



From the Mayor



By Mayor Matt Pina

TODAY, AS I LOOK AROUND our City and notice all the leaves changing color and falling, it's hard not to be reminded that winter will be arriving soon. For me, winter also represents a time of reflection. It has been a good year for the City as we remain fiscally strong and continue to address long-term issues and challenges. We are in this position because of the focus and discipline of the Council and your City leadership. I believe it is appropriate to say that discipline has been the foundation of our efforts and we are moving forward in a safe and secure manner.

In looking back on the topics of community interest over 2018, the topics I am most often asked about are the City's financial health and Sea-Tac Airport. So, in this article, I thought I'd provide you with the most current information on these two topics.

On the financial front we remain strong. The current City budget and our proposed budget for 2019 can best be described as Solvent, Strong and Sustainable. To ensure we remain healthy, we are taking appropriate steps to assure that there are sufficient contingency funds in the event that we experience any type economic downturn.

Our fiscal efforts have been recognized in a significant way. Recently Standard and Poors gave us a three-step increase by raising our Bond Rating to AA+. The reason this matters is that it saves us money.

Recently, the City issued municipal bonds to help finance the replacement of the Marina's north bulkhead and consolidate older and more expensive debt. Because of our Bond rating, the City's bonds were in higher demand and at a lower interest rate cost, saving us over \$500,000.

When I look at the Sea-Tac Airport challenge, the City and its Aviation Advisory Committee have responded to many issues in 2018. The main focus has been on the Sustainable Airport Master Plan (SAMP). The airport is currently undertaking a SAMP to guide its future growth. The City has taken a very strong position in opposition to any airport growth-related activities until current airport operations are either mitigated or remediated. The truth is, our community, along with neighboring jurisdictions, suffers disproportionate impacts from Sea-Tac Airport operations.

The following is a letter recently sent by the City to the airport commenting on the SAMP, content recommended by the City's Aviation Advisory Committee and approved by both City Leadership and City Council:

SEPTEMBER 27, 2018

MR. STEVE RYBOLT

PORT OF SEATTLE

AVIATION ENVIRONMENT AND SUSTAINABILITY

Re: City of Des Moines, WA Comments on Scoping for the Near-Term Projects for Sea-Tac International Airport

Dear Mr. Rybolt,

On behalf of the Des Moines City Council, I am forwarding the following comments on the scoping process for the proposed environmental review. These comments are derived from the City of Des Moines Aviation Advisory Committee, the City Council, our community, City staff and from the City's SEPA official. Our first and primary concern is that the process being utilized by the Airport in regards to the Sustainable Airport Master Plan (SAMP) does not appropriately consider the context of development that has occurred and is occurring at the Airport. This specifically relates to growth and the operational utilization of the Third Runway and generally to the overall growth trajectory the Airport has experienced in the past seven years. Secondly, the process appears to contradict State Environmental Policy Act requirements. Third, that actions to provide appropriate environmental review of the SAMP have taken place outside the bounds of the State Environmental Policy Act (SEPA). Finally, we express concerns about specific impacts on our City from aircraft operations that need to be included in the scoping process.

The City believes that the appropriate timeframe to establish the baseline for environmental review is the timeframe from 2012-2018. A summary of Airport growth through this timeframe reveals significant and consistent year-over-year growth (see below).

	2012	2013	2014	2015	2016	2017
Passengers	33.2M	34.8M	37.5M	42.3M	45.7M	46.9M
Aircraft Operations	309,597	317,186	340,478	381,408	412,170	416,124
Air Cargo (metric tons)	283,600	292,700	327,239	332,636	366,431	425,856

Source: Sea-Tac Airport Passenger, Cargo and Operations Summary [2012-2017]

A summary of Airport growth from 2012 to 2017

The extensive growth should be a precursor and require environmental review prior to any additional capacity building activities. Correspondence between the City and Airport management underscores our ongoing concern with facilities built outside the environmental review process of the SAMP. [1 Testimony of Mayor Pina at Port of Seattle Commission April 25, 2017] [2 Letter from Mr. Lance Lyttle, July 26, 2017] [3 Letter from Mayor Pina, July 27, 2017].

The approach of the Airport to identify near-term capital improvements—an incremental approach to developing the SAMP—provides faulty context, ignoring the fact that capital investments going forward will, in fact, define future development patterns. Therefore, the environmental review proposed is inadequate in the context of the SAMP as a whole. Let it be clear that the Airport is not currently reviewing the SAMP, only certain near-term projects. This approach is inconsistent with current Washington State law and Washington Administrative Code requirements—a point that will be extensively made in the comments prepared by our SEPA officials (Burien, SeaTac, Normandy Park, Des Moines and consultants).

The most recent Part 150 was completed in 2013, preceding this growth pattern. The SAMP planning was begun in 2012. **Our concern is that environmental review of projected growth does not consider impacts of growth to date.**

The operational utilization of the Third Runway (16R), a highly controversial chapter in the Airport's history, has seen a trail of agreements that expand the use of the Third Runway. Agreements that originally governed use of the runway were modified over time to increase capacity on the Third Runway. The concern is that

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these modifications, in providing expansion of operational capacity, were done outside

any environmental review. Developing a plan for growth that continues to utilize the Third Runway in an expanded operational role needs to be part of the Scope to understand the increased environmental impacts. [4 reference to FAA Letter of Agreement December 6, 2010 and FAA Letter of Agreement July 26, 2016]. These issues need to be addressed in the scoping process.

Additionally, seeking review of aircraft operations and FAA procedures, the City requested the following information from the FAA on August 17, 2018 via the Airport StART committee in order to evaluate these procedures in regard to these comments on the scoping process:

Statement: The City of Des Moines would like to better understand the Seattle ATC operation.

1. Would you please provide a copy of the Tower Standard Operating Procedures (SOP) and TRACON SOP?
2. Would you please provide a copy of any Letters of Agreement (LOA) between the Tower and the TRACON, and any LOA between Seattle Tower and Boeing Field Tower?
3. Are you aware of any new Instrument Flight Procedures that are proposed or being developed for the Seattle Airport?
 - a. **Follow-on questions.** What is the status of the .41A Process (Dot forty-one Alpha Process) that was underway last year, but suspended due to budget concerns?
 - b. When do you anticipate the .41A process resuming?
 - c. We have hired Performance-based Navigation experts. We would like for them to represent us on the .41A Full Working Group, when the process resumes, with Stakeholder Status.

To date, none of these documents have been provided to the City (this is information we believe is critical to providing timely and informed comments on scoping for the operational impacts associated with the Airport's proposed growth).

Significant concerns to be fully included in the environmental scoping:

Noise and health impacts. Scoping needs to review noise and health impacts from Airport/aircraft operations. It also must include the intrusive assessment of nighttime flights and the growth in overflights, operations and frequency of flights on City residents and businesses. Furthermore, the baseline environmental assessment of these impacts must be for the period 2012–2018.

Fuel dumping. The City has concerns that fuel dumping has occurred in the airspace over our City, or in areas where wind and meteorological dynamics could result in fuel dumping over our City [5 see FAA checklist protocol].

Fuel emissions. What are impacts of aircraft fuel emissions on the communities surrounding the Airport with proposed growth and within the current baseline (as discussed above) from 2012–2018? The scoping needs to include the health and epidemiological impacts of ultra-fine particles resulting from aircraft emissions.

Transportation impacts. Scoping needs to include an analysis of increased traffic impacts and potential multi-modal solutions that will increase congestion and pollution from vehicular traffic including truck transport.

Siting second regional airport. Scoping needs to include a review of options to growth at Sea-Tac Airport, including options for siting a second regional airport. [6 See comment regarding potential of Moses Lake as an alternative airport below].

NextGen. Scoping needs to address the environmental (noise and health) impacts of NextGen implementation?

Glide path variation. Scoping needs to include review of glide path variation across all runways, especially as variation relates to runway 34R and the current slope of 2.75%.

Concurrent studies. Scoping needs to utilize three concurrent studies occurring regarding impacts from the Airport:

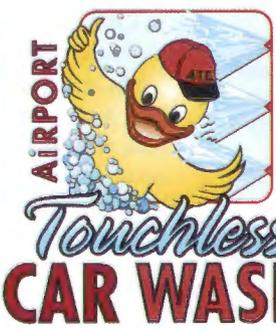
- The Ultra-Fine Particle study being conducted by the University of Washington,
- The Puget Sound Regional Council study on regional aviation,
- The Budget Provison baseline study currently underway, being conducted by the Washington State Department of Commerce with input from the cities proximate to the Airport.

The City Council and I appreciate your consideration and inclusion of these items into the scoping process. We are extremely concerned that the lack of inclusion of any of these items will not present a comprehensive picture as to the environmental impacts of the Airport, in the context of previous growth, current level of operations and future growth.

*Sincerely,
Matt Pina, Mayor*

In addition to the letter, we would like you to hear from a few of our Aviation Advisory Committee members of their concerns after working through these issues with the City. We recently asked them a couple of questions we thought would be of interest to the community. We would like to share their insights with you.

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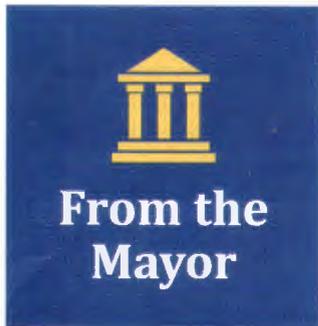
Stop by any upcoming event and say hello!

Saturday January 12 10:30–11:30am
Adriana Apartments, 22525 7th Avenue S

Wednesday February 13 10–11am
Des Moines Activity Center, 2045 S 216th Street

Saturday March 9 9:30–10:30am
Des Moines McDonalds, 22644 Pacific Highway S

Wednesday April 3 1–2pm
Huntington Park – Club House, 1000 S 248th Street



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1) What is your greatest concern relative to Sea-Tac Airport?

Aviation Advisory Committee Member, Sheila Brush:

"Sea-Tac International Airport has simply gotten too big to fit in the 2,500 acres it occupies. It was never intended for Cargo, which is tripling in operations. The Port of Seattle

needs to acknowledge this. With the plans to expand the goal at Sea-Tac to match the same current operations at Dallas/Fort Worth Airport; Dallas/Fort Worth is on 17,000 acres, it has seven runways, it is larger than the island of Manhattan, and most important, it does not rest on top of communities. We can no longer ignore that this is harmful to the citizens, especially our most vulnerable—our children and elderly population."

Aviation Advisory Committee Member, Steve Edmiston:

"The greatest concern is that the Port of Seattle is moving forward aggressively without first assuring that its growth in operations will do no harm to our citizens, our environment and our overall quality of life in Des Moines. We are particularly concerned that the Port will ignore the emerging science and take action only as required with respect to current federal standards, which have become dangerously outdated."

Aviation Advisory Committee Member, Dr. Wendy Ghiora:

"The toll on mental and physical health due to the constant flights all night long is immense and must be addressed. Even with an air filter and white noise, the sound from nighttime flights is deafening. Sea-Tac Airport was never meant to be a hub. It simply does not have the space to safely accommodate the increasing number of flights per minute. There are already security lines that are taking over one hour to get through. The lack of proper leadership and staffing has already lead to one airplane being hijacked. This situation could have caused a devastating disaster in any community within 50 miles of Sea-Tac. Since the expansion is supposed to help statewide transportation, why hasn't the Port of Seattle built more parking structures for the Link Light Rail? If a person wants to take advantage of the Link Light Rail as efficient transportation to the airport, they need to be able to park overnight in a parking structure adjacent to the Light Rail. No such provision exists."

2) What do you feel is the value of the Aviation Advisory Committee?

Aviation Advisory Committee Member, Sheila Brush:

"By forming an Aviation Committee, we the volunteer citizens and City staff can discuss best researched data and navigate our Cities approach. There are airport roundtables in cities across the nation similar to ours. In fact, SeaTac, Burien and Federal Way also have aviation/airport committees. The Airport cannot achieve the increase in operations without the new technology within FAA's NextGen navigation system. This system is what is driving the increase in frequency of planes above our heads, and that frequency will only intensify. Understanding the complexity of NextGen and how it impacts Des Moines, coupled with unbridled growth at Sea-Tac, is paramount to our City maintaining a healthy future."

Aviation Advisory Committee Member, Steve Edmiston:

"The AAC has been able to support the City in several areas—particularly with respect to keeping the City apprised of current SeaTac, regional, statewide and national aviation developments, identifying issues of concern and supporting City actions relating to responding to Sea-Tac growth concerns. The AAC has room for improvement and can be more effective with greater involvement and integration with Council and Council actions."

Aviation Advisory Committee Member, Dr. Wendy Ghiora:

"The Aviation Committee keeps the City Council and the community aware of current developments concerning Sea-Tac and its ongoing expansion plans. We advise them with possible courses of action and hope to keep the issues involving the Port of Seattle on top of the City Council's agenda."

The City and Council appreciate the commitment our Aviation Advisory Committee has to these important issues and look forward to continuing the good work into the next year. As this is the last publication of the *City Currents* for 2018, on behalf of the Des Moines City Council, we wish you and your family a very happy and healthy holiday season.

**Matt Pina, Mayor and Councilmember
City of Des Moines, Washington**

Be sure to check out this edition of the *City Currents* to see what exciting things are happening in Des Moines!