

StART

ANNUAL PRIORITIES MEETING

APRIL 23, 2025; 5:00 PM – 8:00 PM

THE CONFERENCE CENTER AT SEA – AMSTERDAM ROOM

Meeting Objectives:

- **Build round table cohesion through shared discussions and utilizing a priority framework exercise, determine StART's 2025 priorities.**

I. Facilitator Welcome, Agreements, Outcome

Andrés Mantilla, Facilitator, Uncommon Bridges

- Guiding principles of StART
 - Communicate fairly; abide by discussion ground rules; prioritize preparing for, attending, and actively participating in meetings; focus on subject at hand during meetings; represent constituency; be respectful of the diversity of views.
- Meeting outcomes:
 - Reaffirm the purpose and drivers of StART
 - Have transparency and mutual accountability
 - Discuss a strategic priorities framework
 - Determine 2025 StART issue priorities
- Question from member – Do the operating procedures indicate that if there isn't resolution, issues go through the Highline Forum for resolution? *The Operating Procedures say the following: "Agreed upon recommendations from StART will be presented at Highline Forum meetings for consideration."*
- Question from Andres to the group - Have we created a space that fosters goodwill and openness or does something need to shift?

II. Charge and purpose

- Information sharing
- Discussing the Highline Forum-member cities' concerns
- Providing feedback to the Port for issues related to the airport
- Defining the Partnership: "This partnership aims to support meaningful and collaborative public dialogue and engagement in airport-related operations, planning and development"
- Membership:
 - Three members designated by each Highline-Forum city (two community members and one city employee not elected)
 - Two airline representatives

- One air cargo representative
- Two representatives from the Port
- Structure
 - Reporting: regular updates on StART are provided at Highline Forum meetings
 - Steering Committee: Provides support, guidance, and strategic direction for StART; includes chair, non-elected city employees, and airline representatives.
 - Facilitator: Independent and neutral
 - Meetings: Full StART meets six times per year
 - Working groups: Study specific issues with an in-depth focus
 - Annual report

III. Interview Report Out

Andres and Cheryl met with StART Steering Committee members from three of the airport cities prior to the meeting

- General comments:
 - Concern about the Port's level of commitment to issues impacting airport-surrounding communities
 - StART provides a valuable space for ongoing conversation and community input
 - Strong desire for more clarity of role and responsibility within StART
 - Some issues brought to StART should be dealt with outside of StART, through individual City-Port engagement, through the Highline Forum, or in other venues
 - Some issues could be structural problems that need to be addressed
 - Desire for more actionable efforts and discussion as part of the StART meeting agendas
 - StART should be a space for strategy and shared action
 - There is broad understanding that SEA operates under the constraint of local, state and federal regulations
 - StART is an advisory body, and the Port and the six cities retain their own authority for their jurisdictions
 - StART has achieved tangible, although limited, results
 - Members appreciate the access to Port leadership, airlines, FAA, city officials and community members that StART provides

IV. **Group discussion**

- **What is the Highline Forum?** *It is an information sharing venue not a policy body. Creates a dialogue among electeds and Port leadership. Variety of issues are discussed. StART includes community representatives not included in the Highline Forum.*
- **How can StART better meet your needs?**

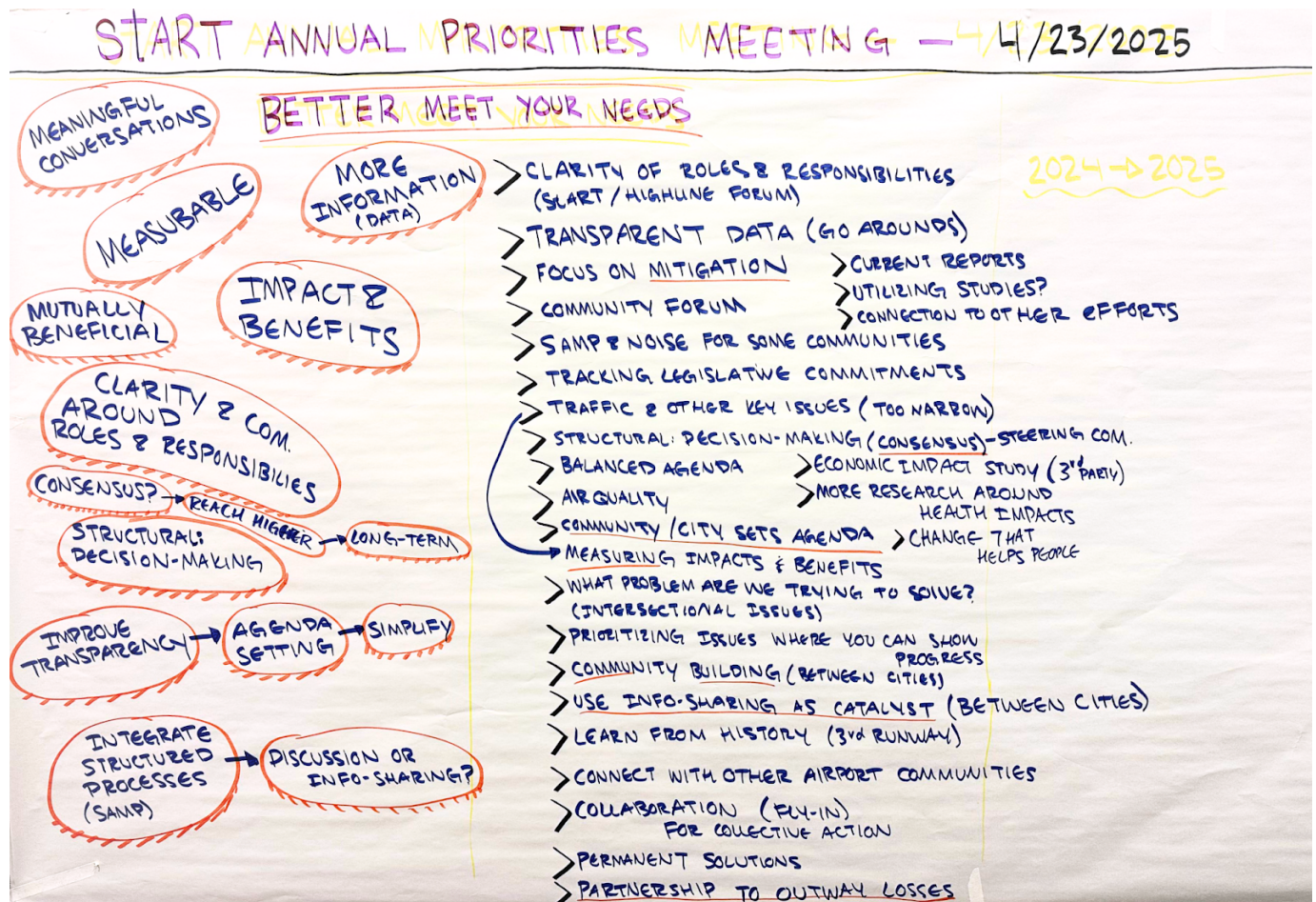
- FAA Air Traffic Control is given a difficult task lining up flights for landing at SEA. **Go arounds** are more common than reported; more transparency of the data is needed.
- StART has been very helpful in teaching us how the airport works and that much is outside of our and the airport's control. Community members most important issue is **mitigation of noise and air pollution**. Is the mitigation issue a conversation that cities should have with the port directly as opposed to having it at StART?
- **Noise is every city's issue**. StART will play a more important role when the SAMP regulatory process concludes, and there are opportunities for direct community engagement. Airport is associated with other issues. How far do we want to go with the problems that we are trying to address (i.e., are we going to tackle issues like human trafficking)?
- Promises related to mitigation were made to cities during the Third Runway fight, and nothing has happened. Is StART a place we can **track commitments**?
- There are other issues we should be discussing besides noise. StART was supposed to tackle other issues as well including impacts and benefits from the airport that are related not just to operations. **StART needs to address a broader set of issues than just planes flying overhead**.
- Do we need to have a **structural conversation around decision making**?
- **We need to prioritize issues where we can show progress**.
- **Need a balanced agenda**.
- Pollution and noise will increase with SAMP projects; **best we can do is reduce the rate of the increase**. Does that put a different focus on how we spend our time? What is the role of StART in mitigation? Is that a group conversation for StART or something discussed outside of StART?
- Communicate the mitigation needs **but also the shared benefits of living next to the airport**.
- **Continuous collaborative action among members. Connect with other airport communities to share best practices and to identify ways to work collaboratively at the national level**
- What is StART for? Some efforts have been good but nothing is enforceable. What are the measurables? What is most important? Cities have building height restrictions due to their proximity to the airport. **Address and offset the losses we sustain by being so close to the airport. Request we do an economic impact study (a study was done previously)**.
- StART should never be weaponized (legislative testimony example). **Need clear communication protocols**.
- **Tangible measurable impacts that we can take back to our residents**.
- Structural issue: community members should be allowed to join the Steering

Committee.

- **SAMP** - Frustrations on both sides about engagement and communications. What is a meaningful conversation we can have about SAMP? Cannot have conversations that compromise the Port legally. Is StART the place to have this conversation?

V. KEY THEMES AND TAKEAWAYS

- More information (data)
- Impact and benefits
- Meaningful conversations
- Measurable results
- Mutually beneficial actions
- Clarify and communicate about roles and responsibilities
- Consensus → be more ambitious in bringing topics that are challenging to solve but benefit from conversation → long-term
- Structural decision making
- Improve transparency around agenda setting
- Integrate structured processes → is it a discussion or info-sharing?
- Transparent data (e.g., go-arounds)
- Focus on mitigation
- Share existing reports on airport impacts and benefits
- Utilize already completed studies (e.g. economic impact study)
- Connection to other efforts
- Track legislative commitments
- Balanced agenda
- More research around health impacts
- Air quality
- Community/cities assist with setting the agenda
- Measuring impacts and benefits
- What problems are we trying to solve?
- Prioritizing issues where we can show progress
- Community building between cities
- Use info-sharing as catalyst between cities
- Learn from history (third runway)
- Connect with other airport communities
- Collaboration for collective action (fly-In example)
- Seek out permanent solutions
- Focus on partnership benefits



VI. Recommendations

- Clarify agenda-setting roles and simplify agenda topics with a clear understanding of intended feedback outcomes.
- Establish a central information hub with up-to-date data and reports that show progress on priorities.
- Complete the StART Priorities Framework, outlining areas of shared action on topics of mutual understanding and agreement.
- Revisit StART's structure as detailed in the operating procedures.

VII. StART Priority Framework

- We did not have time to begin the exercise of the priority framework. This will be addressed at our June meeting.

MEMBERS	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	-
ALETA BEST	FAA (EX OFFICIO)	-
ALETHIA MILLER	ALASKA AIRLINES	✓
AMY ARRINGTON	NORMANDY PARK - CITY	✓
ARIF GHOUSE	PORT OF SEATTLE - CHAIR	-
BILL VADINO	FEDERAL WAY - CITY	✓
BRANDON MILES	TUKWILA - CITY	✓
BRYAN TOMICH	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
GARMON NEWSOM II	BURIEN - CITY (ALT)	✓
GRADY STONE	FAA (EX-OFFICIO)	-
JEFF HARBAUGH	BURIEN - COMMUNITY REPRESENTATIVE	✓
JOE DUSENBURY	DES MOINES - COMMUNITY REPRESENTATIVE	✓
JOSEPH BERT	FAA	-
JONATHAN YOUNG	SEATAC - CITY	✓
JULIE LE	SEATAC - COMMUNITY REPRESENTATIVE	-
JENNIFER MARTIN	AIR CARGO REPRESENTATIVE, CFI FORWARDERS	✓
KAREN VELORIA	BURIEN - COMMUNITY REPRESENTATIVE	-
KATHLEEN WILSON	TUKWILA - COMMUNITY REPRESENTATIVE	✓
KATHERINE CAFFREY	DES MOINES - CITY	✓
LAUREL HUMPHREY	TUKWILA - CITY (ALT)	-
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL BRUGATO	FEDERAL WAY - COMMUNITY REPRESENTATIVE	-
MOIRA BRADSHAW	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
PETER SCHILLING	TUKWILA - COMMUNITY REPRESENTATIVE	✓
REBECCA DEMING	DES MOINES - CITY (ALT)	-
ROGER KADEG	SEATAC - COMMUNITY REPRESENTATIVE	✓
SARAH COX	PORT OF SEATTLE - CHAIR (ALT)	✓
SCOTT INGHAM	DELTA AIR LINES (ALT)	✓
SCOTT KENNEDY	ALASKA AIRLINES	-
RESOURCES		
RYAN McMULLAN	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
CONSULTANTS		
ANDRÉS MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	-

NEXT MEETING: JUNE 25, 2025 - 5:00 PM - 7:00 PM

LOCATION: ZOOM WEBINAR