

AGENDA

**DES MOINES CITY COUNCIL
STUDY SESSION
City Council Chambers
21630 11th Avenue S, Des Moines, Washington**

April 5, 2018 – 7:00 p.m.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

COMMENTS FROM THE PUBLIC

Note: Comments from the public must be limited to the items of business on the Study Session Agenda per Council Rule 10. Please sign in prior to the meeting and limit your comments to three (3) minutes.

DISCUSSION ITEMS

Page 1 Item 1: TELECOMMUNICATIONS CODE UPDATE

Item 2: AVIATION ADVISORY COMMITTEE – 60 MINUTES

Item 3: EMERGING ISSUES

Item 4: CITY MANAGER MONTHLY REPORT

EXECUTIVE SESSION

NEXT MEETING DATE

April 12, 2018 City Council Regular Meeting

ADJOURNMENT

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A G E N D A I T E M

BUSINESS OF THE CITY COUNCIL City of Des Moines, WA

SUBJECT: Telecommunications Code Updates:
Small Cells in the Right of Way

ATTACHMENTS:

FOR AGENDA OF: April 5, 2018

DEPT. OF ORIGIN: Legal

DATE SUBMITTED: March 29, 2018

CLEARANCES:

☒ Community Development SMC

☐ Marina _____

☐ Parks, Recreation & Senior Services _____

☒ Public Works PBC

CHIEF OPERATIONS OFFICER: _____

☒ Legal TV6

☐ Finance _____

☐ Courts _____

☐ Police _____

APPROVED BY CITY MANAGER
FOR SUBMITTAL: [Signature]

Purpose and Recommendation

The purpose of this agenda item is to provide the City Council with a briefing and overview on staff's work to prepare amendments to integrate new small cell technology requirements into the City's Telecommunications Code in Title 20 and to update the existing code to address technological advancements.

Background

In recent years, the proliferation of personal wireless devices and data usage has increased the need for small cell technologies to enhance coverage.

Small cells are low-powered antennas that provide cellular and data coverage to smaller geographic areas, supplementing the larger cellular network. They may have a range anywhere from 10 meters to a few kilometers. A typical small cell attaches to an existing utility pole or light/traffic pole within the right-of-way, and requires an aerial or underground line to access power and fiber in order to transmit cellular phone and data signals. Mobile operators use them to extend their service coverage and/or

increase network capacity. Small Cell equipment is allowed in the public right of way pursuant to federal and state laws, just like other utilities such as PSE, Comcast, and water/sewer districts.

The purpose of the small cells is to augment capacity for data traffic in dense areas (primarily downtown cores and residential neighborhoods), and they are typically located on poles (existing utility poles) that are 25-45 feet in height, rather than tall macro towers that extend beyond 75 feet.

Discussion

In the next few years, the broadband industry will be investing billions of dollars to meet the growing demand for faster speed internet, in both the wired and wireless space. A significant portion of that investment will go towards new “small cell” wireless facilities in cities.

Most wireless communication facilities/tools are located in public rights-of-way and are, therefore, subject to local government oversight. Agencies can exercise their authority to regulate the public right-of-way through franchises, master permits, and right-of-way use agreements that authorize utilities and other business entities to use the right-of-way under contractual obligation and subject to local permitting requirements.

There are a number of federal and state regulations that preempt the City’s authority to regulate small cell technology. These areas will be discussed with the City Council and information will be provided on what local authority the Council may exercise.

The Council will be provided an overview of this issue by a City retained consultant and will be provided a brief summary of anticipated amendments and additions to the Telecommunications Code in Title 20 of the Municipal Code. After receiving Council input, staff will continue to work with our consultant to finalize a draft ordinance that will be brought to the Council for review and consideration at a future date.



CITY COUNCIL STUDY SESSION

Speaker Sign-Up Sheet

April 5, 2018

NAME (PLEASE PRINT)	ADDRESS	TOPIC	PHONE/E-MAIL ADDRESS
Elizabeth Burn	1204 S 258th ST Des Moines WA 98198	AIRPORT AVIATION	253 839 1981 elizabeth.burn@gmail.com
X DANA HOLLAWAY	2020 SW 304th ST FEDERAL WAY	AVIATION NOISE	206714-6437
X Marianne Markman	20613 12th Ave So	AVIATION NOISE	206-225-1991
X Julien Loh - PSE	355-110th Ave NE	#1 Telecomm	Julien.Loh@pse.com
X JC Harris		AIRPORT	
X Leekya Coston	1104 S. 223rd St.	Aviation	206-870-7000
X Elizabeth Burn	1204 S 258th ST	AIRPORT Aviation	elizabeth.burn@gmail.com 253 839 1981



Andrea H. Reay, President/CEO, Seattle Southside Chamber



Puget Sound Energy is partnering with the Seattle Southside Chamber of Commerce and the city of Des Moines, to help your business save money.

Where: Des Moines

When: April 10-12

What: PSE will be in your community offering small businesses free energy efficiency assessments and easy upgrades to help you save on your energy bill.

For more info, email smallbusiness@pse.com.

pse.com/sbdi



PUGET SOUND ENERGY



PSE service partner Jesse Runestrand, Willdan Energy Services

Energy upgrades for your business

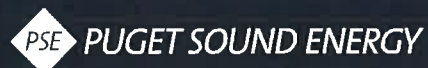
Are you a business owner looking to cut your energy bills? PSE's small business energy efficiency program can help!

What you get:

- A no-cost comprehensive assessment and energy savings report
- On-the-spot installation of no-cost LED lighting and water-saving measures
- Proposal including additional energy upgrade opportunities, if eligible
- Reduced energy use and savings on your bill
- Improved environment for employees and customers

PSE business customers in Des Moines are eligible to participate. For more information, email smallbusiness@pse.com.

pse.com/sbdi



6267 03/18

Des Moines City Council/Aviation Advisory Committee meeting April 5, 2018

Slide presented by Michael

- Introduction to the work of the Committee
- Critical Issues
- Process
- Opportunities
- Ongoing interactive dialogue
- Powerpoint as a starting point for discussion
- Binders provided with documentation of City actions

Charter Established by City Council to Guide the Work of the Committee

Slide presented by Dr. Wendy Ghiora

- City of Des Moines, is establishing an Aviation Advisory Committee
 - *To make recommendations to the City Council for actions that can help resolve negative impacts created by the Sea-Tac airport,*
 - *To utilize a science based approach to determine appropriate recommendations to provide to the City Council.*
 - *To acknowledge and record pertinent information brought to the Committee by its members, members of the community and invited guests. (Not expressly stated in Charter but has been a practice of the Committee).*

Charter for the Aviation Advisory Committee

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- 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 current aircraft movements on the ground and in the air;
- 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; and,
- Other issues as determined by the City Council and the Aviation Advisory Committee

Siting a second regional airport

Slide presented by David Clark

- Process
 - *Regional and state review/FAA/Airlines/Port of Seattle/Airport...*
- City Actions
 - *Comment letter and ongoing input to Washington Aviation System Plan*
 - *Meeting and follow-up letter to Puget Sound Regional Council*
 - *Report from Senator Keiser's staff, Air Cargo Study*
- Recommendation – this is an area we can do more!
 - *Coordinated effort with City Council to provide input to this process. Actions could include:*
 - Greater Council participation at Port of Seattle Commission meetings and one-on-ones with Commissioners
 - Maximize coordination among cities and frequent updates communicating this clearly to Port of Seattle. ALL cities are in agreement on issue now based on published legislative agendas.
 - *Identify effective opportunities to participate*
 - Focus upon leveraging Highline Forum. It may be underutilized. Forum is now attended by Port Commissioners, Port of Seattle, and surrounding cities. This may be a great venue for Des Moines to lead here if we step forward to (1) help set agenda; (2) circulate actionable items in advance for discussion/adoption. Recommend to treat this as a working group where actions are initiated/taken, not info sharing.
 - *Assist in identifying governance dynamic for a second airport*

Slide 4

MM1

Michael Matthias, 3/12/2018

Environmental Review of Sustainable Airport Master Plan

Slide presented by Susan Cezar

- Process
 - *Identify key decision and participation points in the SAMP process*
 - Focus on input to environmental review
 - Assess what can be done in relation to POS staff statements that a NEPA EA is anticipated, with a SEPA EIS. This appears to be a major decision point in terms of how robust and how deep environmental review will go (certainly at the Federal level)
- City Actions
 - *Invited Port of Seattle Environmental Director for a preliminary discussion with Aviation Advisory Committee*
 - *City engaged with Airport to challenge decisions that appear to enhance growth outside of the SAMP*
 - *City has joined together with Burien, SeaTac and Normandy Park through formal Inter Local Agreement (approved by City Council) to pool forces to review SAMP*
 - *Provide input to scoping and environmental review of impacts through Cities SEPA officials and consultants*
- Recommendation
 - *Aviation Advisory Committee and City Council review and provide formal input*
 - *Follow up meeting with Port of Seattle Environmental Director for a Q&A led by AAC.*

SAMP Summary

Slide presented by Susan Cezar

Port Commission Briefing:

SAMP now proposed to be divided into two phases:

Near term projects (2027) – moving forward into environmental review

Long term vision – future planning and review

- The problem with this approach may be that decisions made in early phases establish financial and capital commitments for later stages

Port staff have discussed undertaking a NEPA Environmental Assessment (EA) and SEPA Environmental Impact Statement (EIS)

Our concern is that the Port will not undertake the most rigorous environmental review

The Federal Aviation Administration (FAA) plays a role in determining the environmental review process

There are several options, an EA may or may not result in preparation of a NEPA EIS

Define Roles, Responsibility, Accountability for different entities involved in aircraft operations – Slide presented by Mark Proulx

- Process
 - *Through the Sea-Tac Stakeholders Advisory Roundtable (StART)*
 - Identify roles of Airlines, Port of Seattle, Airport, Federal Aviation Administration, state, federal and local roles
- City Action
 - *Participation on StART (Sheila, Ken, Michael)*
 - *Emphasis on accountability*
- Recommendation
 - *If information not available through StART*
 - Aviation Advisory Committee compile this

Addressing Future Impacts

Slide presented by Steve Edmiston

■ Process

- Noise
 - SAMP environmental review
- Health
 - Ultra-Fine particle study – and understand its limitations
 - Other UFP studies and other studies cited by the UW team
 - Other noise/health studies in past five years (since last Part 150)
- *Budget Proviso Impact Study – highest-level importance (the only study focused on addressing quality of life, noise, health, crime, etc. impacts on Des Moines)*
- *Include data from like-studies in similar airport communities*

■ City Action

- *Financial support for Ultra-Fine study/participation on technical advisory committee*
- *Mayor letter of support for Budget Proviso/City determining degree of financial support for the local match*
- *Look for opportunities with direct Council engagement on Proviso*

■ Recommendation

- *City Council and Aviation Advisory Committee continue active role in these processes and studies*
- *Slow down the planned airport expansion of operations until they have a working plan to mitigate noise and air pollution caused by air traffic.*
- *Make clear – communities (city level, and even neighborhood levels under Phoenix case) require involvement in defining adequate community engagement for environmental issues (e.g., every city requires a public forum with one or more commissioners and subject matter experts; Port of Seattle current idea of school gyms and 30 poster boards would be inadequate engagement)*

Addressing Current Impacts

Presentation by Sheila Brush

- Process
 - *Hold Airport accountable for current impacts (not just future growth associated with the SAMP)*
- City Action
 - *City has encouraged Airport to engage the StART*
 - *Value of StART is yet to be determined*
 - *Understand the impacts of NextGen operational changes*
 - *Include data from airport communities already impacted by NextGen procedures and frequency changes*
- Recommendation
 - *With a clearer understanding of NextGen, work with local partners and federal representatives to limit and minimize impacts from FAA controlled aircraft operations*
 - *May involve working with airlines also regarding scheduling of flights; work on current voluntary, FAA-approved, night-flight curfew - engagement with Port about what actions Port has taken and will take to explain/encourage/incentivize airlines needs and reasons for curfews and what actions they are taking to encourage voluntary compliance.*



Questions & Discussion



Next Steps

- Continue work with Aviation Advisory Committee.
- Retain expert for SAMP review. Develop processes to involve Committee and Council with review/comment.
- Continue to monitor and respond promptly to Port of Seattle actions at the airport that impact our community.
- Continue efforts to site a second airport.

Infographic - Wake Turbulence Separation Standards for Aircraft ⁽¹⁾

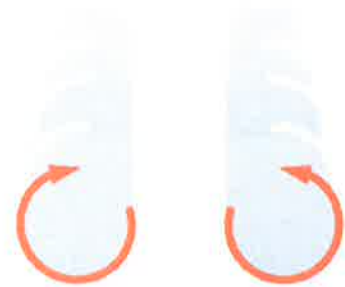
Wake Turbulence Separation Standards for Aircraft



Increasing Capacity and Making Air Travel Safer, Greener

A key component of the Next Generation Air Transportation System

As airplanes move through the air, counter-rotating horizontal tornadoes are generated off the wings. This phenomenon, known as **wake turbulence**, creates a potentially dangerous situation for trailing aircraft. The **Federal Aviation Administration (FAA)** counts on experts at **Volpe, The National Transportation Systems Center**, to better understand the behavior of wake turbulence and to recommend critical adjustments to aircraft separation standards.



Volpe collects data at or near airports, often pioneering methods and equipment used to conduct the observations.



Volpe analyzes the data, systems, and procedures to inform FAA policies and regulations.



Volpe supports efforts to successfully implement new wake turbulence procedures around the globe.

Success in Memphis: Transforming the Nation's Air Traffic Control System

- Aircraft at Memphis International Airport, home of the FedEx World Hub, can now **safely depart** — one behind another — slightly **closer than before**.
- In November 2012, controllers at the Memphis Tower and Terminal Radar Approach Control Facilities (TRACON) became the first to apply the new aircraft spacing criteria, known as **RECAT**, to **manage separation between aircraft** on final approach and during departure operations.
- Old standards separated planes based solely on weight. With RECAT, planes are **now categorized by design, approach speeds, and type of wing**, in addition to **weight**.
- RECAT is based on years of **joint R&D by FAA, Volpe, European Organisation for the Safety of Air Navigation (EUROCONTROL)**, and industry experts in wake turbulence and safety and risk analysis.

In Memphis,
airport capacity has
**increased
19%.**

Most FedEx aircraft can now be separated by **2.5 to 3.5 nautical miles (NM)** instead of the previously required **4 NM**.

**14 extra planes
per hour**

One Hour of Air Traffic in Memphis

Before Fall 2012

After RECAT

3 minutes:
The average
amount cut from
aircraft taxi time.

56

70

Across the nation,
other airports
may see an average
capacity increase of
7 – 10%
depending on
the mix of aircraft.

Louisville International Airport became the
second airport to use the RECAT standards.
As a result, UPS and others now benefit from
the implementation of new wake RECAT.

Discussions are underway with several other
U.S. airports about implementing RECAT.

The new separation
standards in Memphis are
saving FedEx

\$1.8
million
a month in
fuel costs.

Plus, less time waiting on
the tarmac results in a
reduction in gas emissions.

A New Air Traffic Management Tool to Reduce Delay, Improve Safety

The new tool, called Wake
Turbulence Mitigation for
Departures (WTMD), is based
on Volpe's extensive wind and
wake database.

The tool calculates more
accurate separation time
based on meteorology and
aircraft category.

For the first time,
weather
is factored into aircraft
departure timing.



Before: 4 planes/12 mile queue

Each aircraft might have had to wait up to 3 minutes
after the previous aircraft had departed.

Before WTMD, an entire runway could not be used.



Wind Direction

After: 4 planes/9 mile queue

In San Francisco
and Houston, jets are
now allowed to safely
take off from these busy
airports slightly closer
together due to
WTMD.

We now know that
under certain wind
conditions, some aircraft
can shorten the standard
wait time between
departures.



Wind Direction

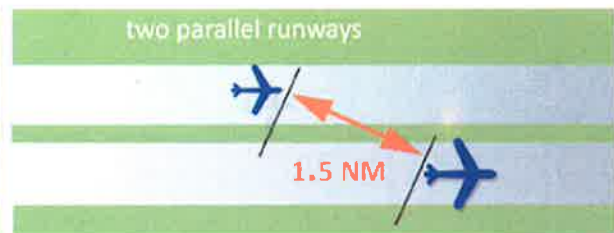
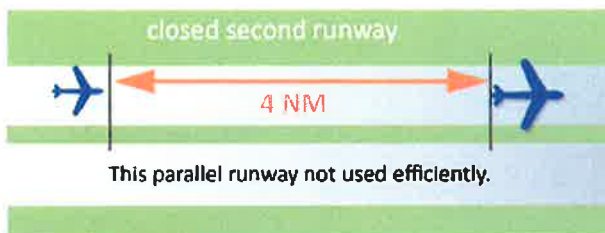
Closely Spaced Runways Can Be Used More Frequently

- Research to improve understanding of wake turbulence is leading to **greater capacity** and **improved safety** at airports with closely spaced parallel runways — less than 2,500 feet apart
- The FAA is moving to change the operational procedures at 8 airports to allow for **more departures** and **fewer delays**, under specific conditions.

Before: Presumed size of wake vortex

After: Arrival queue can be split between

To view the infographic in a 508-compliant PDF format, [click here](#) [2].



Advancements in Sensor Technology

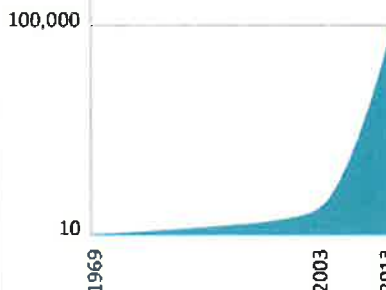


Volpe is the only organization in the U.S. that evaluates and deploys wake measurement sites and then collects, processes, and analyzes the wake sensor data.

Source: www.faa.gov

- 1969 **Smoke Tower Tests**
 - Manned
 - **10 measurements per year**
 - Manual data collection
 - Dedicated flight tests
- 2003 **Introduction of Light Detection and Ranging (LIDAR) Technology**
 - Remote sensing
 - **Thousands of measurements per year**
 - Automated data collection
 - High-quality data
- 2013
 - **100,000 measurements per year**

Wake Measurements per Year



U.S. DEPARTMENT OF TRANSPORTATION

Volpe National Transportation Systems Center

55 Broadway, Kendall Square

Cambridge, MA 02142

617-494-2000

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Regulating Small Cells in the Right-of-Way

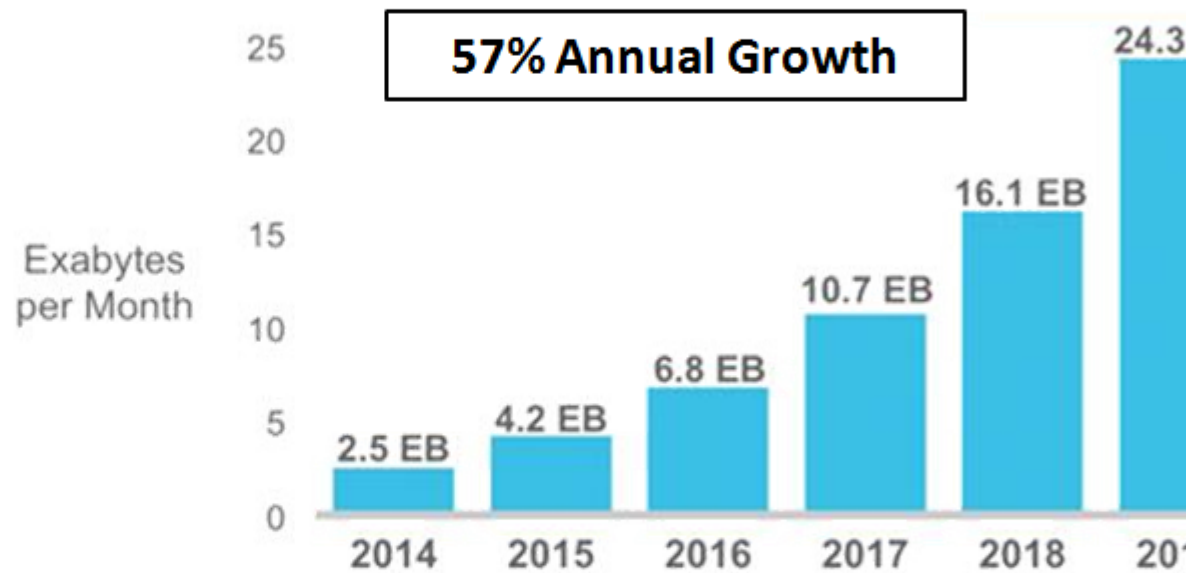


OMW

W. Scott Snyder
ssnyder@omwlaw.com
(206) 447-7000

The “why” behind small cell.

- ✓ Deploy Macro Cells
- ✓ Add Capacity to Existing Sites
- ✓ **Deploy Small Cells**



Global Mobile Data Traffic Projected Growth

Source: Cisco VNI Mobile, 2014

Mobile Data Trends and Demand Drivers

84%

OF TODAY'S SHOPPERS USE THEIR
SMARTPHONE TO HELP SHOP IN-STORE

80%

MORE THAN **80%** OF VOICE
CALLS ORIGINATE INDOORS

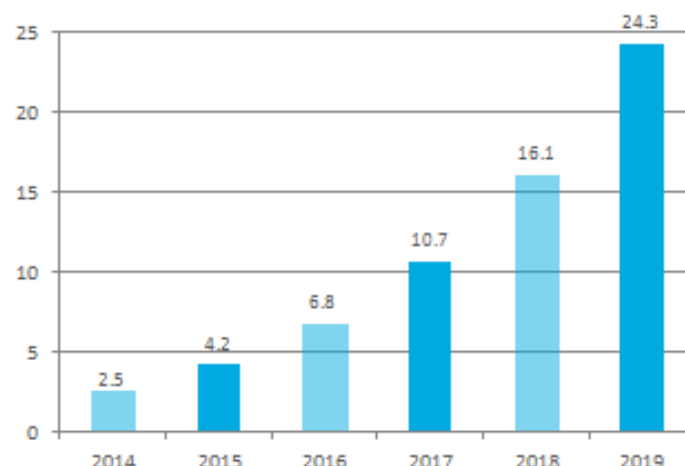
DATA CONSUMPTION

30 MILLION MB OF DATA ARE USED EVERY 5
MINUTES THROUGH MEDIA STREAMING

56%

OF MOBILE DATA IS
VIDEO

MOBILE DATA TRAFFIC (EB/MONTH)



U.S. MOBILE DATA USAGE

90%

OF HOUSEHOLDS USE
WIRELESS SERVICE

650%

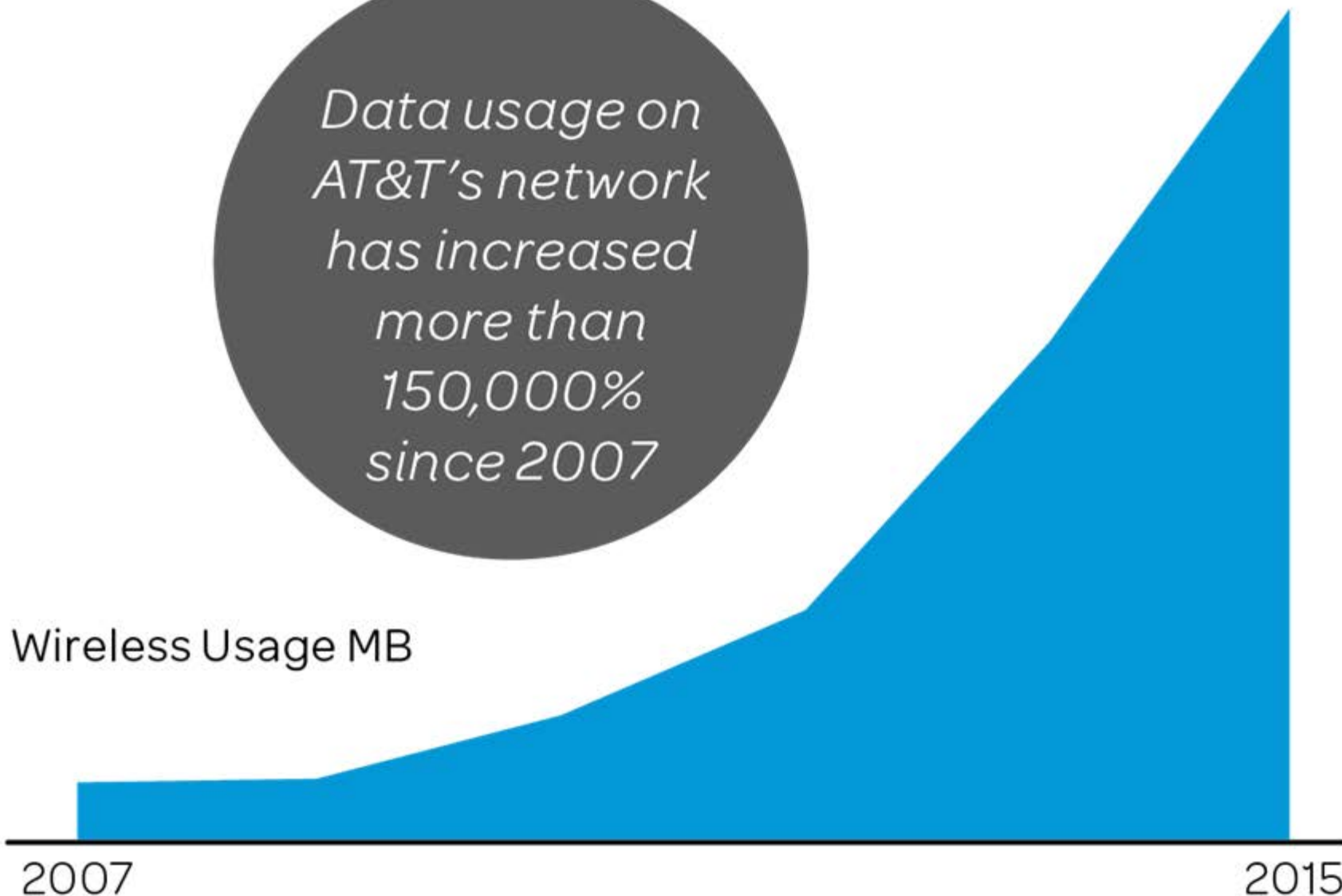
INCREASE EXPECTANCY OF
MOBILE DATA FROM 2014 TO 2018

Source: Cisco VNI Mobile, 2016

What the demand looks like on AT&T's network:

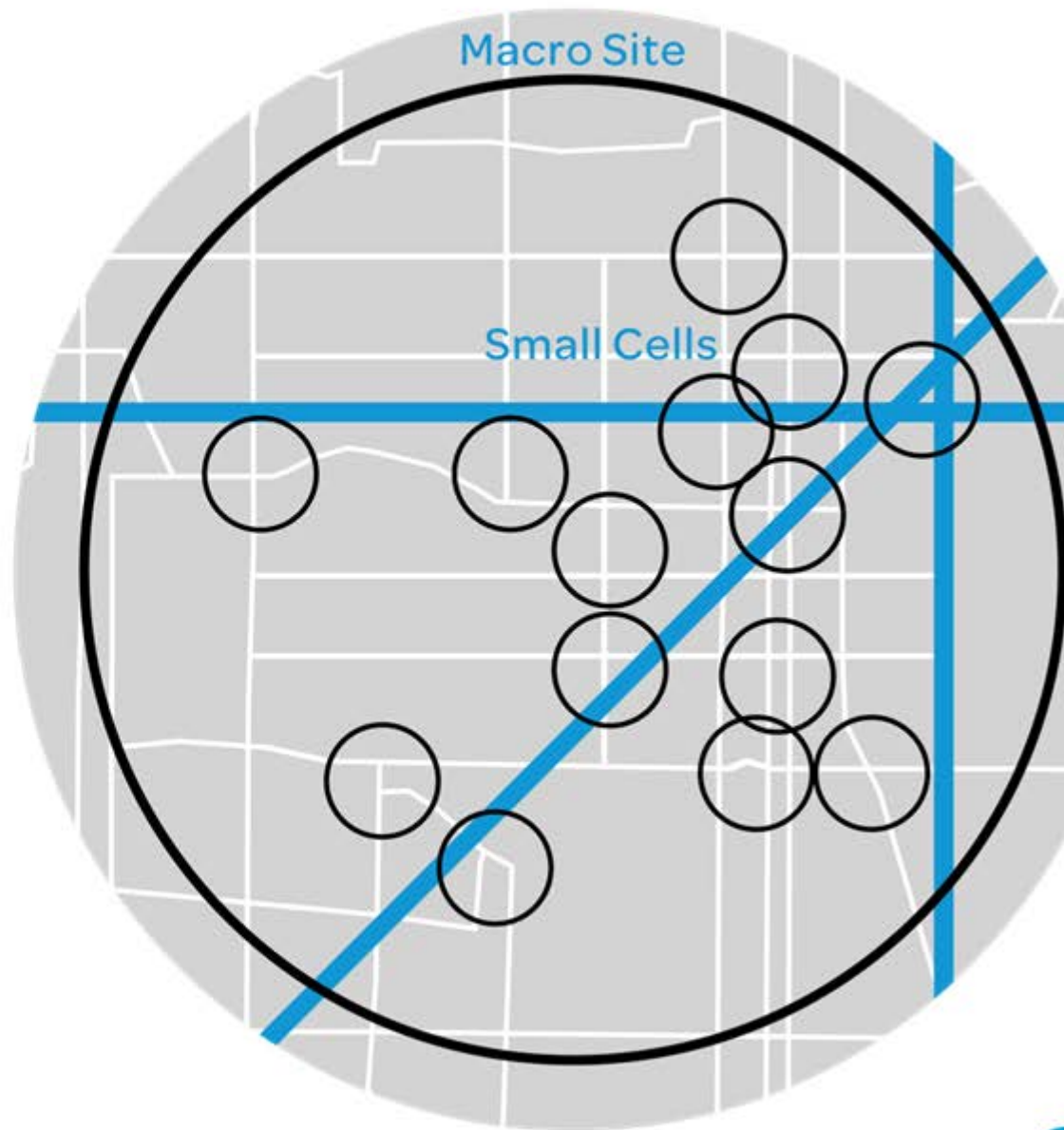
*Data usage on
AT&T's network
has increased
more than
150,000%
since 2007*

Wireless Usage MB

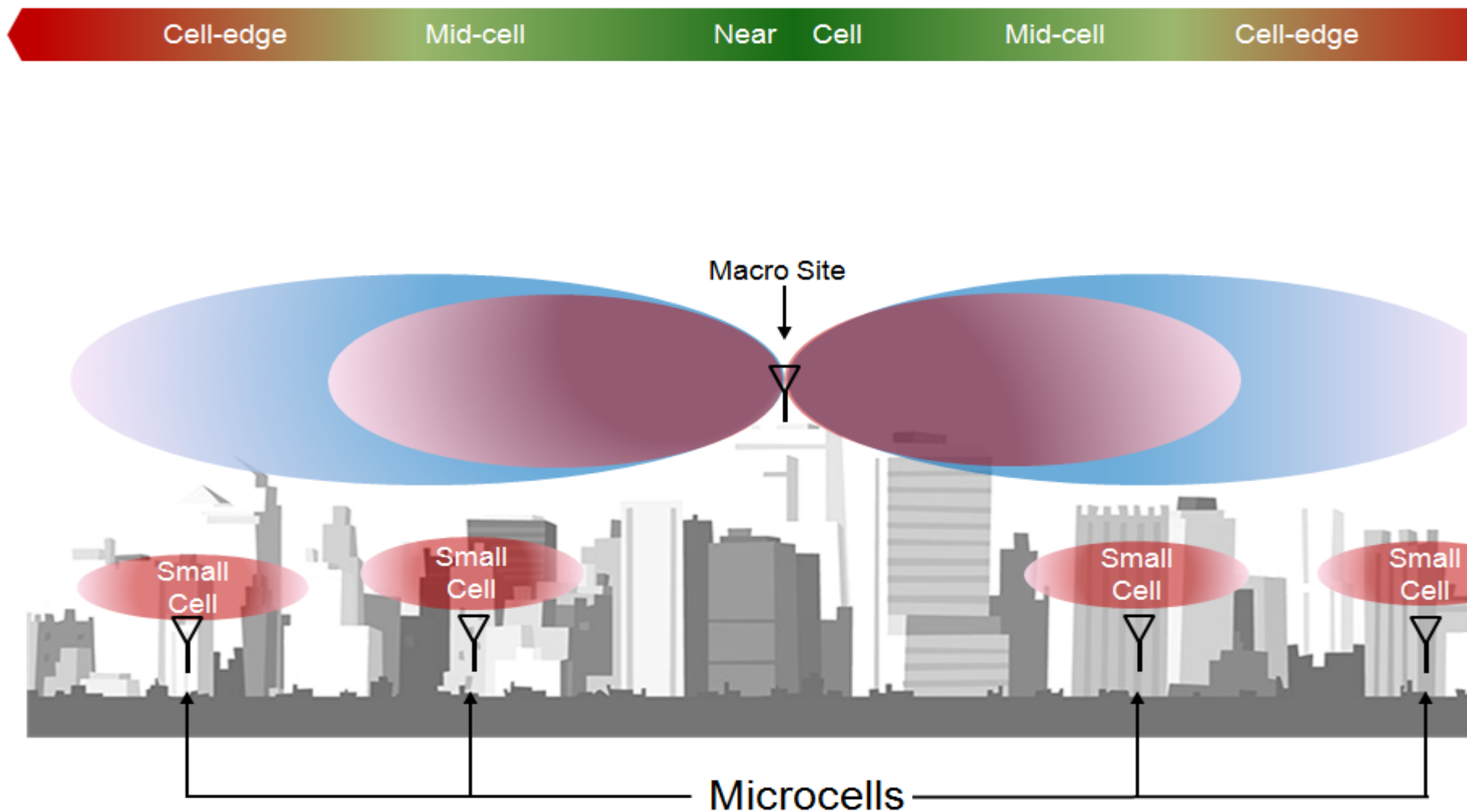




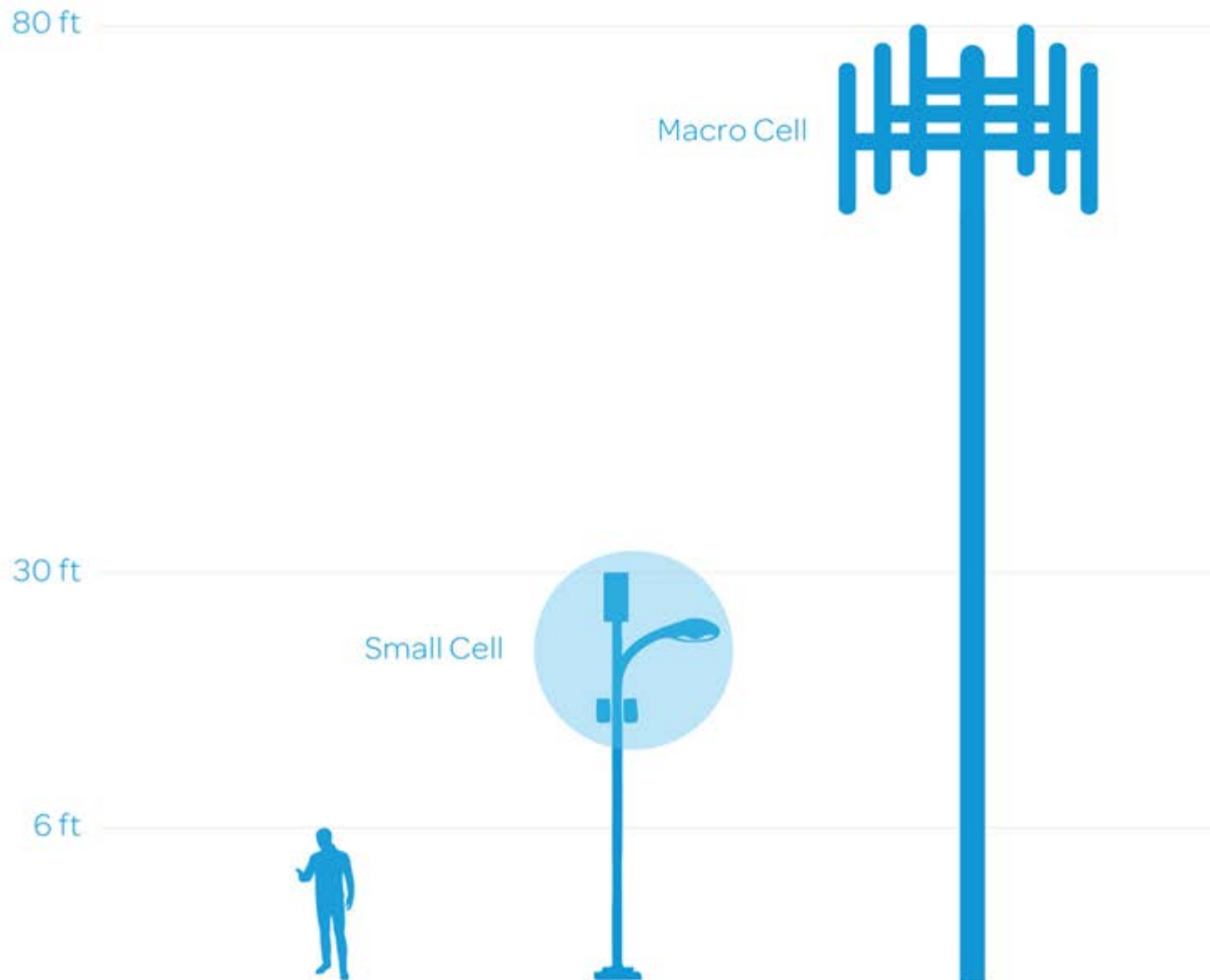
Small cells can
densify our
network to
meet customer
demand



Macro vs Small Cell



Different technology, different process



Definition of small cell facility - RCW 80.36.375

(d) "Small cell facility" means a personal wireless services facility that meets both of the following qualifications:

(i) Each antenna is located inside an antenna enclosure of no more than three cubic feet in volume or, in the case of an antenna that has exposed elements, the antenna and all of its exposed elements could fit within an imaginary enclosure of no more than three cubic feet

(ii) Primary equipment enclosures are no larger than seventeen cubic feet in volume. The following associated equipment may be located outside the primary equipment enclosure and if so located, are not included in the calculation of equipment volume: Electric meter, concealment, telecomm demarcation box, ground-based enclosures, battery back-up power systems, grounding equipment power transfer switch, and cut-off switch.



Small Cell - Is more than a Small Antenna Box



Antenna

Fiber & Coax Conduit

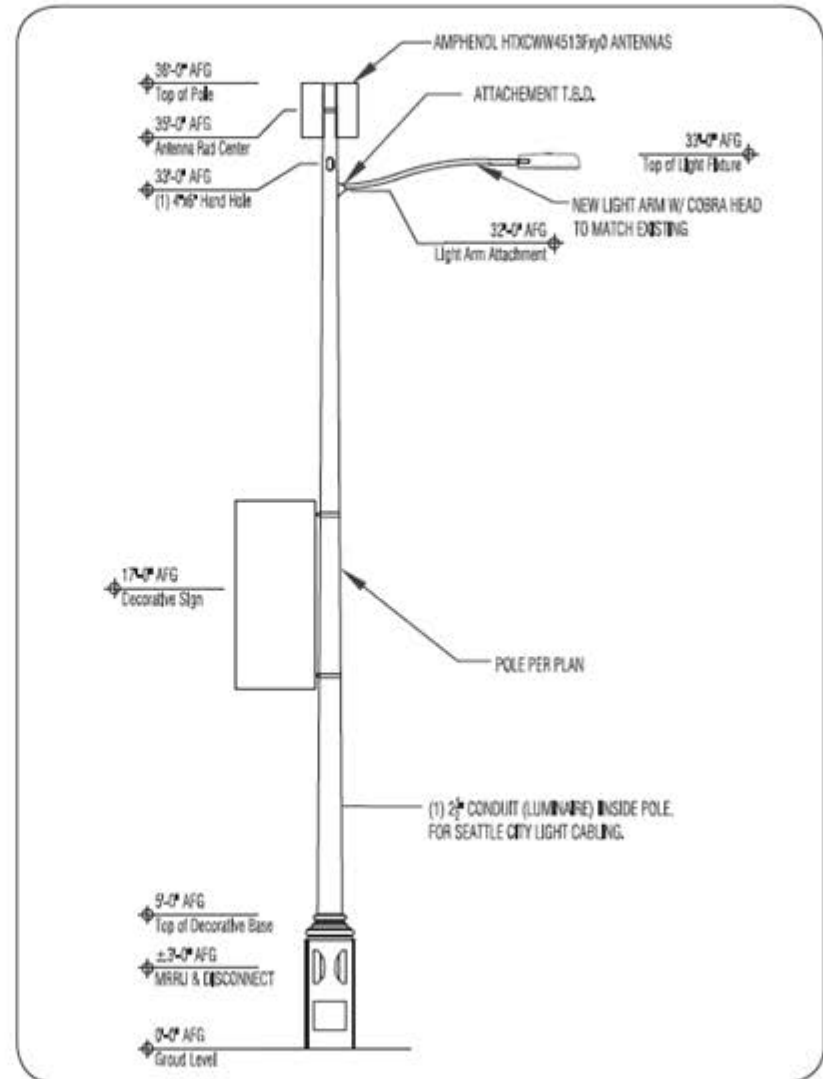
Power Conduit

New Fiber Service

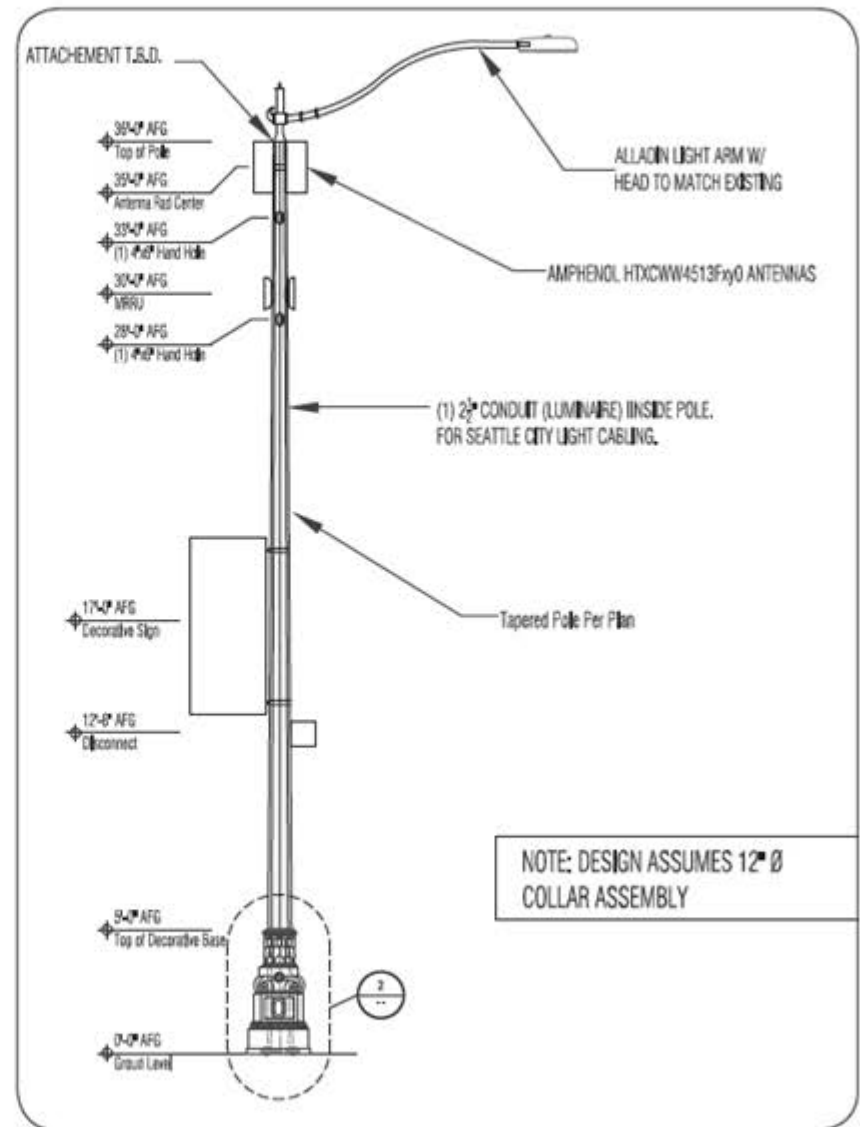
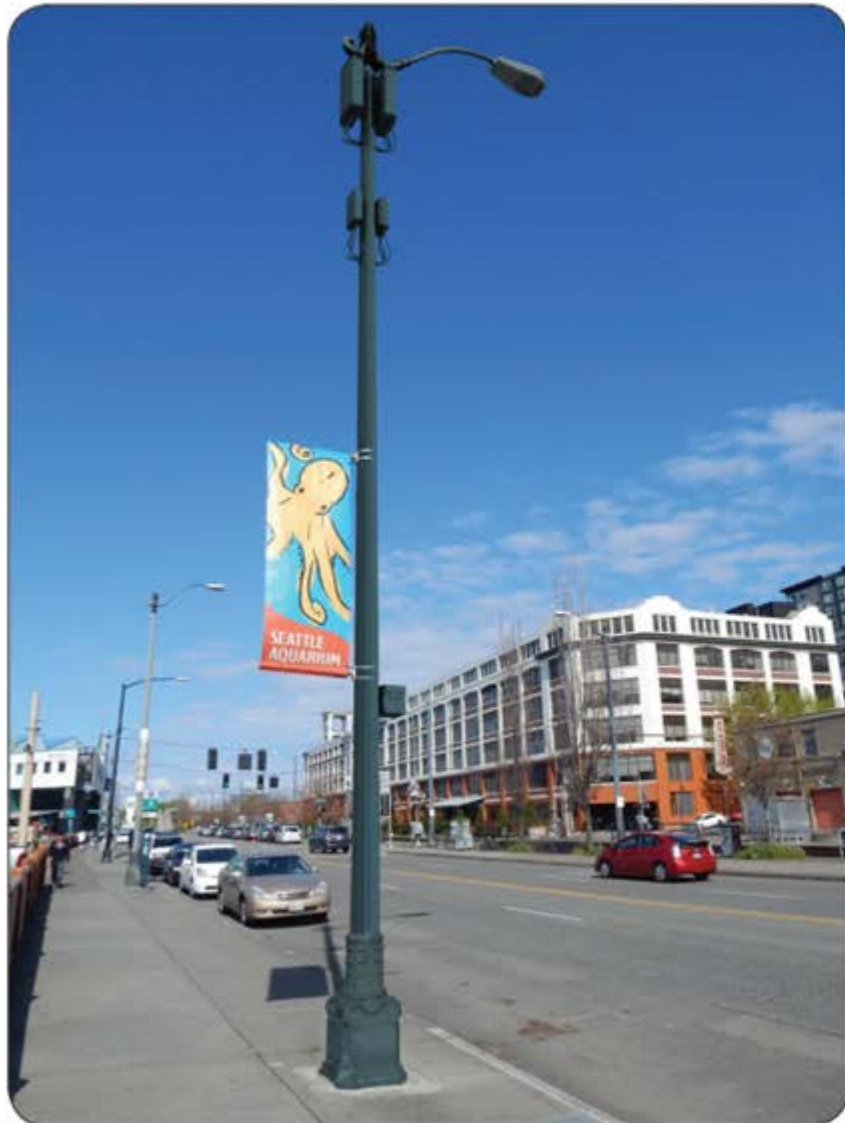
Radios and Fiber
Termination Box in
a concealed shroud

Power Disconnect

Small Cell Deployment: Simulation for Seattle (equipment in base)



Small Cell Deployment: Simulation for Seattle (pole mounted)



Verizon Seattle Strand Mount Trial



Combined antenna and radio units are mounted to a bracket that is hung on the fiber strand.

Fiber runs into the radios from a nearby fiber termination box.



Conduits contain power lines running from the supply space to the power disconnect and then to the antenna and radio units.

The power disconnect is mounted to the pole



DRAFT ORDINANCES

Des Moines

Chapter 20.07 DMC – Wireless Communications
Facilities in the Public Right-of-Way

FRANCHISE – Exercise of Contracting Power

- 1) Courts defer to City Council
- 2) Stewards of the right-of-way

LAND USE

- 1) Federal shot clocks
- 2) Right-of-way use not a “Land Use Action” – Ch. 36.70C (GMA)
- 3) Reserve for tough situations
 - A. Undergrounded Areas
 - B. New Poles
 - C. Main Street – Design District

State and Federal Pre-emption and Shot Clocks

A City May Not:

- 1. Effectively exclude a Wireless Communications provider from the City;**
- 2. Prevent a provider from closing significant gaps in coverage;**
- 3. Dictate or limit the technological choices of a provider;**
- 4. Regulate Radio Frequency Emissions; and/or**
- 5. Discriminate Between Service Providers.
(level playing field)**

A City May:

- 1. Address Aesthetic issues by requiring the “least intrusive means” of closing a coverage gap.**
- 2. Regulate new poles in the Right-of-Way and Utility poles over sixty (60) feet in height.**

KEY DESIGN ROLE Pole Owner

PSE (utility poles) and City (light standards) control design by pole attachment agreements.

State and National Electrical Codes also dictate placement of small cell facilities

SHOT CLOCKS

Strict State and Federal Limitations on consideration of:

- **Master Permits (Franchise) – 120 days – Chapter 35.99 RCW**
- **Collocation. 90 days FCC**
- **Eligible Facilities Requests: Expansion of Existing Facilities. 60 days FCC**

Franchise Application

1. Identify Location / Facility of Small Cells
2. Negotiate
3. 120 days to City Council
4. Legislative Act

SMALL CELLS – KEY CONCEPTS

1. Incorporate federal shot clocks. Draft Chapter 20.10 DMC
2. Take advantage of court's deference to City Council legislative and contract powers. Chapter 20.07 Division II DMC
3. Treat small cells in the rights-of-way like other utilities [not land use decisions – RCW 36.70B.160 and 36.70C.020(a).] Revision to Chapter 20.07 Division II DMC
4. Small Cell Design and Concealment Standards integrated with existing Macro Tower provisions. Chapter 20.07 Division II DMC

5. Encourage use of existing utility poles. Discourage new poles. See, for example, draft 20.07.270(3) DMC
6. Retain existing macro tower provisions. Chapter 20.07, Div. I DMC
7. Greatest Scrutiny: Gap in coverage/least intrusive means:
 - a. New poles
 - b. Significant deviations from standards.



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Environmental Review of Sustainable Airport Master Plan

Slide presented by Susan Cezar

■ Process

- *Identify key decision and participation points in the SAMP process*
 - Focus on input to environmental review
 - Assess what can be done in relation to POS staff statements that a NEPA EA is anticipated, with a SEPA EIS. This appears to be a major decision point in terms of how robust and how deep NEPA environmental review will be

■ City Actions

- *Invited Port of Seattle Environmental Director for a preliminary discussion with Aviation Advisory Committee*
- *City engaged with Airport to challenge decisions that appear to enhance growth outside of the SAMP*
- *City has joined together with Burien, SeaTac and Normandy Park through formal Inter Local Agreement (approved by City Council) to pool forces to review SAMP*
- *Provide input to scoping and environmental review of impacts through Cities SEPA officials and consultants*

■ Recommendation

- *Aviation Advisory Committee and City Council review and provide formal input*
- *Follow up meeting with Port of Seattle Environmental Director for a Q&A led by AAC.*

SAMP Summary

Slide presented by Susan Cezar

Port Commission Briefing:

SAMP now proposed to be divided into two phases:

Near term projects (2027) – moving forward into environmental review

Long term vision – future planning and review

- One problem with this approach - decisions made in early phases establish financial and capital commitments for later stages

Port staff have discussed undertaking a NEPA Environmental Assessment (EA) and SEPA Environmental Impact Statement (EIS)

Our concern is that the Port will not undertake the most rigorous environmental review

The Federal Aviation Administration (FAA) plays a role in determining the environmental review process

There are several options, an EA may or may not result in preparation of a NEPA EIS

Define Roles, Responsibility, Accountability for different entities involved in aircraft operations – Slide presented by Mark Proulx

■ Process

- *Through the Sea-Tac Stakeholders Advisory Roundtable (StART)*
 - Identify roles of Airlines, Port of Seattle, Airport, Federal Aviation Administration, state, federal and local roles

■ City Action

- *Participation on StART (Sheila, Ken, Michael)*
- *Emphasis on accountability*

■ Recommendation

- *If information not available through StART*
 - Aviation Advisory Committee compile this

Addressing Future Impacts

Slide presented by Steve Edmiston

■ Process

- *Noise*
 - SAMP environmental review
- *Health*
 - Ultra-Fine particle study – and understand its limitations
 - Other UFP studies and other studies cited by the UW team
 - Other noise/health studies in past five years (since last Part 150)
- *Budget Proviso Impact Study – highest-level importance (the only study focused on addressing quality of life, noise, health, crime, etc. impacts on Des Moines)*
- *Include data from like-studies in similar airport communities*

■ City Action

- *Financial support for Ultra-Fine study/participation on technical advisory committee*
- *Mayor letter of support for Budget Proviso/City determining degree of financial support for the local match*
- *Look for opportunities with direct Council engagement on Proviso*

■ Recommendation

- *City Council and Aviation Advisory Committee continue active role in these processes and studies*
- *Slow down the planned airport expansion of operations until they have a working plan to mitigate noise and air pollution caused by air traffic.*
- *Make clear – communities (city level, and even neighborhood levels under Phoenix case) require involvement in defining adequate community engagement for environmental issues (e.g., every city requires a public forum with one or more commissioners and subject matter experts; Port of Seattle current idea of school gyms and 30 poster boards would be inadequate engagement)*

Addressing Current Impacts

Presentation by Sheila Brush

■ Process

- *Hold Airport accountable for current impacts (not just future growth associated with the SAMP)*

■ City Action

- *City has encouraged Airport to engage the StART*
 - *Value of StART is yet to be determined*
- *Understand the impacts of NextGen operational changes*
- *Include data from airport communities already impacted by NextGen procedures and frequency changes*

■ Recommendation

- *With a clearer understanding of NextGen, work with local partners and federal representatives to limit and minimize impacts from FAA controlled aircraft operations*
- *May involve working with airlines also regarding scheduling of flights; work on current voluntary, FAA-approved, night-flight curfew - engagement with Port about what actions Port has taken and will take to explain/encourage/incentivize airlines needs and reasons for curfews and what actions they are taking to encourage voluntary compliance.*

Questions & Discussion

Next Steps

- Continue work with Aviation Advisory Committee.
- Retain expert for SAMP review. Develop processes to involve Committee and Council with review/comment.
- Continue to monitor and respond promptly to Port of Seattle actions at the airport that impact our community.
- Continue efforts to site a second airport.