

*KCIA Community Coalition Comments and Answers based on the conversation at the KCIA Community Working Group meeting 11.23.2020:*

- 1. A thorough assessment of the environmental impact of the proposed Master Plan.*

**With-in the County's control.** This is not within the scope of the Master Plan itself, but any project proposed in the Master Plan is required to go through traditional project process, including the National Environmental Policy Act (NEPA) and SEPA processes.

- 2. Include KCIA into the King County Climate Strategic Plan with target greenhouse gas emission targets.*

**With-in the County's control** This is not within the scope of the Master Plan, however as a County entity, we are aligned with the King County Strategic Climate Action Plan. We are supporting SCAP through our Airport Carbon Accreditation Program (where we are working to become carbon neutral by 2030), managing fleet emissions, Green Building Scorecards for project planning, mitigating the impacts of climate change to Airport assets, and participating in County task forces such as green building, energy, and climate preparedness.

- 3. Have KCIA develop an environmental, social, and economic policy that will guide the level of accommodation of flight increases*

**Outside the County's control.** KCIA, as a public airport that does not use any tax-payer funding but does accept FAA grant funding, cannot turn away aircraft per the [FAA Grant Assurances](#). When KCIA accepts FAA grant funding we are also accepting all the grant assurances (or "strings attached") and must maintain the grant assurances for 20 years after taking FAA funding or we must pay the funding back.

- 4. Include Beacon Hill and Georgetown with near KCIA communities in targeted local hire recruitment and targeted selection of BIPOC communities for KCIA training apprenticeships, jobs, and contracts.*

**With-in the County's control.** Hiring practices are not within the scope of the Master Plan and legally we cannot require applicants for apprenticeships, jobs or contracts be from a certain geographic area or demographic group. However, we do plan to link jobs and contracts for bid to our website to provide more visibility to all those who are interested.

For our internship program we already do extensive outreach in the local high schools and community colleges as well as connect with the Museum of Flight and their robust youth engagement network to help get the word out about our internship opportunities. This allowed school counselors to work with interested students to apply for the open internships.

Due to Covid, we had to pivot our internship program this year but were still able to host three interns, two from high school and one from Seattle Central. All three of them identified as BIPOC students and one is currently going to school to become a pilot. We were able to host them because of a newly formed partnership with DCHS and were one of the only agencies in King County's Department of Executive Services to host interns this year.

- 5. Have KCIA engage with Beacon Hill Council, Georgetown, and other affected residents to*

- a) plot the KCIA air flights and type of aircraft over Beacon Hill and Georgetown*
- b) measure current and future air and noise emission, and*
- c) identify and implement the mitigation.*

**Outside and with-in the County's control.** KCIA cannot regulate where airplanes fly after they take off. That is under the control of the FAA control tower. We do however have a tool on our [website](#) to allow the public to track flights in real time (minus a required security delay). KCIA is also open to accommodating an air and noise monitor from the Puget Sound Clean Air Agency.

*6) Inform us when the projected flight increases approach exceeding or exceed the schedule or the total flights to reopen the Community Benefits Agreement.*

**Outside and with-in the County's control.** KCIA, as a public airport that accepts FAA funding, cannot turn away aircraft. However, we would propose an annual review of this document to see how we can continue to meet the needs of the community in ways within our control. We also can create a formal community communication plan for this community coalition's review on the ways to keep dialog open between community groups and KCIA.

*7) Include the Duwamish River Clean up Coalition in the development of a health and mitigation plan near communities of the fuel storage farm.*

**With-in the County's control.** There will be a significant community outreach effort and environmental reviews to find a new location of the fuel farm. We are still working on finding a permanent operator for the new fuel farm so we are a way off before we get to that point. We will continue to communicate the status of this effort.

*8) KCIA create a green canopy around the airport to buffer noise.*

**With-in the County's control to a point.** Landscaping is not within the scope of the Master Plan, but we are looking for a short tree or shrub that absorbs the most carbon, does not grow too tall and does not attract wildlife to plant around the airport. We welcome any suggestions community members may have.

*9) Include bike pathways to help slow down the traffic.*

**Outside the County's control.** A bike path is not within the scope of the Master Plan however, we are currently working with SDOT to assist in a plan to create a bike path between Georgetown and South Park. While it is out of scope for the Master Plan, KCIA continue to investigate other ways to beautify the area within the County's jurisdiction. However, the streets surrounding the airport are the jurisdiction of the City of Seattle or the City of Tukwila.

*10) No military planes.*

**Outside the County's control.** KCIA, as a public airport that accepts FAA funding, cannot turn away aircraft. (see answer to #2)

For items that are outside the County's control, we have contacted the FAA to find the best point of contact for these concerns and will forward that information when we get it. That will be after the holiday.