

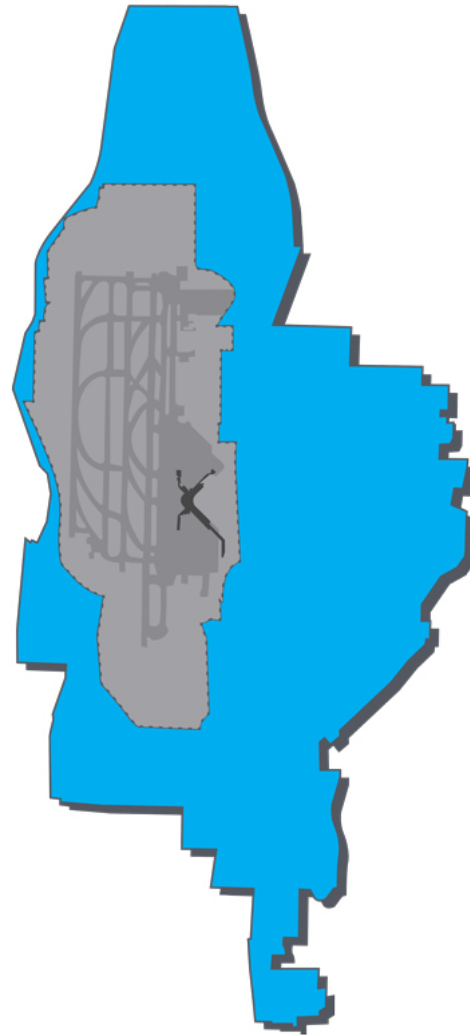
Proposed 2018 City / Port Interlocal Agreement

City Council Study Session
November 28, 2017



Why An ILA ?


- Port properties constitute 42% of total land area within SeaTac
- Airport is a unique land use, unique business operation, and generates unique demands on the City
- Interlocal Cooperation Act is specifically intended to address government-to-government relationships



Overview

- Port and City of SeaTac have used Interlocal Agreements since 1997
- Broad agreement to address potential operational and authority issues
- Current ILA expires mid February 2018
- Proposed ILA supports City and Airport priorities
- Interlocal Agreement improves efficiency, operational costs, and avoids litigation
- The ILA is intended to be a comprehensive and cohesive package of elements for mutual value

Key Elements of New Agreement

- Unique land use and development regulations to meet the needs of the Port and the City
 - Support for public safety and traffic enforcement at \$1.4M/year
 - Provision for traffic impact fees and concurrency requirements
 - Stormwater fees to City at \$1.3M/year
 - Quality assurance for Port development permits integrated into the City system at minimum of \$226K/year
 - Support for City's parking permit program
 - Process for Port to further support City business license compliance
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Chapter 1. Preamble

- Basis for Interlocal Agreement
- Introduction and background information regarding overlapping statutory authorities, legal responsibilities and federal contractual obligations

Chapter 2. General Provisions

- Binding 10-year term with recommendation at year five from JAC to complete term with, or without re-negotiation
- Either Party may withdraw and terminate with two year notice
- Minor amendments through Letter of Agreement between City Manager and Managing Director. Major amendments through JAC to Council and Commission

General Provisions, cont'd

- Provides for Dispute Resolution Procedures
 - Identifies composition, roles and responsibilities of the Joint Advisory Committee
 - Outlines Port schedules for monetary fees, payments and other contributions to City
 - Shared legislative strategies
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Chapter 3. Land Use & Development Regulations

- Establishes Airport Activity Area (AAA) map to provide guidance on application of development standards and permitting authority
- Delineates development standards for Port property outside of AAA used for airport operation activities
- Creates requirement for “edge” treatment to reduce visual impacts of development

Land Use & Development Regulations, cont'd

- Establishes Departure request process consistent with standard City approach
- Addresses aviation hazards and wildlife attractants
- Requires land use actions outside of AAA follow State law and City codes

Chapter 4. Transportation

- Projects on Port property outside of AAA subject to Transportation Impact fees (TIF)
- Transportation impacts and Concurrency requirements for projects within AAA will be addressed through SEPA
- All other projects outside of AAA subject to State law and City Code

Transportation, cont'd

- City and Port will coordinate transportation planning efforts
- Explore opportunities to reduce non-public points of access
- Plans for changes to existing, or planned new vehicular and pedestrian access points will be addressed in pre-design phase

Chapter 5. Permitting & Inspections

- Establishes the Port as City's Agent for building permit authority for airport development
- Port will reimburse City for permit related administration at a minimum of \$226,600 annually, adjusted for actual permit values and number of permits
- Port will require all entities doing business with the Port to have proper City licenses

Permitting & Inspections, cont'd

- Port will maintain records applicable to all permitting activity and provide City regular reports
- Coordination of Fire Code administration and enforcement

Chapter 6. Environmental Regulations

- Outlines SEPA responsibilities and processes
- Port will serve as lead for all projects within AAA
- Port will serve as lead for airport-related projects outside AAA with City as formal “Consulted Agency”
- City will serve as lead for all non-airport related development outside of AAA
- Port will pay annual Stormwater (SWM) fees of \$1,274,952

Chapter 7. Public Safety and General Services

- Port will contribute \$1.4 million annually for Community Relief for public safety, including police, enforcement of traffic and parking regulations and other City codes impacted by airport operations
- Port releases all interest of approximately \$3.8 million in joint parking tax fund

Budget Significance

- Minimum Monetary Impact to City over 10-year ILA Term
 - SWM Fees \$12,749,228.70
 - Community Relief \$14,000,000.00
 - Fees for Service \$ 2,266,000.00
 - TOTAL \$29,015,528.70

Proposed Schedule

- ✓ November 9 Documents published, website materials posted, open house ads and press release
- ✓ November 14 Briefings to Port Commission and SeaTac City Council
- ✓ November 16 Public open house at SeaTac Community Center
- ✓ November 20 City staff briefing to City of SeaTac Airport Committee
- ✓ November 21 Joint Advisory Committee meeting
- ✓ November 22 Revised comments and FAQ's published on websites
- November 28 Port Commission and City Council continue review of proposed agreement
- December 12 Scheduled adoption at regular City Council & Port Commission meetings
- December 31 Public review, Commission and Council consideration by year-end (if needed)



Questions?