



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

StART FACILITATOR'S FEDERAL POLICY MEETING SUMMARY

Monday, July 8, 2019

5:30-7:30 pm, Conference Center, Sea-Tac Airport

Member	Interest Represented	Present
Terry Plumb	Burien Community Member	X
Michael Matthias	Des Moines City Manager	-
Chris Hall	Federal Way Community Member	X
Brian Wilson	Burien City Manager	X
Sheila Brush	Des Moines Community Member	X
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	-
Earnest Thompson	Normandy Park Community Member	X
Kyle Moore	SeaTac Government Relations and Communication Manager	-
Robert Akhtar	SeaTac Community Member	X
Larry Cripe	Burien Community Member	X
Steve Edmiston	Des Moines Community Member	X
Lyndall Bervar	Congressman Adam Smith, District Rep	X
Zachary Carstensen	Office of Congresswoman Pramila Jayapal, Director, Outreach and Engagement	-
Lylianna Allala	Office of Congresswoman Pramila Jayapal	X
Stasha Espinosa	Office of Sen. Patty Murray	-
Adam LeMieux	Office of Congressman Rick Larsen	-
Louise O'Rorke	Office of Sen. Maria Cantwell	-
Eric Schinfeld	Port of Seattle, Sr. Manager, Federal & International Government Relations	X
Resources	Title	
Dave Kaplan	Port of Seattle, Local Government Relations	-
Stan Shepherd	Port of Seattle, Manager of Noise Programs	-
Arlyn Purcell	Port of Seattle, Director of Aviation Environmental Services	-
Marco Milanese	Port of Seattle, Community Engagement Manager	X
Clare Gallagher	Port of Seattle, Director of Capital Project Delivery	X
Jason Ritchie	FAA Assistant Manager, Seattle Airports District Office	-
Consultants		
Phyllis Shulman	Facilitator, Civic Alchemy	-
Emily Jackson	Note taker, Floyd Snider	X

Additional Participants:

Yasmine Medhi and Jessica Mulligan, Office of U.S. Representative Pramila Jayapal (D-WA);
Amanda Wyma Bradley, Office of U.S. Representative Adam Smith (D-WA)

Meeting Objectives:

To discuss information shared by the FAA. To continue to discuss the FAA Reauthorization Act and new legislation priorities. To provide feedback on the Draft Work Plan for the Working Group.

Meeting Summary:Introduction of new DC staff for Representative Smith and Representative Jayapal

Eric Schinfeld, Port of Seattle – Federal Government Relations

Jessica Mulligan, Office of U.S. Representative Pramila Jayapal

Amanda Wyma-Bradley, Office of U.S. Representative Adam Smith

Yasmine Medhi, Office of U.S. Representative Pramila Jayapal

New staff from Representatives Smith and Jayapal introduced themselves and their respective work in initiatives related to transportation and aviation. The staff stated that Congresswoman Jayapal had an amendment that was passed by the House of Representatives as part of the FY2020 transportation appropriations bill. This amendment would transfer \$2 million to fully fund items from the 2018 FAA Reauthorization Act related to Subtitle D - Airport Noise and Environmental Streamlining. It will ultimately be up to the agency how they use the money, but Congress can hold them accountable via this directive. The staff stated that Congressman Smith has two aviation bills, one that has already been introduced and a new Aviation Impacted Communities Act that will be introduced soon.

StART members shared perspectives, concerns, and recommendations including:

- The focus of these initiatives should be on health impacts broadly, not just noise.

Debrief of FAA Presentation at June StART Meeting

Eric Schinfeld, Port of Seattle

Working Group Participants

StART members shared perspectives, concerns, and recommendations related to the FAA presentation at the June StART meeting, including:

- Several participants felt the information provided by the FAA did not appear to be new, and would have liked the FAA to provide the presentation further in advance in order to pre-brief and support relevant questions.
- The participants had a general consensus that the FAA should consider the results of independent studies in their research, including those conducted by the WHO. They would also like to see the results of the 2017 survey of noise annoyance.

- One participant felt the amount of research taking place appeared to be fairly extensive, particularly with regards to runway use and reverse thrust, and that these studies could be used to develop impactful interim actions/operational changes.
- One participant was concerned about Section 174, what it means for the new noise maps, and future Part 150 updates.

The Federal Policy Group discussed the following goals for the group related to the study:

- Request that the FAA provide a formal response to the WHO Europe noise study, .
- Request the FAA to release the results of the 2017 survey of noise annoyance along with related policy guidance.
- Work to find and secure federal grant dollars for the Port to apply toward implementing impactful interim actions.

Update on FAA Reauthorization and New Legislation Priorities

Eric Schinfeld, Port of Seattle

Working Group Participants

Revised draft priorities were presented to the Working Group (attached) related to the FAA Reauthorization Bill, along with priorities for the group related to existing proposed legislation and ideas for additional policies not covered in existing proposed legislation. Participants discussed whether these were still the priorities that the group would like to recommend congressional representatives work on. The group discussed whether they should limit themselves to these priorities or if they have capacity for more items. The group discussed moving forward with drafting additional policies for legislation.

Federal Advocacy Work Plan Draft

Eric Schinfeld, Port of Seattle

Working Group Participants

The group was presented with a draft work plan identifying Issues, topics, goals, and steps for the priorities the group has selected (attached). Participants discussed ideas and strategies for advocacy. These strategies included:

- Working with a national coalition (including partners at the Boston round table and other cities) to gain congressional support for bills. For Section 189 this could include making sure that the intent of the legislation is not missed and that studies are carried out for all cities named in the legislation.
- Requesting a congressional assessment on whether the proposed bills will pass, along with a timeframe for implementation after passing.
- Direct engagement with high-level decision makers at the FAA.
- Engaging with Congress on what mitigation ideas would be allowed under Section 190.
- Discussion of the GAO letter, whether it applies only to metroplexes, and whether an additional letter for single sites is needed.

Next Steps

- Eric will draft initial thoughts about possible new legislation based on the issues that have previously come up from the group for consideration.
- Eric will update the Federal Advocacy work plan matrix to incorporate suggestions from the group with a focus on the FAA bill, new legislation, and engaging with Congress to speed up operation of near-term items.

Next Meeting:

Monday, August 5, 2019, 5:30 pm – 7:30 pm
Location: SeaTac International Airport, Room 4A

**FAA Reauthorization Act of 2018 Relevant Noise Provisions
(checkmark represents Federal Working Group priorities)**

- **Sec. 173, which sets a one-year deadline for the FAA to complete the ongoing evaluation of alternative metrics to the current DNL 65 standard. [Must be completed by 10/5/19]**
- **Sec. 187, which sets a two-year deadline to complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard AND provide initial recommendations of proposed changes based on the findings. [Must be completed by 10/5/20]**
- **Sec. 188, which would evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling and other methods, to address community airplane noise concerns. [Must be completed by 10/5/19]**
- **Sec. 189, which would study the health impacts of noise from aircraft flights on residents in the metropolitan areas of Boston, Chicago, DC, New York, Northern California, Phoenix, Southern California and Seattle. [Must be started by 4/5/19]**
- **Sec. 190, which would create a pilot grant program involving not more than 6 projects at airports for environmental mitigation projects that will measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within 5 miles of the airport. [No timeline designated for enactment; the pilot program “shall terminate 5 years after the Secretary makes the first grant”.]**

IN PROCESS:

- **Sec. 180, which would create a Regional Ombudsman for each FAA region to serve as a regional liaison with the public, including community groups, on issues regarding aircraft noise, pollution, and safety. [Must be completed by 10/5/19]**

OTHER:

- **Sec. 174, which requires an airport to submit a revised noise exposure map if a change in operation would establish a substantial new noncompatible use, or would significantly reduce noise over existing noncompatible uses. [Ongoing, no specific deliverable timeline]**
- **Sec. 175, which requires the FAA to “consider the feasibility of dispersal headings or other lateral track variations” when proposing a new area navigation departure procedure or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas. [Ongoing, no specific deliverable timeline]**
- **Sec. 179, which would study the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports. [Must be started by 10/5/19 and completed by 10/5/20]**

- Sec. 186, which would initiate a review of the potential benefits, costs, and other impacts that would result from a phaseout of covered stage 3 aircraft. [Must be started by 4/5/19 and completed by 4/5/20]

2019 Federal Noise Legislation

- ✓ **The Protecting Airport Communities from Particle Emissions Act (Smith-WA)**, which would direct the FAA to report on ultrafine particles and their health impacts for communities around the 20 largest U.S. airports. The study would also analyze the potential impacts of mitigation options, emissions reductions, and the increased use of aviation biofuels.
- ✓ **Air Traffic Noise and Pollution Expert Consensus Act (Lynch-MA)**, which would direct the FAA to enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine to provide for a report on the health impacts of air traffic noise and pollution.

OTHER ISSUES FOR CONSIDERATION:

- Secondary noise insulation packages
- 65 DNL noise contour
- Flexibility for airports/local communities to address specific impacts
- Increased funding for existing federal noise programs
- Incentivizing alternative transportation options

StART Federal Advocacy Plan

Issue	Topic	Goal	Step One	Step Two	Step Three	Step Four	Step Five
65 DNL evaluation and alternative metrics	FAA Reauthorization Implementation	Ensure timely release of the "noise annoyance survey" and relevant accompanying policy guidance	Letter to FAA & Congressional delegation laying out our priorities for FAA Bill implementation (target date: 9/1)	Reach out to other airport communities around the country to identify shared and/or parallel tactics on this effort (target date: 9/15)	Call with Congressional Quiet Skies Caucus staff on next steps (target date: 9/15)	Inclusion of additional mandates for delivery of this report and policy guidance in FY2020 appropriations bill (target date: 12/31)	Release of study and policy guidance (target date: 10/18/20 - the Congressionally mandated requirement)
Overflight noise/human health study	FAA Reauthorization Implementation	Help shape the scope and implementation of the study	Letter to FAA & Congressional delegation laying out our priorities for FAA Bill implementation (target date: 9/1)	Reach out to the other airport communities identified in the legislation to identify shared and/or parallel tactics on this effort (target date: 9/15)	Call with FAA Office of Environment & Energy staff, including request for study scope of work (target date: 9/15)	Meeting with designated research university implementing study (target date: 12/31)	Update on study progress from FAA & research university (target date: 6/1/20)
Environmental Pilot Program	FAA Reauthorization Implementation	Secure federal funding for innovative local pilot programs for mitigation	Letter to FAA & Congressional delegation laying out our priorities for FAA Bill implementation (target date: 9/1)	Advocacy trip to DC with Port Commissioners, City Councilmembers & State Legislators to meet with Congress on funding for this grant program (target date: 10/15)	Inclusion of funding for this grant program in FY2020 appropriations bill (target date: 12/31)	Build a local coalition of partner who might collaborate on a application for these funds (target date: 2/1/20)	Application for grant funds (target date: 6/1/20)
Air Traffic Noise and Pollution Expert Consensus Act	Legislation	Advocate for passage	Letter to Congressional delegation laying out our priorities for legislation (target date: 9/1)	Reach out to other airport communities around the country to identify shared and/or parallel tactics on this effort (target date: 9/15)	Advocacy trip to DC with Port Commissioners, City Councilmembers & State Legislators to meet with Congress on these bills (target date: 10/15)	Co-sponsorship by all Puget Sound Congressional members (target date: 12/31)	Congressional passage (target date: 7/31/20)
Protecting Airport Communities from Particle Emissions Act	Legislation	Advocate for passage	Letter to Congressional delegation laying out our priorities for legislation (target date: 9/1)	Reach out to other airport communities around the country to identify shared and/or parallel tactics on this effort (target date: 9/15)	Advocacy trip to DC with Port Commissioners, City Councilmembers & State Legislators to meet with Congress on these bills (target date: 10/15)	Co-sponsorship by all Puget Sound Congressional members (target date: 12/31)	Congressional passage (target date: 7/31/20)
"New Legislation" TBD	Legislation	Advocate for passage	Letter to Congressional delegation laying out our priorities for legislation (target date: 9/1)	Reach out to other airport communities around the country to identify shared and/or parallel tactics on this effort (target date: 9/15)	Advocacy trip to DC with Port Commissioners, City Councilmembers & State Legislators to meet with Congress on these bills (target date: 10/15)	Introduction of legislation by members of the Puget Sound Congressional delegation (target date: 12/31)	Congressional passage (target date: 7/31/20)
WHO Europe Study	Other	Request FAA formal explanation of interpretation of the study, and how they are including it in their policymaking	Letter to FAA ccing Congressional delegation from Port & cities with this request (target date: 8/15)	Reach out to other airport communities around the country to identify shared and/or parallel tactics on this effort (target date: 9/15)			
GAO Study of Community Noise Impacts	Other	Request Congressional letter asking GAO for inclusion of "single site" airports in their analysis, along with metroplexes	Outreach to key Congressional members from appropriate airport regions asking them to sign on to such a letter (target date: 8/15)	Reach out to other single site major airport communities around the country to identify shared and/or parallel tactics on this effort (target date: 9/15)	Letter from Congress to GAO with this request (10/1)		
High Speed Surface Transportation Investments	Other	Support federal funding for innovative high speed surface transportation options	Letter to Congressional delegation laying out our funding priorities (target date: 9/1)	Reach out to other airport communities around the country to identify shared and/or parallel tactics on this effort (target date: 9/15)	Inclusion of funding for this kind of investment in FY2020 appropriations bill (target date: 12/31)	Support WSDOT efforts to apply for these funds (target date: 5/1/20)	
Late Night Noise Limitation Program	StART Noise Working Group Initiatives	Gain support for this effort from the Washington Congressional delegation	Letter to Congressional delegation laying out our operational initiatives (target date: 9/1)	Work with Congressional delegation to have them share their support publicly for compliance with this effort (target date: 10/1)			
Runway Use Plan Agreement	StART Noise Working Group Initiatives	Gain support for this effort from the Washington Congressional delegation and FAA leadership	Letter to Congressional delegation laying out our operational initiatives (target date: 9/1)	Work with Congressional delegation to invite top FAA leadership to learn about this effort and support its swift implementation (target date: 10/1)	Meeting with top FAA leadership about the effort (target date: 11/1)		
34R Glide Slope	StART Noise Working Group Initiatives	Gain support and federal funding for this effort from the Washington Congressional delegation	Letter to Congressional delegation laying out our operational initiatives (target date: 9/1)	Work with Congressional delegation and FAA to identify federal funding for necessary investments (target date: 12/31)			
Ground Noise Analysis	StART Noise Working Group Initiatives	Gain support for this effort from the Washington Congressional delegation and FAA leadership	Letter to Congressional delegation laying out our operational initiatives (target date: 9/1)	Work with Congressional delegation to invite top FAA leadership to learn about this effort and support implementation of related actions (target date: 10/1)	Meeting with top FAA leadership about the effort (target date: 11/1)		
Noise Abatement Departure Profiles	StART Noise Working Group Initiatives	Gain support for this effort from the Washington Congressional delegation and FAA leadership	Letter to Congressional delegation laying out our operational initiatives (target date: 9/1)	Work with Congressional delegation to invite top FAA leadership to learn about this effort and support implementation of related actions (target date: 10/1)	Meeting with top FAA leadership about the effort (target date: 11/1)		