



PORT OF BELLINGHAM
Washington State

MEMORANDUM

TO: Rob Fix

DATE: August 11, 2020

FROM: Sunil Harman

COPIES TO: Airport Managers

SUBJECT: AMEND THE BELLINGHAM INTERNATIONAL AIRPORT ADVISORY COMMITTEE (BIAAC) RESOLUTION TO REINTEGRATE THE TECHNICAL AIRPORT ADVISORY COMMITTEE (TAAC) INTO A SINGLE UNIFIED AIRPORT ADVISORY COMMITTEE WITH APPROVED CHANGES TO THE BYLAWS

ACTION REQUESTED

A motion by the Port of Bellingham Board of Commissions to (1) amend the Bellingham International Airport Advisory Committee (BIAAC) Resolution by adopting Resolution 1320C reintegrating the Technical Airport Advisory Committee (TAAC) by, (2) rescinding Resolution 1329, adopted March 18, 2014, to create TAAC and approving changes to the BIAAC bylaws as follows:

1. Requiring a minimum of one quarterly meeting for a minimum of four annual meetings, with additional special meetings as deemed necessary by a simple majority.
1. Changing the number of members at a meeting that constitutes a quorum, to seven (7) members.

BACKGROUND

The Port established the BIAAC in 1992 to serve as a non-technical advisory body for the Commission providing valuable airport stakeholder and community perspectives on operations, planning, capital improvements, regulatory and environmental policy. On March 18, 2014, the Port Commission accepted Staff's recommendation and amended the BIAAC Resolution with Resolution No: 1320A and established the new Technical Airport Advisory Committee (TAAC) by adopting 1329 enabling TAAC to be formed and serve as a separate technical advisory body on technical, business and economic aspects of the airport to the Port Commission. The Port's Staff is tasked with communicating items of common interest between the committees.

This decision to separate the airport stakeholders for the sizably larger community/citizen stakeholders was due to intractable polarization of competing objectives and priorities within the committee which prevented necessary policy issues from being deliberated and addressed. The impasse and cessation of meaningful action resulted in attrition of certain members representing airport-based businesses prompted Port staff to recommend the separation of the discernibly divided and procedurally ineffective Airport Advisory Committee.

Over the last five years, both committees have undergone a significant transformation and turn-over due to term-limits and attrition, even as the most controversial and divisive issue of airplane noise and airport expansion have subsided due to a combination of changes in the airline business environment resulting in the phasing out of the MD-80 airplane along with the adoption of the BLI Aircraft Noise Monitoring and Abatement Program. The Port's initiation and eventual adoption of the new BLI Airport Master Plan with support from both BIAAC and TAAC ameliorated the concerns over unconstrained expansion with a demand-driven sustainable growth plan with imperceptible changes to the current noise exposure contours.

There is considerable staff time expended on the preparation and coordination of the agenda, minutes of previous meetings, presentations, and reports for both BIAAC and TAAC held at different times of the same day. And while both committees have members who diligently attend and actively engage, over the last year they have both struggled to draw new members and achieve a quorum of existing members. While staff has served as the communication conduit between both committees there is no substitute for the typical unified advisory committee model in place at most airports, for both airport and community stakeholders to deliberate after listening to each other's points of view and voting on recommendations for staff to bring forth to the Commission. Reunification to the original Single Advisory Committee will result in a better understanding of the best ways to balance the airport's economic and quality of life impact in a more effective way.

FISCAL IMPACT

None

STRATEGIC PURPOSE:

These amendments meets the Port's mission "To fulfill the essential transportation and economic development of the region, while providing leadership and maintaining Whatcom County's overall economic vitality through the development of comprehensive facilities, programs and service".

RECOMMENDATION

Approval of Action Requested

Attachments: Letters of recommendation from BIAAC and TAAC Chairs
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