

## Meeting attendees

### Airport Working Group (AWG) Members

- Art Scheunemann, PSRC Freight Mobility Roundtable
- Brad Jurkovich, Tomorrow@Sea-Tac
- Holly Krejci, Georgetown Community Council
- Larry Reid, Georgetown Merchants Association
- Maria Batayola, Community Representative Beacon Hill
- Tom Ysasi, Community Representative, Magnolia
- Warren Hendrickson, NW Mountain Region AOPA
- Wendy Langen, Mente LLC

### Others in attendance

- April Sanders, KCC/Lambert
- Carter Timmerman, WSDOT Aviation
- Clare Gallagher, Port of Seattle
- Dave Fisher, Tomorrow @ Sea-Tac Coalition
- Devin Simmons, Office of King County Councilmember McDermott
- Don Stark, Smith & Stark
- Harold Taniguchi, WSDOT
- Lise Kaye, King County Council Central Staff
- Nick Bowman, Office of King County Councilmember Kohl-Welles
- Nora Gerloff, City of Tukwila
- Randy Berg, KCIA/BFI
- Gary Molyneaux, KCIA/BFI
- Mark McFarland, Mead & Hunt
- Cody Fussell, Mead & Hunt
- Jeff Smith, Mead & Hunt
- Alicia Toney, Anchor QEA
- Charla Skaggs, EnviroIssues
- Ryan Orth, EnviroIssues
- Lauren Dennis, EnviroIssues

The following document provides a summary of the King County International Airport/Boeing Field (KCIA/BFI) Master Plan Update Airport Working Group Meeting #1 on May 24, 2016. The summary is organized into the following sections:

- I. Introductions and expectations
- II. Master Plan Update planning process
- III. Working group roles and responsibilities
- IV. Public involvement and communications programs
- V. KCIA/BFI Inventory and Forecasts
- VI. Next steps and action items

See the meeting presentation, AWG charter, and technical working paper #1 for additional details.

## I. Introductions and expectations

Airport Planning Manager Gary Molyneaux, Airport Director Randall Berg, and King County Department of Transportation Director Harold Taniguchi welcomed members of the Airport Working Group (AWG), thanked them for their commitments to serve on the working group, and underscored the importance of the airport master plan update to the future of KCIA/BFI.

Ryan Orth, meeting facilitator, invited AWG members to introduce themselves, describe the perspectives they represent, and share their interests in the process. These comments included:

- An inclusive, transparent public process
- Support for and maintenance of small general aviation
- Economic viability of the airport, integrated with local economic development
- Maintenance of the airport's character and its accessibility to the public
- Consideration of community concerns – including noise and air quality – that addresses race and social justice
- Coordination with Sea-Tac Airport and KCIA/BFI Airport Master Plan Updates

Airport partners and other interested members of the public in attendance also introduced themselves.

Finally, Mead & Hunt (lead consultant on the master plan update) introduced the project team consisting of several consultant groups focusing on environmental analysis, noise, engineering, Airport Geographic Information Systems (AGIS), and public involvement.

## II. Master plan update process

Cody Fussell (Mead & Hunt) described the process to update the airport's master plan, the project schedule and milestones, the planning context amidst other King County efforts and the airport's complex geographic setting adjacent to several jurisdictions and neighborhoods.

### *Process and schedule*

- AWG meetings are expected to occur five times over the next two years, coinciding with the release of the technical working papers. Technical working papers will cover several topics, including airport inventories and forecasts (both shared at this first meeting), as well as AGIS, facility requirements, alternatives analysis and financial feasibility.
  - AGIS will be central in the planning process. As many in attendance at the meeting expressed interest in AGIS, Cody noted that aerial photography has already commenced and the project team will share information with the AWG and airport partners as the AGIS deliverables become available.
- A series of three public meetings with the broader community will also be held. The first is anticipated for fall 2016 when additional project information and initial FAA feedback on the Airport forecasts is available.
- The draft master plan update document will be comprised of the content presented in the technical working papers. The final products delivered by the project team include the draft plan, the final plan and the airport layout plan drawing set.
- The final master plan must ultimately be approved and adopted by King County Council. Councilmembers and the County Executive will be briefed throughout the process.

- The airport layout plan – which identifies capital projects that can use federal funding through the airport improvement program – will also be submitted to the Federal Aviation Administration (FAA) for review and conditional approval.

#### *Coordination with other King County planning efforts*

- The master plan update will incorporate long-term planning goals and objectives of King County as outlined in the 2010 King County Strategic Plan (which includes racial equity and social justice objectives) and the Airport Strategic Business Plan.
- EnviroIssues will distribute these documents electronically so AWG members can familiarize themselves with them.

#### *Airport environs*

- The project team recognizes the importance of working with the airport’s many adjacent neighbors and understanding the impacts of the planning process. These include:
  - Neighborhoods: Georgetown, Beacon Hill, Rainier Beach, Allentown/Duwamish, Glendale, South Park, Industry District, Magnolia, and West Seattle
  - Jurisdictions: Seattle, Tukwila, Burien, Renton, Port of Seattle, King County

### **III. Working group roles and responsibilities**

Ryan Orth provided a more in-depth description of the AWG’s function and role in the Master Plan Update process, as outlined in the Airport Working Group’s Charter and Operating Guidelines. Highlights from the discussion include the following:

#### *Feedback on planning materials*

- AWG members represent a broad spectrum of interests; they should review and comment on technical working papers on behalf of their respective constituent groups. Members are encouraged to raise any issues or concerns they have with the papers themselves or with the planning process as a whole.
  - Moving forward, the project team will send working papers to the Working Group members two weeks in advance of meetings. Members can request a hard copy through Gary Molyneaux.
- Members should act as a liaison between the airport’s process and their respective constituents, bringing back updates as necessary and relevant.
- The process is intended to reflect and incorporate AWG feedback. The project team will track issues raised and reflect how these issues have been documented and addressed.
- This working group is not established to create formal recommendations, nor will it follow consensus-based procedures.

#### *Meeting and communication logistics*

- EnviroIssues serves as a neutral third-party to facilitate AWG meetings and ensure the process is conducted effectively and fairly.
- All questions and inquiries (including requests for hard copies of technical working papers) should be sent to Gary ([gary.molyneaux@kingcounty.gov](mailto:gary.molyneaux@kingcounty.gov))
- All AWG meeting dates over the next two years will be set in June 2016. AWG members should contact Ryan ([rorth@enviroissues.com](mailto:rorth@enviroissues.com)) if they foresee the need to request an alternate date to an AWG meeting due to a scheduling conflict.

### *The role of Airport Partners*

- The AWG is the primary body for identifying issues and representing stakeholder perspectives, however there are other partners and airport tenants who will be engaged throughout the process. These Airport Partners will have the opportunity to read technical working papers concurrent to this group.

### Comments and questions

- How does the Sea-Tac Sustainable Airport Master Plan Update timeline align with this project's schedule, and will they inform each other?
  - The Sea-Tac process started in 2014 and is much further along than the KCAI/BFI Master Plan Update, with formal environmental review documents anticipated to be released in Q3 2016. The KCAI/BFI project team will review, consider and incorporate as necessary all relevant planning outcomes from the Sea-Tac process.
- Maria Batayola (Beacon Hill) requested that the charter include reference to the federal environmental justice executive order and the King County Equity and Social Justice Strategic Plan, as well as reference to the economic and community development benefits of the master plan update.
  - EnviroIssues will make these revisions and distribute an updated charter for AWG members' review.

## **IV. Public involvement and communications programs**

In addition to providing meeting facilitation, EnviroIssues will conduct robust public involvement and communications programs for the project. Ryan Orth described aspects of this plan, including targeted stakeholder audiences, core activities, and key communication vehicles.

### *Key audiences*

- Key on-airport audiences include the airport roundtable, airport tenants, Washington Pilots' Association – Greater Seattle Chapter, AOPA and NBAA, and airport staff
- Targeted environmental groups include the Duwamish River Cleanup Coalition (DRCC) and Environmental Coalition of South Seattle (ECOSS)
- Surrounding neighborhoods will also be engaged through neighborhood associations, community councils and district councils, as well as informal neighborhood organizations. Neighborhood outreach will be based on KCAI/BFI flight paths, beyond direct adjacency to the airport footprint.

### *Core activities*

- Core public involvement activities include the AWG meetings, three public meetings, briefings with County Council meetings and the County Executive's Office, and a public hearing at the end of the process.

- EnviroIssues will conduct assessments to determine the most effective approaches and necessary language translations to engage traditionally underrepresented neighborhoods. Assessments will include soliciting feedback directly from community-based AWG members.

#### *Communications*

- External communications and information-sharing will occur online via the airport website, airport blog, and airport listserv. The project team will also rely on print materials (fact sheet, working paper summaries, etc.) to help inform the broader audiences of the project progress.
- Close internal communication and coordination will also occur between airport staff and the project planning team, the Airport Working Group, and the Project Oversight Group and Airport Partners.

#### Comments and questions

- The project team should connect with the social media group Quieter Skies Task Force of SE Seattle and offer a combined briefing for the North Beacon Hill Neighborhood Council community and the Community Health Advocates Collaboration (CHAC) to highlight the airport's good neighbor policies. Maria Batayola can help set up a briefing for these groups. Language interpretation will be necessary for this audience.
- How will private landowners in Georgetown be engaged?
  - Several stakeholders were invited to serve on the AWG and have already been informed of the process. The airport is also relying on AWG members (i.e., Holly Krejci in the case of Georgetown) to help update community constituents. The project team is happy to provide any support or supporting materials required.
- How will Allentown and other neighborhoods in Tukwila be engaged, particularly given the linguistically-isolated populations that live there?
  - EnviroIssues has conducted preliminary language assessments, and will follow up with the City of Tukwila Department of Community Development for additional feedback and suggested approaches.
- The second public meeting should not be held in December 2017, as the holiday season presents many scheduling conflict for members of the public.
- The Museum of Flight and the Aviation High School should also be targets for outreach.

## **V. KCIA/BFI Inventory and Forecasts**

Cody Fussell presented key findings from the first technical working paper on the inventory of existing airport conditions and forecasts of aviation activity.

#### *Inventory of existing conditions*

- Existing airport layout:
  - The existing airport layout is on a small property of 594 acres, with two primary runways (one dedicated to general aviation) and a large apron and taxiway system
  - There are currently five instrument approach procedures (IAPs) and the surrounding airspace is significantly constrained due to the proximity of adjacent airports (i.e., SEA and RTN)
  - The airport accommodates a passenger terminal, cargo facilities, several general aviation facilities (commercial, corporate, and small) and Boeing's industrial facilities

- Several leased parcels on the airport have terms nearing expiration and could be considered for redevelopment to the most appropriate use
- Potential opportunities to accommodate the future expansion of Boeing’s existing airside facilities and additional demand for corporate general aviation facilities will be a key focus of the planning process
- AGIS and aerial acquisition:
  - This effort maps the location and height of all facilities and will provide an updated obstruction analysis for the Airport
  - Evaluation of the new obstruction data could potentially provide lower instrument approach landing minimums (i.e., aircraft can operate at the Airport during poorer weather conditions) by mitigating obstructions around the airfield
  - The required size of the runway protection zones (RPZ) at the north and south ends of the main runway is dictated by the instrument approach landing minimums. The project team will be evaluating opportunities to improve the airport’s landing minimums, which could impact the size of the RPZs.
  - The airport is interested in incorporating the new AGIS data into all airport functions and decision-making moving forward.
- Zoning:
  - Existing zoning in the surrounding land uses is influenced by jurisdictional codes and an airport height overlay district in Seattle. The airport is adjacent to an industrial corridor surrounded by residential land use.
- Environmental conditions presenting constraints:
  - The airport property is located outside the 500-year floodplain of the Duwamish River
  - Small wetlands areas may abut the runway/taxiway areas (to be confirmed)
  - Historic properties include the Steam Plant (underneath the north RPZ)
  - Nearby parks and recreational facilities must also be considered

*Forecasts of aviation activity*

- Historic airport activity:
  - Total operations have decreased in the past 15 years (from 359,626 in 2000 to 165,571 in 2015). This decline is largely due to the reduction in general aviation, which may be a result of several factors including increased aircraft ownership costs (e.g., fuel prices, insurance, aircraft storage/maintenance costs, etc.).
  - Based aircraft numbers have also decreased (from 500 in 2007 to 390 in 2015).
  - Passenger enplanements and cargo numbers have remained steady.
- FAA Terminal Area Forecasts (TAF)
  - Based on historic trends, forecasts model that between 2015 and 2035:
    - Passenger enplanements are projected to increase by 3.37%.
    - Commercial service operations are projected to increase by 2.15%.
    - Air cargo operations are projected to increase by 1.00%.

- Overall general aviation is projected to decrease by 0.06%, with increases in corporate and air taxi aviation, but reflect a 1.7% decrease in recreational general aviation activity.

#### Comments and questions

- What are the drivers of the master plan update?
  - The process is driven by an FAA requirement that airports must have adequate facilities to accommodate the forecasted growth.
- Are there any major anticipated changes to KCIA/BFI, such as the Southwest Airlines terminal that was previously considered a few years ago?
  - There are no major anticipated changes; the Master Plan Update process must occur to abide by FAA guidelines.
- Have noise level measurements been conducted outside the airport in nearby communities?
  - All noise analysis for KCIA/BFI originates from a computer-generated model that accounts for the aircraft types and operations relevant to KCIA/BFI. The resulting noise contours are focused on noise 65 DNL and greater, and do not take into account noise sources generated from Sea-Tac airport. KCIA/BFI noise contours have decreased significantly since 2002 due to improvements in aircraft engine technology and decreases in operations.
  - KCIA/BFI has also invested nearly \$40 million in a home insulation program for over 600 homes around the airport.
- What is the benefit of lower landing minimums?
  - This improves the access potential, i.e., there would be fewer times when the airport is not accessible due to poor weather conditions.

#### **VI. Next steps and action items**

The next AWG meeting will be scheduled in September 2016 to discuss the facility requirements technical working papers. The following action items were identified (organized by responsible owners).

Task	Who	Deadline
Review and send comments on Working Paper #1 (Inventory and Forecasts) to Gary Molyneaux at <a href="mailto:gary.molyneaux@kingcounty.gov">gary.molyneaux@kingcounty.gov</a> <ul style="list-style-type: none"> <li>• <b>Note:</b> Include “Working Paper #1” in the subject line.</li> </ul>	AWG members	June 17
Review and send comments on the Meeting #1 summary and updated charter to Ryan Orth at <a href="mailto:rorth@enviroissues.com">rorth@enviroissues.com</a>	AWG members	June 17
Send all comments, questions, and inquiries to Gary.	AWG members and Airport Partners	Ongoing
Update and distribute the AWG charter to reflect comments made in the meeting.	Ryan Orth, EnviroIssues	June 3
Distribute electronic copies of: <ul style="list-style-type: none"> <li>• King County Strategic Plan</li> <li>• King County’s Equity and Social Justice Strategic Plan</li> <li>• KCIA/BFI Strategic Plan</li> <li>• Meeting #1 Powerpoint presentation</li> <li>• Updated charter (see above)</li> </ul>	Ryan Orth, EnviroIssues	June 3
Send out calendar holds for future Working Group meeting dates	Ryan Orth, EnviroIssues	June 30
Update the public involvement plan based on feedback from AWG members and airport partners	Ryan Orth, EnviroIssues	Ongoing