



AGENDA

Burien Airport Committee

Tuesday, May 19, 2020 – 6:00 p.m.

Virtual Meeting via Zoom

Page #

NOTE: In accordance with [Proclamation 20-28 by the Governor Amending Proclamation 20-05](#), the City is temporarily prohibited from holding in-person meetings. However, public meetings may occur, provided there is an option for the public to attend the proceedings. Starting April 6, 2020, all public meetings will be held virtually using Zoom Webinar software. We want our community to continue to be able to watch and participate in public meetings. Please contact Lori Fleming at AirportCommittee@burienwa.gov for the link to the Zoom Webinar Meeting.

1. CALL TO ORDER
2. APPROVE DRAFT MINUTES
 - 2.1 Approve the minutes from the April 21, 2020 Burien Airport Committee (BAC) meeting. 3 - 5
[April 21, 2020 BAC Draft Minutes](#)
3. BUSINESS AGENDA
 - 3.1 Discuss possible letter to Port Commissioners from Burien City Council on a "new normal." 7 - 15
[JC Harris New Normal Letter 050620](#)
[Quiet Skies Ltr to Port 051220](#)
 - 3.2 Discuss comments on the Department of Commerce Stantec Report.
 - 3.3 Discuss possible invite to Justin Biassou (FAA Community Ombudsperson) to a future BAC meeting.
4. PUBLIC COMMENT
 - 4.1 There are two ways to provide public comment:
 1. **Email (preferred):** You can provide a public comment in advance by sending an email to AirportCommittee@burienwa.gov. The staff liaison will read your comment aloud for up to two minutes per email comment during the meeting.

2. **Online (Zoom):** If you are unable to provide public comment via email, and would still like to provide public comment during the meeting, you will need to login to the Zoom meeting that begins at approximately 6:00 p.m. Please contact the Lori Fleming at AirportCommittee@burienwa.gov for the link to attend the meeting.

5. ADJOURNMENT

The next Burien Airport Committee (BAC) meeting is Tuesday, June 16, 2020 at 6:00 p.m.

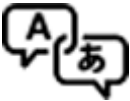
COMMITTEE MEMBERS

**Councilmember Nancy Tosta, Chair; Mayor Jimmy Matta;
Councilmember Sofia Aragon**

Larry Cripe; Jeff Harbaugh; Nekya Johnson; Sharyn Parker; Javier Tordable; Debi Wagner

Ex-Officio Member: Brian Wilson, City Manager

**Staff: Lori Fleming, Management Analyst , Phone # 206-248-5518, e-mail:
Lorif@burienwa.gov**



Language interpretation services are available upon request. Please phone 206-248-5517 at least 48 hours prior to the meeting to request assistance.

Servicios de interpretación de español están disponibles bajo petición. Por favor de llamar al numero 206-248-5517 por lo menos 48 horas antes de la reunion para solicitar asistencia.



City Council, advisory board, and committee meetings are accessible to people with disabilities. American Sign Language (ASL) interpretation and assisted listening devices are available upon request. Please phone 206-248-5517 at least 48 hours prior to the meeting to request assistance.

Las reuniones del Concejo Municipal, Consejo consultivo y el comité son accesibles a personas con discapacidades. Interpretacion de lengua de señas americana y aparatos de escucha asistida están disponibles bajo petición. Por favor de llamar al numero 206-248-5517 por lo menos 48 horas antes de la reunion para solicitar asistencia.



MINUTES - Draft

Burien Airport Committee

Tuesday, April 21, 2020 at 6:00 p.m.

Via Virtual Zoom Meeting

PRESENT: Councilmember Nancy Tosta (Chair); Mayor Jimmy Matta; Councilmember Sofia Aragon; Larry Cripe; Jeff Harbaugh; Nekya Johnson; Sharyn Parker; Javier Tordable; Debi Wagner; City Manager Brian Wilson; Management Analyst Lori Fleming; and Deputy City Clerk Heather Dumlao (Meeting Host).

GUESTS: Dave Kaplan

1. CALL TO ORDER

The meeting was called to order at 6:06 p.m.

2. INTRODUCTIONS

A welcome was provided to new Burien Airport Committee members Nekya Johnson and Councilmember Sofia Aragon, along with brief introductions by the Committee members.

3. APPROVE DRAFT MINUTES

The minutes from the February 26, 2020 Burien Airport Committee (BAC) meeting were approved.

4. BUSINESS AGENDA

4.1 Update from Chair Tosta on March 2020 Washington, D.C. visit with legislative representatives.

Chair Tosta attended the National League of Cities conference in Washington, D.C. in mid-March 2020 and met with several of the City's federal legislative representatives and/or their staff to discuss various airport issues. The Committee discussed sending the proposed draft letter to our federal legislative representatives that they then could send to the Federal Aviation Administration (FAA) Administrator. The letter assists with Burien's concerns that a comprehensive cumulative impact assessment be conducted for the Port of Seattle's Sustainable Airport Master Plan (SAMP). A couple minor corrections were made to the proposed draft letter.

Motion was approved by the Committee recommending the Burien City Council approve sending the proposed draft letter to our federal legislative representatives for them to send to the FAA.

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4.2 Draft letter to Federal Aviation Administration (FAA).

The Committee discussed the proposed draft letter to Mr. David Suomi, Regional Administrator of the Northwest Mountain Region. This letter responds to the FAA on the 250-degree westerly turn and emphasizes the need to include all past, present, and reasonably foreseeable projects in the SAMP process.

Motion was approved by the Committee recommending the Burien City Council approve sending the proposed letter to Mr. Suomi.

4.3 Discussion on potential letter to Port of Seattle's response to thirteen Sea-Tac Stakeholder Advisory Round Table (StART) re-engagement issues/concerns.

Chair Tosta presented four options for re-engaging with StART (including re-engagement or disengaging entirely), with the pros and cons of each discussed by the Committee. Committee members had diverse opinions on next steps and it was decided that dialog with the other cities would be helpful, similar to earlier joint meetings of the Burien and Des Moines Airport Committees.

Motion was approved by the Committee to convene with other StART cities before the next Burien Airport Committee meeting to review options on next steps, including positions on the thirteen StART concerns. Chair Tosta agreed to reach out to other Airport Committee representatives.

Note: After the Burien Airport Committee meeting, it was determined that in compliance with Governor Inslee's order, convening with other StART cities was not "essential" at this time and should be postponed.

4.4 Update on status of the Stantec report and opportunities for review.

Public comments are requested by April 23, 2020 on the Washington State Department of Commerce Draft Airport Study prepared by Stantec. City Manager Wilson will ask for an extension to this date due to the COVID-19 situation.

4.5 Potential invitation to Justin Biassou (FAA Community Ombudsperson) to a future BAC meeting.

Due to time constraints, this item was not discussed.

4.6 Other upcoming BAC priorities.

Due to time constraints, this item was not discussed.

5. PUBLIC COMMENT

No public comments.

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6. ADJOURNMENT

The meeting was adjourned at 8:09 p.m.

The next regularly scheduled Burien Airport Committee Meeting is Tuesday, May 19, 2020 at 6:00 p.m.

5/9/2020

Towards A New Normal - Sea-Tac Airport Noise And Pollution



MAY 6, 2020 BY JC HARRIS

🗨️ Towards A New Normal

When I first spoke publicly on the problems of Sea-Tac Airport four years ago, I was not coy. I said, "Roll it back." And by that I meant, reducing the number of daily operations back to 2012 levels. I was told that only an act of God could make such a thing possible.

Who knew, right? 😊

Of course, I'm not making light of the hardships we are all facing. But as the saying goes, "Never let a crisis go to waste." Despite the many terrible costs of Coronavirus, it has offered unique opportunities for positive change that should not be ignored. The much clearer and quieter world we now enjoy is what should become our permanent norm. COVID-19 offers a one-time chance to reset our relationship with and expectations of Sea-Tac Airport.

The endless cycle

The lock down has made two things apparent:

1. A lot of air travel is not necessary. We have now learned that we have all the tech in place right now to permanently reduce the number of operations to a level that surrounding communities *can live with.
2. Revenues from the airport are something that King County has become addicted to. It is that money, not an actual *need* for air travel that fuels the endless appetite for growth.

<https://seatacnoise.info/towards-a-new-normal/>

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Towards A New Normal - Sea-Tac Airport Noise And Pollution

These factors have created an array of perverse incentives that lead to the cycle of endless growth. Perhaps the most worrisome of these is this: the Port Of Seattle has become a quasi-fourth branch of government outside of the traditional City/County/State triad. The Port provides not only jobs, but all manner of public programs which other governments should provide for but do not. And that in turn creates further pressure on the Port to provide even more of those services and pushes them ever further away from their essential mission: being a Port—a public utility to simply move people and cargo with safety and efficiency.

In short, Sea-Tac kept growing not so much because of true ‘demand’, but because if it were to cut back, even a little, restaurant workers suffer, environmental cleanup programs suffer, construction jobs stop. Those are all worthy endeavors, but have nothing to do with how many flights we really *need* to move cargo and passengers with no other good options.

The role of cities

This system prevents small cities like Des Moines from ever obtaining anything approaching fair treatment. A town of 32,000 will never be able to outvote the majority 2.2 million King County residents who love the economic benefits and are frankly unwilling to pay for the externalities (read: harms) inflicted on the minority. This is a terrible case of majoritarian corruption.

Even worse, your local governments have been just as complicit as any other stakeholders. Airport communities have tried to have it both ways. We have engaged in magical thinking that we can occasionally object to the noise and pollution, while continuing to accept the Port’s pro-growth mission (not to mention the grants) as part of some ‘greater good’. **And we’ve done this despite clear evidence that the growth of Sea-Tac Airport has *not* been a net economic plus for airport communities.** The harms to health, environment, property values, business climate completely *swamp* any pluses, but leaders ignore these harms as abstractions.

Perhaps our worst failing is that we thought that this endless cycle was inevitable. We never seriously fought back because we thought the problem was simply too big. But COVID-19 has opened a door we did not think could even exist.

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Towards A New Normal - Sea-Tac Airport Noise And Pollution

i prefer it noisy

A new direction

Barring another emergency, this door will never again open. So our primary goal now should be to advocate for a permanently smaller Sea-Tac Airport. The way forward is for Des Moines (and the other airport communities) to decide once and for all that their stated policy is to do whatever they can to permanently cap daily operations from Sea-Tac Airport.

I am asking you and residents of all other airport communities to write your City Council (citycouncil@desmoineswa.gov) and make the following request:

" *Please make it the official legislative goal of the City Of Des Moines to work at every level of government towards permanently limiting the number of daily operations at Sea-Tac Airport to 900.*

Are you nuts?

Of course many will tell you that such request is 'fantastic'... as in 'a total fantasy, pall' Yes, before COVID-19 it would have been. But the entire American Airline economy has just seen a tectonic shift, maybe greater than the one after 9/11. It will take them *years* to recover. So all stakeholders (airlines, the Port Of Seattle and yes even King County) *must* learn to adapt and survive. In fact, they are already doing this work and they will succeed because the airline industry is indispensable to our nation. We don't have to do anything except to take advantage of their current position to pressure them into making this 'temporary' configuration a the permanent state of affairs.

In short, while the airline industry re-tools, the entire region has a unique opportunity for a 'do-over' to dramatically improve our quality of local life if we have the courage to act.

Of course, there will be many of you who will be skeptical because I (and frankly no one) is offering a step by step 'cookbook' for accomplishing this goal. I always find this attitude puzzling because if you think about it *no* successful activism ever starts out with such a 'recipe'. It begins with a goal and then proceeds to build support. **Once you get leaders**

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Towards A New Normal - Sea-Tac Airport Noise And Pollution

committed to accomplishing the goal, the means *always* makes itself known. The toughest part is actually getting that commitment.

i prefer it noisy

The other thing we can never address

At some point soon, we *will* have to dial back the number of flights if we are ever going to properly address climate change. Unfortunately no one, even our Governor (the most environmentally concerned candidate for President) has been willing to tackle the aviation industry. COVID-19 is giving us the opportunity to do something we all know needs to happen but would never have had the will to do otherwise.

A small ask

Limiting the resurgence of Sea-Tac Airport to pre-COVID-19 levels will be my highest priority as an elected. But I'm just one person and I need your help: So I'm asking you to do your part and write that short email. I believe that together, we can use this moment to change the *culture* at Sea-Tac Airport– just a little bit. **I cannot promise you that we will win everything. But I am 100% sure that we can win *something*–and definitely make far more progress than we have ever done.** The moment is now.

Thanks in advance,

—JC

*To be clear, simply reducing the number of operations to 900 is not, by itself, a magic bullet for reducing noise in all areas surrounding Sea-Tac Airport. There are other procedural changes need to happen. But most of these cannot occur until the total number of operations is reduced.

 **2019: CHANGE THE CULTURE, GENERAL STUFF**

3 Replies to “Towards A New Normal”

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Towards A New Normal - Sea-Tac Airport Noise And Pollution

i prefer it noisy

Earnest Thompson

MAY 7, 2020 AT 10:24 PM

HYPERLOOP ! NOW MORE THAN EVER !

Susan Davis

MAY 8, 2020 AT 5:33 AM

Before Covid19, the number of flights was at a maximum level of tolerance. I could barely find enough hours to enjoy being outside, barely get enough sleep (12-3:00 and 3:30-5:00) due to plane traffic. Some days, I thought of selling, but I like my little house, my garden, my community, my neighbors. I was managing. The only upside of Covid19 was the reduced air traffic. We cannot possibly have increased air traffic and still have a livable community.

Larry Cripe

MAY 9, 2020 AT 6:56 AM

Damn J C You are GOOD !! Very well said !!

May 12, 2020

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, Cho, Felleman, and Steinbruck:

On behalf of two local citizen coalitions concerned with Port of Seattle transparency and accountability, the undersigned are responding to the Port Commission's Motion 2020-06 "to provide guidance for Port leadership in prioritizing Port investments to assist local, regional, and statewide economic recovery from the COVID-19 pandemic. While this motion may be the Port's attempt to demonstrate its economic development prowess to prop up the local economy, this effort should not be built upon the shifting sands of what are now outdated and faulty assumptions about priorities and expenditures.

Unfortunately, the Port's strategic use of key "social justice" phrases as a veneer for "business-as-usual," does not withstand scrutiny and fiscal examination of some infrastructure priorities included in development projects, such as the Sustainable Airport Master Plan (SAMP) for example. This point is exemplified in the following paragraph found on page 3, following Capital Project Investments:

"The Port plans to make \$3.4 billion of capital facility investments over the next five years. The over \$1 billion of scheduled construction work in 2020 and 2021 will provide a significant stimulus to the regional economy."

Nowhere in this Recovery Plan does the Port adjust its pre-2020 assumptions that—according to all aviation industry leaders—will change the "demand" side of the infrastructure projections model for the foreseeable future. For instance, a quote from a Wall Street Journal (WSJ) article on April 30, 2020, entitled "Aerospace Industry Forced to Retrench," "The once-booming aerospace industry has suffered one of the fastest and sharpest changes in fortunes, forcing national champions on both sides of the Atlantic to prepare for a *sustained period* of reduced demand for their planes that, optimistically, could take three years or more to reverse." (Emphasis added.)

It was also reported by the Associated Press (AP) and communicated via King5 News on April 30, 2020, that Jet Blue and Spirit Airlines were suspending flights to Sea-Tac Airport because, as Spirit Airlines stated, "to continue to operate to these cities during a period of almost zero demand is against the public interest as it wastes scarce financial resources while adding virtually nothing to these points to access air transportation." It was also announced that same day and article by the AP that Delta was suspending flights to nine airports because they argued, "each of those nine airports were within an hour's driving distance of another Delta airport."

Locally, there is also dramatic news from The Boeing Company--beyond a projected cutback in workforce from between 10-15%, in a WSJ article dated April 28, 2020, entitled "Airplane Makers Are Downbeat on Revival." Chief Executive David Calhoun is quoted as saying, "Global airline revenues are set to drop by \$314 billion this year. We are in an unpredictable and fast-changing environment, and it is difficult to estimate when the situation will stabilize", he added. "But when it does, the commercial market will be smaller and our customers' needs will be different." Further in this same article, "Mr. Calhoun said this pandemic is spurring reflection on how the plane maker will design airplane cabins in the future, including how air circulates. 'There's going to be a lot of learning in this process,' he said."

It's important for the POS Commission to remember that downsizing and scrutinizing infrastructure developments at Sea-Tac Airport did not originate with the Covid-19 pandemic. In a six-page letter dated April 17, 2019, from Alaska Airlines to Mr. Steven Metruck, ED of the POS, Mr. Andrew Harrison, EVP and Chief Commercial Officer, highlights "several serious concerns with the current proposal for the SAMP:

- It fails to address airspace congestion that would make Sea-Tac among, if not the most, delayed airport in the nation, with the resultant additional block and increased taxi times only worsening the environmental impact.¹
- The proposed new north terminal is not connected to the main terminal, would be far too small for either Alaska or Delta, and the lack of connectivity would make use by either impractical. It also reduces the utility of the new \$1B International Arrivals Facility (IAF), as all passengers from the new terminal would have long transit times to/from important international flights. The decision to build a separate \$2.3B north terminal facility that 80% of the passengers will not be able use seems short sighted when fully connected less impactful alternatives are available.
- 19 additional gates are more gates than needed to meet demand and far more than needed to meet the Purpose and Need statement of the environmental process. Our own studies conducted by independent consultants using industry standard assumptions indicate a need for only 10 additional gates beyond the capacity already under construction.* This variance was primarily driven by the Port using their consultant's proprietary model for 'gate rest' between flights and Alaska assigning a specific value (15 minutes for domestic and 30 minutes for international) for periods between the departure of one flight and the arrival of the next. For perspective, even if Alaska were to double the buffer time for domestic flights to 30 min, a number clearly on the extreme, the number of required gates only increases from 10 to 14, not 19. With a price tag of ~\$100M/gate, building nearly two

¹ Remember that this correspondence and the creation of the SAMP predates the State legislature's creation of a state commercial aviation coordinating commission, enacted in 2019, to site a new airport to relieve demand at Sea-Tac Airport, by January 2022.

*Footnote #3 in Alaska's letter: Alaska's consultant took the same 2029 flight schedule the Port's consultant indicated a need for 19 gates and the result called for 10 gates over and above capacity enhancements already under construction. The 'gate rest' or 'buffer' times Alaska used were not only consistent with many large hubs, but also those suggested by the Airport Cooperative Research Program ("ACRP"), a division of the Transportation Research Board, and comprised of thought leaders from the aviation industry. ACRP Report 25, April 26, 2010. The buffers used by Alaska are consistent with those used for planning at other large hubs, including terminals at JFK, LAX, HNL, AND ATL and consistent with how SEA actually operates today."

quantity of gates needed to satisfy the future schedule demand is neither a prudent use of Port, airlines, and customer funds nor an appropriate reply to a concerned community.

- The plan to cancel \$850M in projects from the main terminal to fund implementation of the SAMP would deprive the main terminal with much needed investment in infrastructure. We believe that maintaining main terminal investment, while also ensuring a competitive cost structure for our passengers, is an essential part of any development plan.”

Currently, the POS has an unprecedented opportunity to demonstrate its commitment to accountable planning and spending by using its airline and taxpayer resources responsibly. Scrutiny will be ongoing by Congress for spending its appropriated “CARES Act”² funds and local communities urge the POS to review ALL of its assumptions for enplanements, forecasted revenue, and other aviation industry considerations, as well as projected usage of an airport destined to be supplemented by a new airport with the site to be announced in January 2022.

The undersigned identified below are in unanimous agreement that the POS Commissioners should re-examine, redefine, and re-estimate the projects contained in the SAMP because *none* of the assumptions are based on realistic passenger or infrastructure projections and costs initially—as identified in the letter from Alaska Airlines—or particularly now with federal and local funds seriously in doubt; and economic conditions fluctuating monthly.

Sincerely,

Larry Cripe
President, Burien Quiet Skies Coalition



Sheila Brush
Founder, Quiet Skies Puget Sound



² S. 3548 in 116th Congress, introduced March 19, 2020 and signed by President Trump.