



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6388
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



April 26, 2017

Dear Citizens of Des Moines:

Your City government shares the concerns regarding the impacts of Sea-Tac airport. The ultimate solution to these impacts on our community is to create a new regional airport, outside of the South Puget Sound. This has been the legislative and policy position held by the Des Moines City Council for many years.

Unless and until a new airport is built, the City of Des Moines and neighboring jurisdictions will continue to bear an unfair and unbalanced burden of impacts from Sea-Tac airport, while the State and region enjoy the benefits of a thriving economy. The City of Des Moines remains committed to hearing and representing the concerns of our residents. Our role is to make sure the parties responsible for adverse impacts on our community are made aware and held accountable. To this end, it is vitally important to understand the roles and the responsibilities of the Federal Aviation Administration (FAA), the Port of Seattle, and the City of Des Moines. The FAA controls the location of flights over our community and the Port of Seattle controls the frequency of those flights. The City does not control either.

The City has been very active in working on these issues including a number of actions to identify and address impacts in recent months, including:

- Contributing funds to support Rep. Orwall's airplane emissions study.
- Retaining a lobbyist in Olympia to advocate for us on these matters.
- Publicly supporting state and federal legislation related to the study of airport and airplane impacts on surrounding jurisdictions.
- Meeting with the joint Mayor's Council, FAA, Sea-Tac, and Port of Seattle.

Attached are a number of documents that describe the City's involvement on this issue, including Mayor Pina's testimony at the Port of Seattle Commission's April 25, 2017 meeting, several press releases, and a comment letter on the Washington State Aviation System Plan. Most of these have also been posted on the City website.

The City will continue to work diligently with the FAA, the Port of Seattle, and most importantly with members of this community. To ensure citizen input the City Council will be voting on a motion to create an Aviation Advisory Committee to review the impacts of Sea-Tac Airport on the citizens of Des Moines. This Committee will provide their insight and perspectives and make recommendations for the City Council to consider when addressing impacts from Sea-Tac Airport operations.

The City of Des Moines looks forward to working together with our residents and businesses to resolve the impacts of NextGen and airport operations on this community. We all share a desire to preserve the quality of life in our City.

Michael Matthias, City Manager

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FOR IMMEDIATE RELEASE:

April 25, 2017

City of Des Moines announces intent to create Aviation Advisory Committee, Mayor addresses Port of Seattle and FAA on airport impacts.

Aviation Advisory Committee

The City Council will be voting to create an Aviation Advisory Committee to review the impacts of Sea-Tac Airport on the citizens of Des Moines. The City has taken a number of actions to identify and address impacts in recent months, including contributing funds to support an airplane emissions study, retaining a lobbyist in Olympia to advocate on these matters, and publicly supporting state and federal legislation related to the study of airport and airplane impacts on surrounding jurisdictions.

While the City has made attempts to publicize these actions, it has become clear that the communication utilized has not reached all of our citizens impacted by airport operations. With that in mind, the City Council will be voting on a motion to create an Aviation Advisory Committee. This Committee will provide their insight and perspectives and make recommendations for the City Council to consider when addressing impacts from Sea-Tac Airport operations.

Mayor addresses Port of Seattle and FAA on airport impacts

On April 25, 2017, Mayor Matt Pina directly addressed the Port of Seattle Commission and high ranking representatives from the Federal Aviation Administration (FAA) regarding the disproportionate impacts on the City of Des Moines from increased operations at Sea-Tac Airport. “Des Moines residents are constantly challenged by noise impacts and health impacts,” the Mayor stated. “As the implementation of NextGen by the FAA results in the narrowing of the bandwidth of aircraft overflights – departures and landings – the disproportionate impacts suffered by some of our residents’ increases. Those living directly under the overflights suffer increased noise and potential health impacts.”

Mayor Pina continued, “These impacts come from more focused aircraft operations and from increased number and frequency of aircraft operations. The NextGen impacts are attributable to the FAA. The increase in aircraft activity is the responsibility of the airport.”

In relation to the Port of Seattle’s Sustainable Airport Master Plan (SAMP) currently being developed, Mayor Pina stated the Plan, “is being developed to increase growth in operations at Sea-Tac over the next 20 years” but does not include “sufficient attention paid to noise, environmental and health impacts. The Plan provides for sustainable operations on the airfield but does little to address sustainability, in terms of airport operations as they impact the surrounding cities.”

The Mayor stated that he believes that the airport has an obligation to address these impacts and that mitigation should include:

- Effective implementation of the home insulation program, expanding in scope and quality.
- Financial compensation to those homeowners living under the flight paths in any situation where the value of the home is negatively impacted.
- Port of Seattle and FAA support of ongoing studies and subsequent action on the results to ensure that the health and safety of Des Moines residents receives the priority that it deserves.

The City will continue to be proactive in addressing the airport impacts on our residents and will continue to be engaged in the Port of Seattle's development of their Sustainable Airport Master Plan.

Based on FAA comments regarding transparency and increased community engagement made today at the Port of Seattle Commission meeting, the City will renew efforts to hold a Study Session to include the FAA and Sea-Tac airport in discussions about overflights and operational frequency issues.

FOR MORE INFORMATION CONTACT:

Michael Matthias, City Manager
Email MMatthias@desmoineswa.gov

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**CITY OF DES MOINES TESTIMONY TO PORT OF SEATTLE COMMISSION
BY MAYOR MATT PINA**

APRIL 25, 2017

The City of Des Moines appreciates the opportunity to provide comments to the Port and Federal Aviation Administration (FAA).

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. The United States Congress and the State of Washington legislature are each considering legislation to fund scientific based studies to assess the exact impacts and mitigation options and we actively support those studies and will continue to do so. We have advised Congress of our support and recommendation to include Sea-Tac airport in these studies. We have testified in the Washington State House and Senate on behalf of bills to assess impacts of ultra-fine particles emissions from aircraft overflights and the City has allocated \$25,000 to support that study.

As the implementation of NextGen by the FAA results in the narrowing of the bandwidth of aircraft overflights – departures and landings – the disproportionate impacts suffered by some of our residents' increases. Those living directly under the overflights suffer increased noise and health impacts.

These impacts come from more focused aircraft operations and from increased number and frequency of aircraft operations. The NextGen impacts are attributable to the FAA. The increase in aircraft activity is the responsibility of the airport.

The Sustainable Airport Master Plan (SAMP) is being developed to increase growth in operations at Sea-Tac over the next 20 years. The SAMP, in responding to increased demand is designed to accommodate a new international terminal, new gates and increased operational efficiencies, however there is not sufficient attention paid to noise, environmental and health impacts. The Plan provides for sustainable operations on the airfield but does little to address sustainability, in terms of airport operations as they impact the surrounding cities.

The City believes that the airport has an obligation to address these impacts. Mitigation should include:

- effective implementation of the home insulation program, expanding in scope and quality.
- provide financial compensation to those homeowners living under the flight paths in any situation where the value of the home is negatively impacted.
- Support ongoing studies and act upon the results ensure that the health and safety of Des Moines residents receives the priority that it deserves.

Without due consideration of these concerns, any plan for operational expansion of Sea-Tac airport is unacceptable. We look forward to the opportunity to continue this discussion on behalf of all of our residents.

FOR IMMEDIATE RELEASE:

April 14, 2017

Des Moines acts to reduce health and noise impacts of Sea-Tac Airport

As is the case with many airports and is certainly the case in Des Moines, an urban airport impacts the jurisdictions and residences proximate to the airport in a disproportionate manner. While the operations of SeaTac Airport provide very substantive benefits for the local, regional, state and national economies; cities adjacent to SeaTac bear the brunt of disproportionate impacts. A summary of recent City action in relation to SeaTac Airport is as follows:

Legislative Involvement, Intervention and Lobbying:

- September 2016: City begins dialogue with Rep. Tina Orwall to offer City support for scientific analysis of ultra-fine particle emissions from aircraft operations.
- November 2016: City Council adopts legislative agenda which discourages expansion of SeaTac Airport and supports noise mitigation. (detailed below).
- January 19, 2017: City Council publicly endorses HR-1171 and companion bill SB 5225. (Attachment 1).
- January-Present 2017: City hires lobbyist to promote legislative agenda (detailed below). Lobbyist testifies in support of HR-1171 and SB 5225 and legislation consistent with City positions in Olympia.
- March 1, 2017: City Council commits \$25,000 to support research on emissions from aircraft operations and to show local importance of this study. (Attachment 2).
- April 7, 2017: City Council publicly endorses HR 598 in the United States House of Representatives. This bill emphasizes review of health impacts for those residents living underneath flight paths and calls for analysis of the NextGen program impacts on residents during take-offs and landings. Council also requests SeaTac Airport to be included in study. (Attachment 3 & 4).
- April 25, 2017 City of Des Moines Mayor and City Manager to testify at Port of Seattle Commission meeting regarding noise and health impacts of NextGen and increased aircraft operations at SeaTac.
- Fall, 2017: City of Des Moines will continue to provide input reflecting the concerns of our residents impacted by aircraft noise during the Environmental Impact Statement process of the SeaTac Sustainable Airport Master Plan.

Community Engagement:

- December 13, 2017: City Manager participates in large group meeting held by Rep. Orwall to discuss and support ultra-fine particle study and finding resources from the state and locally to fund the study.
- January 17, 2017: Hosted an informational briefing provided by representatives of the Puget Sound Quiet Skies group and attended by the Mayor and senior city staff.
- January-March 2017: Attempted to hold study session with representatives from FAA, Port of Seattle, and the public; however, FAA has declined to meet publicly while litigation is pending.

- March 2017: City issues Press Release on website and Facebook to inform citizens of actions City has taken to address various complaints related to impacts of airport.
- 2016-17: participated in the airport corridor safety program Open House in regard to tree removals.

Collaboration with Neighboring Jurisdictions and Government Agencies

- 2016-Present: Participating in a Mayor's Roundtable with the Mayors and City Managers from Burien, SeaTac, Des Moines and Normandy Park, to discuss areas of mutual concern and cooperation including the impacts of SeaTac Airport.
- January, 2017: City leadership met with the Federal Aviation Administration's (FAA) Regional Administrator and Deputy Regional Administrator regarding impacts from the NextGen program.
- January 12, 2017: City Manager participated in SeaTac Bio-Fuels study release announcing plans to provide for aviation bio-fuels infrastructure.
- March, 2017: City senior staff meets with Port of Seattle staff to discuss the use of the \$1 million of Ecology funds.
- The City continues to advise the Port of our position in regard to the impacts of implementation of NextGen.

Des Moines City Council Adopted Legislative Agenda:

Legislative positions adopted by the Des Moines City Council at an open public meeting December 1, 2016:

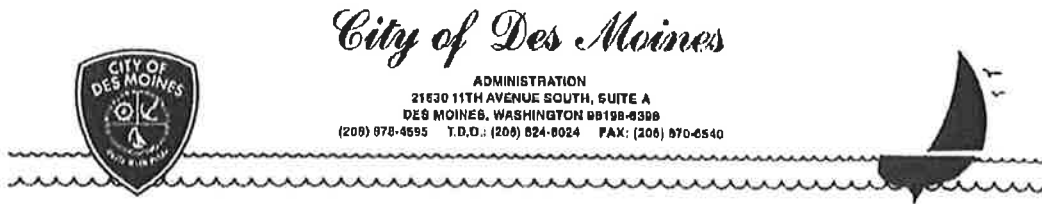
- The City supports legislation establishing a state process for siting an additional major airport at a location at least 15 miles from SeaTac International Airport and other essential public facilities of a regional nature.
- The City opposes any legislation which directly or indirectly aids in the expansion of Sea-Tac International Airport or the lengthening of any of its runways.
- The City supports State tax policies that assist cities in meeting infrastructure needs for new development in airport noise impacted areas.
- The City supports expansion of the noise mitigation program to provide insulation to all buildings within the noise contours that trigger such action for single-family homes. The City supports construction of a Ground Run-up Enclosure but only if the ground run-ups hours of operation are not allowed to expand.

This list is a summary and is not exhaustive. Additional updates will be provided as the City continues to focus efforts on ensuring the health and safety of our citizens and reducing the impacts of SeaTac airport on our residents.

FOR MORE INFORMATION CONTACT:

Michael Matthias, City Manager
 Email MMatthias@desmoineswa.gov

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January 19, 2017

Representative Tina Orwall
326 John L. O'Brien Building
PO Box 40600
Olympia WA 98504

Dear Representative Orwall,

The City of Des Moines would like to commend you and representatives Fitzgibbon, Gregerson, Tarleton, Pollet and Santos for introducing and sponsoring House Bill – 1171. This bill, which provides resources for a study to include the assessment and identification of options to reduce or mitigate emission of ultrafine particles coming from aircraft operations, is crucial to communities proximate to SeaTac International Airport.

Your leadership in this regard is appreciated by the City. We believe that a scientific assessment is critical to understanding the problem and can lead to appropriate actions to potentially mitigate impacts.

The City of Des Moines will assist in any way that you need, especially in regards to placement of monitoring stations or other aspects of the study. We look forward to participating on any level that would be helpful.

Sincerely,

A handwritten signature in cursive script, appearing to read "Matt Pina".

Matt Pina
Des Moines Mayor

MP:bw

The Waterland City



City of Des Moines

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21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98106-8388
(206) 878-4565 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



March 1, 2017

Representative Tina Orwall
326 John L. O'Brien Building
PO Box 40600
Olympia WA 98504


Dear Representative Orwall:

The City of Des Moines has endorsed HR-1171, that you are sponsoring. As you know we sent an earlier letter to you endorsing this important bill which we understand is now a budget proviso. We have provided testimony in support of the bill in the House and companion bill in the Senate committees. In order to provide further support, we are recommending to the City Council of Des Moines to provide financial support up to \$25,000 for the support subject to passage of the budget proviso. This contribution is set for consideration at the March 9, 2017 City Council meeting.

We are grateful for your efforts to assure a scientific analysis of ultra-fine particle emissions that could lead to greater understanding of their impacts and that could lead to mitigation regarding potential health impacts.

Please let us know what else we can do to support this important legislation.

Sincerely,


Matt Pina
Mayor


Michael Matthias
City Manager

MP:MM/bw

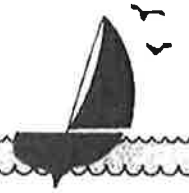
cc: Senator Karen Keiser
Des Moines City Council

The Waterland City



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April 6, 2017

Congressman Adam Smith
2264 Rayburn House Office Building
Washington DC 20515

Dear Congressman Smith,

The City of Des Moines is within the proximity of SeaTac International Airport and as a result experiences disproportionate impacts from airport operations. Congressman Lynch (D-MA) has introduced proposed legislation – HR 598: AIM Act of 2017 which directs the Administrator of the Federal Aviation Administration, “to commit a study of the health impacts [including noise and air pollution] of airplane flight on affected residents of certain metropolitan areas.” This bill emphasizes review of health impacts for those residents living underneath flight paths. The bill also calls for analysis of the NextGen program’s impacts on residents during take-offs and landings.

HR-598 designates 8 airports for this study including Boston; Chicago; New York; the northern California Metroplex; and Phoenix, and makes provision for three additional metropolitan areas that contain at least one international airport. The study will be undertaken by an institution of higher learning and the findings will be reported back to the Congress.

The City of Des Moines requests your assistance in having SeaTac International Airport included in this study. The City is committed to enhancing quality of life for our residents and seeing appropriate mitigation of airport impacts. HR-598 is in line with the policy the City endorses of acquiring scientific data measuring impacts from documented scientific methodology that will provide the basis for identifying and implementing effective mitigation strategies. We have appreciated your support in the past and your involvement in these issues.

The wellbeing, health and safety of our residents is always of paramount concern to myself and to the City Council and we have and will continue to take proactive action to address issues related to the impacts of SeaTac Airport. We request your support for this legislation and the inclusion of SeaTac International as one of the locations in this study.

Sincerely,

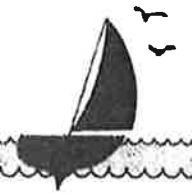
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Matt Pina
Mayor, City of Des Moines



City of Des Moines

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April 6, 2017

Congressman Stephen Lynch
2268 Rayburn House Office Building
Washington DC 20515

Dear Congressman Lynch,

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Matt Pina
Mayor, City of Des Moines



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April 25, 2017

Robert Hodgman
Washington Aviation System Plan
Washington State Department of Transportation
310 Maple Park Avenue SE
PO Box 47300
Olympia WA 98504-7300

RE: Comments on WASP

Dear Mr. Hodgman,

Washington is the most trade dependent state in the nation and Washington airports undeniably have a significant impact on the State's economy. [1] The primary concern of the City of Des Moines has to do with the asymmetrical relationship between the public benefit of economic activity coming from airport operations (specifically Sea-Tac International airport) and the disproportionate negative impacts experienced by our city in proximity to this major airport. We understand the Report addresses the statewide aviation system, nonetheless Sea-Tac is the largest component in the statewide aviation system.

We encourage the WASP to state that it is state policy to work with appropriate local and regional authorities to begin the process of siting a second large commercial airport in western Washington.

As the Report's priorities are listed, we are concerned that the final priorities, lowest on the list, have to do with *Modal Mobility* and *Sustainability*. The impacts of Sea-Tac in terms of mobility, connectivity and multi-modal accessibility to and from the airport is problematic and remains largely unaddressed. The complexity of the regional transportation systems and often ineffective regional planning for transportation is part of the difficulty in addressing transport concerns.

The Waterland City

Robert Hodgman
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Sea-Tac is growing rapidly and the state needs to establish standards to assure that multi-modal options are the standard for addressing airport growth. Constraints on the capacity of the regional transportation grid to absorb millions of more passengers and tons of cargo must be seen as signaling consideration of new airport facilities that will relieve congestion, not simply add to it. We understand the WASP is a planning document and the role of the WSDOT Aviation Division is primarily achieved through advocacy and partnership. Nonetheless, the integration of the state aviation system into regional transportation planning is essential to the accommodation of future demand at Sea-Tac and elsewhere.

We encourage this regional approach as a primary function of WSDOT in regards to aviation facilities in the state. It appears that Section 2.7 addresses this conceptually and we strongly endorse the statement in the Report that,

'Adequate access for an airport means ensuring the road and parking capacity is optimized on the surrounding roadways. Airports should ensure they're being represented within the local transportation and comprehensive plans to reduce delays and coordinate with public transit. If the airport is not considered, it is likely that ground access will diminish or not improve with future growth. As roadways become more congested, passengers are encouraged to take alternative, or intermodal, modes of transportation. By reviewing connections and opportunities for other modes of transportation, such as rail, public transit, or bicycle, an airport will be better connected to the community to support continued growth.'

Without adequate access, the economic potential from aviation is constrained and the impacts to local residents becomes increasingly unfair.

Sustainability must be central to any discussion of the effectiveness and functionality of the state aviation system. As you know, the classic definition of sustainability comes from the 1987 Brundtland Report, defining sustainable development as, 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.' The WASP uses a slightly different description breaking out four essential elements of a sustainable approach EONS. [2]

We strongly object to the manner in which sustainability is addressed in the Report. There is passing reference to sustainability in both the Policy Recommendations but also in the body of the Report, which states, 'the objectives of sustainability for WSDOT include reducing environmental impacts, providing an aviation system that is sustainable, and implementing financial sustainability measures,' (2017: page 6-25).

The Waterland City

Robert Hodgman
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The ability to implement sustainable measures to protect the natural environment, human health, mitigate noise and understand any adverse health impacts of jet fuel emissions, etc. – is not a consideration. It is an essential constraint on future airport capacity and expansion. WSDOT should call this out explicitly. Without the ability to implement sustainable measures, future airport growth in both operations and capacity, should be constrained.

The City of Des Moines appreciates the opportunity to comment on this planning document. We look forward to the opportunity to continue this discussion on behalf of all of our residents.

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1. The 2012 Aviation Economic Impact Study estimated that, 'the total impact of airport-related activity included approximately 250,000 jobs, \$15.3 billion in wages and \$51 billion in total economic activity. The study also stated that more than \$790 million in tax revenue came from airport's economic impact, with \$550 million going to the State and \$250 million distributed to local jurisdictions; cities, counties and special purpose districts.' (WASP, 2017: page 2-6).
 2. EONS approach 'consists of economic vitality (E), operational efficiency (O), natural resources (N), and social responsibility (S). The goal of sustainability for the WASP includes reducing environmental impacts, providing an aviation system that is sustainable, and implementing financial sustainability measures. Airports that have adopted sustainability practices typically see reduced operating costs, better relationships with their community, and better customer service and satisfaction.' (2017: page 2-7).

Sincerely,



Matt Pina
Mayor

MP:bw

The Waterland City

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Aircraft Operations

- **2016: 412,170 operations – 8% increase**
- **2015: 381,408 operations – 12% increase**
- **2014: 340,478 operations – 7% increase**
- **2013: 317,186 operations**

The difference between 2013 and 2016 was 94,984 operations.

That's 260 more aircraft going over homes per day.

The increase in operations is predominantly what is causing additional noise complaints

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