

Testimony on HB 1683  
Establishing an Aviation Coordinating Commission  
Sharyn Parker, Burien Resident, Member of Burien Airport Committee, and former  
Noise Officer & Sound Insulation Program Manager, KCIA (Boeing Field)

Thank you Chairman Fey, and committee members for this opportunity to submit testimony in support of HB 1683. My name is Sharyn Parker, and besides being a resident of Burien, I was appointed two years ago to the Burien Airport Committee, principally because of my experience as the Noise Officer and Sound Insulation Program Manager at King County International Airport (KCIA) at Boeing Field for 14 years. Consequently, I have experienced aircraft noise as an administrator and policy maker, as well as a resident. During my aviation career, I worked extensively with the FAA and implemented first-hand federal regulations concerning noise management and sound mitigation.

In the meantime, as a board member, I also represent hundreds of Coalition members from the Quiet Skies Coalition, formed in 2016 because of unauthorized flights over Burien neighborhoods by Alaska Airlines' Bombardier Q400 turboprop aircraft. The Coalition also advocated for and supports the City of Burien's lawsuit against FAA that is pending before the Ninth Circuit Court which challenges the FAA's avoidance of NEPA environmental procedures.

Specifically to HB 1683, as Burien City Council member Nancy Tosta also submitted testimony to this Committee, the Burien City Council last week unanimously adopted three substantive resolutions, one of which I wrote about noise pollution. While I confess to being a policy wonk and the resolution proposes technical amendments to state law, the source of the current "revolt" in South King County is the failure of local, regional, and state officials to site a new regional airport as promised more than 20 years ago, so that the volume of operations and limited airspace capacity would cease to be an environmental—noise and emissions—hazard to local residents.

You may wonder why didn't we just move when the noise became unbearable or why did we move to Burien in the first place? While we enjoy living in Burien, because the presence of the airport depresses housing costs, most people in Burien never expected to live directly under flight paths which did not exist when they moved to Burien. Also, there is a lengthy history of the Port's misleading and manipulating outreach communications to local residents and communities.

A current example is Sea-Tac's most recent 2013-2018 Part 150 Study of Land Use and Noise, which becomes an airport's blueprint of noise operations and flight projections over five years; and it includes an airport's mitigation plans based upon projected noise. Two years after it was officially approved by FAA in 2014, the Port's Part 150 Study was already woefully outdated, yet it was supposed to be a five-year plan into the future!



In addition, progress on implementing noise mitigation approved in 2014 has stalled out for four years until the fall of 2018 when the Port finally hired construction consultants! This is evidence that residents were unnecessarily exposed to noise because the Port viewed sound insulation as a low priority and failed to act sooner. Coincidental to this time period, Sea-Tac Airport rose as 9th busiest airport in the country from its previous 14th busiest status.

What I'm describing here is that the Port consciously understated the growth that it truly expected so as not to alarm local residents, because after all, operational growth translates into excessive noise and emissions; while simultaneously, the Port developed its multi-billion dollar Master Plan expansion that includes adding eight new gates, and many capital renovations—including a new international arrivals terminal—because of its projected growth!

So on the one hand, the Port was telling residents we're only going to grow at a modest rate—nothing to see here! Therefore, an aggressive sound insulation program is unnecessary; when in fact, another airport department planned a hugely expensive capital expansion Master Plan costing billions.

***How is it possible that wildly differing rates of growth--based upon population and travel demands--were projected coincidental to the period when Sea-Tac Airport rose as 9th busiest airport in the country from its previous 14th busiest status?***

Based upon many examples like the one I just described, residents of airport communities surrounding Sea-Tac Airport have reached a "tipping point" by organizing grass roots coalitions and reaching out to other neighborhoods impacted by noise and emissions from Sea-Tac, such as Beacon Hill in Seattle, and Vashon Island, where so-called environmentally friendly NextGen flight patterns that concentrate flights into a single flight path have actually increased noise and emissions

Our desire is clear and unambiguous: We need flights—especially nighttime cargo operations—to be off-loaded to another, new airport facility because Sea-Tac has exhausted its physical footprint and nearly its airspace capacity. After all, there are three sizable airports within five miles of one another, and two more large airports nearby (McChord and Paine Field) that air traffic control must sequence and coordinate with Sea-Tac operations. Air travel from Sea-Tac Airport should not be dangerous to passengers and residents...nor to the environment!!

In addition, progress on implementing noise mitigation approved in 2014 has stalled out for four years with the fall of 2018 when the Port finally hired a noise consultant. This is evidence that residents were unnecessarily exposed to noise because if a Port viewed sound reduction as a low priority and failed to set sound contours to this level, Sea-Tac Airport rose as 9th busiest airport in the country from its previous 14th busiest status.

What I'm describing here is that the Port not only understated the growth that is truly expected so as not to alarm local residents, because after all, operational growth translates into excessive noise and emissions, which simultaneously then are developed as multi-billion dollar Master Plan expansion that includes adding eight new gates and many capital renovations—including a new international arrivals terminal—because of its projected growth.

So on the one hand, the Port was telling residents who are only going to grow at a modest rate—noting to see first. Therefore, an aggressive sound installation program is unnecessary when in fact, another airport department planned a hugely expensive capital expansion Master Plan costing billions.

How is it possible that widely differing rates of growth—based upon discussion and travel demands—were projected coincidental to the period when Sea-Tac Airport rose as 9th busiest airport in the country from its previous 14th busiest status?

Based upon many examples like the one I just described, residents of airport communities surrounding Sea-Tac Airport have reached a tipping point by organizing grass roots coalitions and testing out to other neighborhoods impacted by noise and emissions from Sea-Tac such as Beacon Hill in Seattle and Vashon Island, where so-called environmentally friendly kerosene jet light towers that concentrate lights into a single light path have actually increased noise and emissions.

Our desire is clear and unambiguous. We need lights—especially nighttime cargo operations—to be off-loaded to another, new airport facility because Sea-Tac has exhausted its physical footprint and nearly its storage capacity. After all, there are three sizable airports within five miles of one another, and two more large airports nearby (McCord and Fife) that air traffic control must sequence and coordinate with Sea-Tac operations. Air travel from Sea-Tac Airport should not be dangerous to passengers and residents, nor to the environment!

## Testimony on SB 5370 (and HB 1683)

### Establishing an Aviation Coordinating Commission

Sharyn Parker, Burien Resident, Member of Burien Airport Committee, and former Noise Officer and Sound Insulation Program Manager, KCIA (Boeing Field)

Thank you Chairman Hobbs (Fey), and committee members for this opportunity to testify today in support of SB 5370 (HB 1683). My name is Sharyn Parker, and besides being a resident of Burien, I was appointed two years ago to the Burien Airport Committee, principally because of my experience as the Noise Officer and Sound Insulation Program Manager at King County International Airport (KCIA) at Boeing Field for 14 years. Consequently, I have experienced aircraft noise as an administrator and policy maker, as well as a resident. During my aviation career, I worked extensively with the FAA and implemented first-hand federal regulations concerning noise management and sound mitigation.

In the meantime, as a board member, I am also representing today hundreds of Coalition members from the Quiet Skies Coalition, formed in 2016 because of unauthorized flights over Burien neighborhoods by Alaska Airlines' Bombardier Q400 turboprop aircraft. The Coalition also advocated for and supports the City of Burien's lawsuit against FAA that is pending before the Ninth Circuit Court which challenges the FAA's avoidance of NEPA environmental procedures.

Specifically to SB 5370 (HB 1683), as Burien City Council member Nancy Tosta has already testified, the Burien City Council last week unanimously adopted three substantive resolutions, one of which I wrote about noise pollution. While I confess to being a policy wonk and the resolution proposes technical amendments to state law, the source of the current "revolt" in south King County is the failure of local, regional, and state officials to site a new regional airport as promised more than 20 years ago, so that the volume of operations and limited airspace capacity would cease to be an environmental—noise and emissions—hazard to local residents.

You maybe wondering why didn't we just move or why did we move to Burien in the first place? Besides more affordable housing prices, *because* the presence of the airport *depresses* housing costs, there is a lengthy history of the Port's misleading and manipulating outreach communications to local residents and communities.

A current example is Sea-Tac's most recent 2013-2018 Part 150 Study of Land Use and Noise, which becomes an airport's blueprint of noise operations and flight projections over five years; and it includes an airport's mitigation plans based upon projected noise. Two years after its official approval by FAA in 2014, the Port's Part 150 Study was already woefully outdated, yet is was a *five-year plan*. In addition, progress on implementing noise mitigation approved in

**2014 has stalled out for four years** until the fall of 2018 to hire construction consultants! **This is evidence that residents were unnecessarily exposed to noise because the Port viewed sound insulation as a low priority and failed to act sooner.**

Coincidental to this time period, **Sea-Tac Airport rose as 9<sup>th</sup> busiest airport in the country from its previous 14<sup>th</sup> busiest status.** What I'm describing here is that the Port consciously understated the growth that it truly expected so as not to alarm local residents, because after all, operational growth translates into **excessive noise and emissions**; while simultaneously, the Port developed its multi-billion dollar Master Plan expansion that includes adding eight new gates, and many capital renovations—including a new international arrivals terminal-- **because** of its projected growth!

So on the one hand, the Port was telling residents we're only going to grow at a modest rate— **nothing to see here!** Therefore, an aggressive sound insulation program is unnecessary. When in fact, another airport department was planning a hugely expensive capital expansion Master Plan costing billions. **How is it possible that wildly differing rates of growth**--based upon population and travel demands--were projected coincidental to the period when **Sea-Tac Airport rose as 9<sup>th</sup> busiest airport in the country from its previous 14<sup>th</sup> busiest status?**

Based upon many examples like the one I just described, residents of airport communities surrounding Sea-Tac airport have reached a "tipping point" by organizing grass roots coalitions and reaching out to other neighborhoods impacted by noise and emissions from Sea-Tac, such as Beacon Hill in Seattle, and Vashon Island, where so-called **environmentally friendly** NextGen flight patterns that concentrate flights into a single flight path have **actually increased noise and emissions.**

**Our desire is clear and unambiguous: We need flights—especially nighttime cargo operations—to be off-loaded to another, new airport facility because Sea-Tac has exhausted its physical footprint and nearly its airspace capacity.** After all, there are three sizable airports within five miles of one another, and two more large airports nearby (McChord and Paine Field) that air traffic control must sequence and coordinate with Sea-Tac operations. **Air travel from Sea-Tac Airport should not be dangerous to passengers and residents...nor to the environment!!**

**NOTE: The information on this page is current as of 3:29 PM Pacific Time on 1/30/2019, but is subject to change.  
Check online for the latest information.**

Aviation  
5 bills

Bill	Flags	Title	Status	Date	Original Sponsor	Committee Sponsor
HB 1397		Electric aircraft	H Trans	01/21/2019	Slatter	
HB 1683	f	Aviation coordinating comm'n	H Trans	01/28/2019	Orwall	
SB 5011		Aviation revital. loan prg	S Transportation	01/14/2019	Honeyford	
SB 5309		Special district campaigns	S State Govt/Tri	01/17/2019	Cleveland	
SB 5370	f	Aviation coordinating comm'n	S Transportation	01/18/2019	Keiser	

a Amended. \$ Appropriation bill. f State fiscal note on file. d Department.  
e Governor. b Joint Legislative Audit & Review Committee. o Other. # Local fiscal note on file.

Legislative Home Page | DLR Help | Help with Abbreviations

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## Senate Transportation Committee Staff Assignments

**Kelly Simpson** – Staff Coordinator/Counsel, 786-7403

**Dana King** – Committee Assistant, 786-7784

**David Ward** – Fiscal Coordinator, 786-7341

**David Woltjer** – Committee Clerk, 786-7307

<p><b>Erica Bramlet</b> Fiscal Analyst 786-7321, JAC 314</p>	<p><b>Hayley Gamble</b> Fiscal Analyst 786-7452, JAC 317</p>	<p><b>Kim Johnson</b> Counsel 786-7472, JAC 321</p>	<p><b>Bryon Moore</b> Fiscal Analyst 786-7726, JAC 316</p>	<p><b>Kelly Simpson</b> Staff Coordinator/Counsel 786-7403, JAC 312</p>	<p><b>David Ward</b> Fiscal Coordinator 786-7341, JAC 319</p>
<p><b>Budget Assignments</b></p> <ul style="list-style-type: none"> <li>• DOT-Toll Operations (B)</li> <li>• DOT-Highway Improvements (I)</li> <li>• DOT-Management (H)</li> <li>• DOT-Highway Maintenance (M)</li> <li>• DOT-Highway Preservation (P)</li> <li>• DOT-Traffic Operations (Q)</li> <li>• DOT-Program Management &amp; Support (S)</li> <li>• DOT-Planning, Data, &amp; Research (T)</li> <li>• Archeology &amp; Historic Preservation</li> <li>• State Parks &amp; Recreation</li> </ul> <p><b>Policy Assignments</b></p> <ul style="list-style-type: none"> <li>• Tolls</li> <li>• Highways</li> <li>• Environmental issues</li> </ul>	<p><b>Budget Assignments</b></p> <ul style="list-style-type: none"> <li>• DOT-Facilities (D)</li> <li>• DOT-Aviation (F)</li> <li>• DOT-Public Transportation (V)</li> <li>• DOT-Washington State Ferries (X &amp; W)</li> <li>• DOT-Rail (Y)</li> </ul> <p><b>Policy Assignments</b></p> <ul style="list-style-type: none"> <li>• Washington State Ferries</li> <li>• Rail</li> <li>• Local transit agencies, including Sound Transit</li> <li>• Board of Pilotage Commissioners</li> </ul>	<p><b>Budget Assignments</b></p> <ul style="list-style-type: none"> <li>• DOT-Public/Private Partnerships (K)</li> <li>• Traffic Safety Commission</li> <li>• Budget Bill Development &amp; Drafting</li> </ul> <p><b>Policy Assignments</b></p> <ul style="list-style-type: none"> <li>• Traffic safety &amp; rules of the road</li> <li>• Bicycles</li> <li>• Motorcycles &amp; motor scooters</li> <li>• Transportation security issues (e.g., valid identification and legal presence)</li> <li>• Initiative &amp; Referendum issues</li> <li>• Tribal issues</li> <li>• Tolls</li> </ul>	<p><b>Budget Assignments</b></p> <ul style="list-style-type: none"> <li>• Department of Licensing</li> <li>• Department of Agriculture</li> <li>• Washington State Patrol</li> <li>• DOT-Information Technology (C)</li> <li>• DOT- Equipment Fund (E)</li> <li>• DOT-Charges from Other Agencies (U)</li> <li>• DOT-Local Programs (Z)</li> <li>• Freight Mobility Strategic Investment Board (FMSIB)</li> <li>• Transportation Improvement Board (TIB)</li> <li>• County Road Administration Board (CRAB)</li> </ul> <p><b>Policy Assignments</b></p> <ul style="list-style-type: none"> <li>• State &amp; local transportation taxes &amp; fees</li> <li>• State transportation revenue forecast</li> <li>• Department of Licensing</li> <li>• Washington State Patrol</li> </ul>	<p><b>Budget Assignments</b></p> <ul style="list-style-type: none"> <li>• Utilities and Transportation Commission</li> <li>• Washington State Transportation Commission</li> <li>• Joint Transportation Committee (JTC)</li> </ul> <p><b>Policy Assignments</b></p> <ul style="list-style-type: none"> <li>• Utilities and Transportation Commission</li> <li>• State &amp; regional transportation governance</li> <li>• State and regional transportation planning</li> <li>• Transportation element of Growth Management Act</li> <li>• Special purpose districts</li> </ul>	<p><b>Budget Assignments</b></p> <ul style="list-style-type: none"> <li>• Office of State Treasurer (OST)</li> <li>• Legislative Evaluation and Accountability Program (LEAP)</li> <li>• Office of Financial Management (OFM)</li> <li>• Budget Bill Development &amp; Coordination</li> </ul> <p><b>Policy Assignments</b></p> <ul style="list-style-type: none"> <li>• Financial plans/fund balances</li> <li>• Bond issuance &amp; retirement</li> </ul>



## Transportation Committee Staff Issues Assignments, 2019 Legislative Session

Mark Matteson, Staff Coordinator, 786-7145, JLOB 260

Jane Plant—Committee Legislative Assistant, 786-7311, JLOB 260A

Amy Skei – Assistant Coordinator 786-7109 JLOB 259	Tricia Hasan – Fiscal Analyst 786-7292 JLOB 264	Megan McPhaden – Fiscal Analyst 786-7114 JLOB 262	Beth Redfield – Fiscal Analyst 786-7140 JLOB 261	David Munnecke – Counsel 786-7315 JLOB 257	Jennifer Harris – Counsel 786-7143 JLOB 258
<ul style="list-style-type: none"> <li>• Transportation Budget</li> <li>• Budget Development</li> <li>• Bonds and Indebtedness</li> <li>• Financial Plan</li> <li>• Fund Balances</li> <li>• Treasurer (Bond Retirement and Interest)</li> <li>• Federal Funds</li> <li>• Fiscal policy matters</li> <li>• General fiscal backup</li> </ul> <hr/> <p style="text-align: center;"><b>Mark Matteson –</b> Staff Coordinator 786-7145 JLOB 260</p> <hr/> <ul style="list-style-type: none"> <li>• General policy backup</li> <li>• Off-road vehicle policy issues</li> </ul>	<p>Policy Assignments</p> <ul style="list-style-type: none"> <li>• Special License Plates</li> <li>• Vehicle Licensing and Fees, Including 2-Wheel Vehicles</li> <li>• Tow Trucks and Vehicle Impounds</li> <li>• Aviation</li> </ul> <p>Budget Assignments</p> <ul style="list-style-type: none"> <li>• DOT—Toll Ops</li> <li>• DOT—Information Technology</li> <li>• DOT—Aviation</li> <li>• DOT—Transportation Equipment Fund</li> <li>• DOT—Charges from other agencies</li> <li>• Department of Licensing</li> <li>• JTC</li> <li>• Archeology &amp; Historic Preservation</li> </ul> <p>Other Fiscal Assignments</p> <ul style="list-style-type: none"> <li>• Compensation and Employee Benefit Costs</li> <li>• Central Agency Charges</li> </ul>	<p>Policy Assignments</p> <ul style="list-style-type: none"> <li>• Highway Management</li> </ul> <p>Budget Assignments</p> <ul style="list-style-type: none"> <li>• DOT—Facilities, Op &amp; Cap</li> <li>• DOT—Prog Mgmt &amp; Support</li> <li>• DOT—Highway Improvements</li> <li>• Mega projects (Back-up: Amy)</li> <li>• DOT—Highway Maintenance</li> <li>• DOT—Highway Preservation</li> <li>• DOT—Traffic Operations</li> <li>• DOT—Management</li> <li>• DOT—Planning, Data &amp; Research</li> <li>• Transportation Improvement Board (TIB)</li> <li>• County Road Administration Board (CRAB)</li> <li>• LEAP, Auditor, OFM, Dept. of Enterprise Services, House, Senate</li> </ul> <p>Other Fiscal Assignments</p> <ul style="list-style-type: none"> <li>• Federal Funds</li> </ul>	<p>Policy Assignments</p> <ul style="list-style-type: none"> <li>• Vehicle Equipment Standards</li> <li>• Ferries</li> <li>• Driver's Licensing</li> </ul> <p>Budget Assignments</p> <ul style="list-style-type: none"> <li>• DOT – WA State Ferries, Op &amp; Cap</li> <li>• DOT—Local Programs, Op and Cap</li> <li>• Washington State Patrol, Op &amp; Cap</li> <li>• Freight Mobility Strategic Investment Board (FMSIB)</li> <li>• State Parks &amp; Recreation</li> <li>• Dept. of Agriculture</li> </ul> <p>Other Fiscal Assignments</p> <ul style="list-style-type: none"> <li>• Revenue Distributions and Forecasts</li> <li>• Statewide Taxes and Fees</li> </ul>	<p>Joint Counsel Issues</p> <ul style="list-style-type: none"> <li>• Budget</li> <li>• Constitutional and Statutory Spending and Taxation issues</li> <li>• Mega-project legal issues</li> <li>• NEPA/SEPA</li> </ul> <p>Policy Assignments</p> <ul style="list-style-type: none"> <li>• Budget bill coordination</li> <li>• Omnibus tax bill coordination</li> <li>• Regional Transportation Governance</li> <li>• Regional Transportation Investment District (RTID)</li> <li>• State Transportation Governance</li> <li>• Transportation Planning (including MPOs and RTPOs)</li> <li>• Transportation Benefit Districts (TBDs)</li> <li>• Local Option Taxes</li> <li>• Public Transportation</li> <li>• Environmental issues: clean air, NEPA/SEPA, permitting, mitigation</li> <li>• Freight/Ports</li> <li>• Transp.-related Initiatives and Referenda</li> <li>• Tolling</li> </ul> <p>Budget Assignments</p> <ul style="list-style-type: none"> <li>• DOT—Public Transportation</li> </ul>	<p>Joint Counsel Issues</p> <ul style="list-style-type: none"> <li>• Budget</li> <li>• Constitutional and Statutory Spending and Taxation issues</li> <li>• Mega-project legal issues</li> <li>• NEPA/SEPA</li> </ul> <p>Policy Assignments</p> <ul style="list-style-type: none"> <li>• Fuels (Incl. Electricity) and Related Tax Policy</li> <li>• Insurance (Proof of)</li> <li>• Public-Private Partnerships</li> <li>• Traffic Safety</li> <li>• Driver's Licensing Issues Related to Federal Regulation</li> <li>• Driver's Training</li> <li>• Rules of the Road</li> <li>• Disabled Parking</li> <li>• Property and Right-of-Way</li> <li>• Vehicle-for-Hire Regulation (Taxis, Movers, Charter Buses, etc.)</li> <li>• Rail</li> <li>• Commercial Vehicle Enforcement</li> <li>• Autonomous Vehicles</li> </ul> <p>Budget Assignments</p> <ul style="list-style-type: none"> <li>• Board of Pilotage Commissioners</li> <li>• Traffic Safety Commission</li> <li>• Utilities and Transportation Commission</li> <li>• DOT—Public/Private Partnerships</li> <li>• DOT - Rail, Op &amp; Cap</li> <li>• Transportation Commission</li> </ul>

# **Proposed Substitute House Bill 1683**

## **(H-2056.3/19) Pink**

By Representative Dent

### **Original Bill:**

- Creates the Commercial Aviation Coordinating Commission to determine Washington's long-range commercial aviation facility needs and the site of a new commercial aviation facility.

### **Substitute Bill compared to Original Bill:**

- States that an option for a new primary commercial aviation facility may include the expansion of an existing airport facility.
- Increases the commission membership from thirteen voting members and two required nonvoting members to sixteen voting members and seven required nonvoting members.
- Makes changes to voting membership by including representation from an eastern Washington airport, citizens at large, the freight forwarding industry, and the trucking industry and removing representation from the Freight Mobility Strategic Investment Board.
- Requires a representative from the Department of Defense, one member from each of the two largest caucuses in the Senate, and one member from each of the two largest caucuses in the House of Representatives to be nonvoting members.
- Specifies research requirements to be included in the Commission's work.
- Requires the identification of a preferred location for a new primary commercial aviation facility to be determined by a two-thirds majority vote.
- Makes minor technical correction.
- Requires the Commission's recommendations to be consistent with the Department of Transportation's Long-Term Air Transportation Study.
- Prevents anything in the bill from endorsing, limiting, or altering existing or future plans for capital development and capacity enhancement at existing commercial airports.

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Committee: House Transportation Committee

Staff: Tricia Hasan (786-7292)  
Office of Program Research