

THE BRIEFING

A TIME OUT: SPECIAL (PUBLIC) COMMENT (April 10, 2018)

Thank you. I'm Steve Edmiston. Today, I am compelled to take a time out from your briefing on NextGen and the harms from increased overflights for a special public comment. In my last brief, I noted how each of you has publicly stated that our communities are unfairly burdened with the regional cost of noise and pollution, and that our quality of life matters to you.

To this "quality of life" end – each of you knows that the State and six cities seek to fund an airport impact mitigation study through a State budget proviso. The Port is not involved. In fact, in response to a citizen plea that the Port's fingerprints not be on this study, President Gregoire stated in a March 12th e-mail, "The port maintains a neutral position" on the study.

By declaring neutrality, any question of the Port's behind-the-scenes influence should have ended. But it does not.

I have two key exhibits for you today. Exhibit 1 is the actual mitigation study proviso in late February. The key requirement: the study must address the airport's impact on our – and I'm quoting – on our "quality of life." Our quality of life is the literal DNA of this study.

Now, what shouldn't exist, if the Port is neutral, is a document bloated with Port attempts to rewrite the entire proviso. I shouldn't have an Exhibit 2. But I do. It exists. And it was provided to me by the Port. Here's the punchline. The Port was not neutral. Exhibit 2 shows how the Port tried to reshape what will be studied. And on the DNA of the mitigation study – the "impact of the airport on our quality of life" – the Port jaw-droppingly sought to delete "quality of life" from the study. Literally. I must repeat. The Port deleted "quality of life" as the study's core purpose.

Neutral? Embarrassingly not. These comments are more than fingerprints. These comments are the Port's fist, and reflect the kind of corrosive back-room behavior that crushes trust at the very time the Port embarks on a SAMP community engagement process.

I believe how you respond today is a matter of great public interest. Article 6, Section 9 of your bylaws allows any of you to request information from your staff right now. I urge you to do this now so the public can see you quickly take the reasonable action of investigating on our behalf how anyone representing the Port could ever think that deleting our quality of life (oh, and also deleting the study of crime and public safety and substituting, yes, another study of airport economic benefit) how anyone could think this was a good idea. Or maybe you think this is what being neutral means. If so, I do not think that word means what you think it means.

Thank you for giving a citizen two-minutes to comment.

EXHIBIT 1

Proposed 2018 Supplemental Operating Budget
PSHB 2299 (H-4871.2) By Representative ~~Qmsby~~
February 20, 2018 Office of Program Research
H-4871.2/18 2nd draft

FOR THE DEPARTMENT OF COMMERCE

General Fund—State Appropriation (FY 2018)

The appropriations in this section are subject to the following conditions and limitations:

SECTION 126

(54)(a) \$400,000 of the general fund—state appropriation for fiscal year 2019 and \$400,000 of the general fund—local appropriation are provided solely for the department to contract with a consultant to study the current and ongoing impacts of the SeaTac international airport. The general fund—state funding provided in this subsection serves as a state match and may not be spent unless \$400,000 of local matching funds is transferred to the department. The department must seek feedback on project scoping and consultant selection from the cities listed in (b) of this subsection.

(b) The study must include, but not be limited to:

(i) The impacts that the current and ongoing airport operations have on quality of life associated with air traffic noise, public health, traffic, congestion, and parking in residential areas, pedestrian access to and around the airport, public safety and crime within the cities, effects on residential and nonresidential property values, and economic development opportunities, in the cities of SeaTac, Burien, Des Moines, Tukwila, Federal Way, Normandy Park, and other impacted neighborhoods; and

(ii) Options and recommendations for mitigating any negative impacts identified through the analysis.

(c) The department must collect data and relevant information from various sources including the port of Seattle, listed cities and communities, and other studies.

(d) The study must be delivered to the legislature by December 1, 2019.

EXHIBIT 2

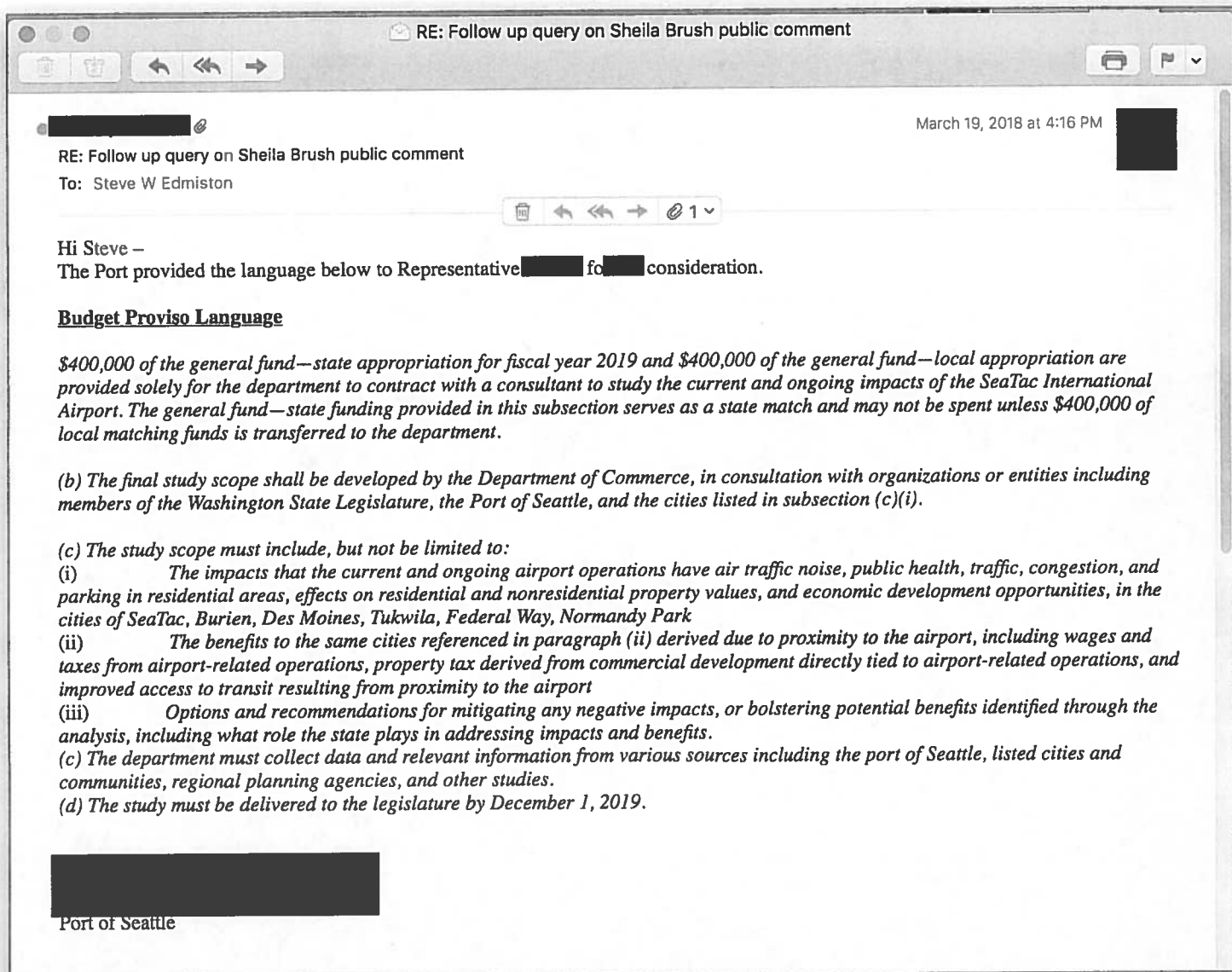


EXHIBIT 3 (redline of Exhibit Nos. 1 and 2)

Hi Steve –

The Port provided the language below to Representative [REDACTED] for [REDACTED] consideration.

Budget Proviso Language

~~-\$400,000 of the general fund—state appropriation for fiscal year 2019 and \$400,000 of the general fund—local appropriation are provided solely for the department to contract with a consultant to study the current and ongoing impacts of the SeaTac international airport.~~ International Airport. The general fund—state funding provided in this subsection serves as a state match and may not be spent unless \$400,000 of local matching funds is transferred to the department. The department must seek feedback on project scoping and consultant selection from the cities listed in (b) of this subsection.

(b) The final study scope shall be developed by the Department of Commerce, in consultation with organizations or entities including members of the Washington State Legislature, the Port of Seattle, and the cities listed in subsection (c)(i).

(c) The study scope must include, but not be limited to:

(i) ~~The impacts that the current and ongoing airport operations have on quality of life associated with air traffic noise, public health, traffic, congestion, and parking in residential areas, pedestrian access to and around the airport, public safety and crime within the cities, effects on residential and nonresidential property values, and economic development opportunities, in the cities of SeaTac, Burien, Des Moines, Tukwila, Federal Way, Normandy Park~~

(ii) ~~The benefits to the same cities referenced in paragraph (i) derived due to proximity to the airport, including wages and taxes from airport-related operations, property tax derived from commercial development directly tied to airport-related operations, and other impacted neighborhoods; and improved access to transit resulting from proximity to the airport~~

(iii) ~~Options and recommendations for mitigating any negative impacts, or bolstering potential benefits identified through the analysis, including what role the state plays in addressing impacts and benefits.~~

(c) The department must collect data and relevant information from various sources including the port of Seattle, listed cities and communities, regional planning agencies, and other studies.

(d) The study must be delivered to the legislature by December 1, 2019.

[REDACTED]
Port of Seattle

EXHIBIT 4

From: Quiet Skies quietskiespugetsound@gmail.com
Subject: Fwd: Budget proviso on community and economic impacts of Sea-Tac International Airport
Date: March 12, 2018 at 2:07 PM
To: Steve W Edmiston steve@bracpointlaw.com, chenylovans@csr123.com



----- Forwarded message -----

From: Commission-Office <commission@portseattle.org>
Date: Mon, Mar 12, 2018 at 2:03 PM
Subject: Budget proviso on community and economic impacts of Sea-Tac International Airport
To: "quietskiespugetsound@gmail.com" <quietskiespugetsound@gmail.com>
Cc: "Felleman, Fred" <Felleman.F@portseattle.org>, "Gregoire, Courtney" <Gregoire.C@portseattle.org>, "Bowman, Stephanie" <Bowman.S@portseattle.org>, "Calkins, Ryan" <Calkins.R@portseattle.org>, "Steinbrueck, Peter" <Steinbrueck.P@portseattle.org>, "Metruck, Steve" <Metruck.S@portseattle.org>, "Lyttle, Lance" <Lyttle.L@portseattle.org>, "Halse, Katie" <Halse.K@portseattle.org>

Dear Ms. Brush:

Thank you for your letter concerning the proposed Washington State 2018 operating budget proviso to conduct a study of impacts of the Sea-Tac International Airport.

Our region is experiencing tremendous economic growth and we see that reflected in the increased operations at Sea-Tac. For the seventh consecutive year, passenger travel is

The state legislature appears set to fund a study of airport impacts in its supplemental budget for fiscal year 2019. The port maintains a neutral position on that proposal. With four studies ongoing, the Commission remains firm in its belief that state resources could be used more productively on other projects. That said, we will provide those conducting the study with information and data they need as the study moves forward.

provide lower-emission sustainable aviation fuels to all flights leaving Sea-Tac. As we evaluate our Sustainable Airport Master Plan, we will continue to evaluate potential impacts and ensure that local residents benefit from the growth of the airport.



THE BRIEFING

THE BRIEFING YOU ASKED FOR BUT DID NOT RECEIVE -
IN TWO MINUTE PUBLIC COMMENTS

PORT OF SEATTLE COMMISSION MEETING
APRIL 10, 2018
STEVE EDMISTON



Time Out: Special (Public) Comment on “Not Neutrality”

1. The State and the six-city Mitigation Study
2. A Port of Seattle Declaration of Neutrality
3. The document that shouldn't exist
4. Fingerprints, fists, and the definition of “neutral”
5. About deleting our association to quality of life:
 - Corrosive to citizen perceptions of Port's transparency
 - Crushing impact on airport neighbor community trust
 - Unmeasurable impact on pending SAMP engagement

Time Out: Special (Public) Comment on “Not Neutrality”

“You keep using that word. I do not think it means what you think it means.”
• *Inigo Montoya, The Princess Bride (1987)*

neu·tral

/ˈn(y)ootrel/ 

adjective

1. not helping or supporting either side in a conflict, disagreement, etc.; impartial.
“during the Second World War, Portugal was neutral”

synonyms: impartial, unbiased, unprejudiced, objective, equitable, open-minded, nonpartisan, disinterested, dispassionate, detached, impersonal, unemotional, indifferent, uncommitted

“a neutral judge”

- unaligned, nonaligned, unaffiliated, unallied, uninvolved; noncombatant

“Switzerland remained neutral”

Time Out: Special (Public) Comment

Companion Public Records Request

With respect to the following Subjects (identified in Commission President Gregoire's March 12, 2018, e-mail to Port Commissioners, Executive Director Merrick, Lance Lyttle, and Quiet Skies Puget Sound), please provide all documents, including but not limited to emails, texts, videos, photographs, data and other physical or electronic records, or memoranda, whether draft or final, that refer, relate to, or include, in whole or part, communications by or between Port of Seattle staff, contractors, consultants, any Port of Seattle Commissioner, state legislator or state legislative staff, the Federal Aviation Administration (FAA), and/or any other person or entity.

Subjects:

- (1) The drafting, comments, revisions, language (initial proposed, drafts at all stages, or final), and/or purpose of the Washington 2019 supplemental budget proviso for fiscal 2019 studying airport impacts in Des Moines, Burien, Normandy Park, Federal Way, Kent and Tukwila ("mitigation study").
- (2) The drafting, comments, revisions, language (initial proposed, drafts at all stages, or final), and/or purpose of the UW air quality study legislation focused on aircraft-related ultrafine particulates (UFPs) around the airport.

Purpose of request: to determine the full scope and extent of Port of Seattle's actions – including proposed changes to the legislation during the legislative process – relating to the Subjects. This request seeks documents from October 1, 2016, to present.