



## SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

### StART FACILITATOR'S FEDERAL POLICY WORKING GROUP MEETING SUMMARY

Monday, August 5, 2019

5:30-7:30 pm, Seattle Tacoma International Airport Conference Center

Member	Interest Represented	Present
Terry Plumb	Burien Community Member	-
Michael Matthias	Des Moines City Manager	-
Chris Hall	Federal Way Community Member	X
Brian Wilson	Burien City Manager	X
Sheila Brush	Des Moines Community Member	X
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	X
Earnest Thompson	Normandy Park Community Member	X
Kyle Moore	SeaTac Government Relations and Communication Manager	X
Robert Akhtar	SeaTac Community Member	X
Bill Vadino	Federal Way	X
Larry Cripe	Burien Community Member	X
Steve Edmiston	Des Moines Community Member	X
Lyndall Bervar	Congressman Adam Smith, District Rep	X
Zachary Carstensen	Office of Congresswoman Pramila Jayapal, Director, Outreach and Engagement	-
Lylianna Allala	Office of Congresswoman Pramila Jayapal	X
Stasha Espinosa	Office of Sen. Patty Murray	X
Adam LeMieux	Office of Congressman Rick Larsen	-
Louise O'Rorke	Office of Sen. Maria Cantwell	X
Eric Schinfeld	Port of Seattle, Sr. Manager, Federal & International Government Relations	X
Resources	Title	
Stan Shepherd	Port of Seattle, Manager of Noise Programs	X
Arlyn Purcell	Port of Seattle, Director of Aviation Environmental Services	X
Consultants		
Emily Jackson	Note taker, Floyd   Snider	X

#### Additional Participants:

Amanda Wyma-Bradley, US Office of Rep Smith, phone  
 Jessica Mulligan (US Rep Jayapal)

## Meeting Objectives

To provide feedback on draft legislation from U.S. Representative Adam Smith. To finalize the Work Plan for the Working Group.

## Meeting Summary

### Feedback on Aviation Impacted Communities Act

*Lyndall Berver, U.S. Representative. Adam Smith*

*Amanda Wyma-Bradley, U.S. Representative Adam Smith*

Staff from U.S. Representative Adam Smith's office gave an overview of the bill that Rep. Smith is preparing to introduce. They discussed that there are many different stakeholder groups interested in the bill including the Beacon Hill neighborhood that is interested in being eligible for noise mitigation. The bill identifies a process for communities to be eligible for "designated communities status". The bill creates a provision for a designated community to select a community advisory board that has to authority to identify studies, which can be used to develop a noise mitigation action plan for the community. It also provides funds for mitigation. Feedback was solicited from StART Working Group participants.

Feedback and questions from StART participants included:

- The word "jet" is not broad enough and should be changed to "turbo powered aircraft".
- Who sets parameters and limitations for mitigation? City of Sea-Tac's #1 priority is improved mitigation options.
  - *Response:* It is up to the communities and the community board to identify mitigation options. 55 DNL and above will be the baseline for eligibility.
- Concern about Vashon and how they will be covered.
- What form will FAA's rationale take if the FAA determines that community advisory board recommended mitigation measures will not be effective and won't be used?
  - *Response:* No decision has been made, but agree more concrete language needs to be included.
- Clarify the definition in who is covered in Section.7-2
- How will this compel the FAA to release their 2017 study?
  - *Response:* Rep. Smith is considering changing the language to identify the National Academy of Science as opposed to FAA study.
- Consideration of international studies should be included in the bill.
- Add a provision to the bill to to add city manager/administrator/designee to community boards to ensure that the city voice is heard. Also, need a provision for elected officials to participate in providing input.
- Mitigation funding for loss in home value should be included – i.e. if home values decrease by some percentage (say 15%) an arbitration claim could be made in compensation.
- Suggest a stronger community voice for representatives/flexibility to have elected officials, community stakeholders, citizen experts, and city managers. Language should be clear on the process for deciding who participates on a community board or define who may sit on

committee so that all parties may be included. Language in new law for state process for small airports could be used as a model.

- How are communities defined? Neighborhood versus cities. Too many communities could cause administrative headaches.
- Airport advisory committees exist for several local communities (Burien, SeaTac, Des Moines)
- FAA is often a non-verbal member. How will the FAA participation be defined?
- Burden needs to be shifted to the FAA to respond to community's interests by changing language to "shall" for implementation of suggestions. Usually burden is on the community.
- Port of Seattle indicates that they want to be supportive of communities and address their concerns. Concern about FAA's ability to provide funding for so many communities if the legislation remains so broad. Administrative concerns about too many community boards. Concern that organized communities could shift flight paths to communities that have not organized themselves. This could result in moving the burden of impacts rather than solving problems.
  - *Response:* They could consider reducing who is included in the legislation to only major airports. But, eliminating smaller rural airports may also shrink the number of allies in Congress.
- Agree that only major airports should be included, otherwise this is too complicated. Address most impacted communities first, otherwise could pit communities against each other.
- Focusing on major airports would allow funding to go further with the most impacted communities.
- Suggest adding to legislation the creation of a flight tax per passenger and something similar per cargo plane.
- Suggest reviewing and possibly utilizing Congresswoman Jayapal's language to define airports/regions.
- Recommend adding a mechanism for resolving disagreement or confusion within community advisory board recommendations. Consider adding a neutral party or facilitator for dispute resolution.

Congressman Smith's staff requested that any additional feedback/comments from StART be provided to their office by Friday, August 23<sup>rd</sup>, as a first deadline, so they may be incorporated in an early draft. Next steps included finalizing the draft in the Fall and providing a preview to the Working Group before being introduced. The date of introduction is not known at this time.

### Review of Updated Federal Advocacy Work Plan Draft

*Eric Schinfeld, Port of Seattle*

Schinfeld provided an overview of the Working Group's Draft Work Plan. The Work Plan reflects previous Working Group decisions about priorities and where they would like to focus their engagement. The Work Plan identifies the topics/issues and the process steps. Feedback on the Draft Work Plan was solicited.

StART participant comments included:

- GAO letter can be used to get some quick wins along with accomplishing long term goals

The Working Group agreed by consensus that the items in the Work Plan reflect their interests and that they are ready to move forward with the items listed. There was acknowledgement that additional items may be added to the list in the future.

Schinfeld provided an overview of the general steps for advocacy. These included:

Step 1. Communication by letter

Step 2. Coalition building

Step 3. Direct engagement with DC and FAA (by phone and in person)

Step 4. Introduce Legislation

Step 5. Getting FAA decision makers in the room

Discussion focused on comments related to the process steps for the Work Plan. Comments included:

- Identify the responsible parties for carrying out the steps.
- Identify how local and state elected officials will be included.
- Provide an opportunity to review and provide feedback from the larger StART group.
- Recommend looking at how other communities are advocating to the GAO for their needs. Identify how to reach out to other airport roundtables. Sheila Brush will send the John F. Kennedy Airport group's comments to facilitator for distribution.
- Goals that are program shaping, for example, human health studies on the impacts of aircraft noise have the potential to be more impactful.
- Jayapal letter to FAA asking for a timeline on FAA Reauthorization noise provision implementation and could be used to establish congressional intent. This forum could be used to help draft a letter.
- Reach out to other airport communities in legislation to identify shared outcomes
- If a trip to DC, to meet with the FAA and Congressional representatives, is considered, subject matter experts, in addition to elected officials should be included.

#### Next Steps on Work Plan Implementation

Working Group participants discussed how best to structure and schedule the Working Group given that a number of the items on the Work Plan are timely. It was agreed that the Working Group would schedule monthly meetings through 2019. There was a recommendation that draft letters could be shared and commented on via a shared document program like Google docs or Dropbox. Finalization of letters could occur during Working Group meetings. Schinfeld will update the Work Plan based on comments, will begin drafting the GAO letter, letter to the delegation, send an invitation out for Google docs, and identify other action items. Sheila Brush will provide a GAO letter template.

#### **Next Meeting:**

**Monday September 9, 2019, 5:30 pm – 7:30 pm**

**Location: *SeaTac International Airport Conference Center, Room 4A***