

AGENDA

**AVIATION ADVISORY COMMITTEE MEETING
Des Moines City Hall
North Conference Room
21630 11th Avenue S, Suite C**

December 10, 2018 – 4:30-6:00

1. Chair's Report:
 - a. Purpose of today's meeting and recap of specific activities.
 - b. Summary of Aviation activities supported by the City of Des Moines.
 - Ultra Fine Particle Study money designated, \$25,000.
 - \$50,000+ Scoping of the Sustainable Airport Master Plan Interlocal Agreement with Normandy Park, SeaTac & Burien.
 - \$22,000 Budget Proviso establishing baseline impacts in conjunction with State Department of Commerce, Tukwila, Federal Way, Normandy Park, Burien & SeaTac.
 - c. Input from Aviation Advisory Committee recommendations to City Council on multiple issues.
 - d. Correspondence regarding Aviation.
2. "POSANC Accords" discussion – Steve Edmiston (attachment)
3. Brainstorming session to determine Committee work plan going forward. (attachment)
 - a. Steve Edmiston discussion on World Health Organization recommended standards.
 - b. Interest and timing of participation by our national consultants, timing of engagement and issues we would want them to cover.
4. Public Comment (10 minutes).
5. Next Meeting Dates:

January 14, 2019, formulate and establish consensus for proposed work plan.
6. Adjourn.

City of Des Moines
AD HOC Aviation Advisory Committee
Charter

The City of Des Moines has a long history with Sea-Tac airport. The City vehemently opposed development of the third runway at Sea-Tac and spent millions of dollars in opposition. Unfortunately, these efforts did not prevent the third runway from being constructed. Passenger traffic and operations continue to increase at Sea-Tac International Airport; passenger growth has gone from 26,800,000 in 2003 to 45,600,000 in 2016. Aircraft operations have grown from 309,000 in 2012 to 412,000 in 2016.

As operations increase, impacts increase. Despite the significant economic benefits for the entire northwest region that result from Sea-Tac airport operations, a disproportionate amount of impacts negatively affect the jurisdictions in proximity to the airport. This is unfair and the value of airport operations must be balanced with mitigation of impacts on local jurisdictions.

Washington State is the most trade dependent state in the United States. Additionally, demands of increasing globalization require international travel and logistics capacity. Nonetheless, impacts on local jurisdictions that suffer the impacts of increased aircraft operations must be addressed.

For these reasons, the City of Des Moines, is establishing an Aviation Advisory Committee to address this situation and make recommendations to the City Council for actions that can help resolve negative impacts created by the Sea-Tac airport. This committee will address the items identified below and utilize a science based approach to determine appropriate recommendations to provide to the City Council.

- Provide comments on the Environmental Impact Statement of the Sea-Tac Airport Sustainable Master Plan (SAMP).
- Address frequency of operations (a function of Sea-Tac airport) and parallel impacts on local transportation, health, and noise.
- Address aircraft movements on the ground and in the air (a function of the FAA and NextGen).
- Address the process to site and develop a second regional airport.
- Participate in the Washington Aviation System Plan and follow-up.
- Delineation of responsibilities within the national air space regarding aircraft flight operations to include the FAA, Sea-Tac airport, WASHDOT, Port of Seattle.
- Other issues as determined by the City Council and the Aviation Advisory Committee.

Bonnie Wilkins

From: Michael Matthias
Sent: Tuesday, November 27, 2018 9:10 AM
To: _CityCouncil; David Clark; Mark Proulx; Sheila Brush; Steve Edmiston; Wendy Ghiora
Subject: FW: [RESPONSE] Proposed motion by the Port of Seattle to provide \$10 million
Importance: High

Fyi,

Mayor Pina's comments on the \$10 million allocation proposed by the Port of Seattle for programs to address environmental, noise and health impacts from airport operations on south king County surrounding communities. Quiet Skies will also be commenting on this proposed funding resource.

Michael Matthias
City Manager
City of Des Moines, WA
206.870.6554
mmatthias@desmoineswa.gov

From: Matt Pina [mailto:mpina@uw.edu]
Sent: Tuesday, November 27, 2018 8:57 AM
To: psteinbrueck@gmail.com
Cc: Matt Pina <mpina@desmoineswa.gov>
Subject: [RESPONSE] Proposed motion by the Port of Seattle to provide \$10 million
Importance: High

Hi Peter,

I appreciate the opportunity to comment on this motion to allocate \$10 million over the next several years to address environmental projects for the proximate south King County area communities. Our comments are as follows; given the magnitude of the proposed airport expansion identified in the Sustainable Airport Master Plan, it is a significant action by the Port of Seattle to acknowledge impacts on the surrounding cities and to utilize resources to address those impacts, noise, environmental and health. Our concern is how was the \$10 million established? Is this the appropriate amount to direct for this purpose? It is a great start, however is it a sufficient amount recognizing the disproportionate impacts on Des Moines and other proximate cities from airport operations.

Secondly, we understand that the specific uses will be determined going forward. Des Moines would encourage that the cities impacted be a part of the process to assure these resources are utilized in a beneficial manner for the communities impacted.

I would also request this email be placed into the public record.

Matt Pina – CISSP, CEH
Mayor and Council Member
City of Des Moines, WA

Bonnie Wilkins

From: Michael Matthias
Sent: Wednesday, November 28, 2018 12:03 PM
To: Bonnie Wilkins
Cc: Tim George; Susan Cezar
Subject: FW: Re-Authorization Act

From: Michael Matthias
Sent: Wednesday, November 28, 2018 12:02 PM
To: 'Sheila Brush' <shebrush@gmail.com>; Ken Rogers <rogerskc@msn.com>
Subject: RE: Re-Authorization Act

Sheila appreciate your perspective on this and the conclusion. I would suggest that this be brought to the StART Committee at our next meeting, would make perfect sense for you to report on this issue. I would also suggest that you brief our Aviation Advisory Committee in December about this as well. When we report out the meeting to City Council we can also make them aware of this conclusion.

Thanks,

Michael Matthias
City Manager
City of Des Moines, WA
206.870.6554
mmatthias@desmoineswa.gov

From: Sheila Brush [<mailto:shebrush@gmail.com>]
Sent: Wednesday, November 28, 2018 11:30 AM
To: Michael Matthias <MMatthias@desmoineswa.gov>; Ken Rogers <rogerskc@msn.com>
Subject: Re-Authorization Act

Michael and Ken,

At the last StART meeting I purposed that we form a sub-committee to look at becoming a "Metroplex" as Sea-Tac was listed back in 2014 for this distinction, it's the FAA who authorizations this would fall under. After the meeting I spoke directly with Claire Gallagher and Joelle Briggs (FAA) about if there would be a direct advantage to moving from a single site airport to metroplex, Claire suggested that I contact the various citizen coalitions that are under the "metroplex" category. I did and now will be withdrawing my request to explore the metroplex subject. It would be a waste of time and resources.

My thinking was an "overlay a metroplex" to KSEA, so we too can be subject to the regulations passed into law recently. But, upon further investigation and a deeper understanding of this complex issue, those regulations are flawed. We should not change the plans at KSEA by adding one more project, Metroplex regulations, to complicate our issues, when in the end the citizen concerns will not

necessarily be addressed, but diluted or distracted with multiple documents and processes that will in the end completely change focus and not move us forward in a community partnership. We need to maximize the ability of individual citizens to participate in problem solving the expansion related impacts and while the reauthorization act appears to "award" metroplex airports more, in reality "More" is actually less.

I did not come about lightly and did study some examples, won't bore you with too many details as to why after detailed research and conversations with other airport committee's, it would not be a step in the right direction for either the Port of Seattle or the impacted communities.

At yesterday's Port Commission meeting I spoke directly to Claire and shared my findings, we both agree that the sub-committee for the reauthorization act would be a value, the subject of metroplex vs. single site would not.

A few citizens have reached out to Representative Adam Smith and asked him directly if he could look into Sea-Tac becoming a Metroplex, I believe they are in Federal Way, so it would be good to share this feedback with the entire StART committee.

Michael, is this something you would like to address from the City, or should I form an email to the entire StART committee? Since Claire is aware of my not wanting to pursue it we could also just verbally update the StART members at the next round table.

Thank you -

Sheila Brush

Bonnie Wilkins

From: Michael Matthias
Sent: Wednesday, November 14, 2018 12:51 PM
To: Steve Edmiston; 'Wendy Ghiora, Ed.D'; Mark Proulx; Sheila Brush; David Clark; Susan Cezar; Tim George; Bonnie Wilkins
Cc: Steve Edmiston
Subject: Re: The Briefing Project - Port of Seattle Airport Neighbor Community Accords

Ok, let's include them on December 10, we should have time for that.

Sent via the Samsung Galaxy S7 edge, an AT&T 4G LTE smartphone

----- Original message -----

From: Steve Edmiston <steve@bracepointlaw.com>
Date: 11/14/18 12:44 PM (GMT-08:00)
To: Michael Matthias <MMatthias@desmoineswa.gov>, "Wendy Ghiora, Ed.D" <wghiora@gmail.com>, Mark Proulx <mproulx@earthlink.net>, Sheila Brush <shebrush@gmail.com>, David Clark <cmpared2what@aol.com>, Susan Cezar <SCezar@desmoineswa.gov>, Tim George <TGeorge@desmoineswa.gov>, Bonnie Wilkins <BWilkins@desmoineswa.gov>
Cc: Steve Edmiston <stevedmistonq45@gmail.com>
Subject: Re: The Briefing Project - Port of Seattle Airport Neighbor Community Accords

Agree, brainstorming first.

But if we DID have ten minutes to spare, time is of some essence to these accords.

-Steve

Steve Edmiston | Of Counsel



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From: Michael Matthias <MMatthias@desmoineswa.gov>
Date: Wednesday, November 14, 2018 at 11:56 AM
To: Steve Edmiston <steve@bracepointlaw.com>, "Wendy Ghiora, Ed.D" <wghiora@gmail.com>, Mark Proulx <mpproulx@earthlink.net>, Sheila Brush <shebrush@gmail.com>, David Clark <cmpared2what@aol.com>, Susan Cezar <SCezar@desmoineswa.gov>, Tim George <TGeorge@desmoineswa.gov>, Bonnie Wilkins <BWilkins@desmoineswa.gov>
Cc: Steve Edmiston <stevedmistonq45@gmail.com>
Subject: RE: The Briefing Project - Port of Seattle Airport Neighbor Community Accords

Steve,

Thanks for sending these – I think this would be a good item to put on our agenda. It’s interesting how a number of these principles reflect our input to the environmental scoping process. It may make sense to put them on for our January, 2019 meeting as I know we want to brainstorm our next steps at the December meeting.

Best,

Michael Matthias
City Manager
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mmatthias@desmoineswa.gov

From: Steve Edmiston [mailto:steve@bracepointlaw.com]
Sent: Wednesday, November 14, 2018 11:37 AM
To: Michael Matthias <MMatthias@desmoineswa.gov>; 'Wendy Ghiora, Ed.D' <wghiora@gmail.com>; Mark Proulx <mpproulx@earthlink.net>; Sheila Brush <shebrush@gmail.com>; David Clark <cmpared2what@aol.com>; Susan Cezar <SCezar@desmoineswa.gov>; Tim George <TGeorge@desmoineswa.gov>; Bonnie Wilkins <BWilkins@desmoineswa.gov>
Cc: Steve Edmiston <stevedmistonq45@gmail.com>
Subject: The Briefing Project - Port of Seattle Airport Neighbor Community Accords

Friends –

Yesterday, during my public comment segment for The Briefing Project, I (finally) introduced the “stakes” I’m setting for the whole project – moving the Port to adopt what I’ve titled the “Port of Seattle Airport Neighbor Community Accords” (the “POSANC Accords”). This will provide a metric for which success of the project – or a going down in flames failure – can be realized.

With your indulgence, and understanding the important distinction between my work on The Briefing Project (my own views, representing no one but myself as a single citizen), and my work for/with the city on the AAC, I respectfully

request the opportunity to place the POSANC Accords on our meeting agenda so that I might review/explain the choices reflected by the ten specific actions.

I hope you find them interesting reading!

Thank you!

-Steve

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