



Port Commission Public Comment 11/27/18
Re: \$10 million South King County Community Fund

Thank you for the proposal for \$10 million – even if divided over 5 years. We can agree this is GREAT since we were starting from zero. What is even better is that this proposal entirely and finally reframes the extraordinarily frustrating conversations we’ve had for years which continually suggested that the only mitigation that can be funded must tether to federal dollars restricted to the federal 65 dnl contour. We now agree the Port CAN and will spend levy money on mitigation. This is such a HUGE step forward, and now allows for honest direct dialogue about how the Port prioritizes non-federal restricted funds in light of the historical and ongoing burdens suffered by the airport neighbor communities.

What is not as great, and can be improved at no cost, is that the text of motion says “not to exceed” for five years. This seem unnecessary, and even highly problematic, if it turns out – as has already been stated by Commissioner Felleman at the last meeting – for any number of reasons, including science, including the historical unfair burden – that much, much more is needed. The communities have a valid basis to have a high degree of mistrust – historically – from “false caps” and “false limits” dating back to how much the 3rd runway would be used. We’ve learned that we need to get it all in writing. Why is this cap necessary? If you were to say publicly that once this proposal is passed, there is no intent, no matter the evolving science or circumstance, to prioritize additional funds for the next five years, that it’s capped, I believe the support for this measure might evaporate.

We appreciate the recognition that the Port’s goal in making SeaTac the West Coast gateway of choice for International Travel has greatly impacted those of us who live under and around the flight corridors. Singapore Airlines was announced last week marking the 6th new international carrier coming to SeaTac in 2018 or 2019. Every international flight requires many more domestic feeder flights. Add the booming Cruise ship business that is outlined in your budget, the growth in that industry will again add more destination flights in and out of Sea-Tac.



\$10M is just not fair compensation. When you look back on the 3rd runway, a \$3 billion dollar project with \$50 million set aside in mitigation. With the SAMP underway a \$10 billion dollar project with ZERO allocated for mitigation. Well, not zero exactly, there is \$77,000 under "Community" for Airport Noise Mitigation and Community Outreach. As previously stated by Mathew Selby at Alaska Airlines you are spending more on a secret shopper, \$100,000 to be exact. The Port is spending almost the same on local community advertising \$72,000 which oddly enough is coming out of the tax levy revenue.

Also, in your tax levy allocations is the fact that the City of Seatac receives \$1.4 million a year just for Security enhancements (additional Police) and is directly connected to the ILA agreement between both agencies. Again, an example that Levy dollars can be spent freely on Airport Communities if you the Commissioners decide too. While other communities do not meet the requirements of an ILA, we do suffer greatly from operations at Sea-Tac and should be compensated fairly and not set-up to compete for \$2 million a year between 5 cities, allocations to still be determined.

Finally, I have been studying the new Port of Seattle Airport Community Accords (see attached) presented by Steve Edmiston at the November 13th Port Commission meeting.

I believe the support for this new endowment will increase, and concerns decrease, IF this Commission would also move quickly to adopt the values and policy guardrails reflected in the Ten Accords and not leave the ambiguous language of this motion up to speculation.

Thank you for allowing public comment,

Sheila Brush

A handwritten signature in black ink, appearing to read 'Sheila Brush', written in a cursive style.

Quiet Skies Puget Sound

"Hearing it? Breathing it."

PORT OF SEATTLE
AIRPORT NEIGHBOR COMMUNITY ACCORDS [PROPOSED]

November 13, 2018

RECOGNIZING:

That the Sea-Tac International Airport neighbor communities have been, and want to be, proud hosts and partners, working, living, and playing in harmony and collaboration with the Port of Seattle;

That human health and the environment in the airport neighbor communities remain unfairly burdened by aircraft operations when compared to the benefits these same operations generate for the entire region and State of Washington, and that this disparity has not been compensated;

That the World Health Organization 2018 Environmental Noise Guidelines recommend immediate substantial policy action reducing aircraft noise and providing increased mitigation for airport neighbor communities;

That the Port of Seattle Long Range Plan – Century Agenda does not include reducing the impact on human health or the environment of the airport neighbor communities as an objective, strategy, or priority;

That the Port of Seattle in 2018 deleted the requirement that it would “ensure a sustainable quality of life” for King County residents from its bylaws and mission statement;

That the Port of Seattle in 2018 amended its bylaws such that its mission is no longer dependent upon environmental stewardship, instead reducing environmental stewardship to a “commitment” to be “advanced;”

That the Port of Seattle in 2018 amended its bylaws to remove the requirement that its mission is dependent upon collaboration with neighboring communities, and instead reducing collaboration to a “commitment” to be “advanced;”

That trust must be restored with the airport neighbor communities negatively impacted by historic and current Port of Seattle airport operations;

That restored trust must be secured by adopting measures to restore Port of Seattle accountability to the citizens negatively impacted by Port of Seattle airport operations;

That the Port of Seattle culture must be reformed to (i) provide the citizens impacted by airport operations stakeholder status that is fully to equal to or greater than other industry and government stakeholders, and (ii) demonstrate a respect for preserving the quality of life, safety, and health of the families and the environment in the impacted communities.

That to achieve transparency, trust, accountability, and reform, there must be specific, measurable, and achievable actions, the completion of which can be objectively quantified and assessed;

Now therefore, a citizen offers to the Port of Seattle, and to all airport neighbor communities, for adoption and implementation, these,

ACCORDS

First: The Health and Welfare of Humans and the Environment is a Paramount Duty and Pre-Condition to Increasing Frequency of Aircraft Operations.

Protecting the health of humans and the environment impacted by current and future Port of Seattle airport operations is a paramount duty and pre-condition to the increased frequency of aircraft operations, and must be reflected in (i) the Port of Seattle mission statement (which shall require reversing 2018 bylaw amendments deleting the commitment to quality of life, diluting the commitment to humans and the environment, and diluting the commitment to collaboration with the communities); (ii) inclusion in the Century Agenda; and (iii) inclusion in the Port of Seattle's 2019 federal and state legislative agendas.

Second: Transparency Is a Core Value Requiring Independent Audit of Historical Mitigation Expenditures.

Transparency must be a core value in relation to protecting the health of humans and the environment; this shall initially be manifested by the Port commissioning an independent audit of the over \$400 million historically claimed as Port-funded airport mitigation expenditures since 1985. The audit shall, among other things, segregate Port funds from federal funds; identify the purpose of claimed expenditures (buy out, mitigation package, etc.); segregate mitigation expenditures from transactions in which the Port or FAA acquired aviation easements; and identify the basis in recent public statements for the reduction in claimed mitigation expenditures to \$300 million.

Third: Trust is a Core Value Requiring Non-Interference with Independent Health and Environmental Studies.

In order to establish and maintain the trust required for meaningful engagement and collaboration with airport neighbor communities, and except in the context of a public meeting, the Port shall cease actions intended, or appearing, to influence the scope, oversight, or outcomes of pending independent scientific studies relating to the human health and the environmental impacts of airport operations, including but not limited to, the pending Ultrafine Particle Study, and Department of Commerce Airport Mitigation Study.

Fourth: Tax Levy Funds Shall Be Prioritized for Airport Neighbor Community Mitigation.

Protecting human health and the environment from Port of Seattle airport impacts requires increased mitigation now, beyond the lesser mitigation authorized by compliance with minimum federal regulatory requirements or tethered to federal funding. Accordingly, the Port's existing policy relating to usage of annual tax levy money must be revised to prioritize mitigation as the paramount usage of levy funds, particularly with respect to applying World Health Organization 2018 recommendations relating to aircraft noise.

Fifth: Establishing a Nighttime Curfew to Protect Human Health Shall Be a Policy Priority and Supported by Port Resources.

Recognizing the newly established increased risk of harm to human health from night time operations, as most recently reported by the World Health Organization, the Port of Seattle shall commit undertake all available options under the law, and provide Port financial resources, to establish a curfew, including but not limited to (i) a permanent curfew executed voluntarily by airline and other necessary stakeholders, and/or (ii) a full, formal application under FAA guidelines for curfew relief.

Sixth: Fully Remediating the Failed Historical Commitments Regarding 3rd Runway Usage Shall Be a Policy Priority and Supported by Port Resources.

Recognizing in both the historical commitments and voluntary agreements relating to usage of the 3rd Runway, that full-time usage of the 3rd Runway was not contemplated at the time of development, construction or thereafter, and recognizing that the recent full-time usage places a new significant burdens on new neighborhoods, the Port shall adopt as policy and undertake all available options under the law to cause the reduction of usage of the 3rd Runway to pre-2012 levels, unless and until the mitigation commitments set forth herein are achieved.

Seventh: Establishing Increased Glide Slopes for All Runways to Reduce Noise and Protect Human Health Shall Be a Policy Priority Supported by Port Resources.

Recognizing the need for noise relief to protect human health, including as recommended by the World Health Organization, the Port shall adopt as policy and undertake all available options under the law to cause the increase in landing glide slopes for all runway usages to at minimum of 3.0 degrees, and to the maximum safe angle above 3.0 degrees.

Eighth: Establishing a Regional Airport to Preserve Statewide Economic Growth While Simultaneously Reducing the Unfair Burden on Airport Neighbor Communities Shall be a Policy Priority Supported by Port Resources.

The Port shall adopt as policy, and as a state and federal legislative priority goal, the siting a regional airport to ensure that the economic growth and development needs of the entire State of Washington can be met, while reducing the historic burdens and costs placed upon human health and the environment in the airport neighbor cities.

Ninth: Reforming Citizen Complaint Processes to Provide Meaningful Engagement and Solutions.

The Port recognizes that citizen frustration, anger, and disenfranchisement must be addressed, and that the current methodology to accept, track, and take action on citizen complaints relating to aircraft operations is inadequate and must be improved. The Port will (i) commission an independent audit the Port's historic handling of complaints to accurately assess the efficacy of the current system, including a review of tangible Port actions taken in response to complaints; (ii) commission an independent study of community attitudes, perceptions, and complaints about relating to aircraft operations; (iii) develop a complaint system and process that provides the community with useful and actionable responses intended to provide relief.

Tenth: A Moratorium Shall be Placed on Capital Projects That Expand Aircraft Operation Capacity Until a Comprehensive Plan Developed in Collaboration with Airport Neighbor Communities to Protect Health and the Environment is Achieved.

Because it is critical to human health and the environment that the commitments above are achieved, particularly before exacerbating the risks of harm by adding more community overflights, the Port will prepare and implement an enforceable remedial plan and, to the extent permitted by law, place a moratorium on capital projects that have, as their full or partial purpose, expansion of capacity for adding additional aircraft overflights.