

StART FACILITATOR'S MEETING SUMMARY

June 24, 2020

5:00 pm – 7:00 pm. Video Conference

Participant	Interest Represented		Participant	Interest Represented	
Eric Zimmerman	Normandy Park	X	Scott Ingham (Alt)	Delta Air Lines	X
Tim Sorensen	Normandy Park	-	Scott Kennedy	Alaska Airlines	-
Mark Hoppen	Normandy Park	X	Matt Shelby (Alt)	Alaska Airlines	-
Jennifer-Ferrer-Santa Ines (Alt)	Normandy Park	-	Shan Hoel	Air Cargo	X
Tejvir Basra	SeaTac	X	Justin Biassou	FAA	X
Robert Akhtar	SeaTac	-	Lance Lyttle	Port of Seattle	X
Carl Cole	SeaTac	X	Arlyn Purcell	Port of Seattle	X
Kyle Moore (Alt)	SeaTac	-	Marco Milanese	Port of Seattle	X
Erica Post	Tukwila	X	Eric Schinfeld	Port of Seattle	-
Brandon Miles	Tukwila	X	Tom Fagerstrom	Port of Seattle	X
Tod Bookless	Tukwila	X	Stan Shepherd	Port of Seattle	X
Tony Gonchar	Delta Air Lines	-			

Additional Participants: Lyndall Bervar, Office of Representative Adam Smith; Randy Fiertz, Alaska Airlines, Dave McFadden, Port of Seattle; Bookda Gheisar, Port of Seattle; Clare Gallagher, Port of Seattle; Andy Gregory, Port of Seattle

Facilitator: Phyllis Shulman, Civic Alchemy

Note Taker: Amanda Murphy, Amanda Gray Consulting

Meeting Objectives

To provide an update on the StART Federal Policy Working Group and recap the Aviation Noise Working Group. To discuss and provide initial input to the Port of Seattle's Economic Recovery Framework.

Welcome

Lance Lyttle, Airport Managing Director, Port of Seattle

Lyttle, welcomed participants and gave a brief update on airport operations. He stated that the airport is beginning to see some signs of positive change including a slight increase in passengers and that 51 of the airport's retail and dining entities have reopened. Lyttle emphasized that the Port is continuing to offer support to retail and dining businesses including lease extensions. Also, the airport is prioritizing the health of airport employees and passengers including enhanced sanitizing and cleaning, the requirement that everyone wear masks, numerous hand sanitizer stations, and ensuring that all dining and retail entities are operating by health and social distancing requirements.

Randy Fiertz, Alaska Airlines and Scott Ingham, Delta Air Lines provided brief updates on airline operations. Fiertz stated that airline travel has shown some signs of rebounding and serious measures are being taken to maintain the health and safety of employees and passengers. These measures include:

- Enhanced cleaning on aircrafts and installation of hospital grade HEPA filters
- Maintaining empty middle seats
- Utilizing cargo planes to send medical equipment across the country
- Donating one million meals
- Flying health care workers for free and providing them with a free vacation ticket
- Parking of 126 aircraft
- Initiating a company-wide hiring freeze
- Reduction of executive salaries
- Negotiated pay reductions with vendors

Ingham stated that similar actions are being taken by Delta Air Lines including intensive cleaning between each flight and plexiglass barriers at ticketing and boarding areas. He noted that Delta is planning to resume a flight to Shanghai and are adding 1,000 flights system-wide at the beginning of July, but the number of flights, in general are significantly lower than last year at this time.

Update: Federal Policy Working Group

Eric Schinfeld, Senior Manager, Federal and International Government Relations, Port of Seattle

Schinfeld provided an update on the status of the StART Federal Policy Working Group. He stated that Working Group meetings have been on hiatus due to Congress and the FAA being entirely focused on COVID-19 issues. In March, a group representing many of the neighboring communities was days away from taking an advocacy trip to Washington DC to meet with Congressional members, but the trip was canceled due to the pandemic. He acknowledged that there will likely be limited opportunities for proposing and passing legislation during the remainder of this year, but that it makes sense for the Working Group to begin to meet again.

Lyndall Bervar, from U.S. Representative Adam Smith's office, emphasized that this year will be particularly challenging for the passage of new legislation. However, she shared that there are potential opportunities where legislation could be proposed as part of COVID stimulus package(s), appropriations legislation or an infrastructure package. Rep. Smith continues to be committed to airport related legislative priorities. There are three pieces of legislation that Representative Smith is developing:

- The Aviation Impacted Communities Act
- The Protecting Communities from Emissions Act
- Legislation that would allow re-insulation of certain homes for which the initial noise package has "failed"

Bervar stated that Rep. Smith is working to build support for these bills, but she noted that, even if there is success in the House, there may be challenges in the Senate.

Recap of Aviation Noise Working Group Meeting **Tom Fagerstrom, Airport Noise Program Coordinator, Port of Seattle**

Fagerstrom provided a recap of the May 11 StART Aviation Noise Working Group meeting. He reviewed the status of several items on the Working Group's near-term aviation noise action agenda. The StART Aviation Noise Working Group May 11 Meeting Summary can be found [here](#)

Late Night Noise Limitation Program

Program monitoring began in the 3rd quarter of 2019. Operations during the first quarter of 2020 were for the most part normal and saw similar exceedances in noise as the previous quarter and from typically the same carriers. Due to the impacts of COVID, there was a dramatic drop in passenger flights beginning in late March. There has also been a small increase in cargo flights at night. He expects that 2nd quarter exceedances will mostly be due to increased cargo flights, which tend to be the noisier aircraft.

Runway Use Plan

Because of the dramatic reduction in flights, the 3rd runway is averaging close to zero landings during the late-night hours.

Glide Slope Adjustment

The project, which will raise 34R's glideslope to 3.0 or 3.1 degrees, was scheduled to be completed in 2023; however, due to the impacts of COVID-19 it is unknown whether this date will be impacted. The date is dependent on the completion of analysis and approval by the FAA.

Ground Noise Analysis

The project has been put on hold given how flight frequency and noise has changed as a result of COVID-19. Conducting noise sampling during this time would not provide a representative sample of noise experienced in the surrounding communities.

Noise Abatement Departures Profile Study

The results of the study concluded that a distant procedure would be beneficial to communities further from the airport. There will be imperceptible impacts on a few neighborhoods directly north and south of the airport. Next steps are to reach out to these cities to discuss further.

A320 Aircraft Whistling Noise

Airlines who fly A320s received letters inquiring about their plans and timelines for retrofitting aircraft. However, because of COVID, airlines are making major changes to their fleet mixes and reducing flights. Given this uncertainty, additional communications on this issue will be on hold until there is more clarity on fleet changes.

PlaneNoise Monthly Reporting

The Port is using a new aviation noise comment system and reporting structure and the monthly statistics will be shared in a report and posted on the Port's website every month. The Working Group provided input and feedback on the draft report's design including listing noise complaints by city and zip code.

Port of Seattle's Economic Recovery Framework

Dave McFadden, Managing Director, Economic Development Division, Port of Seattle; Bookda Gheisar, Senior Director for Equity, Social Justice, and Inclusion, Port of Seattle

The focus of the meeting was a presentation and discussions on the Port of Seattle's Economic Recovery Framework (Framework). The presentation can be found [here](#). Dave McFadden, Managing Director, Economic Development Division, and Bookda Gheisar, Senior Director for Equity, Social Justice and Inclusion, presented the Framework and stated that the goals of the Framework are for Port investments to support the recovery, prioritize economic development and community investment programs, maximize partnerships to leverage funding and impact, and capitol program investments. McFadden reviewed some of the airport's early actions which include:

- Protecting Port employees' health, safety, and wellbeing through supportive human resource policies and guidance and by ensuring a safe work environment.
- Supporting tenants and concessionaires by providing rent relief and fee relief.

Gheisar provided a brief overview of the Port's Office of Equity, Diversity, and Inclusion, explaining how SEA is the first Port in the country to establish an office focused on equity and inclusion. She explained how these principles are interwoven throughout all the Port's departments and priorities. Gheisar explained that the strategies for equity and inclusion were developed after interviewing multiple community members and employees. Based on these interviews, three strategies were created:

1. Infuse equity principles and practices into organizational structure, programs, policies, and processes.
2. Provide equitable and tangible benefits to impacted communities.
3. Build a center of expertise for equity by establishing the Port as a resource internally and externally.

The vision of the Office is stated as: "Develop a Port that mirrors the diversity of our community, instills principles of equity in its culture, and ensures a fair and intentional distribution of opportunities with the goal of expanding economic development and quality of life for all". This vision and principles of the Office informs the strategies and elements of the Framework. Gheisar stated that the recovery actions outlined in the Framework complement the Port Commission's directives on COVID-19 response:

- Integrate values of equity and inclusion
- Prioritize the most vulnerable
- Mitigate economic costs
- Ensure language and cultural competence
- Support community-based organizations

Key recovery initiatives and investments include:

- Youth Employment Initiative
- South King County Fund
- Small business assistance

- Travel/Tourism partnership
- Capital project investments
- Leveraging grants and partnerships

Additional information on the South King County Fund can be found on the fund's [website](#). Also, the following links provide information related to South King County Fund motions over the last three years: [2018](#), [2019](#) and [2020](#).

The presentation was followed by questions and comments by StART participants. Questions, responses, and comments included:

- Suggest not spending money on promoting travel since people are not going to want to travel until they know it is safe.
- Spend funds on business assistance and less on tourism marketing.
- Tourism investments will be made in phases and focus is currently on local tourism and regenerating consumer confidence.
- The focus of the South King County Fund will be on economic development and support for local communities.
- The South King County Fund will prioritize the six cities in the Highline Forum, but will also consider the communities most impacted by economic stresses based on data.

After the presentation all participants on the video conference call held small group discussions to provide input into ways the Framework can support their communities. The small groups then reported out their ideas. The summaries of the discussions are included as Appendix B.

Next Steps

In closing, Jennifer Kester, City of SeaTac Planning Manager and Phyllis Shulman, StART Facilitator, are initiating a meeting for interested StART participants to explore additional ways that StART can create community engagement opportunities. This suggestion was brought forth by Kester at the StART Aviation Noise Working Group meeting. Volunteers were solicited.

Public Comment

Compiled public comments are included as Appendix A.

Next Meeting:
August 26, 2020- 5:00 pm - 7:00 pm
Video Conference Call

Appendix A Summary of Public Comments

Earnest Thompson, City Councilmember (Normandy Park) (oral comments)

- Commented that a number of people in the community have suggested that it may be a good time to do the ground noise study that is being delayed in order to develop a baseline for the level of noise desired.

Anne Kroeker (Des Moines) (oral comments)

- Asked whether the Port will be notifying the airlines and passengers that masks are required and inquired how the notification would occur.
- Stated that the past status quo regarding economic recovery is unlikely to be what happens in the future. The issues that are arising from the pandemic are similar to what we are likely to experience with climate change. Considers this a perfect time to learn and plan including what infrastructure we will need, for example hyperloop, and to not go back to the heavy use of fossil fuels. Commented that she did not see the Port taking steps to plan for a new normal and encouraged the Port to take this opportunity to change.

APPENDIX B

Small Group Discussion Notes

Port of Seattle Economic Recovery Framework Discussion Questions:

1. For existing small businesses, what are their needs, including those within disadvantaged communities?
2. The Port's recovery initiative provides significant resources to support community driven workforce and small business development projects. What are some of the needs and opportunities these resources could address within your community?
3. What types of capital projects are particularly important to South King County and are there partnership opportunities?
4. How can the Port's recovery initiative help revitalize tourism and travel in South King County and across the state?

Group Participants:

Group 1:

- Eric Zimmerman
- Erica Post
- Carl Cole
- Lance Lyttle
- Randy Fiertz
- Dave McFadden
- Tim Toerber – notetaker
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Group 2:

- Shan Hoel
- Tom Fagerstrom
- Justin Biassou
- Mark Hoppen
- Tod Bookless
- Stan Shepherd
- Amanda Murphy – notetaker

Group 3:

- Brandon Miles
- Tejvir Basra
- Aryln Purcell
- Marco Milanese – notetaker

Group 4 (public audience):

- Earnest Thompson
- JC Harris
- Dave Kaplan
- Sally del Fierro
- Nic Longo
- Marielle Trumbauer
- Colin Rice
- Anne Kroeker
- Clare Gallagher
- Andy Gregory – notetaker

Question 1. For existing small businesses, what are their needs, including those within disadvantaged communities?

<p>Group 1</p>	<p>Comes down to money. The businesses that will make it through this downturn, planned ahead and have rainy day reserves. In order to pull through this economic downturn, they need money. They need recovery money to get back on their feet (financial support to reopen doors). They need no strings attached money (doesn't help if it is a loan which is difficult to qualify for). Grants are better than loans. Life needs to return to normal, so businesses have a consumer base. Schools need to open so parents can work.</p>
<p>Group 2</p>	<ul style="list-style-type: none"> • How do we define small businesses? Those based on MIACS industry classification codes or those like women owned? Is certification required? Majority probably don't certify so are they excluded from those programs? In our industries there are many that are not certified. So how is a small business defined, and who is eligible? These questions need to be answered for me first in order to answer the question. My industry, we need Cargo. That's what our freight industry needs. We do a lot of work with cruise lines, so not just air cargo and we rely on the mom and pop businesses to provide services. We contract out using local services like warehouses. So, when our business is impacted, others are too. Not sure there is much knowledge within the small business community about these types of programs and how they can engage. • Most businesses in Normandy Park are closed. They need to open. Some restaurants have been assisted. I know all businesses have been given resources on available Small Business services. We depend on certain businesses and all are struggling to make a living. Businesses need foot traffic, and we will need the discipline for social distancing. Currently, we aren't seeing the foot traffic. We need to cooperate with epidemiological evidence and ways to increase the foot traffic. We are seeing an increase in cases now. So, what does this mean? May be just a bump but what if it isn't? Again, future is uncertain. We also need greater flexibility in the CARES Act so it's not so restrictive that it's difficult to deliver it. Also, not sure who is going to stay in business and their ability to survive shouldn't be the criteria to qualify for resources.
<p>Group 3</p>	<ul style="list-style-type: none"> • I am an owner of two airport remote parking lots/small business owner – occupancy is way down at those lots. There are some federal programs in place to support businesses like mine. General marketing/promotional efforts aren't going to really help at this

	<p>point. The public needs to feel safe when they travel and until that happens – things won't dramatically improve. Like many business owners, I have taken steps and implemented new procedures to increase safety. And I appreciate the efforts the airport has taken to increase health/safety – that's helps with building confidence. The kind of marketing/promotional efforts I think would help would be those than emphasize all the steps businesses and the airport have taken to increase safety.</p> <ul style="list-style-type: none"> • The needs of small businesses are relatively simple – financial grants/loans to survive and PPE to conduct their work. Tourism marketing at this point is not going to help. It's not what local businesses say they need.
Group 4	<ul style="list-style-type: none"> • They need help to get back on their feet, maybe back pay, getting through forms to apply for funding? • They need to open state to get things rolling. • The impacts are related to poverty.

Question 2. The Port's recovery initiative provides significant resources to support community driven workforce and small business development projects. What are some of the needs and opportunities these resources could address within your community?

Group 1	<p>Working from home will become more prevalent. Help small business owners with training to use the technology to transition to this new reality. Helping service-related industries that still have not opened (nail salon, etc.). Provide ergonomics experts to ensure home offices are suitable for full working days.</p>
Group 2	<ul style="list-style-type: none"> • The criteria are broad enough that it can go forward. We are working with the Chamber and think their efforts will be successful. But there is a lot of uncertainty. Hopefully, we will know more as things unfold. • With small businesses, there isn't much cost but if there continues to be limited foot traffic, then it doesn't matter how low costs are. With no revenue being made, it's going to be very hard for many businesses. What happens may be 25% of businesses end up closing. The future is unknown at this point.
Group 3	<ul style="list-style-type: none"> • There is fear that those who they've had to lay-off, won't be available once businesses start hiring again. I continue to remain connected to my employees and been able to provide support/assistance. But many businesses don't have those resources. When things do recover, and

	<p>businesses begin ramping up again – there’s a good chance that employees won’t come back to their former employers. They’ve had to move on – to Amazon for example. So retraining support, recruitment assistance, career fairs – all of those will be needed by small businesses. It would be catastrophic if the demand was to return and there were enough or enough well-trained employees to respond to that demand.</p>
Group 4	<ul style="list-style-type: none"> • There are limited small businesses in Normandy Park. • People need to feel comfortable being out purchasing. They want money in their pockets and stability to invest. Unemployment does help with some of that. But where is the market?

Question 3. What types of capital projects are particularly important to South King County and are there partnership opportunities?

Group 1	<p>The best capital projects employ lots of people and take a long time to complete (Metro/transit related). Can capital projects be connected to workforce development (perhaps supporting training for trades groups)?</p>
Group 2	<p>N/A</p>
Group 3	<ul style="list-style-type: none"> • All cities have capital projects on their books that are ready to go except they don’t have a budget or funding has had to be cut. We don’t need to create any new lists of projects – let’s work from the existing lists in a city’s current CIP. The 42nd Avenue Bridge project in Tukwila is a good example. And one word of advice – the Port needs to simplify their RFP process for any grants/funding they offer to the cities. The simpler the application – the better.
Group 4	<ul style="list-style-type: none"> • Transportation cuts affect folks without cars who need to get to work, etc. On regional transportation issues, maybe partner with South County Area Transportation Board? • Will COVID has led to long term changes in transportation habits? What is the plan for local transportation?

Question 4. How can the Port's recovery initiative help revitalize tourism and travel in South King County and across the state?

Group 1	<p>I Loved to hear that the Port was investing in tourism and travel. Get Seattle/King County/Tacoma in front of people when they have time on their hands and when they'll be able to move about more freely. We should continue to highlight all the wonderful things to do in Washington State so that as travel opportunities resume, our state will be front of mind with travelers. We should partner with hotel chains to ensure local hotels/lodging establishments to build confidence with traveling again.</p>
Group 2	<p>N/A</p>
Group 3	<p>N/A</p>
Group 4	<ul style="list-style-type: none">• Build the hyperloop