



August 13, 2019

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

Dear Mr. Lyttle,

This letter is to inform you of the decision made by the Des Moines City Council at our meeting of August 8, 2019. At that meeting, and based on a recommendation from the City of Des Moines Aviation Advisory Committee that met the previous day, our City Council voted unanimously to temporarily suspend participation in the Sea-Tac Stakeholder Advisory Roundtable (StART) Committee.

The City Council and its Aviation Advisory Committee have been exceedingly disillusioned with actions taken by the Airport in regards to the Sustainable Airport Master Plan. On July 23, 2019 the Port of Seattle Commission held their meeting off-site at the City of Kirkland. On the consent agenda was an item allocating \$10 million for the design of Near-Term Projects associated with the Sustainable Airport Master Plan. As you may recall, the City of Des Moines in comments during the scoping process of the SAMP environmental review and a parallel transmittal from the four cities (SeaTac, Normandy Park, Burien, Des Moines) SEPA officials, all called out the inappropriateness of completing environmental review for only Near-Term Projects of the SAMP.

The action taken by the Port Commission on July 23rd allocated \$10 million to begin design work on certain Near-Term Projects. Of significant concern is that we, along with other cities and agencies, were not informed in advance of the off-site meeting. The issues associated with this action by the Port Commission are:

- The meeting was held at a remote location (Kirkland).
- The Port acted on Near-Term Projects which we feel is inappropriate, as this also establishes the development pattern and constrains the range of reasonable alternatives.
- This action violates state SEPA requirements.
- The item was on consent agenda.
- There was no prior notice given to any stakeholder.

The Waterland City

The minute we became aware of this situation, the day before the meeting, Susan Cezar, our City SEPA official, contacted: Ms. Arlyn Purcell, Director, Aviation Environment and Sustainability, Port of Seattle | Seattle-Tacoma International Airport.

Ms. Cezar registered our concern with this proposed item. The following, [italicized] was the written response Susan received from Ms. Purcell, the very day of the meeting:

Thanks for calling me, and for our discussion this morning regarding the Commission item to approve preliminary design funding for five of the SAMP Near-Term Projects. As I noted in the call:

--The Commission has been made aware that the design work would be undertaken "at risk" prior to completion of the environmental review.

--The Commission also has been reminded that they, and the FAA, retain independent authority to make approval and funding decisions regarding the proposed Near-Term Projects.

--The requested funds would allow project design to an approximately 15% to 30% design level; information resulting from this preliminary work would help in environmental review.

--The requested amount is a small amount of the expected Near-Term Projects design costs, and a very small amount of the total project construction cost.

Staff made a presentation on the item at the prior Commission meeting; the Commission memorandum and presentation from that meeting are also attached to today's Commission package on our web site.

I hope that our discussion and this email address your concerns. And we'll give you a "heads up" in the future regarding Commission items related to the Near-Term Projects.

In the least, this violates the spirit of trust that is alleged to be the underpinning foundation for the StART discussions. The essential reason we will not continue to participate in the StART is based on the original Charter for the StART which states (italicized):

StART provides Southwest King County municipalities, Communities, airline representatives, the Federal Aviation Administration (FAA) and the Port with the opportunity to:

- *Support meaningful and collaborative public dialogue and engagement on airport-related operations, planning and development;*
- *Provide an opportunity for the community to inform the airport-related decision making of the Port of Seattle and other Southwest King County jurisdictions/organizations;*
- *Raise public knowledge about the airport and impacted communities; and*

The Waterland City

- Foster a spirit of good will and cooperation between the Port and the residents of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way.

StART is the preeminent forum for information-sharing, discussing the Communities' concerns, and providing feedback to the Port regarding issues related to Sea-Tac Airport's capital plans and operations. StART's effectiveness will be driven by a willingness by all parties to fully and candidly discuss matters of mutual concern. All parties pledge their good faith best effort to achieve those ends (See Commitments for Stakeholders).

We do not accept the lack of transparency and the promulgation of efforts to further near-term projects without completion of the environmental review process. This represents a serious breach of trust and begs the question as to the value of the StART. At one StART meeting over an hour was spent exploring the dynamic of increasing trust among the StART members. This action by the Airport has destroyed any remnant of trust, has violated the façade of transparency and created suspicion where the intent of the StART was to foster good will and communication.

Issues associated with transparency and appropriate environmental review have come up. Specifically, the issuance of the Determination of Non-Significance regarding the Airport's Concourse D Hardstand Holdroom, as I wrote to you on July 27, 2017 "the local cities had no knowledge of this proposed Holdroom facility prior to the issuance of the DNS."

In the scoping process for the environmental review of the Sustainable Airport Master Plan, our City and our joint cities SEPA officials commented on the inappropriateness, as regards SEPA, of reviewing only near-term projects in the SAMP. This action to approve moving forward with certain near-term projects prior to completion of environmental review is problematic and unacceptable.

Another concern for us is two very different statements made by Port officials. This concerns the baseline analysis of impacts from airport operations. We have commented, in the SAMP scoping, that the baseline needs to be reviewed from 2014 to 2018, accounting for multiple year's double digit growth in airport activity. One of your staff, said in public that would be the case. Another staff member said that would not be the case. As I stated to you in an earlier correspondence,

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 Commission/FAA meeting, April 25, 2017).

The Waterland City

Mr. Lance Lyttle, Director of Aviation
August 13, 2019
Page Four

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 much be addressed now (Letter to Mr. Lyttle, July 27, 2017).

We do not believe that StART can function in an effective manner that adds value if the concerns of member cities are ignored and not transparently communicated. If StART is to have value, trust must be an underlying premise. We believe resolution to be unlikely if the Port cannot reverse its present action and delay work on SAMP projects prior to completion of environmental review.

The City of Burien, in responding to this breach of trust, has taken a similar action in regards to the StART.

I am extremely disappointed to have to send this letter. Our City Council and staff had hoped we had turned toward a new day with the Airport, but this current action harkens back to the expanded use of the third runway in recent years that has undermined the original agreements as to runway use.

Sincerely,



Matt Pina,
Mayor and Des Moines Councilmember

cc: Des Moines City Council
City Manager, Michael Matthias
Chief Operations Officer, Dan Brewer
Chief Strategic Officer, Susan Cezar
City Attorney, Tim George
Des Moines Aviation Advisory Committee
Congressman, Adam Smith
Congresswoman, Pramila Jayapal
Senator, Karen Keiser
Senator, Claire Wilson
Representative, Tina Orwall
Representative, Mia Gregerson
Representative, Kristine Reeves
Representative, Mike Pellicciotti
Burien Mayor, Jimmy Matta
Burien City Manager, Brian Wilson
Burien Councilmember/Burien Airport Committee Chair Nancy Tosta
Port of Seattle Commissioners

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