

To: Port Commissioners, Steve Metruck, Lance Lyttle

We are writing to elaborate on our rationale to suspend our participation in the Sea-Tac Airport Round Table (StART) and the condition we would consider for re-engagement in those or other discussions.

As you are aware, our community and many others surrounding Sea-Tac Airport are experiencing significant impacts from aviation growth. We are constantly reminded by our residents of concerns about their health, the quality of their lives, and the value of their property. We have worked (and fought) with the Port for decades to try to address these concerns, asking for your help in prioritizing the environment, health, and economies of our communities over the desired growth of airlines and the Port. We have spent millions of dollars trying to have you understand our concerns. Obviously, we are cognizant of the benefits of aviation and Port activities to our region, but we also have a primary responsibility to ensure that our residents are safe and healthy and our communities thrive. We have been disappointed year after year to watch both the Port staff and Port Commission prioritize your economic needs over the health and quality of life in our communities.

The last comprehensive assessment of the impacts of aviation and Sea-Tac Airport growth was published in 1997 in the form of the Final Supplemental Environmental Impact Statement for construction of the third runway. Since that time, flight operations have increased **XX%** from **_____** to **_____**. While you may argue that planes are quieter and impacts occur over a smaller area, that is not the experience in our communities. For you to propose at least 60% more operations as you develop your "Sustainable" Airport Master Plan is untenable for our community. Given this reality for us, our City Council passed a number of resolutions in January of this year, including Resolution #406 asking for your help. The language in our Resolution pertaining to the Port is as follows (you can view the full resolution here: **_____**):

"NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. Request that the Port of Seattle Delay Build-Out. In the interest of human health and safety and wise expenditure of public resources, the City Council hereby requests that the Port of Seattle delay any build-out or launch of additional infrastructure at the Airport, specifically as identified in the SAMP, until such time as the Puget Sound Regional Council and the Department of Commerce studies are completed, true impacts are assessed, and aviation capacity needs are fully documented.

Section 3. Request for Reporting. For full transparency, the City Council hereby requests that the Commissioners of the Port of Seattle provide the Burien City Council a report on proposed actions no later than six months from adoption of this resolution ...".

We regret to acknowledge that neither of these requests was honored by the Port. In fact, the opposite occurred. At your summer Port Commission meetings, you authorized expenditure of

\$10 million for design work on the SAMP, while not even bothering to let us know your intention to do so until literally an hour before your final decision.

Your StART website states that “The Sea-Tac Airport Stakeholder Advisory Round Table (StART) is a new way for the communities ... to engage with the Port of Seattle staff...”. We do not find that this “new way” – not sharing information, not responding to concerns that we have raised numerous times this year, and not listening to our community representatives – works for us. Hence, we chose to suspend until such time as a respectful, mutually beneficial engagement process can be defined.

For us to re-engage in StART or another forum that recognizes we have equal standing in responding to the growing needs of our region, we ask that your decision to begin design work for expansion activities planned under the SAMP be reversed. To expend \$10 million in design work for airport operations before other analyses of need, impacts, and opportunities for additional sites are completed is an irresponsible expenditure of taxpayer dollars.

We look forward to your response.

Burien City Council

COMPARISON OF RESEARCHED AIRPORTS ON SPECIFIC ISSUES OF MEMBERSHIP, RECORDING, AND INVITED EXPERTS

Explanation: BAC members and other cities' airport committees identified some specific issues concerning StART deliberations. The Bylaws of each were reviewed and the comparison below is extracted from those documents.

SPECIFIC ISSUES	CHARLOTTE-DOUGLAS AIRPORT IN NC	LAX AIRPORT IN CA	CHICAGO O'HARE	StART INCLUDES? Y/N	BAC COMMENTARY
Chaired by					
Membership by elected officials.	23 members from 14 city council districts (7 elected); 9 from local county districts (6 elected); plus alternates.	Electeds from city, county, state, or federal jurisdictions preferred, with alternates approved; +FAA, LAX & airlines; one at-large member.		No.	High priority.
Audio-visual recordings made.	Printed summaries provided.	Recordings of meetings are available to the public.		No recordings for public.	Highest priority.
Agenda-setting and motions.	Super-majority (2/3 of membership) required to adopt new recommendations directed to FAA. Officers set agendas.	LAX has a facilitator; majority rules.		No; POS determines with contracted facilitator.	No steering committee; prefer citizen co-chair.
Advanced notices and materials.	Emailed or mailed in advance without specifying how many days in advance.	Notices at least 72 hours in advance; materials as soon as possible.		Yes, POS has agreed to this condition.	High priority.
Inclusion of expert witnesses or speakers at meetings.	Public is welcome at all meetings and subcommittees and are invited to comment. Mute on the question of speakers or expert witnesses included.	Public is welcome at all meetings and subcommittees; invited to comment. Two methods of inclusion: 1) Recognized organizational representatives; 2) "Members of the public with relevant skills to advise...on possible measures" pending action.		No, POS will not agree.	High priority to have inclusion of expert witnesses.

Jimmie, Mayor
City of Burien
1234 234 St
Burien, WA

Lance Little
Director of _____
Port of Seattle
PO Box 1234
Seattle, WA 98102

Subject: Reestablishment of Participation in Port of Seattle StART Meetings

Dear Lance:

During our recent discussions the question of what conditions or requirements the City has for reactivating participation in StART meetings and processes, [this is our](#) response:

Communication to the Cities

- Fully respond to the letters submitted by the Cities of Burien, Des Moines, and Federal Way that state their suspension of further engagement with the StART process. Each of these letters clearly states the terms by which they will reengage in the StART meetings, and the reasons for abstaining from participation in the process. All letters were signed by the Mayors.
 - City of Burien letter dated [August 20, 2019](#)
 - City of Des Moines dated [September 12, 2019](#)
 - City of Federal Way [undated letter, but FW took this action on August 13, 2019](#).

Charter Revisions

The following revisions shall to be made to the StART Charter:

- Agreement by all members, [including Cities and Port of Seattle](#), that [no one will](#) claim that participation or convening of StART fulfils a requirement or obligation for public participation or engagement.
- Commitment from the airlines and FAA to [openly and actively participate](#) in the process. In the past they [appeared, with rare exception, little](#) more than passive observers. Their attendees shall be staff that [has decision-making authority over policy, or they are](#) staff empowered to [articulate their organization's policy positions](#). The stated purpose of StART is to inform the Cities of the Port's plans and activities, via their representatives. [In the past, FAA and Airline representatives were not fully informed and/or empowered to speak with authority](#) on policies and actions; [and it was unclear whether they had support on behalf of their organizations](#).
- Allow alternative opinions on information that is being presented [in order to provide more than one-sided positions. For example, allow the presentation of impacts from noise and emissions, or the consequences of enacted laws or regulations. Without debate and presentations of opposing positions, StART participants are forced to accept what is presented as fact. With no differing opinions expressed, the Port has assumed "consensus" existed, when it did not.](#)

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- Attendance by one or more member(s) of the Port of Seattle Commission at the at-large meetings.

Communications with The Public

- Refrain from publicizing “accomplishments” of the StART process without concurrence from the members, the Port and Cities. Without this, there is an illusion of approval by all members, when there is not.

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Meeting Minutes

- A verbatim written or audio/video recording of the all meetings, including subcommittee meetings.

Prior Notice - Outline

- The Port shall provide notice of subject, and at minimum, a complete outline of the subject to be discussed, one calendar week prior to any meeting. The full presentation is preferred. Time for Alternatives and discussion shall be scheduled into the Meeting Agendas.

After review of the terms and provisions, you are able to agree to them, please sign the attached copies to memorialize this, and return one to me. With the approval of this agreement we look forward to participation in StART.

Sincerely,

I agree to the Terms and Conditions of this Letter,

Jimmie, Mayor Date
City of Burien

Lance Little, Director of _____ Date
Port of Seattle

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