



Burien

City of Burien
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Burien, WA 98166-1911

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burien.wa.gov

August 20, 2019

Commissioner Stephanie Bowman
Commissioner Ryan Calkins
Commissioner Fred Felleman
Commissioner Courtney Gregoire
Commissioner Peter Steinbrueck
Director of Aviation, StART Chair Lance Lyttle

Re: City of Burien Suspension of StART Participation

Dear Director Lyttle and Port of Seattle Commissioners:

On August 5, 2019, we voted to suspend our community's participation in the Sea-Tac Advisory Roundtable (StART). This decision was given significant consideration and is indicative of the City of Burien's desire for a more collaborative and productive relationship with the Port to address the rapid growth and impacts on our residents of operations at Sea-Tac Airport. Our vote followed a unanimous recommendation of the Burien Airport Committee to suspend participation in StART.

This decision was based on several factors, including the following:

- The Port of Seattle's decision to move forward to fund up to 30% design on the SAMP Near Term Projects when no information has yet been provided regarding the results (even in draft form) of the SAMP NEPA and SEPA analysis. This action conveyed a message that the Port of Seattle is moving forward with these projects regardless of community concerns and potential environmental impacts..
- Failure of Port of Seattle staff to notify City staff or StART members of their design expenditure proposal until the day of the Commission meeting in Kirkland (on the consent agenda).
- A perceived lack of meaningful progress with StART and concerns among participants that they were not being heard and that the time and effort to participate were not worthwhile.
- Our belief that other forums and venues will offer us more effective means to work on addressing the concerns of Burien residents regarding airport operations.

ignored 23 years of pleas from the surrounding communities for noise abatement flight procedures and yet is willing to “discuss” such noise abatement procedures with the StART Committee?

3. When was the last time that the performance of Sea-Tac Airport’s noise program was audited by the State of Washington or the FAA? Given the Port’s lax oversight (documented by its own internal review) and exceedingly slow implementation of noise mitigation programs,³ might such an audit be justified? A recent Port audit of the program indicated only 40 homes were sound insulated in three years, while just five miles away at King County Airport at Boeing Field, 100 homes/year were insulated during operation of its program between 2009-2015.

4. Why is the Sustainable Airport Master Plan (SAMP) being prioritized over the Part 150 Study? There is evidence that the FAA’s own noise analyses contained in its April 2018 Categorical Exclusion Report to the City of Burien recognizes that 5.2% of the study area measured noise that exceeded 65 dB DNL. The FAA could not use Sea-Tac’s 2013-2018 Part 150 Study because it was already outdated⁴. By not updating the Part 150 Study now, hundreds of homes will not be sound insulated for another decade at the Port’s pace and noise abatement procedures will continue to be an illusory goal. Why should people continue to suffer based on noise at Sea-Tac Airport when 80% of the cost of sound insulation is borne by the FAA?

5. Why are StART subcommittee meetings not open meetings, recorded, summarized, or notes prepared? Why are speakers and agendas set solely by the Port? Why are “new” policy decisions announced by the Port even when the group had not taken a vote or reached consensus on specific issues? Why are alternatives such as slower growth in operations not considered as a means to address community concerns?

6. Page 40 of 50 of the March 27, 1996 Final Report of the Expert Arbitration Panel’s Review, (Commissioned by WSDOT and PSRC) directs the Port as follows: “g. Continue to work with the airlines to minimize nighttime engine run-ups, we note that, although many of the events are exempt from the King County Code, the exempted nighttime events have levels higher than the code permits. Existence of an exemption does not mean elimination of the impacts on people.” This admonition was written in 1996, but nighttime engine run-ups are still a huge generator of 15-20 dB for each occurrence. Why hasn’t the Port moved its engine run-ups away from the

³March 27, 1996 Expert Arbitration Panel’s Review, page 28 of 50, “Had the Port accelerated the program three years sooner, in mid-1990, an additional 4,000 homes could have been insulated by now. Doing so would have more than doubled the number of homes insulated by December 1995, from 3,647 to approximately 7,600. The number of people benefiting from that reduction in indoor sound levels would have also more than doubled, from 8,570 to about 18,000. Instead of a Residential Insulation Program about one-third completed, the Port would have presented this Panel with an important mitigation program that was approximately 75% completed. We also note that the residents of those homes would have received the benefits sooner and would be enjoying them today.” This pattern was repeated recently when the Port delayed sound insulation installation that was approved by the FAA in June 2014, yet the Port didn’t solicit an insulation contractor until late 2018.

⁴ See pages 34-35 in Section 5.2.7 Noise and Noise-Compatible Land Use in the CATEx documentation released by the FAA on April 16, 2018.

airport in compliance with WAC 173-60-050(1)(d), which reads: "Provided, that aircraft testing and maintenance shall be conducted at remote sites whenever possible."?

The Ground Runup Enclosure (GRE) has been dropped from further consideration by the Port due to the SAMP, despite the fact that this recommendation was included in two earlier Part 150 Studies. The Port argues that there is room on the airfield for a new maintenance campus. How can this be the case, when a GRE, that would improve livability for people living closest to the airport, cannot be accommodated?

7. Why has there been no discussion of mitigation for the impact on citizens of ultra-fine particle pollution (UW study underway and commissioned by the State Legislature)? Is it logical (or ethical) to move forward on airport projects while the health, air, and cost-benefit analyses associated with these projects remain unfinished?

8. Why does Sea-Tac Airport confine its air quality analysis to airport property when past predictions found Clean Air Act violations in communities and air quality impacts up to five miles away with far fewer operations than today's "8th busiest airport" numbers?

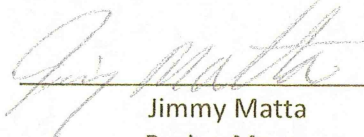
9. Why is the Port unwilling to stand up for the health and concerns of residents of surrounding communities, many of whom work to support Sea-Tac Airport operations? Why does the Port often use the excuse that its hands are tied because of FAA regulations rather than working with the communities to change procedures that may cause harm to our residents?

The FAA recently published a Report to Congress, entitled National Plan of Integrated Airport Systems (NPIAS) for 2019-2023. On page 1, it states: "Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of residents." The Port of Seattle appears to have little willingness to consider compatibility with surrounding communities. Noise analyses and meaningful noise abatement and mitigation are not occurring, while billions of dollars are being expended for increased operations at Sea-Tac Airport. The Port of Seattle has acted slowly and without accountability for more than 20 years, placing profits and business interests above environmental, health, and economic well-being in surrounding communities. The small grants offered to communities, along with invitations to participate in committees that offer no real options or solutions, are subterfuge to actually doing something meaningful with and on behalf of our communities.


We ask for the opportunity to have an honest discussion with the Port and others about how much growth at Sea-Tac Airport is really sustainable when the health and quality of life in surrounding communities is at stake. We would welcome such a conversation. We look forward to your responses to our questions and requests. Thank you.

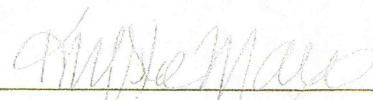
Sincerely,

Members of the Burien City Council:



Jimmy Matta
Burien Mayor

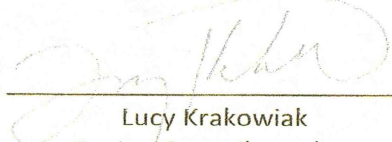

Nancy Tosta
Burien Councilmember
Chair, Burien Airport Committee


Austin Bell
Burien Deputy Mayor


Krystal Marx
Burien Councilmember


Bob Edgar
Burien Councilmember


Pedro Olguin
Burien Councilmember


Lucy Krakowiak
Burien Councilmember

- cc: City Administrators/Managers/Mayors of the cities of Des Moines, Federal Way, Normandy Park, SeaTac, and Tukwila.
The Honorable Eileen Cody, Washington State Legislature
The Honorable Joe Fitzgibbon, Washington State Legislature
The Honorable Mia Gregerson, Washington State Legislature
The Honorable Karen Keiser, Washington State Legislature
The Honorable Joe Nguyen, Washington State Legislature
The Honorable Tina Orwall, Washington State Legislature
The Honorable Mike Pellicciotti, Washington State Legislature
The Honorable Maria Cantwell, Washington State Senator
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The Honorable Pramila Jayapal, Washington State Representative
The Honorable Rick Larsen, Washington State Representative
The Honorable Adam Smith, Washington State Representative



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August 19, 2019

Mr. Stephen R. Metruck
Executive Director, and
Port Commissioners
Port of Seattle
P. O. Box 1209
Seattle, WA 98121

Dear Mr. Metruck, Commissioners Bowman, Calkins, Felleman, Gregoire, and Steinbruck:

As you are aware, the City of Burien has ongoing concerns regarding many of the plans and procedures the Port of Seattle is implementing at Sea-Tac International Airport and the significant impacts these have had and will continue to have on our community. Our examination of the Port's process regarding these plans and procedures, as well as our understanding of them, has raised many questions (listed below). We respectfully request that you provide answers.

1. Why have there been no studies evaluating increases in aircraft noise on ALL runways since the 2002-2007 Part 150 Study? (The 2013-2018 Part 150 Study evaluated only the third runway.) FAA guidance calls for new noise analyses whenever there is an increase of noise of at least 1.5 dB DNL.¹ The communities believe that there have been increases of at least 1.5 dB DNL given the rapid growth in aircraft operations since 2002. Can you show us any evidence that this is not the case?

2. The Expert Arbitration Panel's Review of Noise (Final Report) recommendations in 1996² included many noise abatement procedures (e.g., minimizing nighttime flights, reverse thrust). Why have many of the noise abatement procedures not been implemented? Why has the Port

¹ June 13, 2018 FAA guidance memorandum from Katherine Andrus (AEE-400) re: NEPA responsibilities.

² March 27, 1996 Expert Arbitration Panel's Review, page 32 of 50, "We have nevertheless concluded, on the basis of all the evidence before us, that the ultimate results of these efforts, in terms of real on-the-ground noise impacts for the communities affected by Airport noise have not been sufficient to satisfy Resolution A-93-03. Many people at the Port, including its noise consultants, have labored long and hard to develop and implement abatement and mitigation programs; substantial resources have been dedicated to the effort; yet many people in the Region remain severely impacted by airport noise." these are the same implementation issues being discussed by StART recently.

The growth and environmental impacts of Sea-Tac's operations are of great concern to the City of Burien. It is unacceptable to us that the Port of Seattle is unwilling to acknowledge our concerns as demonstrated by your recent actions. Our community trusts that we, as elected officials, will act in their best interests. We are hopeful that we can find opportunities to have interactions built on trust and respect, where productive conversations can address both the needs you face to accommodate growth and the needs we have to ensure the health and well-being of our residents and our community. That is our goal moving forward.

Sincerely,

Members of the Burien City Council:



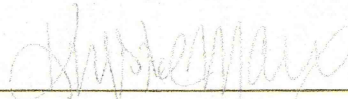
Jimmy Matta
Burien Mayor



Nancy Tosta
Burien Councilmember
Chair, Burien Airport Committee



Austin Bell
Burien Deputy Mayor



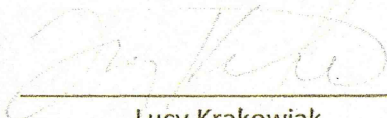
Krystal Marx
Burien Councilmember



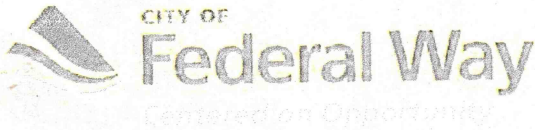
Bob Edgar
Burien Councilmember



Pedro Olguin
Burien Councilmember



Lucy Krakowiak
Burien Councilmember



Mr. Lance Lyttle, Director of Aviation
Sea-Tac International Airport
PO Box 1209
Seattle WA 98111

Dear Lance,

On August 13, 2019, the Federal Way City Council, with my concurrent approval, unanimously voted to temporarily suspend our participation in the Sea-Tac Airport Stakeholder Round Table (StART) and "direct staff to return to council to seek authority to resume participation after we have discussed with other cities and parties concerned, our issues and come to an agreement."

The Council vote followed a discussion regarding the recent suspension of involvement by the City of Burien and the City of Des Moines and the rationale underlying their actions. Also taken under consideration was the recommendation to suspend by our appointed community StART representatives and feedback from our citizens that are intimately involved in air traffic noise and health issues. We are committed to pause involvement to listen and carefully consider the concerns of our partner cities and citizens.

In the next few weeks, we will be consulting with the Cities of Burien and Des Moines that have suspended participation as well as the other cities that remain in StART including Normandy Park, Sea-Tac and Tukwila. We will also be talking with you and Port of Seattle representatives.

The impacts of Sea-Tac Airport and its continuing growth is one of our most significant city-wide issues and we remain committed to the findings and proposed solutions in the Federal Way Mayor's Quiet and Healthy Skies Task Force Report, published over a year ago. Our community needs tangible and attainable solutions.

As envisioned in the original charter, StART was created to foster a spirit of goodwill and cooperation in order to provide a meaningful and collaborative public dialogue between our cities, the airlines, the FAA and the Port on airport related operations, planning and development. It was conceived to provide an opportunity for our communities to inform airport-related decision making of the Port of Seattle in a manner that fully and candidly discusses matters of mutual concern.

I look forward to the Port of Seattle's response on how to move forward to fully realize the vision in which StART was conceived.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Ferrell", is written over a light blue circular stamp.

Jim Ferrell
Mayor

cc:
Port of Seattle Commissioners
Federal Way City Councilmembers

Member of Congress Adam Smith
Member of Congress Pramila Jayapal
State Senator Claire Wilson
State Senator Karen Keiser
State Representative Kristine Reeves
State Representative Mike Pellicciotti
State Representative Tina Orwall
State Representative Mia Gregerson
City of Burien Mayor, City Council and City Manager
City of Des Moines Mayor, City Council and City Manager
City of Normandy Park Mayor, City Council and City Manager
City of Sea Tac Mayor, City Council and City Manager
City of Tukwila Mayor and City Council



P.O. Box 1209
Seattle, WA 98111-1209
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August 23, 2019

Burien City Council
City of Burien
400 SW 152nd Street
Suite 300
Burien, WA 98166-1911

Dear Hon. Burien City Councilmembers,

I am acknowledging the receipt of your letter of August 19, 2019 requesting answers to nine questions relating to Port processes and procedures in relation to Seattle-Tacoma International Airport. I am working with appropriate Port staff to draft a response to these questions. My intention is to have a response to the Council in early September.

The Port values its relationship with the City of Burien and we appreciate your reaching out to allow us to address your questions.

Please do not hesitate to contact me if I can be of assistance in the interim until a response letter is finalized.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Metruck".

Stephen P. Metruck
Executive Director



P.O. Box 1209
Seattle, WA 98111-1209
Tel: 787-3000

www.portseattle.org

September 5, 2019

The Honorable Jimmy Matta
Burien City Council
City of Burien
400 SW 152nd Street
Burien, WA 98166

Dear Mayor Matta and City Councilmembers,

I am writing in response to your letter of August 20, 2019 advising of the City of Burien's decision to suspend participation in the Sea-Tac Stakeholder Advisory Round Table (StART) and to the similar decisions made by the Cities of Des Moines and Federal Way. Let me start by apologizing for the lack of timely notification regarding the preliminary design funding. We are re-committed to prompt communication with all airport-area communities on SAMP-related and other relevant issues.

Trust and respect are essential, and I am glad to see them referenced as well in your communication. Port staff and the city representatives all worked hard to design StART as a forum for community input and action, with stakeholders from all parties at the table working to address current operational concerns. Our intent is to continue holding StART meetings.

We have made meaningful progress and initiated several new actions at Sea-Tac directly resulting from StART, including: the Late Night Noise Limitation program, accommodation in late-night schedules and publicizing performance; adjusting the runway glide slope; working with FAA to reduce use of the third runway at night; initiating a Ground Noise analysis; and requesting airlines to upgrade or replace older, louder equipment at Sea-Tac. We also expect the working groups to continue to dive into industry-specific topics.

I welcome a conversation about how we can form partnerships to develop positive outcomes for all, with all parties held to the same standards. In that spirit, we will be contacting you and the other cities to explore a constructive way forward in our work together.

Sincerely,

A handwritten signature in black ink, appearing to read "SP Metruck". The signature is written in a cursive, somewhat stylized font.

Stephen P. Metruck
Executive Director

cc: Port of Seattle Commission
The Honorable Matt Pina, City of Des Moines
The Honorable Jim Ferrell, City of Federal Way
The Honorable Erin Sitterley, City of SeaTac
The Honorable Allan Ekberg, City of Tukwila
The Honorable Jonathan Chicquette, City of Normandy Park
City Manager/Administrators, Highline Cities

The Honorable Jimmy Matta
Burien City Council
September 5, 2019
Page Two

The Honorable Eileen Cody, Washington State Legislature
The Honorable Joe Fitzgibbon, Washington State Legislature
The Honorable Mia Gregerson, Washington State Legislature
The Honorable Karen Keiser, Washington State Legislature
The Honorable Joe Nguyen, Washington State Legislature
The Honorable Tina Orwall, Washington State Legislature
The Honorable Mike Pellicciotti, Washington State Legislature
The Honorable Kristine Reeves, Washington State Legislature
The Honorable Claire Wilson, Washington State Legislature
The Honorable Maria Cantwell, Washington State Senator
The Honorable Patty Murray, Washington State Senator
The Honorable Pramila Jayapal, Washington State Representative
The Honorable Rick Larsen, Washington State Representative
The Honorable Adam Smith, Washington State Representative



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

September 12, 2019

Dear Executive Director Metruck,

The City is in receipt of your letter of September 5, 2019. We appreciate your acknowledgement and apology regarding the issues that prompted our letter informing Mr. Lyttle of Des Moines City Council action to temporarily suspend our participation in the StART Committee. As you will recall the issues are:

- The allocation of \$10 million to begin design work on Near-Term projects of the Sustainable Airport Master Plan (SAMP) without environmental review.
- The meeting was held at a remote location (Kirkland).
- This action violates state SEPA requirements.
- The item was on consent agenda.
- There was no prior notice given to any stakeholder.

The City of Des Moines is disproportionately impacted by the year-over-year, double-digit growth of activity at the Airport. It is precisely this dynamic that was the catalyst for the StART committee whose charter was to support meaningful and collaborative public dialogue and engagement on Airport related operations, planning, and development. Additionally, the charter states that StART's effectiveness will be driven by a willingness by all parties to fully and candidly discuss matters of mutual concern.

1. To that end, your letter makes a number of statements about actions accomplished by the StART. I would ask you to clarify the following of your statements:
Regarding the Late Night Noise Limitation program: We are aware the Airport gave out awards to airlines with "quieter" flights but, of course, our community is concerned with the "noisier" flights. Please clarify the results attributable to this program.
2. You state there has been accommodation in late-night schedules and publicizing of performance: Can you please provide the changes to night-time flights, specific airlines and scheduled flights that have been changed to reduce night-time impacts from Airport operations?
3. Adjusting the runway glide slope: It is our understanding that this has not occurred and will take up to a four year process with the Federal Aviation Administration, and could cost anywhere from \$5 million to \$30 million [StART Facilitators meeting Summary, February 27th, 2019 – presentation by Mr. Robert Tyroski, Airfield, Airspace Planner, Port of Seattle].

The Waterland City

4. Working with the FAA to reduce use of the Third Runway at night: Can you please inform us of the results of these efforts in regards to specific flight reduction? How will any changes to runway use mitigate noise and how will these potential noise reductions be measured to confirm their value?
5. Initiating a Ground Noise Analysis: It is our understanding this is a proposal and has not yet been implemented.
6. Requesting airlines to upgrade or replace older, louder equipment at Sea-Tac: Please provide any specific information to changes in airline fleets as the result of this request from the Airport.

All of these elements are potentially helpful, but transparency would require that they be cast in the light of the possible rather than that they have been accomplished.

The City of Des Moines values the many positive partnerships we have with the Port, such as:

- The unique presence of our Marina (in South King County) provides potential emergency management benefits and access to the Airport.
- Infrastructure improvements along 216th street and the connection along 24th provide direct access to the Airport and Marina that do not rely on I-5 or Pacific Highway in an emergency situation.
- The Port was supportive and collaborative in providing funding at the front end to allow the City to move forward with the 216th street improvements, completing our gateway access to the City.
- Extension of the Light Rail to the South and SR 509 through Des Moines will benefit the Airport.
- We have worked closely with the Port and Washington State Department of Transportation to facilitate the extension of the Des Moines Creek Business Park, a very successful public/private partnership between the Port, the City of Des Moines and Panattoni (private developer).
- We have reviewed potential habitat restoration opportunities along the Sound with Port environmental staff.
- The City has received three economic development grants from the Port (matched with City resources) in order to move forward on Marina redevelopment focusing on sustainable development and mitigating environmental impacts.

We believe StART can be transformed and also become a positive partnership. We look forward to further dialogue toward the aim of increasing transparency and finding constructive ways to move forward.

Sincerely,



Mayor Matt Pina on behalf of the Des Moines City Council

The Waterland City

cc: President Stephanie Bowman, Port of Seattle Commission
Vice President Fred Felleman, Port of Seattle Commission
Secretary Peter Steinbrueck, Port of Seattle Commission
Ryan Calkins, Port of Seattle Commission
Courtney Gregoire, Port of Seattle Commission
Lance Lyttle, SeaTac Airport's Managing Director
The Honorable Mia Gregerson, Representative, Washington State Legislature
The Honorable Karen Keiser, State Senator, Washington Legislature
Legislative Assistant, Jennifer Minich
The Honorable Tina Orwall, Representative, Washington State Legislature
Communications Specialist, Rachel Alger
Admin Assistant, Mary Soderlind
The Honorable Mike Pellicciotti, Representative, Washington State Legislature
The Honorable Kristine Reeves, Representative, Washington State Legislature
The Honorable Claire Wilson, State Senator, Washington Legislature
The Honorable Joe Fitzgibbon, Representative, Washington State Legislature
Legislative Assistant, Noal Alsharbini
The Honorable Joe Nguyen, State Senator, Washington Legislature
Legislative Assistant, Rosa Mai
The Honorable Eileen Cody, Representative, Washington State Legislature
The Honorable Adam Smith, Member, United States Congress
Field Representative, Lyndall Bervar
The Honorable Pramila Jayapal, Member, United States Congress
Deputy Chief of Staff, Legislative Director Lindsay Owens
The Honorable Rick Larsen, Member, United States Congress
The Honorable Maria Cantwell, United States Senator
Chief of Staff, Jami Burgess
The Honorable Patty Murray, United States Senator
The Honorable Jimmy Matta, Mayor, City of Burien
City Manager, Brian Wilson, City of Burien
The Honorable Jim Ferrell, Mayor, City of Federal Way
The Honorable Jonathan Chicquette, Mayor, City of Normandy Park
City Manager, Mark Hoppen, City of Normandy Park
The Honorable Erin Sitterley, Mayor, City of SeaTac
City Manager, Carl Cole, City of SeaTac
The Honorable Allan Ekberg, Mayor, City of Tukwila
City Administrator, David Cline, City of Tukwila
City of Des Moines Aviation Advisory Committee