

City of Federal Way Mayor Jim Ferrell spoke about impacts on the community from air traffic and about airport capacity at today's meeting of the executive board of Puget Sound Regional Council (PSRC)

Email by Yarden F. Weidenfeld, Senior Policy Advisor, City of Federal Way Mayor's Office, sent to council members and numerous other parties | FEB 22, 2018 at 6:53pm

Two items of interest to people concerned over the impact of air traffic were on the agenda for this morning's meeting of the Executive Board of the Puget Sound Regional Council (PSRC). First was a presentation by **Port of Seattle Aviation Managing Director Lance Lyttle** on the upcoming ten-to-twenty-year Sustainable Airport Master Plan (SAMP). Next was a presentation from **PSRC Executive Director Josh Brown** on a new regional aviation baseline study examining and forecasting aviation growth/needs in Puget Sound, including cargo, passenger, and manufacturing and providing options for policy makers to consider for meeting those needs. The Executive Board was being asked to approve the PSRC staff's recommendation that PSRC **accept funding from the Federal Aviation Administration (FAA)** to conduct the study.¹

During Mr. Lyttle's presentation on the SAMP, he stated that upcoming plans include the **tripling** of air cargo at SeaTac Airport and that the Port projects 66 million passengers by the year 2034, a **40 percent increase** over the 47 million passengers who used SeaTac Airport in 2017 (itself a number two million higher than the 45 million projected for 2019). Current construction at the airport is for *current* need, not projected future needs, according to Mr. Lyttle. Mr. Lyttle also stated that there are **no** plans to add any runways beyond the current three and that there are **no** plans to acquire more land beyond the current 2500 acres on which SeaTac lies. This is far smaller than similarly busy airports. SeaTac Airport is now the **ninth busiest** airport in the United States. New gates **are** a part of plans for the SAMP, as well as an additional cargo facility.

These numbers raised concerns for **Mayor Ferrell**, who, in the middle of Mr. Lyttle's presentation, pointedly asked whether the SAMP would take into account the impacts of SeaTac Airport on surrounding communities and whether there was any discussion of the need for a second regional airport. Mr. Lyttle answered that impacts on surrounding communities **will** be part of the environmental review phase of the SAMP and that consideration of a second regional airport would be part of the proposed regional aviation baseline study.²

During the presentation on the study, **Mayor Ferrell** reiterated these points. He stated that while he and others supported the study in principal, he was concerned that, **although the agenda item memorandum from PSRC executive director Josh Brown mentions that the study would address the "impact of airport activities on surrounding communities," there was no mention of this impact on surrounding communities in the Draft Scoping document.** Mayor Ferrell also asked why there was no mention of airport **capacity** in either document. He asked, **"Where is the cap?"** Mayor Ferrell stated that **half of the thousands of homes he visited last Fall, were concerned about air traffic. Mayor Ferrell pointed out that people are unable to have a conversation outside at times due to air traffic and that he himself experienced this problem in downtown Federal Way when there was an overhead flight every minute.** He stated that **people cannot sleep, have an outside barbecue, or "have a life."** He said that **this affects quality of life and property values. Referring to the**

¹ aiR footnote: so, to recap, POS director Lyttle and PSRC executive Brown did presentations, dovetailed to FAA's desire to give money to these entities, to aid actions aimed at further expanding operations (and impacts) at Sea-Tac.

² aiR footnote: past actions by POS, PSRC and FAA show that here, Mr. Lyttle is simply telling the Mayor what he wants to hear, but that we can all expect industry to be served ahead of community; in other words, full speed ahead for expanding impacts that destroy health and quality of life in communities like Federal Way.

tripling of air cargo mentioned by Mr. Lyttle, Mayor Ferrell flat out stated that there *must* be a ceiling of some sort at SeaTac Airport. If this is not done, Mayor Ferrell stated, property values in airport communities would go down and become less desirable places to live. In summation, Mayor Ferrell stated that the capacity metric must be included and that *most importantly, impacts on surrounding communities must be considered. Without these assurances, Mayor Ferrell said that he could not support the study.*³

In response, PSRC Executive Director Josh Brown stated that he would be working together with constituent mayors (like Mayor Ferrell) to modify the Scoping document once the grant is secured. He would be looking for suggestions such as those raised by **Mayor Ferrell. Not yet satisfied, Mayor Ferrell asked *when we would see the final scoping document. Mr. Brown responded that it would be in the coming months—the study is not projected to commence until June or July—and that all mayors will be able to weigh in on the final draft.*** Mr. Brown also stated that once the study is completed (projected for December 2019),⁴ they would be looking to the State of Washington to kick off the next planning process and to lead any effort to site a new regional airport.

With these assurances, Mayor Ferrell voted in favor of the study, along with all present members of the executive board.⁵

Attached are:

1. Agenda Item Memorandum on Sustainable Airport Master Plan (SAMP)
2. PowerPoint from SAMP Presentation by Port of Seattle Aviation Managing Director Lance Lyttle
3. Agenda Item Memorandum and draft scoping document on Regional Aviation Baseline Study

Video of the meeting can be found at the link below. Unfortunately, it appears that the video is only one hour long (and the first 16 minutes are blank), so more than half the meeting is not there. I have emailed PSRC Executive Director Josh Brown on this point. For now, the video ends in the middle of the SAMP presentation by Mr. Lyttle and does not include any of the presentation on the Regional Aviation Baseline Study. **Mayor Ferrell's comments and questions on the SAMP (but not on the Study because that section of the video is not available) can be found starting at minute 57:35 and going through 59:20.**

<http://psrcwa.igq2.com/Citizens/SplitView.aspx?Mode=Video&MeetingID=1623&Format=Agenda>

Listed recipients: Members of Federal Way City Council, Members of Federal Way Mayor's Quiet and Healthy Skies Task Force, Former Members of Federal Way Mayor's Quiet and Healthy Skies Task Force, Members of Quiet Skies Groups, Members of Marine Hills Neighborhood Group, Other Interested Parties

³ aiR footnote: Bravo, Mayor Ferrell ... speaking up, on behalf of impacted residents, advocating for health and quality of life being destroyed by POS, FAA and PSRC (on behalf of airline profits).

⁴ aiR footnote: typical ... more DELAY-DELAY-DELAY by industry and the public agencies who support industry players, giving them cover from the larger public. Drag out the process ad nauseum; wear down the opposition and jam through whatever industry wants.

⁵ aiR footnote: too bad he voted for it. He should have voted against, to protest while knowing that it would have been jammed through, anyway. The public needs elected officials who will truly stand up (and against) these massive takings by industry, abetted by the captured public agencies.