sea-Tac Airport the West Coast "Gateway of Choice" for international travel
- Double the number of international flights and destinations
- Meet the region's air transportation needs at Sea-Tac Airport for the next 25 years and encourage the cost-effective expansion of domestic and international passenger and cargo service
- Double the economic value of cruise traffic to Washington state

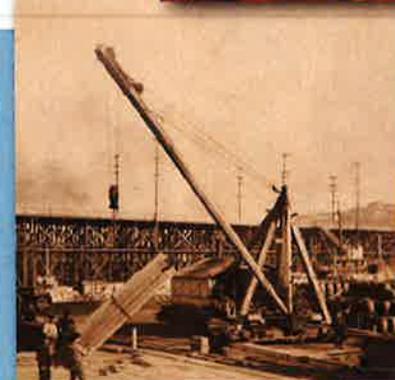
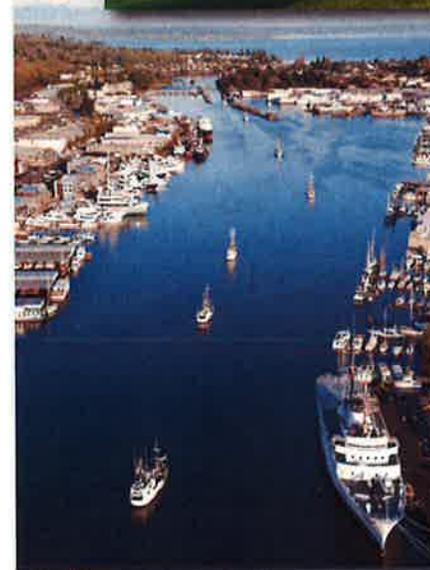
Use our influence as an institution to promote small business growth and workforce development

- Increase the proportion of funds spent by the port with qualified small business firms on construction, goods and services to 40 percent of the eligible dollars spent
- Increase workforce training, job and business opportunities for local communities in maritime, trade, travel and logistics

Be the greenest and most energy efficient port in North America

- Meet all increased energy needs through conservation and renewable sources
- Meet or exceed agency requirements for storm water leaving facilities owned or operated by the port
- Reduce air pollutants and carbon emissions, specifically: Scope 1 emissions, which are direct greenhouse gas emissions from Port owned or controlled sources, shall be 15 percent below 2005 levels by 2020; 50 percent below 2005 levels by 2030; and carbon neutral or carbon negative by 2050 – Scope 3 emissions, which are emissions the Port has influence over, not direct control, shall be 50 percent below 2007 levels by 2030 and 80 percent below 2007 levels by 2050.
- Anchor the Puget Sound urban-industrial land use to prevent sprawl in less developed areas
- Restore, create and enhance 40 additional acres of habitat in the Green/Duwamish watershed and Elliott Bay

The port will use its real estate, capital assets and financial capabilities to accomplish the Century Agenda. These are tools to thoughtfully steward, rather than areas well suited for specific 25-year goals.



FOUR REGIONAL INITIATIVES

1 Strengthen access to global markets and supply chains for Northwest businesses

From apples and salmon to airplanes and software, our region benefits from global markets. The growth of emerging markets allows us to do even more to maximize our unique position.

Aligning efforts like the Center for Advanced Manufacturing in Puget Sound, Washington State's Innovation Partnership Zones (IPZ) and our Foreign Trade Zones would strengthen the region's role as a premier logistics hub, and grow exports from Northwest businesses. Advocating for improved policies on taxation and land use will assist this effort.

2 Make Washington a preferred destination for international tourists from countries with which we have direct flights

Strengthening the Washington Tourism Alliance can expand the role of tourism in the state's economy, and increase the number of international visitors to the Puget Sound. Attracting both new and repeat visitors and encouraging longer visits to our region leads to economic growth.

A coalition with tourism stakeholders, ranging from hospitality providers to wineries and more, can make Washington a "must visit" place. We can create synergy between tourism and business travelers, furthering foreign investment and trade that will grow Northwest industries, and adding to our efforts to establish our state as a primary nexus of U.S./Asia relations.

3 Establish an educational consortium to serve the needs of the maritime industry for workforce development, applied research and business growth

Our trade-dependent region has three times more jobs in maritime industries than the national average. Let's use this strength to make the Northwest a national magnet for maritime education, technological innovation and tomorrow's entrepreneurs. Boat building and repair for the Northern Pacific fishing fleet alone can pump \$40 billion into our economy in the coming years.

We can meet private sector needs for designers, marine engineers, welders and boat crews through education and training models developed by the Washington STEM initiative, Centers for Excellence, our community colleges and workforce development organizations. As we do so, we can create an educational magnet that would incubate new technologies and bring business to Washington.

4 Foster a coordinated effort among Puget Sound ports in support of Washington state's pursuit of a healthier Puget Sound

Our region's beauty is heightened by the balance of land use, habitat protection and restoration, and water quality in Puget Sound. Let's join forces to restore the sound's vitality, through a coordinated effort among Puget Sound ports, and other regional organizations, to protect and improve our shared environment.

We can increase the health of Puget Sound and enhance additional acres of fresh water and estuarine habitat in the Green/Duwamish watershed and Elliott Bay, while ensuring the vitality of our manufacturing and industrial districts.



What does it take to **MAKE BIG THINGS HAPPEN?**

Dear Colleague,

What does it take? How do we make big things happen—those that make the difference and that none of us can do alone?

We have been asking ourselves that very question as we put together the Port of Seattle's 25-year vision, our Century Agenda. For the truth is, we cannot generate 100,000 new port-related jobs alone. In fact, most of the elements necessary for achieving this vision are well beyond our control as port commissioners. We can make our facilities ready, but the demand to use them will come from our region's economic growth.

So what does that take?

We believe the way forward has been demonstrated many times. How did we get the Dreamliner assembly and the deep-bore tunnel? Looking farther back, how did we establish a publicly owned port, clean up Lake Washington and host a World's Fair?

We did it together by agreeing to focus our energies, by agreeing on common goals, by contributing our resources to the cause. We worked as colleagues first and executives, educators or elected officials second. Our models are the Aerospace Alliance, Forward Thrust and Century 21. We know what we need to do.

So let's do it again. Let's agree on a handful of regional initiatives that will truly move the needle—that will be held up as examples by our successors 25 and 50 years from now.

We are proposing four regional initiatives for your consideration that would be good for our region, and are necessary to create more than 100,000 jobs. There are other challenges that also demand regional leadership to improve quality of life for Washington citizens. We believe that these proposed initiatives complement those collective efforts.

We stand ready to get to work, contribute resources and join the teams that pursue these new initiatives. We are asking you to do the same.

Sincerely,



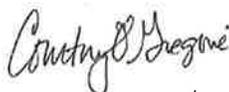
Tom Albro



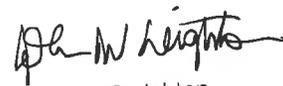
Bill Bryant



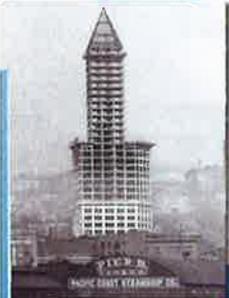
Stephanie Bowman



Courtney Gregoire



John Creighton

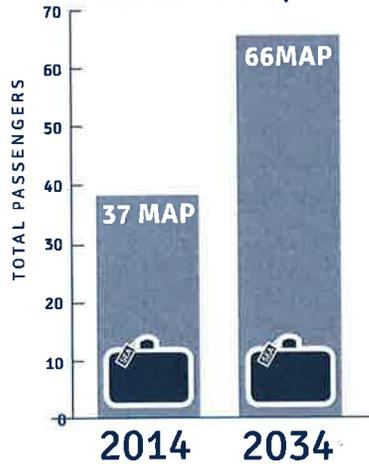


CONTINUED GROWTH OVER THE NEXT 20 YEARS

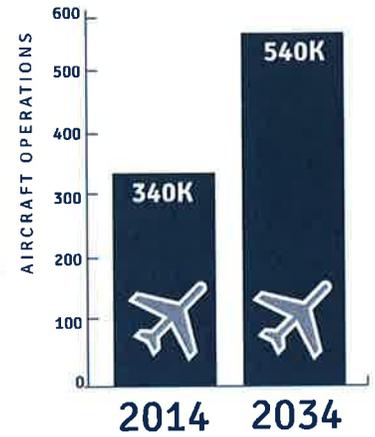
AIRPORT ACTIVITY



GROWTH IN TOTAL PASSENGERS (BY MILLION ANNUAL PASSENGERS - MAP)



GROWTH IN AIRCRAFT OPERATIONS



JOIN US!

WE WANT YOU TO JOIN US IN THE SEA-TAC AIRPORT MASTER PLAN CONVERSATION.

The Port is currently studying different concepts for accommodating passenger and cargo demand sustainably. The work will identify a range of alternatives and we will conduct environmental review throughout 2016-2017, including public input before the Master Plan is adopted.

Throughout the development of the Airport Master Plan, the Port is working closely with all parties—local government, regulatory agencies, transportation agencies, regional and nearby communities. As the Master Plan is being developed the Port is holding open houses, and airport community and business workshops. We've also conducted briefings with local governments, the FAA, and organizations that represent environmental and economic development interests, and gathered input from public agencies to develop transportation strategies to help passengers get to the airport.

These discussions are crucial to creating a Master Plan that will serve our region well over the next 20 years. This means that we must meet the air transportation needs of our community and continue to be a good neighbor.

Contact Information

Sarah Shannon
206.462.6357
sshannon@prrbiz.com
<http://bit.ly/airport-master-plan>

2015				2016				2017			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Activity forecast				Major alternatives defined							
Alternatives analysis and plan development											
				Capital program and plan of finance							
								FAA ALP review			
				Environmental review							

CONNECTED COMMUNITIES

Our entire community benefits from the cultural and economic exchange made possible by Sea-Tac.

About 9 million out-of-town visitors arrived via Sea-Tac for business or pleasure in 2013.

When these travelers spent their money in our region and our state, it generated substantial economic impacts, including \$365 million in state and local taxes.

Visitors stay at our hotels, enjoy our theaters, eat at our great restaurants, board our cruises and experience our stunning natural environment and quality of life.



OUR ENVIRONMENT

OUR NATURAL ENVIRONMENT IS OUR GREATEST TREASURE.

Sea-Tac has been a national leader with initiatives in the areas of climate protection, energy conservation, stormwater treatment, habitat protection, noise mitigation, recycling and waste management.

The Airport Master Plan embraces the Port of Seattle's environmental goals to reduce greenhouse gas emissions at Sea-Tac by 50% and aircraft-related by 25% from 2005 levels and to meet or exceed all permit requirements for stormwater leaving port property.

All new and renovated buildings in the Master Plan will be evaluated to maximize environmental quality and each of the Master Plan alternatives will be subject to stringent environmental analysis.



CLIMATE PROTECTION



ENERGY CONSERVATION



WATER QUALITY AND CONSERVATION



HABITAT PROTECTION



RECYCLING AND WASTE MANAGEMENT



Sustaining the region's worldwide reputation as a center of innovation and excellence rests on our ability to maintain our connections to the rest of the world

SEA-TAC'S ROLE AND OBLIGATION

is to serve as an essential public facility to support Washington's growing economy. As important, Sea-Tac Airport is pledged to be a responsible environmental steward and good neighbor.

We need a plan that will work for everyone. That is why the Port of Seattle is working throughout our community to develop a master plan to provide a 20-year blueprint for Sea-Tac Airport to sustainably accommodate future growth.

Key Elements

of the Sea-Tac Airport Master Plan

- Future growth will be served within Sea-Tac's existing 3 runway configuration
- Potential strategies include terminal expansion, airfield and cargo improvements, efficiency enhancements, environmental management and landside access.
- Sea-Tac will be the first U.S. large hub airport to fully incorporate sustainability into planning its facilities, operations and management.

WHAT'S AT STAKE? WHAT'S THE OPPORTUNITY?

MIDDLE-CLASS JOBS

A 2013 study commissioned by the Port of Seattle found that passengers arriving at Sea-Tac generated 171,796 jobs, including 109,924 direct jobs, \$6.1 billion in personal income, \$16.3 billion in business revenue and \$565 million in state and local taxes annually.

Airport communities benefit directly from their economic interaction with Sea-Tac Airport.

Of the 18,500 jobs located directly at the airport, about 21 percent are held by employees who live in the communities that surround the airport.

171,796 JOBS

including 109,924 direct jobs

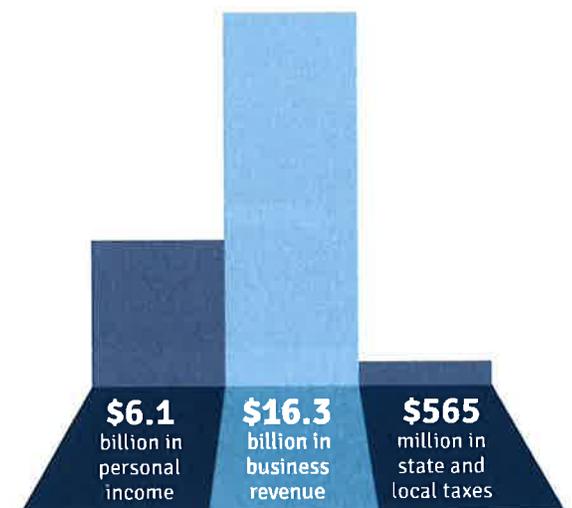


ECONOMIC COMPETITIVENESS

THIS IS AN ERA OF GLOBAL CONNECTIVITY.

Washington is the birthplace and home to businesses and organizations that continue to shape the world we know today—companies and organizations such as Microsoft, Boeing, Starbucks, Costco, the Gates Foundation, Fred Hutchinson Cancer Research Center, our universities and Amazon.

Sustaining the region's worldwide reputation as a center of innovation and excellence rests on our ability to maintain our connections to the rest of the world.



Data from a 2013 study commissioned by the Port of Seattle

SEA-TAC AIRPORT MASTER PLAN

A blueprint for a sustainable future at Seattle-Tacoma International Airport

Sea-Tac Airport is a portal for continued economic opportunity for the people of Washington State. Demand for commercial air service is at a record high, and expected to double by 2035.

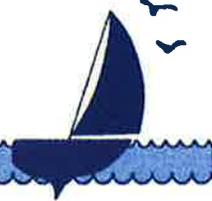
How can Sea-Tac best meet the commercial air service needs for our community?





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) 870-8544



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

**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.

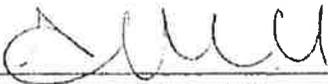
SEPA Review: Because this addendum provides additional information that does not change the analysis of significant impacts and there was no change in the project scope following the issuance of the Final DNS, the appeal period for this project will still end twenty-one (21) days of the date of issuance 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



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 be "Lance Lyttle", enclosed in 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

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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,

A handwritten signature in blue ink, appearing to read "Matt Pina". The signature is fluid and cursive, with a large loop at the end.

Matt Pina
Mayor and Councilmember

The Waterland City

MEETING SUMMARY

Aviation Advisory Committee Meeting
Tuesday, September 26, 2017
6:00 p.m. – 7:00 p.m.
North Conference Room

Aviation Advisory Committee Members

Sheila Brush
David Clark
Steve Edmiston
Wendy Ghiora
Mark Proulx

City Staff

Michael Matthias, City Manager
Matt Pina, Mayor
Tim George, City Attorney
Renee Cameron, Deputy City Clerk

The meeting was called to order at 6:02 p.m.

The Aviation Advisory Committee (AAC) Members and City staff introduced themselves, and Mayor Pina thanked the Committee members for their time and stated that the talent of the committee was very complimentary for the role in which the Committee will serve. He stated that the Sea-Tac Airport Sustainable Master Plan (SAMP) is currently being developed by the airport and stated that the Port of Seattle will be issuing an Environmental Impact Statement (EIS) on the SAMP. Review of the EIS will be one of the elements of the Committee's Work Plan. The Committee will also provide updates to the City Council. The Mayor also discussed the overall Work Plan for the AAC and thanked the AAC members for their time and interest in addressing these very important issues that affect our city and our quality of life.

City Manager Matthias provided a PowerPoint presentation for the Committee to address organization issues, role of the public, providing input to City Council, Sea-Tac International Airport Aviation Advisory Committee, other jurisdiction's activities regarding Sea-Tac Airport impacts, and assignments for the next meeting. The AAC Work Plan initially consists of the following elements:

- 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 regional transportation, health/noise, in addition to local, regional and national economic benefits.
- Address aircraft movements on the ground and in the air (a function of the FAA and NextGen).
- Address the process to support development of a second regional airport.

- Participate in the Washington Aviation System Plan and follow-up, as appropriate.
- Delineation of responsibilities within the national air space vis a vis FAA, Sea-Tac Airport, WASHDOT, Port of Seattle.
- Other issues as determined by the City Council and the Aviation Advisory Committee.

The Committee discussed the Sea-Tac International Airport Aviation Advisory Committee and the representatives from each jurisdiction who will be invited to attend. City Manager Matthias advised that each city will have three (3) representatives; the City Manager and two other city representatives. The AAC discussed Committee members attending other cities' meetings to stay current on other jurisdictions positions and efforts addressing the aviation issues and concerns.

City Manager Matthias stated that a budget has been allocated to hire a consultant to review the SAMP EIS to provide an in-depth understanding of the SAMP and the impacts that will occur from the adoption of the SAMP by the Port of Seattle.

The Committee discussed holding futures meetings from 4:00 p.m. – 5:30 p.m., on either Mondays, Wednesdays, or Fridays. The specific day and time are to be determined.

The Committee also discussed having committee meetings open to the public. The Committee agreed that they want transparency, however they want time dedicated to committee business. Committee member Edmiston stated there are tangible benefits to open meetings. The AAC agreed to put public comment on the agenda toward the end of the meetings, so those in attendance could be updated and informed throughout the meeting prior to addressing their questions or concerns.

Committee member Brush offered to provide Committee updates on the Quiet Skies website after each meeting to be open and transparent.

The AAC stated they would like to invite staff from the airport to attend AAC meetings. City Manager Matthias said he will try and arrange a representative from the Port to discuss the SAMP at the next meeting.

Committee member Edmiston agreed to represent the AAC and provide a report to the City Council at the October 12th City Council Regular Meeting regarding the AAC's first meeting, their goals and intent. The Committee agreed that each Committee member would have an opportunity to present updates to Council.

Adjourned at 7:21 p.m.

Respectfully submitted by,
Renee Cameron, Deputy City Clerk

MEETING SUMMARY

Aviation Advisory Committee Meeting
Tuesday, November 7, 2017
4:30 p.m. – 6:00 p.m.
North Conference Room

Aviation Advisory Committee Members

Sheila Brush
David Clark
Steve Edmiston
Wendy Ghiora

City Staff

Michael Matthias, City Manager
Dan Brewer, Chief Operations Officer
Matt Hutchins, Assistant City Attorney
Renee Cameron, Deputy City Clerk

Others Present:

Jennifer Minich, Legislative Assistant to Karen Keiser
Elizabeth Leavitt, Port of Seattle's Senior Director of Environment and Sustainability
Arlyn Purcell, Port of Seattle, Director of Aviation Environmental Services
Katie Kuciemba Halse, Port of Seattle, Local Government Relations Manager

The meeting was called to order at 4:34 p.m.

Committee member Clark moved to approve the September 26, 2017 meeting Minutes.
Committee member Ghiora seconded the motion.

1. Representative Tina Orwall – Update on Ultra Fine Particle Study – Representative Orwall was unable to attend the Meeting. The Committee hopes to reschedule her presentation to a meeting in December 2017.
2. Legislative Assistant to Senator Karen Keiser, Jennifer Minich - Update on Air Cargo Study

Jennifer Minich, Legislative Assistant to Senator Karen Keiser provided the Committee with a handout of information and summarized the Air Cargo Study Brief which provided for upcoming meeting and contact information for the Joint Transportation Committee (JTC) Meeting to be held on November 15th, and the first stakeholder panel meeting to be held on December 8th at Boeing Field from 10 a.m. to 2 p.m. The brief included additional resource information, as well as contact information for the JTC Consulting Team from WSP USA (formerly Parson Brinkerhoff). She provided a copy of the RFP/Scope of Work for the consultant, WSP USA, to the Aviation Advisory Committee (AAC) for their review, and a link to the Request for Proposal RFP process.

Questions were posed to Ms. Minich, which she did not have an immediate response to, and she advised that she would work to get answers in regards to the following questions:

1. Committee member Clark asked, "What has the consulting team 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?"
2. Committee member Edmiston asked, "Whether there could be members of the airport impacted communities as stakeholder members of the JTC air cargo study stakeholder meetings.
3. Committee member Brush asked about "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, elected officials on the national, state, and local level, Port, etc.) who are also having stakeholder meetings on this very topic?"

Ms. Minich responded saying she believes the project manager, Joe Bryan with WSP USA, and Facilitation Specialist at PRR Biz Rita Brogan could response to these questions more thoroughly. She advised that Facilitation Specialist Brogan will facilitate the Stakeholder Panel meeting. City Manager Matthias agreed and said he will send a letter for community involvement in preparation of the Stakeholder Panel meeting.

Chief Operations Officer Brewer said he is concerned that the work being done via the Request for Proposal does not line up with the City's needs and wants a voice for the City to comment.

4. Elizabeth Leavitt – Update on the SAMP EIS

Elizabeth Leavitt, Port of Seattle's Senior Director of Environment and Sustainability provided the Committee with an environmental update and information regarding the Sustainable Airport Master Plan (SAMP), and the schedule of events to occur with the hired consultant (WSP USA) and working with the FAA regarding the Environmental Impact Statements (EIS) of the Draft EIS (DEIS), and then the eventual Final Environmental Impact Statement (FEIS). These SAMP EIS's will also include State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA), and the Civil Aviation Organization. She advised that following the EIS process, and public hearings, the FAA grants the Port with final authority of any and all projects authorized by the FAA. She stated that this process is estimated to take between eighteen (18) months to 2 years, and that the City be provided updates during the EIS process, and milestones of the process as they progress. She advised that they are focused on the Puget Sound Regional Council's "forecast" for the Port, and then on the requirements to sustain the needs of the Port, which are per FAA standards, which are international regulations for noise and emissions. She said the Commission clearly understands the impacts on communities and the Port works hard to mitigate those impacts.

Director Leavitt discussed that the FAA brought in a consultant to work with the Port to assist with modeling plans, and that the 1 year modeling process helps them to review and consider alternatives.

Committee member Brush asked about the status of a "hush house," and Director Leavitt advised that yes they are trying to site one, however, Port of Seattle Director of Aviation Environmental Services Arlyn Purcell advised that it would likely be included as

part of the Seattle-Tacoma International Airport's South Aviation Support Area (SASA) portion, which is not envisioned for a few years.

Committee member Brush reminded the Port that frequency is the impact.

Director Leavitt advised the AAC that the Port met all mitigation requirements for the 3rd runway project, and though some were difficult, the Port is very pleased with the work completed, and that in 2011, their 100 Anniversary Environmental Goal focused on Carbon Reduction, and ST3 – Strategy for a Sustainable SeaTac to include emissions and Leadership in Energy and Environmental Design, known as LEED.

Committee member Ghoria asked regarding the possibility of not scheduling flights at night. Director Purcell advised that Part 161 Restrictions and federal law requires allowance of nighttime flights.

Committee member Brush asked about Wake Recat; the separation between arriving and departing aircraft. Director Purcell advised that she will come back to the AAC with more information regarding Wake Recat.

Committee member Edmiston inquired if there is a Draft SAMP, a manual clarifying the FAA's, and a manual clarifying the Port's role.

5. Update on Airport Aviation Committee
 - a. Representatives from Committee
6. Committee Member Update

Committee member Edmiston said he presented the AAC's first report to the City Council on October 12th. He said he is working on a small study information and will get a list together to gather the various studies. City Manager Matthias advised that he has access to the Oxford library, so he should be able to assist with gathering the studies.

Committee member Brush provided two articles to share with the AAC from the Puget Sound Business Journal from November 1, 2017 regarding Alaska Airlines signing a \$500 Million deal with GE Aviation for Boeing 737-800 engine work; and an email article from Brandon Fried, Executive Director to the U.S. Airforwarders Association relating to Elbow room: Alternating governments about the airport space crunch. She also advised that she attended an airport which she stated was incredibly impressive, and that she believes the landlock status of the growth will dictate the growth of SeaTac.

City Manager Matthias advised the AAC that he will be sitting on the Public Forum Panel headed by the Port's Director of Aviation Lance Lyttle, which is anticipated to start in the 1st quarter of 2018. He advised there will be participation from the cities of Des Moines, SeaTac, Burien, and Normandy Park. Each City Manager from the cities will represent their cities, as well as one city staff alternate, and a nominee from each city, or one member from the AAC. The AAC overall nominated Committee member Brush to serve for the City of Des Moines on the Public Forum Panel.

Port of Seattle, Local Government Relations Manager Katie Halse advised that the Public Forum Panel meetings will be held in the evening and likely the 4th Wednesday of the month, alternating months, starting in February 2018.

7. Public Comment. There was no public comment at the meeting.

Committee members agreed that the next Report to Council will be held on November 30, 2017, and will be presented by Committee member Brush.

The next meeting will tentatively be scheduled in December 2017, pending Representative Tina Orwall's availability to provide an update on Ultra Fine Particle Study.

Adjourned at 6:07 p.m.

Respectfully submitted by,

Renee Cameron, Deputy City Clerk

MEETING SUMMARY

Aviation Advisory Committee Meeting
Tuesday, December 5, 2017
4:30 p.m. – 6:00 p.m.
North Conference Room

Aviation Advisory Committee Members	City Staff
Sheila Brush	Michael Matthias, City Manager
David Clark	Tim George, City Attorney
Steve Edmiston	Susan Cezar, Community Development Director
Wendy Ghiora	Renee Cameron, Deputy City Clerk
Mark Proulx	

The meeting was called to order at 4:35 p.m.

1. Update on Airport Aviation Committee Sea-Tac Stakeholder Advisory Roundtable (StART)
 - a. Representatives from Committee

City Manager Michael Matthias stated that the StART Committee will include the cities of SeaTac, Federal Way, Burien, Normandy Park, Des Moines, Alaska Airlines, Delta Airlines, Air Cargo, and FAA-Ex Officio. City Manager Matthias advised that at the November 30th City Council Meeting the City Council authorized City Manager Michael Matthias, Aviation Advisory Committee (AAC) member Brush, and community resident Ken Rogers as the City's representatives to serve on the StART.

2. Rep. Tina Orwall – Update on Ultra Fine Particle Study

Representative Tina Orwall provided an update on the Ultra Fine Particle Study and said the study will be a community driven process. She said the University of Washington (UW) is an expert on air quality study and the UW will be performing the 18 month air quality study, with a portion of the study paid for from the \$75K from the Port. She advised that the UW, Department of Ecology, Department of Health, subcommittees, technical groups, and researchers within the community will be involved in the study. She stated that the first step will be analyzing the raw data and reviewing the airport footprint. The second step will be literature research to include any changes to the federal level, mitigation, and comparison of jet fuels vs. biofuels. She stated that Congressman Adam Smith's Office is working hard on the issue, as well as Senator Karen Keiser, and they are all working hard together to bring attention to the issues and concerns. She said that teaming up with Senator Keiser helped with the proviso of the fully funded 18 month study through the UW. She encouraged the AAC to check out the Atlanta Study which focuses on concentration of jet fuel particles, which is part of a new movement. Committee member Brush encourage Representative Orwall to research and stress the importance in the study of sulfur, lead in the jet exhaust monitoring system, and Dr. Witten's notes from the Santa Monica meeting. Committee member

Brush stated that the sulfur research is much easier to “tease out” as it is only in airline fuel and not vehicle fuel.

Representative Orwall stated her, Senator Keiser, and Adam Smith’s office are working at the federal level to get the Port to be aware and take action. She stated that the AAC will participate in the research design and provide for the quality of the research content.

City Manager Matthias stated that there will be lots of movement coming forward from the Air Quality Study and that the City’s Community Development Director/SEPA Official Susan Cezar will be meeting with City Managers and SEPA Officials from neighboring cities to discuss strategy to review the SAMP and the City will be active in the process.

Committee member Edmiston said no study ever says “Let’s keep flying, ‘cause it doesn’t hurt anybody.” He wants to know what to do with the research and association of the contamination. He asked for updates of Part 150 Noise v. Air Quality and Part 161, the Hush House. He said there needs to be review of jet fuel vs. biofuel so it can be mitigated. Which one is better, jet fuel or biofuel? Representative Orwall commented on the Hush House, in that knowing what the consequences of requested changes is important.”

Representative Orwall briefly discussed air cargo at Sea-Tac and the possibility of Moses Lake or Boeing Field taking the majority of air cargo out of Sea-Tac. She also is concerned about the number of night time flights, and hopes to have those reduced significantly.

City Manager Matthias stated the SAMP needs to be politically acceptable, industrially acceptable and environmentally acceptable. He is concerned that the SAMP to the Port of Seattle means that their efficiencies increase.

The Committee thanked Representative Orwall for her work in this regard and will work with her schedule for the next meeting.

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 Cezar

Director Cezar presented the AAC with a PowerPoint slide show regarding the State Environmental Policy Act and National Environmental Policy Act EPA/NEPA, including a comparison of the two processes, and the requirements and timeline of the processes. Director Cezar stated that both NEPA and SEPA compliance will be required, however, the particular process has not yet been determined. She also reminded the AAC that airports are “essential public facilities.”

City Manager Matthias said it was interesting that at the November 7th Meeting the Port of Seattle's Senior Director of Environment and Sustainability, Elizabeth Leavitt would not commit to an Environmental Impact Statement (EIS) of the SAMP, but referred more toward an Environmental Assessment (EA). City Manager Matthias stated that the consultant that will be hired will be here to help the City and the AAC with the review and commenting throughout the environmental review process, including any Scoping, Draft EIS, and the Final EIS. Director Cezar said it was interesting that the Port is not committing to an EIS at this time, but that an EA can precede an EIS.

City Manager Matthias talked about comments from the City prior to the scoping period and stated he does not want to be premature in our comments. He believes the City will continue to get updates on the SAMP status from the Port, however updates of modeling have been revised and changed, as the Port have moved modeling of the SAMP to a capital improvement project. He said the SAMP Update has "gone dark" as they Port continues working on their updates. He advised he will get the last PowerPoint Presentation from the Port, which he believes was in October 2016, and have it available for the next AAC Meeting.

Director Cezar advised that the Port SEPA policies include an administrative appeal of the adequacy of a final EIS, heard by a hearing examiner, and any appeal of the Hearing Examiner decision and NEPA document would be a court appeal.

4. Committee member update/previous meeting follow-up
 - a. Dollars for academic articles
Committee member Edmiston advised that he will provide the articles for the next AAC meeting.
 - b. City letter commenting on Washington Aviation System Plan (WASP)
City Manager Matthias advised he will provide the WASP letter to the AAC and asked them to please comment.
5. Public Comment
 - J.C. Harris stated he believes the engagement with Quiet Skies and the airport community has quieted down. He said he feels the AAC's process is undemocratic about their goals and achievements and wants the AAC to be more sensitive about the goals and concerns.
 - Candace Urquhart stated her concerns about the Port's EIS process and how they are/may be navigating around the process. She is concerned that the Port is stripping away part of their process. She would like to see the City ask to enter into a "Good Neighbor Agreement" to work together at the table with the Port's overall plan. She stressed the importance that the Port's 2034 Plan include rail, and the multi-modal options.
 - Doreen Harper asked if Port is able to piece meal their process to avoid SEPA/NEPA. Michael Matthias stated that Port Aviation Division Managing Director Lance Lyttle's letter states that nothing will be outside of the SAMP. City Attorney George advised that some projects have been "piece mealed," however, those projects have not been challenged/appealed.

- Rick Johnson stated that the Port of Seattle has a lot of pull and believes they had input regarding the redevelopment of Key Arena vs a new stadium in the SODO District. He said the City and AAC needs to have solutions, not questions when dealing/working with the Port. Mr. Johnson said he was pleased to see all of the work being done by the AAC and City staff.
6. Next Report to Council
- a. December 7, 2017. The AAC agreed that they would like to provide an update to the Council at the next Council member, rather than waiting until mid-January 2018. Committee member Ghiora agreed to present the update to the Council at the December 7th City Council Meeting.
7. Next Meeting Dates
- a. Poll members for availability for 2018
 - City Manager Matthias said he will work with the AAC to determine meeting dates and times for 2018.
 - Committee member Edmiston stated he would like to see a featured article regarding the AAC and updates about the progress from the AAC in the Spring edition of the City Currents.
 - Committee member Brush said she would like to include an article from the Port from January 2016 regarding cargo expansion, and that Sea-Tac was never designed for cargo.

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

Adjourned at 6:01 p.m.

Respectfully submitted by,
Renee Cameron, Deputy City Clerk

MEETING SUMMARY

Aviation Advisory Committee Meeting
Monday, January 8, 2018
4:30 p.m. – 6:00 p.m.
North Conference Room

<u>Aviation Advisory Committee Members</u>	<u>City Staff</u>
Sheila Brush	Michael Matthias, City Manager
David Clark	Tim George, City Attorney
Steve Edmiston	Susan Cezar, Community Development Director
Wendy Ghiora	Renee Cameron, Deputy City Clerk
Mark Proulx	Conner Edwards, Legislative Advocate

The meeting was called to order at 4:34 p.m.

1. Chair (City Manager) Report:
 - a. Initial Meeting of the University of Washington Ultra Fine Particle Study Technical Advisory Committee.
 - City Manager Matthias provided the Aviation Advisory Committee (AAC) with an update regarding the initial meeting of this committee held on January 5, 2018. Representative Tina Orwall chaired the meeting. Other notables in attendance were Representative Mike Pellicciotti and Port Commissioner Courtney Gregoire. The meeting focused on a presentation (included in your packet) by the UW researchers conducting the study who explained the research design, model, data collection and the assessment process.
 - Committee member Proulx asked if studies are complete and comparable to other cities (e.g. LAX) which include information separate from the traffic system and based on flight patterns. The AAC agreed to obtain the online LAX Ultrafine Particle Study.
 - Committee member Edmiston asked about the dynamics of the room of the meeting and City Manager Matthias said there was openness toward the topic, respectful of science and researchers. Committee member Brush suggested that they be cautious and aware of the FAA's influence.
 - Committee member Ghiora asked if the study will look at particles in the surrounding waters and City Manager Matthias advised that it will not.
 - b. Ongoing process of establishing formal collaboration with our partner cities regarding environmental review of the Sustainable Airport Master Plan (SAMP).
 - City Manager Matthias advised that the City Managers and SEPA Officials for the Cities of Des Moines, Burien, Normandy Park and SeaTac have met and are engaging in an interlocal agreement between the cities to collaborate their resources regarding the environmental assessment for the Sustainable Airport Master Plan (SAMP).

- City Manager Matthias advised that there could possibly be approximately \$150,000 of joint funds from the cities to use for contractual purposes in preparation of the cities' response/comment to the SAMP.
 - The intent/process of responding/commenting to the Port's EIS/SCOPE will include:
 - The Port advising an EIS or SCOPE of Analysis is complete and provide a timeframe to respond.
 - Cities/Consultant will determine if the SCOPE is adequate. If not comment/call out the inadequacies with strong cooperation between the cities.
 - Consultant hired will be unbiased, and understand the federal processes.
 - Work toward having opportunity to participate in the Scoping process.
 - Consultant will review the findings for additional response/clarification.
 - c. City Manager Matthias advised the AAC that the first meeting of the Sea-Tac Airport Stakeholder Committee will be held on February 28, 2018. City Council appointed the City Manager Matthias to fill the non-elected city employee membership position for an indefinite term on this committee, and appointed AAC member Brush for a two year term to fill the City of Des Moines Community Member Position 1, and Ken Rogers for a two year term to fill the City of Des Moines Community Member Position 2.
2. Information on Air Cargo Washington State Study.
- City Manager Matthias provided the Committee with information on the Air Cargo Washington State Study. The City's Legislative Advocate Conner Edwards will be monitoring the Study closely, tracking information and reporting back to the City.
 - Mr. Edwards provided a brief summary of the Air Cargo Washington State Study undertaken by Department of Transportation, Aviation Division. Mr. Edwards indicated this study will not include a health impact analysis in response to a question.
 - Mr. Edwards advised that he will also be attending the Aviation Caucus meetings in Olympia.
 - Committee member Brush spoke regarding comparable airports with property size mass and huge airports (JFK, Shanghai, etc.) and their acreage of approximately 100 acres and facility size cannot be comparable to the acreage of only 24 acres that SeaTac sits on.
3. Information on issues provided by AAC members:
- a. Resolution from City of Burien regarding Aviation Capacity Needs.
- Committee member Brush forwarded the City of Burien Resolution that was included in the agenda packet to the Committee and believes this would be a good option for the City to consider in advocating for a second airport. The Committee agreed that they would like to propose a similar resolution to the City Council for consideration. Committee member Proulx stated such a resolution would seem to be as effective as a joint cities action. City Attorney George advised that passing such a resolution would not negatively impact the City's

other airport related efforts. Committee member Clark said he would like to see a resolution passed in this regard to be on the record.

- b. Sheila Brush regarding Aircraft Noise Complaint and Inquiry System.
 - City Manager Matthias said he was pleased with the Port of Seattle's December 5, 2017 response to the FAA regarding FAA Aircraft Noise Complaint and Inquiry System (FAA Noise Portal).
 - Committee member Brush advised that 236 public comments had been filed to date. She advised that the City of Des Moines should be considered an "airport city," and will find the mechanism as to how the City can apply for determination as an airport city for consideration of its comment(s).
 - c. Sheila Brush email to Committee regarding Proposal for Funding Jet Fuel Toxicologist.
 - Committee member Brush advised this is a useful resource.
 - Citizen Debi Wagner provided information regarding Dr. Mark Witten's study on jet fuel toxicology and jet fuel particles. She spoke about health incidents in problem areas. She advised that Dr. Witten is available to undertake a study of Sea-Tac Airport and provided Dr. Witten's curriculum vitae.
 - City Manager Matthias stated proving the impacts from the airplanes and determining the mitigation is what is most important right now.
 - Committee member Edmiston suggested obtaining additional information regarding Dr. Witten and his study and discussing this issue at the next meeting in February.
 - d. Other updates.
 - Committee members Proulx and Brush spoke regarding the Puget Sound Regional Council Meeting response and the deadline for the January 31, 2018 public comment period.
4. Next Report to Council
- AAC members agreed that the next Report to City Council will be Thursday, January 18, 2018, and will be presented by Committee member Clark.
5. Public Comment
- MariAnne Markanen; Regarding impacts to her health, sleep, is not able to enjoy her home.
 - Rhonda Cavanaugh, Flight Path Kids; Regarding health issues growing up and living in Des Moines.
 - Debi Wagner; Regarding tree core samples, negative health issues, and Dr. Mark Witten's study and research presentation.
 - Candace Urquhart; Regarding what is the City doing, other means for transportation, and the Port of Seattle moving forward on the SAMP.
 - Rick Johnson; Thanked the AAC for all of the work they are doing. He believes it is time to fight back, and that the FAA process discourages filing of complaints. He does not want to try to be a good neighbor with the FAA.

- Joel Wachtel, City of SeaTac Councilmember; Agreed with all of the comments and believes the Port of Seattle is hard to deal with, and that an interlocal agreement between the cities would be a powerful weapon. He also emphasized the value of the recent interlocal agreement between the City of SeaTac and the Port of Seattle.
- Susan White; Regarding the importance of all the cities working together.
- John Resing, Federal Way Mayor's Task Force; Advised the City of Federal Way had a meeting with Joint Base Lewis McChord (JBLM) Command, and JBLM's Command did not support cargo operations out of JBLM or any consideration in Moses Lake.

City Manager Matthias stated his appreciation for all the comments. He said the chances are better with having more input and power between the Cities of Des Moines, Burien, Normandy Park and SeaTac joining together in a joint response to the SAMP.

6. Adjournment. The Committee meeting adjourned at 6:07 p.m.

Respectfully submitted by,
Renee Cameron, Deputy City Clerk

MEETING SUMMARY

Aviation Advisory Committee Meeting
Monday, February 12, 2018
4:30 p.m. – 6:00 p.m.
North Conference Room

<u>Aviation Advisory Committee Members</u>	<u>City Staff</u>
Sheila Brush	Councilmember Traci Buxton
David Clark	Councilmember Matt Mahoney
Steve Edmiston	Michael Matthias, City Manager
Wendy Ghiora	Tim George, City Attorney
Mark Proulx	Susan Cezar, Community Development Director
	Renee Cameron, Deputy City Clerk

The meeting was called to order at 4:32 p.m.

1. Chair (City Manager) Report:
 - a. Explanation of Port of Seattle Century Agenda.
City Manager Matthias provided the Aviation Advisory Committee (AAC) members with a print out and explanation of the Port of Seattle's Century Agenda in the Port's "What does it take to MAKE BIG THINGS HAPPEN?" The Century Agenda is the Port of Seattle's 25-year vision.
 - b. Sustainable Airport Master Plan (SAMP).
City Manager Matthias provided the Committee with a print out from a portion of the Port's 2016 SAMP, briefly discussing their subarea plans and/or no growth alternatives. He advised the Committee that more detailed information is included on the Port's website for their review.
 - c. City comment letter to Puget Sound Regional Council Regional Transportation Plan regarding aviation.
City Manager Matthias advised that he provided the Committee with a copy of Mayor Pina's January 30, 2018 letter to the Puget Sound Regional Council regarding "Regional Transportation Plan Comments on the Regional Transportation Plan."
 - d. Update on February 15th City Council adoption of Burien Resolution.
City Manager Matthias advised that on February 15, 2018, the Council will be considering the AAC's recommendation to adopt a resolution similar to the City of Burien's resolution, Draft Resolution No. 18-005: Longterm Aviation Capacity Needs in Western Washington.

- e. Update on status of Interlocal Agreement between Burien, SeaTac, Normandy Park and Des Moines to mutually review the environmental assessment associated with the SAMP.
 - City Manager Matthias advised that on February 15, 2018, the Council will be considering the proposed Interlocal Agreement (ILA) between the Cities of Burien, Des Moines, Normandy Park and SeaTac for environmental review of the Sea-Tac Airport Sustainable Airport Master Plan.
 - Community Development Director Cezar summarized the intent of the ILA, the Request for Qualifications and the process for hiring a consultant, and the cities working together to select the consultant and determine the funding.
 - City Manager Matthias advised that the City of SeaTac will take the lead in organizing the scope of work and consultant review with the other cities assisting and performing other duties so to have separation of duties. City of SeaTac will oversee administration of the environmental review. The Consultant Agreement will come to Council for approval.
 - Committee member Edmiston asked about the AAC's role and City Manager Matthias advised that the AAC will have a role commenting on the scoping of the environmental assessment to be done by the Port and will then review the documents as they are developed by the consultant.

- f. City of SeaTac state budget proviso regarding airport impact study.
 - City Manager Matthias advised that correspondence was received from Committee members Ghiora and Brush, as well as City of SeaTac City Manager Joseph Scorcio regarding supporting the state budget proviso regarding airport impact study, as it has been 20 years since the last airport impact study was done. City Manager Matthias defined what a state budget proviso is and stated that the study will focus on the state of impacts regarding the presence and operations of the airport, this is not an environmental impact study.
 - Discussion regarding how valuable the study would be to the SAMP.

- g. Initial meeting in late February of Sea-Tac Airport Stakeholder's Committee. City Manager Matthias advised the first Sea-Tac Airport Stakeholders Advisory Round Table (StART) Committee Meeting will be held on February 28th, which he will attend with City of Des Moines Community Members Sheila Brush and Ken Rogers. He stated that a Facilitator meeting is also scheduled for February 15th which he, AAC Member Brush, and Ken Rogers will attend.

- h. Follow up to Jet Fuel Toxicology Study from past meeting.
 - Committee member Brush stated that Dr. Witten will be working directly with the University of Washington and therefore she will not be seeking/requesting funds from the City to consult with Dr. Witten.

2. Discussion on Participating in March 1 City Council Study Session.
 - City Manager Matthias sought input from the AAC about their interest in participating in a City Council Study Session with the City Council on March 1st. He advised that Sea-Tac Airport Stakeholder City of Des Moines Community Committee Member Ken Rogers will also be invited to participate in the Meeting. The AAC will participate in the Study Session. This will provide the AAC the opportunity to update the Council on the AAC's actions and concerns. City Council/AAC Study Session discussion item ideas were:
 - Information regarding the SAMP process.
 - PSRC's position.
 - Siting of a second airport process.
 - Clarify who has jurisdiction and roles – mapping of the involved entities.
 - Clarification of the options - What does the AAC want/expect Council to do?
 - Getting Council engaged in giving AAC a pathway to help influence the FAA and the Port.

City Manager Matthias asked the AAC to e-mail him directly with their ideas, and to copy the entire AAC with their suggestions.

3. Committee Report:
 - a. Opportunity for Committee members to share information.
 - Committee member Brush reported that other cities such as Beacon Hill, Medina, Forest Park, etc. have reached out to her to inquire why other cities have not been included in the discussions/asked to participate in the Airport StART. City Manager Matthias advised that the AAC and the surrounding cities are focusing on the impacts to the South Sound.
 - Committee member Brush said it is up to the FAA to site a second airport and she would like to know PSRC's perception of a siting of a second airport, as well as know the extent of PSRC's influence.
 - Sheila Brush advised that she will be attending the Quiet Skies meeting, at North Hill on February 13, 2018 to make a presentation. City Manager Matthias advised he will also be attending the meeting with Mayor Pina.
 - Committee member Proulx said he would like the AAC to obtain a mapping of all involved entities so the AAC can better understand the roles that each entity has and how to use that information for developing a response to the airport.
 - Committee member Edmiston stated he has a number of noise impact studies to review including economic property values affected by noise frequencies. City Manager Matthias advised he could assist with obtaining copies of those studies.
 - The AAC discussed having a Councilmember serve on the AAC. Committee member Ghiora said she believes it would give the AAC's recommendations more credibility for Council to hear from a Councilmember who actually serves on the AAC. City Manager Matthias advised that Council had thorough discussion when forming the AAC, including appointing the City Manager as Chair of the AAC, and intentionally did not appoint a Council liaison to sit on the AAC, so the AAC report would not be bound by a single Councilmember and wants the reports to be thoroughly reported to the Council as a whole.

4. Next Report to Council.
Committee members agreed that the next Report to City Council will be Thursday, February 22, 2018, and will be presented by Committee member Mark Proulx.
5. Public Comment (10 minutes).
 - John Resing, Federal Way; Regarding his resignation as Chairman from the Federal Way Mayor's Task Force, Lance Lyttle's presentation, and his perception of the Port's presentation. He introduced Federal Way Councilmember Lydia Assefa-Dawson.
 - Lydia Assefa-Dawson, Federal Way Councilmember; Regarding her interest and observance, as to what the AAC is studying, researching and its intent.
 - Candace Urquhart, Des Moines; Regarding siting of a second airport and mapping of the various involved entities.
 - Anne Kroker, Des Moines; Regarding AAC issues, forming a coalition regarding state issues and gaining a wider range of input groups.
 - Committee member Edmiston; Regarding his desire for the City's StART representatives to obtain as much information from the StART facilitators prior to the February 28th meeting, so as to be better prepared to address the issues.
6. Next Meeting Date:
March 12, 2018, 4:30-6:00 p.m.
7. Adjournment. The AAC meeting adjourned at 6:01 p.m.

Respectfully submitted by,
Renee Cameron, Deputy City Clerk

Renee Cameron

From: Susan Cezar
Sent: Wednesday, February 14, 2018 10:54 AM
To: _CityCouncil; 'Cmpared2what@aol.com'; 'mpproulx@earthlink.net';
'shebrush@gmail.com'; 'stevedmistonQ45@gmail.com'; 'wghiora@gmail.com'
Cc: _Directors; Andrew Merges; Scott Wilkins
Subject: Update on the Sustainable Airport Master Plan

Good morning City Council and Aviation Advisory Committee,

This week's City Council agenda includes an item for approval of an inter-local agreement between the cities of Des Moines, Burien, SeaTac and Normandy Park for a collective review and response to the environmental documents that are anticipated for the Sustainable Airport Master Plan (SAMP).

Coincidentally, the Port Commission received the first update in quite a while yesterday on the SAMP and the anticipated process. Below are links to the memo and a power point presentation from yesterday's meeting for your information.

As more information becomes available, we'll keep you informed.

Susan

*Susan Cezar, LEG
Community Development Director
City of Des Moines, WA
206.870.6725*

https://meetings.portseattle.org/portmeetings/attachments/2018/2018_02_13_SM_9b.pdf

https://meetings.portseattle.org/portmeetings/attachments/2018/2018_02_13_SM_9b_supp.pdf

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Sea-Tac Airport Sustainable Airport Master Plan, Environmental Review Process and Analysis.

ATTACHMENTS:

1. ILA Between Burien, Des Moines, Normandy Park and SeaTac for Environmental Review of Sea-Tac Airport Sustainable Airport Master Plan

FOR AGENDA OF: February 15, 2018

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: January 31, 2018

CLEARANCES:

- Community Development *DEL for Susan Gezon*
- Marina
- Parks, Recreation & Senior Services
- Public Works

CHIEF OPERATIONS OFFICER: _____

- Legal *AG*
- Finance
- Courts
- Police

APPROVED BY CITY MANAGER

FOR SUBMITTAL: DIS for M.M.

Purpose and Recommendation

The purpose of this agenda item is to approve the Interlocal Agreement (ILA) between the Cities of Burien, Des Moines, Normandy Park and SeaTac, to establish a process for coordinated review, analysis, and response to the environment process, impacts and concerns related the Port of Seattle's Sea-Tac Airport Sustainable Airport Master Plan.

Suggested Motion

Motion: "I move to approve the Interlocal Agreement between the Cities of Burien, Des Moines, Normandy Park and SeaTac for environmental review of the Sea-Tac Airport Sustainable Airport Master Plan, and to direct the City Manager to execute the ILA, substantially in the form as attached."

Background

The Port of Seattle ("Port") operates the Sea-Tac International Airport ("Airport" or "Sea-Tac"). The Port is currently drafting a "Sustainable Airport Master Plan" ("SAMP") that will plan for airport growth over the next 20 years; growth that could have significant negative impacts on surrounding cities. Pursuant to the National Environmental Policy Act ("NEPA") and the Washington State Environmental Policy Act ("SEPA"), the Port may prepare, for agency and public review and comment, environmental documents, up to and including an Environmental Impact Statement. The ILA Parties have determined that it is in their best interest to coordinate their review, analysis, and responses concerning the environmental review process and the impacts that are addressed in environmental documents issued by the Port.

Discussion

This ILA establishes a process for the selection and funding of consultants to assist with review and preparation of formal comments regarding the environmental review process and the Sustainable Airport Master Plan (SAMP) environmental impacts.

Alternatives

1. To amend the ILA and submit the amended version to the Cities of Burien, Normandy Park and SeaTac for their approval.
2. To refrain from approving the ILA as presented.

Financial Impact

If consultants are hired by the Parties, the Parties will commit to a level of funding to be provided. Fiscal Management associated with the contractors shall be administered by Burien, to include processing invoices and payments on a monthly basis, invoicing other Parties to the ILA, and periodic fiscal reports to the Parties.

Recommendation

Administration recommends approval of the ILA substantially in the form as attached.

**INTERLOCAL AGREEMENT BETWEEN THE CITIES
OF BURIEN, DES MOINES, NORMANDY PARK AND
SEATAC FOR ENVIRONMENTAL REVIEW OF THE
SEA-TAC AIRPORT
SUSTAINABLE AIRPORT MASTER PLAN**

Pursuant to RCW 39.34, the Interlocal Cooperation Act, this Agreement is entered into between the City of Burien, a municipal corporation, hereinafter referred to as “Burien,” the City of Des Moines, a municipal corporation hereinafter referred to as “Des Moines,” the City of Normandy Park, a municipal corporation hereinafter referred to as “Normandy Park,” and the City of SeaTac, a municipal corporation hereinafter referred to as “SeaTac,” and all four cities collectively referred to as the “Parties” or “Cities”, for the purpose of review and commenting on the environmental review process, analysis and documents prepared for the Port of Seattle’s the Sea-Tac Airport Sustainable Airport Master Plan.

1. **Background.** The Port of Seattle (“Port”) operates the Sea-Tac International Airport (“Airport” or “Sea-Tac”). The Port is currently drafting a “Sustainable Airport Master Plan” (“SAMP”) that will plan for airport growth over the next 20 years; growth that could have significant negative impacts on surrounding cities. Pursuant to the National Environmental Policy Act (“NEPA”) and the Washington State Environmental Policy Act (“SEPA”), the Port may prepare, for agency and public review and comment, environmental documents, up to and including an Environmental Impact Statement. The Parties have determined that it is in their best interest to coordinate their review, analysis, and responses concerning the environmental review process and the impacts that are addressed in environmental documents issued by the Port.
2. **Purpose.** The purpose of this Agreement is for the Parties to establish a process for review, analysis, and responding to the environmental process, impacts and concerns related to the SAMP, including those issues raised during the Port’s SEPA and NEPA processes. By coordinating their efforts, the Parties will be in a better position to evaluate and respond to the Port’s environmental review process. The Parties may jointly hire and fund consultants to assist with review and preparation of formal comments regarding the environmental review process and the SAMP’s environmental impacts. This Agreement establishes a process for the selection and funding of these consultants.
3. **Review and Commenting.** The environmental review process will include opportunities for the Parties to provide formal comments to the Port. This could include commenting on the Port’s selected environmental review process and any documents which may be issued as part of that process. The Parties agree to coordinate their comments at each of these steps

and to issue a single comment letter signed by each Party's designated representative.

4. **Consultant Selection.** It may be in the best interest of the Parties to jointly hire a consultant to assist with review and commenting on the SAMP's environmental review and impacts. If it is agreed to hire a consultant, the Parties will work cooperatively and collaboratively on every aspect of the consultant selection process and shall be in mutual agreement prior to moving to the next step. It is anticipated that only one consultant will be retained, with the understanding that the retained consultant may use sub-consultants to complete specific tasks. Generally, the steps will be as follows:
 - a. Determine what consultant expertise is needed;
 - b. Determine which Party will be the lead for contract administration;
 - c. Determine project budget and contribution amount from each Party;
 - d. Drafting a Request for Qualifications (RFQ);
 - e. Publish/Circulate Notice Requesting Statement of Qualifications;
 - f. Review of statements and selection for interviews;
 - g. Conducting interviews, with interested Parties represented;
 - h. Final consultant selection;
 - i. Developing a final Scope of Work;
 - j. Negotiation of consultant contract;
 - k. Approval of Consultant Contract by the lead City in accordance with its contract approval procedures.

5. **Consultant Funding.** If consultants are hired as contemplated in Section 4 of this Agreement, the Parties will individually commit to a level of funding to be provided. These funds must be committed prior to requesting Statements of Qualifications as noted above. The management of these funds will be as described in Section 8. Such funding determinations shall be documented in writing.

6. **Joint Roles and Responsibilities.** Each Party shall be responsible for the following:
 - a. Each Party shall assign a representative(s) ("Party Representative(s)") to help prepare and/or participate in review of draft work products. The Party

Representative administering any consultant contract will communicate any changes to schedules, budgets, and any other pertinent information in a timely manner so as to keep each jurisdiction apprised of the status of the consultant's work.

- b. Time is of the essence for the review of environmental documents. The Parties shall work expeditiously and in good faith to achieve the smooth progress of review and commenting. This includes allocating adequate staff time and providing all necessary data and other information or materials needed for timely review and commenting.
 - c. The Party Representatives shall receive copies of consultant invoices. All concerns with consultant billing shall be communicated to the contract administrator in a timely manner.
 - d. Should any Party wish to file an appeal of any Port environmental decision, the Party Representatives shall discuss whether such an appeal should be pursued jointly. If an individual jurisdiction appeal is filed, the appeal shall be immediately transmitted to all Parties, so that they can decide whether to intervene in the appeal in order to provide assistance.
 - e. The Parties shall work together in good faith to assure comments are made within the deadlines prescribed by law.
7. **Contract Management.** Contracts for consultant(s) shall be administered by the City of SeaTac. These responsibilities include monitoring of work of the consultant in terms of content and timeliness; coordinating with the City of Burien regarding the consultant invoices and payments; arrangement of meetings to address the comments of the Parties; etc.
8. **Fiscal Management.** Management of fiscal matters associated with this Agreement shall be administered by the City of Burien. These responsibilities include processing consultant invoices and payments on a monthly basis; invoicing other Parties to the agreement; periodic fiscal reports to the Parties; etc.
9. **Additional Consultant Services.** Each Party retains the right to hire their own consultants at their own expense to complete work necessary for the project, so long as the work does not conflict with the Project. In such cases, the results of any consultant work will be shared with the other Parties.

10. **Administration of Agreement.** Supervision and administration of this Agreement shall be the responsibility of each Parties' City Manager or his/her respective designee.
11. **Duration.** This Agreement shall be effective upon execution by each party and shall remain in full force and effect through completion of the SAMP environmental review process or December 31, 2020, whichever comes first. This Agreement may be extended upon mutual agreement of all Parties.
12. **Termination.** Any party may withdraw from this Agreement, effective upon thirty (30) days written notice to the other parties. However, the withdrawing Party shall still be responsible for the payment of any costs in which they have agreed to pay prior to the effective date of withdrawal.
13. **Modification.** This Agreement may be modified by further written agreement upon mutual acceptance by all parties.
14. **Alternative Dispute Resolution.** If a dispute arises from or relates to this Agreement or the breach thereof and if the dispute cannot be resolved through direct discussions, the parties agree to endeavor first to settle the dispute in an amicable manner by mediation administered by a mediator under JAMS Alternative Dispute Resolution service rules or policies before resorting to arbitration. The mediator may be selected by agreement of the parties or through JAMS.
15. **Written Notice.** All communications regarding this Agreement shall be sent to the parties at the addresses listed on the signature page of the Agreement, unless notified to the contrary. Any written notice hereunder shall become effective three (3) business days after the date of transmittal, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Agreement or such other address as may be hereafter specified in writing.
16. **Hold Harmless.** Each party to this Agreement shall defend, indemnify and hold the other party, its appointed and elected officers and employees, harmless from claims, actions, injuries, damages, losses or suits including attorney fees, arising or alleged to have arisen directly or indirectly out of or in consequence of the performance of this Agreement to the extent caused by the fault or negligence of the indemnitor, its appointed or elected officials, employees, officers, agents, assigns, volunteers or representatives.
17. **Non-Discrimination.** The Parties shall not discriminate in any manner related to this Agreement on the basis of race, color, national origin, sex, religion, age, marital status or

disability in employment or the provision of services.

- 18. **Severability.** If any provision of the Agreement shall be held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to serve the purposes and objectives of both parties.
- 19. **Entire Agreement.** This Agreement constitutes the entire agreement between the parties. Any modifications or amendments to this Agreement shall be in writing and shall be signed by each party.

DATED this _____ day of _____ 2018.

CITY OF BURIEN

CITY OF DES MOINES

Brian J. Wilson, City Manager

Michael Matthias, City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Lisa Marshall
City of Burien City Attorney

Timothy A. George
City of Des Moines City Attorney

CITY OF NORMANDY PARK

CITY OF SEATAC

Mark E. Hoppen, City Manager

Joseph Scorcio, City Manager

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Jim Haney, City of Normandy Park
City Attorney

Mary Mirante Bartolo, City of SeaTac
City Attorney

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AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

February 15, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD & COMMITTEE REPORTS – COUNCIL

PRESIDING OFFICER'S REPORT

Item 1: WESLEY HOMES BRAND

Item 2: OUTGOING HUMAN SERVICES COMMITTEE MEMBERS

Item 3: OUTGOING SENIOR SERVICES COMMITTEE MEMBERS

ADMINISTRATION REPORT

Item 1: PUGET SOUND REGIONAL COUNCIL

Item 2: MARINA CAFÉ LEASE

Item 3: REPORTING INFORMATION TO COUNCIL

Item 4: KING COUNTY YOUTH & AMATEUR SPORTS GRANTS AWARDS

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF MINUTES

Motion is to approve the minutes from the January 11, 2018 Regular Council meeting, the minutes from the January 18, 2018 Executive Session and the January 18, 2018 Regular Council meeting.

Page 15 Item 2: NATIONAL SERVICE RECOGNITION DAY

Motion is to approve the Proclamation recognizing April 3, 2018 as National Service Recognition Day.

Page 19 Item 3: CITY OF DES MOINES ARTS COMMISSION APPOINTMENT

Motion is to confirm the Mayoral appointment of Nicholas Fannin to an unexpired three year term on the City of Des Moines Arts Commission effective immediately and expiring on December 31, 2019.

Page 23 Item 4: ANNUAL MULTI CITY HUMAN SERVICES FUNDING PROGRAM
Motion is to approve Exhibit A for the 2018 Des Moines' planning, funding and implementation of a joint human services application and funding program as provided in the 2003 Memorandum of Understanding for the Joint Human Services Funding Program between the cities of Auburn, Burien, Covington, Des Moines, Federal Way, Renton, SeaTac, and Tukwila, substantially in the form as submitted.

Page 41 Item 5: INTERLOCAL AGREEMENT BETWEEN THE CITIES OF SEATAC, DES MOINES, COVINGTON, AND TUKWILA FOR PLANNING, FUNDING, AND IMPLEMENTATION OF A JOINT MINOR HOME REPAIR PROGRAM
Motion is to authorize the City Manager to approve revised Exhibit A of the Interlocal Agreement between the Cities of SeaTac, Des Moines, Covington and Tukwila, accepting \$29,625 for repairs plus \$2,500 personnel costs, for the Minor Home Repair Program substantially in the form as submitted.

Page 53 Item 6: 2018 CITY COUNCIL VISION, MISSION STATEMENT, GOALS AND STRATEGIC OBJECTIVES
Motion is to approve the City Council's 2018 Vision, Mission Statement, Goals and Strategic Objectives.

Page 57 Item 7: ADMINISTRATIVE SETTLEMENT POLICIES FOR REAL PROPERTY ACQUISITION
Motion is to approve Draft Resolution No. 17-142 establishing Administrative Settlement Policies and authorize the City Manager or designee to make administrative settlements up to 10% above Fair Market Value not to exceed \$50,000.

NEW BUSINESS

Page 77 Item 1: DRAFT RESOLUTION 18-005: LONG-TERM AVIATION CAPACITY NEEDS IN WESTERN WASHINGTON
Staff Presentation: City Manager Michael Matthias

Page 89 Item 2: SEA-TAC AIRPORT SUSTAINABLE AIRPORT MASTER PLAN, ENVIRONMENTAL REVIEW PROCESS AND ANALYSIS
Staff Presentation: City Manager Michael Matthias

Page 97 Item 3: FIRST READING - CITY COUNCIL RULES OF PROCEDURES UPDATES
Staff Presentation: City Attorney Tim George

Page 143 Item 4: MICHAEL BUNDY DONATION OF PROPERTY FOR PARKS AND RECREATION PURPOSES.
Staff Presentation: Parks, Recreation & Senior Services Director
Patrice Thorell

EXECUTIVE SESSION

NEXT MEETING DATE:

February 22, 2018 City Council Regular Meeting

ADJOURNMENT

RESOLUTION NO. 1378

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DES MOINES, WASHINGTON, requesting the King County Council, the Puget Sound Regional Council, the State Legislature, and the Governor's Office to take action to address long-term aviation capacity needs in Western Washington.

WHEREAS, the City of Des Moines ("City") is a community adjacent to Sea-Tac Airport, and

WHEREAS, the City has experienced considerable and disproportionate health and environmental impacts due to proximity to Sea-Tac Airport ("Sea-Tac"), and

WHEREAS, the City recognizes that Sea-Tac is an engine for economic growth for the region, and

WHEREAS, the City has formed an Aviation Advisory Committee ("Committee") to examine potential opportunities and impacts associated with Sea-Tac, and

WHEREAS, since 1989, various governmental agencies tasked by state statute with planning and decision-making related to ensuring future aviation and airspace capacity have failed to identify or promote any alternatives, and

WHEREAS, the financial costs and environmental impacts of continued expansion of Sea-Tac are not sustainable, and

WHEREAS, the Sea-Tac footprint, transportation infrastructure, and air space capacity will constrain future growth and compromise safety, and

WHEREAS, various other airports exist within the Greater Puget Sound and Western Washington region that could potentially accommodate some aviation growth, and coordination among these facilities is limited, and

WHEREAS, the City Council and the Aviation Advisory Committee believe that immediate action is needed to coordinate plans for long-term aviation capacity for the Greater Puget Sound and Western Washington region to ensure the ability to accommodate anticipated growth and to minimize further impacts on Des Moines and adjacent communities; now therefore,

THE CITY COUNCIL OF THE CITY OF DES MOINES RESOLVES AS FOLLOWS:

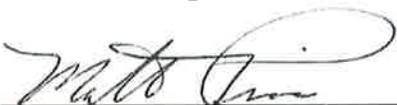
Sec. 1. Action requested. The Des Moines City Council herein requests that the King County Council, the Puget Sound Regional Council, the State Legislature, and the Governor's Office take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs. This effort will serve the purposes of both future economic development and reduction of health-related impacts for communities proximate to airport facilities. To address capacity needs, this effort must be launched as soon as possible.

Sec. 2. Des Moines' cooperation. The Des Moines City Council is willing to assist or participate with the effort outlined in section 1 as necessary.

Sec. 3. Responses requested. The Des Moines City Council requests that the entities named in section 1 respond to the Council of their intended actions no later than sixty (60) days from receipt of this Resolution.

Sec. 4. Effective date. This Resolution shall take effect immediately upon passage by the Des Moines City Council.

ADOPTED BY the City Council of the City of Des Moines, Washington this 15th day of February, 2018 and signed in authentication thereof this 15th day of February, 2018.


M A Y O R

APPROVED AS TO FORM:


Assistant City Attorney

ATTEST:


City Clerk



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



March 13, 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."*

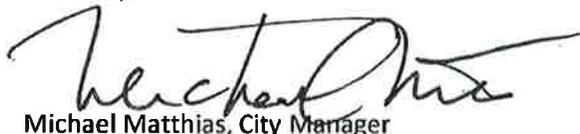
Mr. Lance Lyttle
Managing Director, Aviation
Seattle Tacoma International Airport
March 13, 2018
Page 2 of 2

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, Susan Cezar
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
4. Letter from Mayor Pina to Lance Lyttle, July 27, 2017

The Waterland City



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

RECEIVED

MAR 23 2018

**CITY OF DES MOINES
CITY CLERK**

March 16, 2018

Michael Matthias
City Manager
City of Des Moines
21630 11th Ave S. – Suite A
Des Moines, WA 98198

Dear Mr. Matthias:

Thank you for your letter regarding airport growth and your question on how growth relates to projects in construction (i.e., International Arrivals Facility, North Satellite, and Concourse D Hardstand Holdroom) and what will be considered within the Sustainable Airport Master Plan environmental review.

I would like to confirm that the International Arrivals Facility (IAF), North Satellite (NSAT), and Concourse D Hardstand Holdroom facilities are being constructed to better accommodate recent and existing demand. The intent of these facilities is to maintain a high level of customer service and maintain an appropriate level of gates especially during construction and periods of high delay for aircraft parking.

The IAF will not result in any increase in aircraft gates; it is only providing improved level of service for passengers already arriving on international flights. The Concourse D Hardstand Holdroom addresses an existing need to accommodate current aircraft, passenger levels, and compensate for gates lost during the construction of the IAF and NSAT. The NSAT is an upgrade to an existing facility. It will result in a net addition of three gates. With or without these projects, current flight and passenger activity and the associated conditions would occur.

As part of the 1996 Master Plan environmental review, we analyzed a 2010 Master Plan forecast of 474,000 annual aircraft operations and 35.8 million annual passengers (MAP). Subsequently, the 2007 Comprehensive Development Plan (CDP) environmental review analyzed a 2024 CDP forecast of 550,000 annual aircraft operations and 45 MAP. In 2017, the airport had 416,124 annual operations and 46.9 MAP. As you can see by the numbers, our previous planning documentation and environmental reviews anticipated and accounted for our current growth. As you may recall, the City challenged the accuracy of this forecast and the adequacy of the environmental review that the Port provided for the Master Plan, but did not prevail in its challenges.

As we move into the Sustainable Airport Master Plan environmental review, the International Arrivals Facility, North Satellite, and Concourse D Hardstand Holdroom will be considered part of the future baseline (“No Action”) conditions. These projects will be operational before the Sustainable Airport Master Plan projects are completed. They were all subject to environmental review, and were properly reviewed as separate projects because, (1) none of the projects will induce growth, and as noted, (2) cumulative growth effects have already been covered in prior environmental review documentation.

As you know, we are in the process of completing our Sustainable Airport Master Plan planning work, which identifies a suite of near-term projects to address airport growth through 2027. The preliminary list of near-term projects was presented to our Commissioners on February 13 and 27, 2018.

Looking forward, we anticipate having public open houses in late May or early June of this year to present the public with the updated Sustainable Airport Master Plan and the proposed near-term projects. We are also planning for public and agency scoping for the environmental review of the Sustainable Airport Master Plan. We are planning for the City of Des Moines to be a key participant in these activities.

Thank you again for your comments. Please let me know if you have any additional questions.

Sincerely,



Lance Lyttle
Managing Director
Seattle-Tacoma International Airport

CITY OF DES MOINES TESTIMONY TO PORT OF SEATTLE COMMISSION

APRIL 25, 2017

The City of Des Moines appreciates the opportunity to provide

comments to the Port and Federal Aviation Administration (FAA).

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. The United States Congress and the State of Washington

legislature are each considering legislation to fund scientific based

studies to assess the exact impacts and mitigation options and we

actively support those studies and will continue to do so. We have

advised Congress of our support and recommendation to include Sea-Tac airport in these studies. We have testified in the Washington State House and Senate on behalf of bills to assess impacts of ultra-fine particles emissions from aircraft overflights and the City has allocated \$25,000 to support that study.

As the implementation of NextGen by the FAA results in the narrowing of the bandwidth of aircraft overflights – departures and landings – the disproportionate impacts suffered by some of our residents' increases. Those living directly under the overflights suffer increased noise and health impacts.

These impacts come from more focused aircraft operations and from increased number and frequency of aircraft operations. The NextGen

impacts are attributable to the FAA. The increase in aircraft activity is the responsibility of the airport.

The Sustainable Airport Master Plan (SAMP) is being developed to increase growth in operations at Sea-Tac over the next 20 years. The SAMP, in responding to increased demand is designed to accommodate a new international terminal, new gates and increased operational efficiencies, however there is not sufficient attention paid to noise, environmental and health impacts. The Plan provides for sustainable operations on the airfield but does little to address sustainability, in terms of airport operations as they impact the surrounding cities.

The City believes that the airport has an obligation to address these impacts. Mitigation should include:

- effective implementation of the home insulation program, expanding in scope and quality.
- provide financial compensation to those homeowners living under the flight paths in any situation where the value of the home is negatively impacted.
- Support ongoing studies and act upon the results ensure that the health and safety of Des Moines residents receives the priority that it deserves.

Without due consideration of these concerns, any plan for operational expansion of Sea-Tac airport is unacceptable. We look forward to the opportunity to continue this discussion on behalf of all of our residents.



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-8398
(208) 878-4595 T.D.D.: (208) 824-8024 FAX: (208) 870-6540



January 19, 2017

Representative Tina Orwall
326 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Orwall,

The City of Des Moines would like to commend you and representatives Fitzgibbon, Gregerson, Tarleton, Pollet and Santos for introducing and sponsoring House Bill – 1171. This bill, which provides resources for a study to include the assessment and identification of options to reduce or mitigate emission of ultrafine particles coming from aircraft operations, is crucial to communities proximate to SeaTac International Airport.

Your leadership in this regard is appreciated by the City. We believe that a scientific assessment is critical to understanding the problem and can lead to appropriate actions to potentially mitigate impacts.

The City of Des Moines will assist in any way that you need, especially in regards to placement of monitoring stations or other aspects of the study. We look forward to participating on any level that would be helpful.

Sincerely,

Matt Pina
Des Moines Mayor

MP:bw

The Waterland City

AGENDA

**DES MOINES CITY COUNCIL
REGULAR MEETING
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

March 9, 2017 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

EXECUTIVE SESSION

CORRESPONDENCE

COMMENTS FROM THE PUBLIC

BOARD AND COMMITTEE REPORTS/COUNCILMEMBER COMMENTS

PRESIDING OFFICER'S REPORT

Item 1: PACIFIC MIDDLE SCHOOL FUTURE CITIES PRESENTATION

ADMINISTRATION REPORT

Item 1: PRESENTATION BY HIGHLINE COLLEGE SMALL BUSINESS DEVELOPMENT CENTER

Item 2: SENIOR CENTER NUTRITION PROGRAM

Item 3: LEGISLATIVE UPDATE

CONSENT CALENDAR

Page 1 Item 1: APPROVAL OF VOUCHERS
Motion is to approve for payment vouchers and payroll transfers through March 1, 2017 included in the attached list and further described as follows:

Total A/P Checks/Vouchers	#149588-149774	\$ 866,660.14
Electronic Wire Transfers	#830-837	\$ 200,480.11
Payroll Checks	#18907-18908	\$ 2,614.14
Payroll Direct Deposit	#00070001-00070170	\$ 301,387.38
Total Certified Wire Transfers, Voids, A/P and Payroll Vouchers:		\$1,371,141.77

Page 3 Item 2: DOE SPILL PREVENTION, PREPAREDNESS AND RESPONSE EQUIPMENT GRANT AGREEMENT
Motion is to enter into Agreement No. SPPREG-2017-DeMoMa-00015 with the Department of Ecology ("DOE") for a grant in the amount of \$590.00, and to authorize the City Manager to sign the Agreement substantially in the form as attached.

Page 23 Item 3: WASHINGTON STATE FUTURE CITY REGIONAL COMPETITION
Motion is to approve the Proclamation recognizing the achievements of the Pacific Middle School students in the Washington State Future City Regional Competition.

Page 27 Item 4: LOWER MASSEY CREEK IMPROVEMENTS PROJECT – VEGETATION MONITORING CONTRACT
Motion is to approve the Task Order Assignment with Tetra Tech, Inc. for permitting services associated with the Lower Massey Creek Improvements Project in the amount of \$99,582.00, authorize a contingency in the amount of \$10,000, and authorize the City Manager to sign said Task Order Assignment, substantially in the form as submitted.

Page 43 Item 5: AMENDMENT #1 TO THE ILA WITH NORMANDY PARK FOR DES MOINES TO PROVIDE PROSECUTION SERVICES
Motion is to approve amendment #1 to the Interlocal Agreement with the City of Normandy Park for Des Moines to provide prosecution services, adding Domestic Violence Advocate services to the agreement and increasing the rate to reflect the increased costs of providing services, and authorize the City Manager to sign the Agreement substantially in the form as submitted.

Page 55 Item 6: CITY FINANCIAL SUPPORT FOR ULTRA FINE PARTICLE RESEARCH
Motion is to authorize the City Manager to contribute up to \$25,000 in support of a study to assess and identify options to reduce or mitigate emissions of ultrafine particles resulting from aircraft operations, and further to direct staff to bring forward a budget amendment reflecting this contribution as necessary.

OLD BUSINESS

Page 59 Item 1: CITY COUNCIL RULES OF PROCEDURE UPDATES
Staff Presentation: City Attorney Tim George

Page 123 Item 2: MARINA PAID PARKING AND TRAFFIC IMPACTS IN THE MARINA DISTRICT
Staff Presentation: Public Works Director Brandon Carver

NEXT MEETING DATE

March 23, 2017 City Council Regular Meeting

ADJOURNMENT

A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: City Financial Support for Ultra-Fine Particle Research

FOR AGENDA OF: March 9, 2017

DEPT. OF ORIGIN: Administration

DATE SUBMITTED: March 1, 2017

ATTACHMENTS:

1. Mayor's Letter of Support (January 19, 2017)

CLEARANCES:

- Community Development _____
 Marina _____
 Parks, Recreation & Senior Services _____
 Public Works _____

CHIEF OPERATIONS OFFICER: _____

- Legal *SB*
 Finance *DM*
 Courts _____
 Police _____

APPROVED BY CITY MANAGER

FOR SUBMITTAL: *[Signature]*

Purpose and Recommendation

The purpose of this agenda item is to seek City Council support for a City financial contribution of up to \$25,000 to assist in a study to assess and identify options to reduce or mitigate emission of ultrafine particles coming from aircraft operations.

Suggested Motion

Motion 1: "I move to authorize the City Manager to contribute up to \$25,000 in support of a study to assess and identify options to reduce or mitigate emissions of ultrafine particles resulting from aircraft operations, and further to direct staff to bring forward a budget amendment reflecting this contribution as necessary."

Background

House Bill 1171, sponsored by Rep. Tina Orwall, if passed, would direct the completion of a study of certain environmental impacts, including ultrafine particulate emissions, associated with aircraft traffic in areas impacted by airport operations. Specifically, it will direct the Department of Commerce to contract with the University of Washington School of Public Health to complete a two-phase study of environmental impacts, including ultrafine particulate matter air pollution, associated with airport traffic at the state's busiest airport (SeaTac). A similar bill was introduced in the Senate by Sen. Karen Keiser.

Discussion

SeaTac Airport has been working with Alaska Airlines to increase utilization of biofuels which appear to lessen emissions. The ultra-fine particles are at the smallest end of the emissions range and many feel have not been adequately studied. The City has sent our representatives letters of support and has testified on behalf of the proposed legislation in both the House and Senate committees considering the bill.

As an additional sign of support for not only this bill but for the study and ensuring that the health impacts, if any, are known, the City Manager is requesting approval of this contribution of up to \$25,000. This contribution would be contingent on the bill passing and a study being conducted.

The cities of SeaTac and Burien have pledged financial support as well as the Port of Seattle.

Alternatives

1. Authorize the contribution up to \$25,000.
2. Authorize a reduced contribution.
3. Do not authorize a contribution.

Financial Impact

This no current existing budget for the \$25,000 payment and so if this cost cannot be offset by other General Fund expenditure savings, a budget adjustment will be required.

Recommendation

The City Manager recommends approving the motion as written.

HOUSE BILL 1171

State of Washington 65th Legislature 2017 Regular Session

By Representatives Orwall, Fitzgibbon, Gregerson, Tarleton, Pollet,
and Santos

Read first time 01/12/17. Referred to Committee on Environment.

1 AN ACT Relating to directing the completion of a study of certain
2 environmental impacts, including ultrafine particulate emissions,
3 associated with aircraft traffic in areas impacted by airport
4 operations; adding a new section to chapter 70.94 RCW; and providing
5 an expiration date.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

7 NEW SECTION. **Sec. 1.** A new section is added to chapter 70.94
8 RCW to read as follows:

9 (1) The department of commerce, in consultation with the
10 department of health and the department of ecology, is directed to
11 complete a study by September 1, 2021, regarding air quality
12 implications of air traffic at the international airport in
13 Washington with the highest number of total annual departures and
14 arrivals.

15 (2) The study must include two phases:

16 (a) The first phase must consist of an assessment, to be
17 completed by the University of Washington school of public health, of
18 the concentrations of ultrafine particulate matter in areas
19 surrounding and directly impacted by air traffic generated by the
20 airport. This assessment component of the study is the highest

1 priority, and must be completed by September 1, 2019. The assessment
2 must:

3 (i) Monitor and evaluate the concentrations and characteristics
4 of ultrafine particulate matter in areas impacted by high volumes of
5 airport traffic, including the patterns of spatial dispersion of
6 ultrafine particulate matter. To the extent practicable, the
7 assessment must attempt to distinguish between ultrafine particulate
8 matter that is attributable to aircraft sources and ultrafine
9 particulate matter that originates with other sources; and

10 (ii) Compare concentrations of ultrafine particulate matter in
11 areas surrounding or directly impacted by high volumes of airport
12 traffic against concentrations of ultrafine particulate matter in
13 locations in the ambient environment that share similar
14 characteristics, but that are not surrounding or directly impacted by
15 high volumes of airport traffic.

16 (b) The second phase of the study, which the department of
17 commerce must initiate contingent upon the completion of the first
18 phase of the study, consists of:

19 (i) An analysis of options to reduce or mitigate emissions of
20 ultrafine particulate matter from aircraft, including but not limited
21 to the use of alternative fuel sources or particulate filters by
22 aircraft. In evaluating emission reduction or mitigation options, the
23 department of commerce must consider the anticipated costs and
24 feasibility of each option;

25 (ii) An analysis of the rates of exposure to ultrafine
26 particulate matter by low-income residents, communities of color, and
27 other communities that may be disproportionately impacted by
28 ultrafine particulate matter pollution. This analysis must consider
29 public health data maintained by the department of health or local
30 health jurisdiction, to the extent such information is available;

31 (iii) An analysis of the scope of risks posed by ultrafine
32 particulate matter air pollution in communities adjacent to and
33 directly impacted by the airport and air traffic relative to the
34 risks posed by other types or sources of air pollution or other
35 pathways of exposure to pollutants in the environment; and

36 (iv) An analysis of other direct and indirect environmental
37 impacts to the areas surrounding the airport that are attributable to
38 increased volumes of air traffic, including noise pollution,
39 aesthetic impacts, and the loss of habitat.

1 (3) Consistent with RCW 43.01.036, the department of commerce
2 must report its findings from the first phase of the study to the
3 appropriate committees of the legislature by December 1, 2019.
4 Consistent with RCW 43.01.036, the department of commerce must report
5 its updated findings from the second phase of the study to the
6 appropriate committees of the legislature by December 1, 2021. The
7 report must include:

8 (a) In the 2019 report, a summary of findings on the prevalence
9 of ultrafine particulate matter pollution in areas surrounding and
10 directly impacted by the airport;

11 (b) In the 2021 updated report, a summary of findings on the
12 health impacts of ultrafine particulate matter pollution in areas
13 surrounding and directly impacted by the airport; and

14 (c) In the 2021 updated report, recommendations to the
15 legislature regarding how to best mitigate impacts of ultrafine
16 particulate matter emissions, if necessary, while allowing for
17 continued growth of air traffic at the airport.

18 (4) This section expires June 30, 2022.

--- END ---



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104-1035 \\\ psrc.org \\\ 206-464-7090

May 25, 2018

Mr. Joseph Scorcio, City Manager
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188-8605

Dear Mr. Scorcio,

Thank you for your letter of May 22, 2018 providing comments on the scope of work for the upcoming Regional Aviation Baseline Study.

As you know, the purpose of the study will be to provide a clear picture of the aviation activities in the central Puget Sound region. The study will leverage master planning processes and other ongoing aviation studies to help identify the interaction between aviation activity sectors and airports and the roles that different airports play in the region.

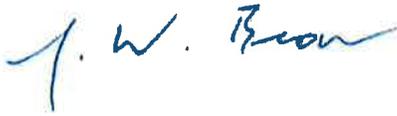
In addition to synthesizing data and findings from numerous separate studies and master plans, the study will identify meaningful options for state, regional, and local leadership to consider in accommodating the region's anticipated aviation activities. These options will describe opportunities and tradeoffs, including community impacts and concerns. We are in the process of finalizing our grant application for FAA and are working closely with our consultant to identify opportunities for direct engagement during the study with a wide variety of stakeholders, including airport communities.

We recognize that an important source of information for the study will be past and ongoing studies. Thank you for identifying resources that should be considered as part of the work. PSRC and its consultants will be happy to work with you to include relevant studies and data into the Regional Aviation Baseline Study, including the work being conducted by SeaTac and the University of Washington. We have also started discussing with the FAA and Washington State Department of Transportation how the recently funded aviation sector economic impact study can contribute to the Regional Aviation Baseline Study.

As planning proceeds, PSRC staff would welcome an opportunity to meet with you and your team to learn from your extensive experience on this topic and identify studies and information that we can provide to our consultants for inclusion in the study.

We look forward to working closely with you and the City of SeaTac on this project.

Sincerely,

A handwritten signature in blue ink that reads "J. W. Brown". The signature is written in a cursive style with a large initial "J" and "W".

**Josh Brown, Executive Director
Puget Sound Regional Council**

cc: **SeaTac City Council
Cities of Burien, Normandy Park, and Des Moines**



May 18, 2018

Acting Administrator Daniel K. Elwell
Federal Aviation Administration
U.S. Department of Transportation
800 Independence Avenue, SW
Washington, DC 20591

Dear Administrator Elwell,

We are pleased to join together to request the prompt hiring of the new Federal Aviation Administration (FAA) community engagement staff funded in the 2018 omnibus appropriations bill to focus on aviation noise concerns.

Seattle-Tacoma International Airport (Sea-Tac) has been one of the fastest growing airports in the country, serving almost 47 million passengers last year. That growth creates economic benefits to our region and state, but it has also led to more airplane noise concerns from local residents. Our community members need your help. We are asking that the eight staff members authorized for activities “to address aviation noise concerns, including community engagement,” be specifically charged with helping community members better understand the rules for regulating aircraft impacts, what options exist to address their concerns and how they can work with you to develop creative solutions.

The \$2 million in the appropriations bill for staff “to address aviation noise concerns, including community engagement” will be welcomed with open arms by airport community members, who have expressed frustration about their inability to communicate directly with the FAA on these issues. Many airplane noise issues we hear about from constituents are best answered by your staff. In this way, the hiring of these new positions, and their specific assignment to help community members better understand the rules for regulating aircraft impacts, what options exist to address their concerns and how they can work with you to develop creative solutions, will help your regional offices serve the general public better.

In today’s increasingly engaged world, it is increasingly important for you to balance your commitment to aviation safety and efficiency with additional focus on helping community members better understand your programs, policies and the implementation of new technologies and systems. While

Sea-Tac airport has a role in engaging the surrounding communities on these issues, the FAA must increase its outreach and responsiveness to these same constituents. Ideally, this new staff person will be in place by the end of the fiscal year.

We will be happy to offer our assistance to the new community engagement person assigned to the Northwest Mountain Region, and to introduce them to the key community leaders they will need to build relationships with. Feel free to contact us directly if you would like to discuss this matter further.

Sincerely,



Commissioner Fred Felleman
Port of Seattle
Co-Chair, Highline Forum



Mayor Michael Siefkes
City of SeaTac
Co-Chair, Highline Forum



Mayor Matt Pina
City of Des Moines



Mayor Jim Ferrell
City of Federal Way



Mayor Jonathan Chicquette
City of Normandy Park



Mayor Allan Ekberg
City of Tukwila

CC:

Stephen P. Metruck, Executive Director, Port of Seattle

Joe Scorcio, City Manager, City of SeaTac

✓ Michael Matthias, City Manager, City of Des Moines

Yarden Weidenfeld, Senior Policy Advisor, City of Federal Way

Mark Hoppen, City Manager, City of Normandy Park

David Cline, City Administrator, City of Tukwila



RECEIVED

JUN 11 2018

**CITY OF DES MOINES
CITY CLERK**

STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

June 6, 2018

Mr. Michael Matthias
City Manager
City of Des Moines
21630 11th Avenue S
Des Moines, Washington 98198

RE: Study on the current and on-going impacts of the Seattle-Tacoma International Airport –
The implementation of Engrossed Substitute Senate Bill (ESSB) 6032-Section 127(63).

Dear Mr. Matthias:

The Washington State Legislature formally asked the Department of Commerce (Commerce) to begin a study that evaluates the on-going impacts of the Seattle-Tacoma International Airport.

The study has the following parameters:

- \$300,000 of the general fund—state appropriation for fiscal year 2019 and \$300,000 of the general fund—local appropriation are provided solely for Commerce to contract with a consultant to study the current and ongoing impacts of the SeaTac International Airport. State funding provided in this serves as a state match and may not be spent unless \$300,000 of local matching funds is transferred to Commerce.
- Commerce must seek input on project scoping and consultant selection from the cities of SeaTac, Burien, Des Moines, Tukwila, Federal Way and Normandy Park and the Port of Seattle plus members of the legislature.
- Commerce must collect data and relevant information from various sources including the Port of Seattle, the listed cities and communities (above), and other studies.
- The study must include, but not be limited to, an analysis of the impacts that the current and ongoing airport operations have on quality of life. These impacts are associated with air traffic noise, public health, traffic, congestion, parking in residential areas, pedestrian access to and around the airport, public safety and crime within the cities, effects on residential and non-residential property values, and economic development opportunities, in the cities of

Mr. Michael Matthias
City Manager
June 6, 2018
Page 2

SeaTac, Burien, Des Moines, Tukwila, Federal Way, Normandy Park, and other impacted neighborhoods.

- The study should also provide options and recommendations for mitigating any negative impacts identified through the analysis.
- The study must be delivered to the legislature by December 1, 2019.

This letter is a formal introduction and invitation. Commerce would like to begin having discussions with you and/or your representatives about forming a committee that will develop a final scope of work and/or be part of the process of choosing a consultant to help complete this task by December 1, 2019.

Please contact me if you have any questions. We will be contacting you to begin to meet and organize our initial activities.

We look forward to working with you and your representatives.

Sincerely,



Gary Idleburg
Senior Planner
Growth Management Services
Gary.Idleburg@commerce.wa.gov
360.725.3045

GI:lw

cc: Mark McCaskill, AICP, Managing Director, Growth Management Services
Ike Nwankwo, Western Region Manager, Growth Management Services
Jaime Rossman, Policy Advisor, Directors Office, Department of Commerce



Puget Sound Regional Council

2018 Annual Certification of Compliance with Applicable Federal Laws & Regulations

Instructions: Complete the following form and return to PSRC by **January 5, 2018**. Forms should be scanned and sent as a PDF to tipupdates@psrc.org.

Background: As of January 2004, it is the procedure of the Puget Sound Regional Council (PSRC) that all sponsors must submit this "Annual Certification of Compliance with Applicable Federal Laws & Regulations" if they have a project currently programmed in the Regional Transportation Improvement Program (Regional TIP). Sponsors are required to submit this certification with the signature of a responsible agency official or representative (e.g., a department director, city manager, mayor, etc.). This certification is intended to ensure that sponsors with projects in the Regional TIP agree to comply with all applicable federal and state laws and regulations, including the Civil Rights Act (Title VI), the Americans with Disabilities Act, Executive Orders regarding Environmental Justice and Limited English Proficiency, and applicable environmental and public involvement requirements.

This annual certification is intended to be a broad statement about all projects in the current Regional and State TIPs sponsored by an individual agency. In addition, as of 2004, Regional TIP application forms ask sponsors to further certify compliance with all applicable federal and state laws and regulations for the specific project in question. For questions, please contact Chris Peak at (206) 464-7536 or cpeak@psrc.org.

Annual Certification Statement:

(Recipient of funds) THE CITY OF DES MOINES hereby certifies that as the sponsor of a project or projects in PSRC's Regional Transportation Improvement Program, and as a condition of receiving federal financial assistance if applicable, this agency will ensure that it complies with all applicable federal laws and regulations, including but not limited to Title VI of the Civil Rights Act of 1964 and the U.S. DOT's Title VI regulations "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation" (49 CFR Part 21), the provisions of the American with Disabilities Act of 1990 and the U.S. DOT regulations "Transportation for Individuals with disabilities" (49 CFR Part 27,37, and 38), Executive Orders regarding Environmental Justice and Limited English Proficiency as well as all applicable federal and state environmental and public involvement requirements.

Signature 
Name DANICA J. BREWER
Title C.O.O.
Phone Number (206) 870-6581
Date 6-11-18



City of Des Moines

ADMINISTRATION
21830 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-5388
(206) 878-4585 T.D.D.: (206) 824-8024 FAX: (206) 870-6540



June 14, 2018

Mr. Lance Lyttle
Director of Aviation
Sea-Tac International Airport
PO Box 1209
Seattle WA 98111

Dear Mr. Lyttle,

The City's Aviation Advisory Committee has unanimously recommended to City Council that Sea-Tac Airport hold a community Open House in Des Moines, similar in format to the recent Open House held in Burien, with the opportunity for an extended Q&A component. Much has changed since the last time the Airport conducted a forum in 2015.

The City of Des Moines is actively engaged in working with the Airport to apprise you of our concerns regarding impacts to our residents from aircraft operations. We have engaged with the Airport in a number of constructive ways including participation on the newly formed StART committee, commenting on capital development at the Airport, and preparing, in cooperation with other local jurisdictions, to participate in the environmental review process for the Sustainable Airport Master Plan (SAMP).

This request to you is sent with the full endorsement of our City Council. We have often discussed the value and need for information for our residents to assure all parties are working from the same understanding of airport operations and future plans, as the SAMP proceeds in planning for growth and expansion of airport operations. We appreciate the efforts of the Airport and your office to reach out and provide the community Open House venue to increase communication and understanding.

Recently, the Airport held an Open House in Burien. We felt this was of great value to help the community of Burien learn more about the SAMP. The purpose of this letter is to request and invite the Airport to do a similar Open House in Des Moines. Our residents receive some of the greatest impacts of aircraft operations and we feel they need to understand the contemplated growth that will occur at Sea-Tac and that will impact their lives directly.

The Waterland City

Mr. Lance Lyttle
Page Two
June 14, 2018

We have appreciated the Port Commission's commitment to transparency and openness. We request this opportunity for the Airport to engage our community, answer questions and provide information on the SAMP. We all know that lack of community engagement encourages assumptions by residents that may not be borne out by facts, increases miscommunication, prevents the POS from receiving critical feedback from the community that can positively influence the process at all stages and impedes our mutual ability to work toward common goals.

Our City Council, Aviation Advisory Committee, City Management and I anticipate your positive response to this request. Please advise us of available dates so we can schedule this Open House in Des Moines.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Pina", with a large, stylized flourish at the end.

Mayor Pina

cc: Port of Seattle Commission
Des Moines City Council
Des Moines Aviation Advisory Committee
Ms. Susan Cezar, Chief Strategic Officer, City of Des Moines

The Waterland City



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



May 29, 2018

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

RE: Regional Aviation Baseline Study

The City of Des Moines appreciates the opportunity to provide additional comments on the scope of the Aviation Baseline Study that PSRC will soon undertake on behalf of the Federal Aviation Administration.

As you are aware, the City's proximity to SeaTac Airport results in disproportionate impacts experienced by Des Moines residents and surrounding communities. The City has consistently provided comments to PSRC that encourage a long term and comprehensive view of aviation planning in the region and support of policy and planning work toward siting of a second international airport. Recent comments included those on the Regional Transportation plan and Vision 2050. Additionally, City representatives met with Josh Brown to discuss the upcoming study and the necessity of incorporating the evaluation of the impacts to airport communities of continued growth at SeaTac airport. The City of Des Moines has consistently advocated review of siting a 2nd international airport in our region; [Cities' Intergovernmental policies and positions, 2018].

We believe that a critical component of any aviation review for our region must contain appropriate analysis of the siting of a second airport. We insist that the regional aviation baseline study include a thorough evaluation of impacts to nearby communities in the context of SeaTac Airport's current capacity and proposed expansion. A comprehensive report, including evaluation of the impacts of continued growth at SeaTac, should form a solid basis for the evaluation of siting a second international airport in the region.

SeaTac airport's continued anticipated growth and the impacts of 24 hour continuous overflights on neighboring communities make it crucial that the FAA and State of Washington begin planning now for this additional international airport.

The Waterland City

Puget Sound Regional Council
May 29, 2018
Page Two

We are encouraged by PSRC's response to a May 19, 2018 letter from the City of SeaTac, stating in part "In addition to synthesizing data and findings from numerous separate studies and master plans, the study will identify meaningful options for state, regional, and local leadership to consider in accommodating the region's anticipated aviation activities. These options will describe opportunities and tradeoffs, including community impacts and concerns."

Thank you for the opportunity to comment, and for serious consideration of the City's comments. We look forward to the opportunity to continue this discussion through our participation in the Regional Aviation Baseline Study on behalf of all of our residents.

Sincerely,



Matt Pina
Mayor



Michael Matthias
City Manager

CC: City Council
Aviation Advisory Committee
Dan Brewer, Chief Operations Officer
Susan Cezar, Chief Strategic Officer
Lance Lyttle, Managing Director, Port of Seattle Aviation Division
City Managers and SEPA Officials – Cities of Burien, SeaTac and Normandy Park

STATE REPRESENTATIVE
30th LEGISLATIVE DISTRICT
KRISTINE REEVES

State of
Washington
House of
Representatives



April 27, 2018

1
BUSINESS & FINANCIAL SERVICES
VICE CHAIR
CAPITAL BUDGET
COMMUNITY DEVELOPMENT,
HOUSING & TRIBAL AFFAIRS

RECEIVED

MAY 02 2018

CITY OF DES MOINES
CITY CLERK

ARW

Des Moines City Council
C/O Bonnie Wilkins,
City Clerk/Communications Director
21630 11th Avenue S., Suite A
Des Moines, Washington 98198

Dear Des Moines City Council:

Thank you for your letter of February 20, 2018 and accompanying Resolution 1378 (received March 5, 2018) regarding your directive to *"take deliberate action to fund and implement the means to cooperatively update an existing or, as needed, develop a new plan that will address the region's long-term aviation capacity needs"*.

In the 2018 Supplemental Operating Budget (ESSB 6032.PL – pages 44-45 – lines 24-39 & 1-9) passed March 8, 2018, the State Legislature appropriated \$300,000.00 to study the current and ongoing impacts of the SeaTac International airport on the quality of life for those living near and around the airport and serves as state match to \$300,000 in local match.

The legislative language provides clear direction that the study must include:

- "Impacts that the current and ongoing airport operations have on the quality of life associated with air traffic noise, public health, traffic, congestion, and parking in residential areas, pedestrian access to and around the airport, public safety and crime within the cities, effects on residential and nonresidential property values, and economic development opportunities for the cities of SeaTac, Burien, Des Moines, Tukwila, Federal Way, Normandy Park, and other impacted neighborhoods" and
- "Options and recommendations for mitigating any negative impacts identified through the analysis".

The study is due to the legislature by December 1, 2019.

As such, I believe our office has taken deliberate action to fund and implement the means to accomplish your stated goal in the resolution and look forward to obtaining the results of the study to determine a path forward and next steps to resolution of the community's concerns.

Should you have further comments, questions or concerns of my office, please do not hesitate to reach out.

Respectfully,

A handwritten signature in blue ink that reads "Kristine Reeves".

Representative Kristine Reeves
30th Legislative District



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104•1035 \\\ psrc.org \\\ 206•464•7090

April 5, 2018

Michael Matthias, City Manager
City of Des Moines
21630 11th Avenue So., Suite A
Des Moines, WA 98198

RECEIVED

APR 11 2018

**CITY OF DES MOINES
CITY CLERK**

Dear Mr. Matthias,

On March 22, 2018, the Executive Board approved membership for the City of Des Moines, effective April 1, 2018, as you had requested. Welcome! If there is anything I can do for you, please feel free to contact me. My number here at the Regional Council is (206) 464-5815.

I am enclosing two signed copies of the Interlocal Agreement for Regional Planning in the Central Puget Sound Area. Please sign both copies and return one signed copy to me.

Again, welcome! Both Executive Dave Somers, President and Executive Bruce Dammeier, Vice President welcome you.

Sincerely,

Sheila Rogers, Executive Assistant
Puget Sound Regional Council

cc: Executive Dave Somers, Snohomish County; President, PSRC
Executive Bruce Dammeier, Pierce County; Vice President, PSRC
Josh Brown, Executive Director, PSRC
Mark Gulbranson, Deputy Executive Director, PSRC
Diana Lauderbach, Chief Financial Officer, PSRC
City of Des Moines City Clerk



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



June 21, 2018

Congressman Adam Smith
15 S Grady Way
Renton WA 98057

Dear Congressman Smith:

On behalf of the Des Moines City Council I want to extend our full support of your Aviation Impacted Communities Act.

The Des Moines City Council, Staff and our own Aviation Advisory Committee are dedicated in effectively working towards mitigating noise and environmental impacts from passenger and commercial aviation in our area.

If the City of Des Moines can be of any further support please let me know.

Sincerely,

Matt Pina
Mayor

Michael Matthias
City Manager

cc: Des Moines City Council
Aviation Advisory Committee

The Waterland City



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

Tel: (206) 787-5388
Fax: (206) 787-5912

www.portseattle.org

RECEIVED

JUN 29 2018

**CITY OF DES MOINES
CITY CLERK**

June 20, 2018

The Honorable Matt Pina
Mayor, City of Des Moines
21630 11th Avenue S., Suite A
Des Moines, Washington 98198-6398

Dear Mayor Pina,

Thank you for your letter dated June 14, sharing the City Council's request for a community Open House in Des Moines. I appreciate your comments recognizing the Port and the City's mutual interest in constructive engagement, including membership on the Airport's StART committee, and your participation at the Sustainable Airport Master Plan public meeting on May 30.

Thank you, also, for your positive comments regarding the recent open house. I wanted to clarify that while it was located in Burien, the advertising, outreach and capture area for attendees was the Highline area and the cities located around the airport. This included publishing a spring newsletter and invitation postcard to 60,000 area residents in Highline, advertising in all the local blogs and Westside Weekly, and selecting a location that was accessible and provided ample parking to support broad attendance. We had over 160 attendees that evening, and I was pleased that you and members of the Des Moines City Council, city administration and several Des Moines residents attended the meeting.

With that in mind, I have directed the SAMP team to schedule in Des Moines one of the official public comment meetings for environmental scoping. This format will be very similar to the planning update open house, with the specific purpose of the meeting to provide information on environmental review and to collect comments as part of the official record for the Port and the FAA. We are currently planning to hold that meeting the week of September 10, but are reviewing the schedule in light of a request we just received from airport-cities staff. We will respond to that request separately.

If you and the councilmembers would like a presentation on the SAMP planning materials in Des Moines before the official scoping meeting, I would offer a briefing to the Council, which could include boards and Port staff available before the meeting.

Again, thank you for taking the time to communicate this request, and we will follow up with City staff to schedule the scoping meeting later this summer.





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

Tel: (206) 787-5388
Fax: (206) 787-5912

www.portseattle.org

Sincerely,

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

Lance L. Lyttle

Managing Director, Aviation Division

Cc: Seattle Port Commission
Mr. Steve Metruck, Port of Seattle
Des Moines City Council
Des Moines Aviation Advisory Committee
Ms Susan Cezar, City of Des Moines
Ms. Arlyn Purcell, Port of Seattle





LOCKRIDGE
GRINDAL
NAUEN
P.L.L.P.
Attorneys at Law

LOCKRIDGE
GRINDAL
NAUEN
P.L.L.P.
Attorneys at Law

Proposal for Review of Environmental Documents for SEA-TAC Int'l Airport-Adjacent Communities

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 4. Team Biographies
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 6. Recent Relevant Experience
- Appendix A. Professional Resumes



MINNEAPOLIS
Suite 2200
100 Washington Avenue South
Minneapolis, MN 55401-2179
T 612.339.6900
F 612-339-0981

WASHINGTON DC
Suite 210
415 Second Street NE
Washington, DC 20002-4900
T 202.544.9840
F 202-544-9850

May 7, 2018

Cities of Burien, Des Moines, Normandy park and SeaTac,

Re: Proposal for Review of Environmental Documents of SEA-TAC Airport Master Plan

Dear City Representatives:

The Lockridge Grindal Nauen Aviation Policy Group (APG), along with our partners, are excited for the opportunity to respond to Request for Statement of Qualifications (RFQ) for the Review of Environmental Documents for SEA-TAC International Airport's Sustainable Airport Master Plan.

We believe strongly that the distinct experience and background of our team of professionals makes us uniquely qualified to provide all of the outlined services to your communities. After reviewing your RFQ, we have put forth a combination of professionals that we believe are best equipped to meet your needs. Our professionally-diverse team is capable of responding under deadlines to prepare and support the client within the environmental review process time-frame.

We believe that airports and aircraft operators should strive to be good neighbors to the airport communities they serve. We also believe that airport-impacted communities should be equipped with knowledge and understanding of possible impacts so that they can properly engage with the airport, FAA and industry with changes are made to flight paths, airport design or capacity.

We understand the necessity of efficient airport operations for a thriving city's economy, however, we must also consider the detriment to a quality of life that can result if airports, users, air traffic control and the affected communities do not collaborate to seek synergistic solutions that provide efficiency and minimize or eliminate impacts on the surrounding communities.

Our air traffic technical team provides you the benefit of almost 65 years of combined terminal and enroute air traffic control experience, including over 27 years as FAA Airspace and Procedures Specialist at high volume air traffic control facilities. We have shared our expertise with a number of airports and communities; helping them to understand the impacts of proposed FAA Metroplex initiatives and assisting them in drafting responses to the FAA conveying their concerns.

Page 2

Our team also includes world-renowned experts who assist our clients with review, analysis and response to environmental documents. Our team also includes a member from the Pacific-Northwest, which would easily allow for any person support that may be needed.

Beyond our technical and environmental, we have represented public entities, such as airport-impacted municipalities, for decades. This experience has given our team an intimate understanding of the priorities and goals of local governments and their communities, particularly as they relate to airport federal affairs and FAA headquarters.

Thank you for giving us the opportunity to provide this proposal and we look forward to providing any additional information that may be needed.

Sincerely,

A handwritten signature in black ink, appearing to read "D. McGrann". The signature is stylized with a large, looped initial "D" and a horizontal line extending to the right.

Dennis M. McGrann
Director of Federal Relations
LOCKRIDGE GRINDAL NAUEN P.L.L.P
Aviation Policy Group, Washington, DC

Firm Description

Corporate Structure:

-Lockridge Grindal Nauen P.L.L.P. (LGN)

LGN is a professional limited liability partnership founded December of 1978 with offices in Minneapolis, MN and Washington, D.C. and North Dakota. Our firm of 17 Partners has over 100 employees including attorneys, and federal relations professionals who have extensive experience in government relations and antitrust, business, health care, employment, environmental, intellectual property, real estate, securities, and utilities and technology law.

Our Washington, DC Government Relations team has a robust Aviation Policy Practice through which we work with key strategic consultants and subject matter experts to bring our unique skills and background to clients. In addition to our team of community aviation and roundtable management professionals, in this proposal, we are thrilled to be joined by ABCx2 and Aviation Compatibility Consulting (ACC).

-ABCx2

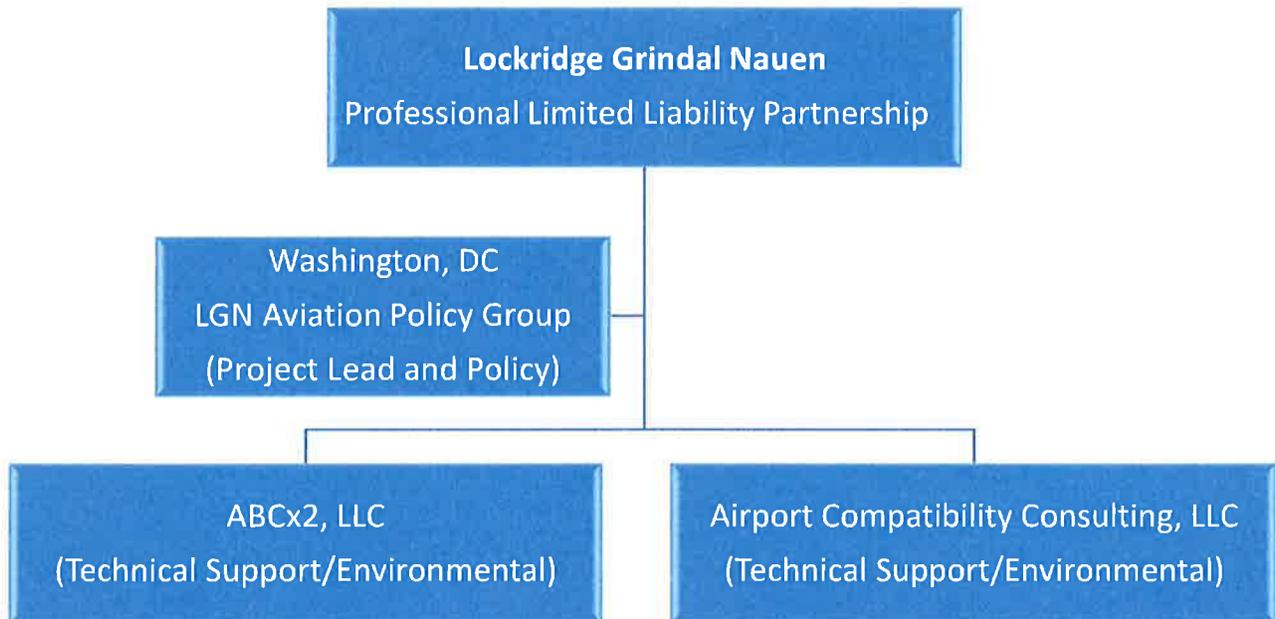
ABCx2 has been providing air traffic control consulting services for over 3 years. ABCx2 is a Limited Liability Corporation (LLC) partnership incorporated in the State of Georgia. Our company was originally incorporated in Georgia in February 2015 as Allerdice, Boyce, Chambers & Clarke LLC. In December 2017 one partner amicably withdrew from the partnership and we reincorporated as ABCx2 in January 2018. ABCx2 is based in and operates solely out of Senoia, GA. James K. Allerdice, Jr., Ernest T (Tim) Chambers and John-Paul Clarke are equal partners with Mr. Allerdice designated as Managing Partner.

- Aviation Compatibility Consulting (ACC)

Aviation Compatibility Consulting, LLC (ACC) with offices outside Portland, Oregon provides consulting services and technical expertise to the aviation industry, local government, and communities. ACC specializes in addressing aviation impacts on communities through the development or expansion of noise management programs with emphasis on effective stakeholder collaboration and engagement. For over two decades, founder Jason Schwartz has worked with airports and communities across the US, establishing and improving noise programs at large commercial airports, general aviation airports, and joint-use civilian-military facilities. His experience includes working with all sides of the aviation noise issue, including airports, local/state/federal government, air traffic control, airlines and aircraft operators including law enforcement, military, corporate and recreational pilots, and the media.

Project Team Diagram

Organizational Chart:



Dennis McGrann (LGN)



Dennis M. McGrann, a 30 year Washington DC policy veteran, is Director of the LOCKRIDGE GRINDAL NAUEN's Federal Relations Group. Mr. McGrann began his Washington career working for the U.S. House of Representatives and for over a decade he was regularly recognized as one of the most influential Congressional staff members by the national publication, *The Almanac of the Unelected*. He provides firm clients the benefit of an extensive network of personal associations developed through his work in the U.S. Congress and cabinet level executive departments. His experience offers unique and valuable expertise in the complex area of federal budget and appropriations processes, as well as critical insight into the federal transportation, health, and energy policy arenas.

Mr. McGrann served in a number of key Congressional policy positions including Committee Staff Director and Chief of Staff to the Ranking Member of the Committee on Energy and Commerce's Health Subcommittee. Through his participation in countless hours of Congressional hearings, "markups" and conference committees, he has developed close relationships and strong professional bonds with a number of key Administration and Congressional policy makers. He also served in a high-level appointed position as part of a Presidential transition team for the U.S. Department of Energy and interacted with top regulatory and legislative affairs personnel on a daily basis.

During his thirty years in Washington, Mr. McGrann has been directly engaged in many major federal regulatory and legislative battles, including amending the Clean Air Act, telecommunications industry deregulation, health care reform, energy deregulation, financial market reform, and nationwide air and surface transportation reauthorization issues. He has been called upon by both Democratic and Republican Administrations to lend his expertise and support to a host of major U.S. Government high priority initiatives. He currently serves as an advisor to the Administration on international transportation policy negotiations, the Federal Aviation Administration (FAA) and the National Aeronautics and Space Administration (NASA). Most recently, he served as Chair of the Advisory Board for the United States Department of Transportation (USDOT) /FAA "Center of Excellence" aviation research effort - PARTNER (Partnership for Air Transportation Noise & Emissions Reduction) and as Assistant Chair of Noise Certification Aeronautical Technical Subject Area on the USDOT/FAA Executive Committee (EXCOM) of the Aviation Rulemaking Advisory Committee (ARAC).

Emily J. Tranter (LGN)



Emily J. Tranter's focus with the Lockridge Grindal Nauen Federal Relations Group is representing clients in the areas of aviation policy, transportation funding, environmental mitigation, energy research and the fields of public safety/criminal justice. She spends a significant time working with the firms' Aviation Policy Group and acts as primary liaison to federal policy makers on high priority infrastructure development programs.

Ms. Tranter joined the firm following a distinguished career on staff in the United States Senate with former Minnesota Senator Mark Dayton. In her role there, Ms. Tranter specialized in coordinating federal appropriations requests from cities, counties, nonprofits and law enforcement agencies. While her legislative focus was on transportation development issues, Ms. Tranter also worked on several other legislative priorities, including environmental mitigation and American Indian Affairs.

Ms. Tranter is frequently asked to assist in developing recommendations to the Federal Aviation Administration on aviation noise policy. She is also a frequent participant in national conferences on aviation noise policy and airport development and a collaborator for national media outlets on aviation issues.

Ms. Tranter is a graduate of Hamilton College in Clinton, New York, with a bachelor's degree in political science.

Jason Schwartz (ACC)



Jason has over 20 years of airport management experience spanning operations, noise, and stakeholder collaboration. Jason has been involved in the development of flight procedures (conventional and PBN) at multiple airports. He is the Principal of Aviation Compatibility Consulting, a company focused on collaborative approaches to airport-community engagement.

Jason has managed noise offices for multiple airports and established the noise program for St. Petersburg-Clearwater International Airport in Clearwater, Florida. Jason's experience includes managing and implementing multiple Part 150 studies as well providing technical support to airport master plans, and NEPA reviews. Jason has developed "Fly Quiet" programs for multiple airports, involving extensive stakeholder collaboration from both the impacted community and industry stakeholders. His approach focuses on understanding the interests of all stakeholders and seeking "win-win" outcomes that encourage airport compatibility with the surrounding communities.

He has been a long-time advocate for inclusive stakeholder engagement, especially when it comes to PBN implementation, and has published and presented on this topic, in addition to providing consulting support to airports and communities worldwide. In support of community engagement, Jason has been a long-time proponent of the use of supplemental metrics to describe noise exposure and managed multiple studies involving collaboration with the public.

Jason has been recognized as a leader in aviation noise management and stakeholder engagement and has been presented on these topics and been published in North America and Europe. Jason has been sought by communities across the US for help in engaging airports and the FAA to address aircraft noise and most recently issues associated with the FAA's Next Generation Air Traffic Management System (NextGen).

Recent work includes chairing the Project Oversight Panel for ACRP 03-34 - Understanding the Airport's Role in Performance-Based Navigation, participation on the NextGen Advisory Committee's PBN Blueprint For Success Task Group and the follow-on effort by the PBN Blueprint Community Outreach Task Group. Jason also co-authored the whitepaper "PBN for Airports" for the Airports Council International (ACI). Jason supports a number of industry working groups as a strong advocate for reducing aviation impacts on communities and expanding community engagement in airport and airspace planning. He also a member of the Committee on Aviation Environmental Protection (CAEP) Task Group - Community Engagement for Performance-Based Navigation.

John-Paul Clarke (ABCx2)



John-Paul Clarke is a College of Engineering Dean's Professor at the Georgia Institute of Technology (Georgia Tech), where he has appointments in Aerospace Engineering and Industrial and Systems Engineering, and serves as Director of the Air Transportation Laboratory.

Dr. Clarke is a leading expert in aircraft trajectory prediction and optimization, especially as it pertains to the development of flight procedures that reduce the environmental impact of aviation. His research has been instrumental in changing both the theory and the practice of flight procedure design, and has spurred the global effort to reduce the environmental impact of aviation via changes in operational procedures. He is also an expert in the development and use of stochastic models and optimization algorithms to improve the efficiency and robustness of airline, airport, and air traffic operations.

Professor Clarke was co-Chair of the National Academies Committee that developed the US National Agenda for Autonomy Research related to Civil Aviation, and a member of the National Academies Committee that reviewed the Next Generation Air Transportation System. He is currently co-Chair of the Joint Planning Committee for the AIAA-AAAF Aviation Noise and Emissions Reduction Symposium (ANERS) and a member of the NASA Advisory Council Aeronautics Committee. Over the years, he has chaired or served on advisory and technical committees chartered by the AIAA, EU, FAA, ICAO, NASA, the National Academies, the US Army, and the US DOT.

Dr. Clarke received the S.B., S.M., and Sc.D. degrees from the Massachusetts Institute of Technology (MIT) in 1991, 1992, and 1997, respectively. His many prior honors include the 1999 AIAA/AAAE/ACC Jay Hollingsworth Speas Airport Award, the 2003 FAA Excellence in Aviation Award, the 2006 National Academy of Engineering Gilbreth Lectureship, the 2012 AIAA/SAE William Littlewood Lectureship, and the SAE Environmental Excellence in Transportation Award in 2015. He is a Fellow of the AIAA, and is a member of AGIFORS, INFORMS, and Sigma Xi.

James K. Allerdice (ABCx2)



Jim Allerdice began his Air Traffic Control career when he entered the United States Air Force in May 1980. After receiving an Honorable discharge from the US Air Force, Jim began his 31-year FAA career in November 1983. He has worked in all types of Terminal facilities culminating with over 22-years at Atlanta Tower/TRACON.

Jim was the Chief Designer of the Area Navigation (RNAV) infrastructure for the Atlanta Hartsfield-Jackson International Airport (ATL). He pioneered new and innovative designs such as the Equivalent Lateral Spacing Operations (ELSO) based on the MITRE Study, which enables reduced divergence RNAV Off-The-Ground (OTG) departure operations. The ELSO design was predicted to increase departure capacity between 8-13 operations per hour and has equaled or exceeded those expectations since full implementation in October 2011.

Jim was also heavily involved in the research and development of Optimized Profile Descents (OPD). Through collaborative efforts with Georgia Tech and the FAA, some of the first OPD Standard Terminal Arrivals (STARs) were designed and implemented within the Atlanta Terminal Radar Approach Control (TRACON) (A80) and Atlanta Air Route Traffic Control Center (ARTCC) (ZTL) airspace.

Jim also worked on other pioneering efforts such as RNAV Visual Flight Procedures (RVFP) Established on Required Navigational Performance (RNP) (EoR) approaches, and RNAV Closely Spaced Parallel Operations (CSPO) procedures.

Jim was the Lead Specialist for the Atlanta Class B Airspace redesign. This required organizing public forums for discussion and feedback on the Class B design through contacts with local, state and federal agencies. Jim was also the Lead Presenter at numerous public forums interacting with various groups that were interested in the impact that the proposed design would have on their homes, business and communities.

Jim was presented the Secretary of Transportation's Award for Excellence on November 15, 2012, for "Outstanding Service to the American People, Recognizing [his] Dedication, Achievement and Leadership in the areas of Performance Based Navigation, Environmental Stewardship and Fiscal Responsibility." This award was presented for his work designing and implementing Performance Based Navigation procedures as the Atlanta TRACON NEXTGEN Support Specialist.

Tim Chambers (ABCx2)



Mr. Chambers is a founding partner of and Chief Enroute Consultant for ABCx2, LLC. He has 31 years enroute Air Traffic Control experience with the Federal Aviation Administration (FAA) including over 19 years as an Airspace and Procedures Specialist at Atlanta Air Route Traffic Control Center (ARTCC). He has an extensive background in Performance-Based Navigation (PBN) procedures development and implementation at high volume airports including Hartsfield-Jackson Atlanta International (ATL), Charlotte Douglas International (CLT) as well as other regional airports.

Mr. Chambers led the enroute procedures team during the development of the initial RNAV Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs) at ATL and CLT. His work continued through the various revisions and updates as technology and aircraft capabilities evolved. His work included the design, modeling and implementation of dual arrival flows from the northeast and northwest into ATL.

In cooperation with other FAA organizations, industry and Georgia Tech, Mr. Chambers was also instrumental in the early research and flight trials of Continuous Descent Arrivals/Approaches (CDAs) at ATL. This work led to the development of Optimum Profile Descents (OPDs) which have become a cornerstone of NextGen/PBN implementation throughout the NAS.

Mr. Chambers' background includes:

- Development of airspace & procedures for various military training/maintenance operations
- Collaboration with aircraft manufacturing facilities for flight test of prototype and newly manufactured production airframes
- Implementation of special departure/arrival procedures for medical emergency helicopter operations in remote landing areas
- Integration of sky diving and soaring activities in congested, high traffic areas

Since joining ABCx2, Mr. Chambers has provided consulting services to several major airports with respect to proposed PBN initiatives and the impacts and benefits of those procedures to the airport and surrounding community. He also provides ongoing services to a major airline seeking to maximize PBN benefits from a user perspective.

Technical/ Environmental Team Background

ABCx2

Although ABCx2 is a young company by some standards, the principals have a mature working relationship dating back as far as 2004. Mr. Allerdice and Mr. Chambers were counterparts at adjacent Air Traffic Control facilities. Mr. Allerdice at the Atlanta TRACON and Mr. Chambers at the Atlanta Air Route Traffic Control Center (ARTCC) where the operations of one facility often had significant affects on the other in terms of safety and efficiency. Mr. Allerdice and Mr. Chambers worked together closely in the extremely successful development and implementation of the initial RNAV SIDs & STARs serving what is now the Hartfield-Jackson Atlanta International Airport.

In 2006 Atlanta TRACON and Atlanta ARTCC became involved in a research project led by Dr. John-Paul Clarke at Georgia Institute of Technology under a grant from the FAA Office of Energy & Environment. That relationship continued until Mr. Allerdice and Mr. Chambers retired from the FAA in 2014 and was reformed when their partnership incorporated in February 2015.

Between 2011 and 2014, before retiring from the FAA, Mr. Allerdice and Mr. Chambers worked on a number of conceptual PBN/NextGen projects, several of which have now been implemented in the NAS. All of our projects were accomplished with full participation by representatives from industry and the surrounding communities. This collaboration allowed the development of procedures that provided benefits to industry while having minimal impact to the surrounding communities. We believe this demonstrates unparalleled knowledge and experience of emerging FAA initiatives to serve your communities needs.

Aviation Compatibility Consulting

In addition to the above, our team includes Jason Schwartz of Aviation Compatibility Consulting. Jason has over 26 years of airport management experience including aviation operations and noise management. Jason has been involved in a number of airspace projects including deployment of performance-based navigation (PBN) procedures for multiple airports. Jason has also been a key participant in our team's experience working to review Environmental Impact Statements (EIS) and other environmental documents to assist clients.

Recent Relevant Experience

O'Hare Environmental Review

Members of our team were contacted by the City of Bensenville, IL, for a review, analysis, and comment on the O'Hare International Airport (ORD) Modernization Program (OMP). This analysis included review of the Environmental Impact Statement on behalf of the City of Bensenville and the Suburban O'hare Commission, made up of communities surrounding ORD. Our analysis included review of the environmental impacts the recommendations for mitigation which would reduce the impacts to communities surrounding the airport. Our analysis included consideration of changes in airspace and runway usage, and how this would effect emissions, noise, and local livability.

The City of Laguna Beach, CA

Our team was able to assist the City, which had been impacted by the Southern California Metroplex Project, to negotiate a Settlement Agreement with the FAA that reduced the environmental impact to the community and assured the City of representation at future meetings concerning procedural changes. The Settlement Agreement also provides an opportunity for the City to submit a proposal for changes to an existing STAR to mitigate environmental issues to the community.

Atlanta METROPLEX

The Metroplex Project - formerly known as Optimization of Airspace and Procedures in the Metroplex (OAPM) - seeks to find efficiencies in airspace and procedure design that can be implemented faster than normal procedural and airspace changes and that will provide an immediate benefit to system users. Our team was heavily involved with the Atlanta Metroplex project which has re-designed the arrival and departure paths into and out of the Atlanta Airport to facilitate more unrestricted climbs and Optimized Profile Descents and reduce track miles, thereby reducing fuel costs and reducing emissions. The ATL Metroplex Project initiatives were originally planned for implementation in late 2014 and early 2015. The Metroplex Project represents the culmination and integration of all of the NEXTGEN initiatives mentioned above. Final implementation of all the Atlanta initiatives will represent millions of dollars of savings to system users derived from the effective use of NEXTGEN technology and procedures being pioneered at Atlanta.

Recent Relevant Experience

Truckee-Tahoe Airport (KTRK) Truckee, CA

One of our recent projects provided us the opportunity to work with the Truckee-Tahoe Airport, Truckee, CA to develop PBN procedures, designed to minimize environmental impacts to the community while ensuring safe and efficient access to the airport.

This involved, as a primary concern, developing RNAV SIDs from all runways that, to the maximum extent possible, missed all the surrounding neighborhoods, while meeting FAA criteria and providing terrain clearance in a mountainous environment. We also designed an environmentally friendly approach that facilitated access to the airport from the west with minimal impact to the community while also respecting established ATC VFR arrival and departure routes to/from the airport.

Canterbury Regional Council

A member of our team chaired a panel of environmental experts for New Zealand's Canterbury Regional Council. He led the analyses and simulations (including estimating the future airport capacity, developing environmentally beneficial flight procedures, and simulating airport operations with the new procedures) necessary to conduct a noise modelling effort that resulted in noise contours for Christchurch International Airport that were representative of what the noise impact would be when the demand at Christchurch International Airport reaches its capacity. He also served as an expert witness in two subsequent legal actions.

Future For Frankfurt

Our environmental team also conducted the independent review of the Future For Frankfurt (FFF) initiative, a joint effort by the DFS, Fraport and Lufthansa to identify and develop technologies and processes that will improve the capacity and quality of operations at Frankfurt Airport in the near- to medium-term. In his review, he described the issues that had to be addressed to achieve capacity/quality benefits, provided an assessment of the analyses/tests that have been performed, and outlined a potential control architecture to increase the capacity and the quality of the operations at Frankfurt.

Additional Relevant Experience – Public Policy and Community Engagement

Public Policy

- Our team worked on behalf of a major metropolitan airport-adjacent community as they engaged with Congress and the FAA to halt Performance Based Navigation (PBN) implementation ahead of a desired opportunity for robust community input. Following the decision, the client was able to secure a letter from the **FAA committing to a community involvement period** ahead of future operational changes with noise implications.
- Participated in the NextGen Advisory Committee's PBN Blueprint For Success Task Group. Worked with industry stakeholders to create FAA- accepted recommendations regarding successful implementation guidelines for PBN regarding non-technical stakeholder and community engagement and advocacy.
- Served as Chair of the Project Oversight Panel for the ACRP on "Understanding the Airport's Role in Performance-Based Navigation (PBN)" and as a Core Group Member of the FAA's program recognizing excellence and leadership in air transportation and its impact on the environment.
- Co-Authored the Airport Council International-North America (ACI-NA) whitepaper on "PBN for Airports."

Part 150 // Noise Compatibility Programs

- Members of our team have extensive experience managing noise offices and all related programs for mid size and large-hub airports. In that capacity, our team members have implemented and managed multiple Part 150 studies and provided technical support to airport master plans, conducted NEPA reviews, and managed the development of more than 25 Aviation Noise Studies.

Sound Insulation Programs

- Our team has secured and managed millions in federal funds to implement multiple sound insulation programs (SIPs) funded by the **Federal Airport Improvement Program (AIP)** to insulate private and public buildings in a residential neighborhood near major international airports.
- LGN assisted a community in securing \$155 million in federal funds to mitigate outside the **65 DNL** and assist with a strategy for being exempt from a national policy change that would further restrict access and use of designated federal mitigation funds.
- Worked to **secure an exemption** for a client community from federal regulations that aim to further restrict criteria for SIP eligibility. Our client was able to continue to use federal funds to mitigate to the **60 DNL** as well as use **Passenger Facility Charges (PFCs)** for further mitigation.
- Worked on behalf of a client to secure an FAA exemption for federal funding for property acquisition after implementation of a SIP was complete.

References

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Appendix A. Professional Resumes

- Emily Tranter
- Jason Schwartz
- James Allerdice
- Tim Chambers
- John-Paul Clarke



City of Des Moines

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August 17, 2018

Mr. Lance L. Lyttle
Director of Aviation
Sea-Tac International Airport
PO Box 1209
Seattle WA 98111

Dear Mr. Lyttle,

I appreciated the opportunity for myself and Michael Matthias, City Manager to have a conference call with you and Ms. Gallagher in regards to providing information on the proposed Sustainable Airport Master Plan (SAMP). As you know, I had requested a public meeting on the SAMP be held in Des Moines to familiarize our residents with the proposed elements of Sea-Tac Airport expansion in the future. This would be similar to other meetings held by the Airport in various jurisdictions.

We acknowledge your decision to not provide this public meeting for our residents. We had hoped to enhance their understanding of the SAMP and answer questions our community might have. We acknowledge that time frames to pursue a meeting are now tight and that the scoping process for the environmental review (NEPA and SEPA) of the SAMP has already begun. The Airport has been considerate of our request to hold a public meeting for the scoping process of the SAMP in Des Moines at Highline College, September 10th from 5:30 – 8:30pm.

As we expressed we are concerned that Des Moines residents have not and will not be afforded a "town hall" style question and answer session with Airport representatives. Our concern was that knowledge of the components of the SAMP with explanation by Airport planners and consultants would help inform our resident's ability to comment on the scoping process with full information and would help avoid confusion.

Nonetheless, we look forward to participating in the scoping process and in the environmental review and analysis of impacts the SAMP will cause in Des Moines.

Sincerely,

Matt Pina, Mayor

cc: City Council
Aviation Advisory Committee
City Manager Michael Matthias
City Attorney Tim George
City SEPA Official Susan Cezar
City Chief Operations Officer Dan Brewer

The Waterland City