

5-25-2022 Highline Forum meeting, Public Comment, Bernedine Lund, resident of Federal Way and volunteer for 350 Seattle Aviation Group

Hello, everyone,

Anyone reviewing the 2021 StART Annual Report and thinking back to the previous annual reports, say 2018, 2019, or 2020, will see a marked difference in the reports.

Previous reports gave a summary of the agenda, discussion, presentations, and public comments. The 2021 report gives a different type of summary, with each meeting and working group meeting listed, members attending the meeting, and general list of topics. This more recent annual summary does not give details of any of the discussions and is like a boilerplate presentation with full color pictures, ready for printing as a glossy brochure that can be printed and passed out as advertisement for Sea-Tac. If a reader wants to know what happened at the meeting, the reader needs to go to the individual minutes.

However, there is no way someone can determine what was done or said at a StART Steering Committee meetings that began in 2021, as there are no minutes or summaries of these meeting. As noted in the 2021 StART annual report, page 5 "Steering Committee", the Steering Committee does make decisions about StART membership. Non-StART members such as the FAA also join the Steering Committee meetings.

This lack of openness and mixing of state laws regarding meetings seems to contradict the heading of the 2021 StART Annual Report, page 4, "Renewed Culture of Trust & Cooperation." Not everyone may know that the state established the Port of Seattle with its own taxing district, and many of us pay the Port with part of our property taxes. This makes the Port's lack of openness to the public more egregious.