

RESOLUTION NO 3144

A RESOLUTION of the Port Commission of the Port of Seattle amending Seattle-Tacoma International Airport's Federal Aviation Regulation (FAR) Part 150 Noise Remedy Program as adopted by Port Commission Resolution No 2943, as Amended

WHEREAS, in January, 1985, the Port of Seattle adopted Sea-Tac's Noise Remedy Program consisting of noise mitigation and abatement measures pursuant to Federal Aviation Regulation (FAR) Part 150 and

WHEREAS, FAA approval is required for the use of federal funds in implementing the Noise Remedy Program, and

WHEREAS, in 1985, the Federal Aviation Administration (FAA) approved Sea-Tac International Airport Part 150 Airport Noise Compatibility Program referred to in Resolution No 2943, as Amended, as the Noise Remedy Program, and

WHEREAS, The Port of Seattle has sought and been granted federal funds in the amount of approximately \$84 million since the 1985 federal approval of the Noise Remedy Program to fund program measures, and

WHEREAS, The Port intends to continue seeking federal funding for implementation of noise reduction programs, and

WHEREAS, Improvements to Sea-Tac's Noise Remedy Program have been made or recommended since 1985 through various means, including the Noise Mediation Project, staff adjustments to implementation procedures, advice from citizen committees and Port Commission directives to accelerate and expand the Noise Remedy Program, and

WHEREAS, The Port wishes to maintain its federal eligibility for funding Sea-Tac's Noise Remedy Program by amending it to conform to improvements made since the 1985 federal approval, and

WHEREAS, The Port of Seattle has sought to fulfill all federal requirements amending Sea-Tac's Noise Remedy Program, and

WHEREAS, Pursuant to the State Environmental Policy Act, the Port has issued a Determination of Nonsignificance for adoption of the amendments

NOW, THEREFORE, BE IT RESOLVED by the Port of Seattle Commission as follows

SECTION 1. 1993 Amendments to Sea-Tac Airport's FAR Part 150 Noise Remedy Program.

(a) The 1993 amendments to Seattle-Tacoma International Airport's FAR Part 150 Noise Remedy Program adopted in 1985 by Port Commission Resolution No 2943, as Amended, are found in Attachment "A" to this Resolution

(b) Port Staff is directed to submit the amendments to the FAA for review and approval, to work in cooperation with the FAA to maintain federal funding eligibility for Sea-Tac's Noise Remedy Program and to expeditiously implement measures contained in Attachment A, subject to all required budgetary approvals

SECTION 2 Pilot Projects As outlined in Attachment A hereto, the Port will conduct pilot projects for noise insulation of public buildings and a multi-family building or development Upon completion of the pilot projects, Port staff is directed to report to the Commission and provide a recommendation on the implementation of the pilot projects, including a time line and estimated costs Port staff is further directed to work with the FAA and appropriate parties to ensure that implementation of an insulation program for these structures can proceed as quickly as possible following completion of the pilot projects and Port Commission authorization

SECTION 3. Funding Policy. Unless otherwise stated in Attachment 'A, the Port of Seattle intends to request federal funding for Sea-Tac's Noise Remedy amendments and use some funds obtained through Passenger Facilities Charges The Port intends to seek a long term Letter of Intent from the FAA that would establish the FAA's post-1995 funding commitment to these programs The Port will continue to identify available Port funds necessary to complete the Noise Remedy Program In the event Federal funds or passenger facility charges are not available, the Port will need to reassess funding sources and timelines necessary to complete all program elements as scheduled

Section 4. The authority of the Executive Director and Managing Director, Aviation Division shall remain as defined in Resolution No 2943, as Amended

Section 5 The Executive Director's authority as set forth herein shall be undertaken subject to budgetary amounts and shall not be limited by Resolution No 3023, Paragraphs IV, VI, VIII and IX

Section 6 Implementation Implementation of amendments adopted by this Resolution is subject to FAA approval

ADOPTED by the Port Commission of the Port of Seattle this 13th day of JULY, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the Seal of the Commission duly affixed

Sam Grant
Paul Seely
Patricia Davis
Paige Miller

PORT COMMISSION

ATTACHMENT A

TO

RESOLUTION NO. 3144

**Seattle-Tacoma International Airport
FAR Part 150 Noise Compatibility Program 1993 Amendments**

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***Seattle-Tacoma International Airport
FAR Part 150 Noise Compatibility Program 1993 Amendments***

Preface

Introduction

Through Federal Aviation Regulation (FAR) Part 150 the Federal Aviation Administration (FAA) has provided airports throughout the United States with a significant planning tool for addressing aircraft noise impacts. Part 150 establishes a voluntary program which sets minimum planning standards for airport noise compatibility and establishes a general approach to conducting studies and developing noise mitigation programs. With Federal approval of its program, an airport qualifies for Federal funds to implement its noise management programs.

The Part 150 process includes two sections. First is the development of noise exposure maps. These maps illustrate the noise contours and related impacts for the existing year and five years into the future. The second part of the program is development of an airport noise compatibility program which seeks to mitigate the noise impacts and reduce the number of people subjected to aircraft noise.

The Port of Seattle's original SEA/TAC FAR Part 150 Noise Compatibility Program (NCP) was adopted by the Port of Seattle Commission in 1985 as the Noise Remedy Program in Resolution No. 2943 as amended. The Federal Aviation Administration then approved the program later that year. Since then, the airport's noise mitigation measures have been designed in detail and successfully implemented. Over the past few years, a number of factors have influenced the pace, administration and substance of some of the elements of the program.

Purpose

The purpose of this update is to bring SEA-TAC's 1985 Part 150 NCP up to date with changes that have been made to the program including program amendments developed through the Noise Mediation Project. Some new program elements that resulted from the public consultation process are also included. Parties responsible for implementing the measures are identified along with the actions that the Port will undertake, the timeframe for implementation of the measures, and associated preliminary costs of implementation.

SEA-TAC's 1985 NCP identified and established major noise mitigation programs and program boundaries that remain the same today. The Acquisition Program, a significant component of the NCP, is essentially complete with the acquisition of 1,400 parcels and the relocation of an estimated 2.2 persons per parcel since the mid 1970s. Another major component is the sound insulation program, which is a voluntary, on-going program. The insulation program boundaries include approximately 7,500 remaining eligible single family residences. This does not include mobile homes.

As mentioned, some modifications to the NCP are a result of the Port of Seattle's Noise Mediation Project completed in March 1990 and contained in the Seattle-Tacoma International Airport Noise Mediation Agreement. In the Noise Mediation Project, the FAA, Port airlines, citizens, pilots, and airport users formed the Noise Mediation Committee and negotiated a package of noise abatement and mitigation measures for the airport. Among the measures contained in the Noise Mediation package were several modifications to the federally funded noise mitigation program at SEA-TAC. Some of the mediated revisions were implemented following FAA concurrence with the understanding that they would be included in this document for clarification and final community and FAA endorsement. These measures include the change from Cost Share to Standard Insulation Program (M-2a) and the addition of the Special Purchase Option (M-3a) as an added feature of Transaction Assistance.

Program Funding Policy

This package of amendments represents an estimated cost of \$102 million. Unless stated otherwise, the Port of Seattle intends to request federal funding for the Noise Compatibility Program amendments. Where applicable, the Port will seek reimbursement of such funds on a matching grant basis (presently 80% federal funds) for approved measures. In addition, through 1995, the Port is pursuing Passenger Facilities Charges which will be used in part for noise mitigation. The Port intends to seek a long-term Letter of Intent from the FAA that would establish the FAA's post-1995 funding commitment to these programs. After 1995, the Port will continue to identify available Port funds necessary to complete the noise mitigation programs should federal funds not be available.

Noise Exposure Maps

The recent update to the noise exposure maps for SEA-TAC Airport was submitted to the FAA for acceptance on June 11, 1992. They were accepted on April 15, 1993. The maps and supporting documentation can be found in the Port of Seattle's Noise Exposure Map submittal to the FAA dated April 1992.

Noise Compatibility Program Measures

This document contains amendments to the Noise Compatibility Program for Seattle-Tacoma International Airport. They consist of changes to the existing program as well as the addition of new program elements. For ease of reference, each proposed amendment is presented following the relevant 1985 measure to which it relates. The 1985 measures that are not being amended are not included here but can be found in the original document titled Sea Tac International Airport Part 150 Airport Noise Compatibility Program. The word "jurisdictions" is used throughout this document and refers to those entities having land use planning and control authority.

Amendments to Existing Program

Original Measure M-2

About 9 000 to 10 000 existing single family residences are eligible for special sound insulation. This is far and away the most important noise mitigation measure in terms of potential benefits to future as well as current residents of the Airport Environs.

The ability to achieve a significant level of noise reduction will vary. For example, the amount and type of sound insulation required would depend on (a) the amount of aircraft noise exposure involved, and (b) the age, type of structure and present condition of candidate dwellings. In cases, some portions of structures may better lend themselves to attenuation than others. A system of cost sharing ranging from 100% Port-0% owner to 50% Port-50% owner or an alternative to noise insulation is incorporated in the sound insulation recommendations for existing residential units depending on the program area in which the home is located and the feasibility of insulating particular structures. Details for this program should become available as a result of the Demonstration Program.

Program Amendment Information Related to Measure M 2, Sound Insulation Program

As stated in the 1985 FAR Part 150 Program, the details for the insulation program were developed as a result of a Demonstration Program and successful implementation of the full fledged Noise Remedy Program. To better serve the affected residents of the SEA TAC area, a number of modifications to the noise insulation program are presented here. These modifications are subject to certain policies. Significant ones include the following:

1. As a result of community comment, the Port has determined that all non sound insulated homes within the Noise Remedy Program boundaries (within 65 DNL) are incompatible land uses and as such are eligible for a sound insulation design goal of at least 5 dB reduction and an interior noise level of not greater than 45 DNL.

2 State law requires that an avigation easement be granted to the Port of Seattle when insulation treatment is provided

3 The priority system developed for the Noise Remedy Program gives preference to the most noise impacted homes

4 It should be understood that purchasing an avigation easement as a "stand alone" mitigation measure will only be used after determining that insulation of an eligible building is not feasible

M-2a. STANDARD INSULATION

ISSUE

Increase participation in the Cost-Share Insulation Program and accelerate the rate of insulation (It was found that participation was low in the Insulation program when it required a 50% financial contribution by the homeowner)

AMENDED ACTION

The former Cost-Share Insulation Program is changed to a Standard Insulation Program and no financial participation by the homeowner is now required

COMMENTS

The Cost Share Insulation Program offered homeowners customized insulation treatment at 50% of the cost. Because participation in the program was low, a decision was made to provide insulation treatment at no cost to the homeowner. Anticipating a significant increase in homeowner interest, a standardized design approach was developed based on

previous experience and verified by field audits. The standardized design approach is meant to accelerate the program and reduce the costs of administrative procedures.

COSTS

The average cost for the standardized design approach is approximately \$8 000 per house for construction plus \$2 000 per house for administration. This totals \$10 000 per house. Insulation costs in both the Neighborhood Reinforcement Area and the Standard Insulation Area total approximately \$84 million, eligible for FAA participation at 80%.

RESPONSIBLE PARTIES

The Port is responsible for implementing this program. To take part in this program, homeowners are responsible for submitting applications.

PORT ACTION

The Port will implement the change from the Cost-Share Program to the Standard Insulation Program.

**(Program Amendment Information Related to
Measure M-2, Sound Insulation continued)**

The amendments to Measure M 2 also include the addition of sound insulation of public use facilities and multi family developments. It is intended that pilot projects be implemented for these types of structures. This would include insulation of two (2) churches, one (1) private school, one (1) multi family structure of more than four units and one (1) convalescent home. The projects that are being recommended have never been part of the Noise Remedy Program. Experience has shown that the manner in which structures are included in a program and how the program is implemented from a technical and administrative standpoint is information needed prior to a commitment to a full program. If successful the pilot projects will be expanded.

The Port will identify the structures for the pilot projects using information developed by the Public Buildings Committee and based on the following criteria: eligible for Federal funding located in the Neighborhood Reinforcement Program Area, constructed without sound insulation or permitted or vested before FAA acceptance of the 1985 NFMS or within a reasonable time thereafter, and for multi family developments, primarily owner occupied. Other criteria will include the willingness of the owner to participate and grant an aviation easement, and a strong indication that the structure will remain as the use currently designated. Of these structures, only eligible rooms will be insulated based on FAA criteria and guidelines.

For the insulation of public use facilities and multi-family structures, the Port will establish a Pilot Project Review Committee to help evaluate the effectiveness of the pilot projects. An acoustical consultant will work with the Port, the FAA, the committee and building owner in developing insulation plans and procedures, assessing the success of the pilot project and recommending modifications to the plans, if needed, prior to proceeding with full program implementation. Individual briefings with property owners will be held to discuss concerns and procedures, options available, noise exposure characteristics, etc. In addition, a follow-up opinion survey will be given to solicit views concerning the success of the projects.

After completion and evaluation of the pilot projects the criteria may be modified based on the project findings. It is the intention of the Port of Seattle to transition from these pilot programs to full insulation programs as quickly as possible.

M-2b. PUBLIC BUILDINGS

ISSUE

Expanding the Sound Insulation Program to include public buildings

AMENDED ACTION

The Port will conduct a pilot project on four public use buildings. The Port will identify the participating structures using information developed by the Public Buildings Committee and based upon the criteria presented. Upon approval of the structures and plans by the FAA, sound insulation will commence. These pilot projects will determine the feasibility, procedural requirements and costs for sound insulation of public use structures.

COMMENTS

Community discussion during the Noise Mediation Project indicated the need to further address non-compatible public buildings. As directed in Port of Seattle Commission Resolution 3125, the Port is accelerating the rate of its single family residential insulation program and will be developing a plan for incorporating a number of structures other than residential into its Noise Remedy Program. This amendment is the first step in developing that plan and program.

COST

The initial estimated general cost to insulate these public buildings is approximately \$500 000 each with the private school being up to \$1 million depending upon how many rooms are involved. This is a preliminary cost that is a rough estimate as the plans and specifications have not been prepared nor have any noise audits been performed. The cost of an acoustical consultant to evaluate and recommend changes to the pilot program is approximately \$50 000.

RESPONSIBLE PARTIES

The Port is responsible for implementing this pilot program. The owners of the public structures who voluntarily commit to the program are responsible for working with the Port to achieve the program goals.

PORT ACTION

The Port will identify the pilot projects as soon as possible, as outlined. The Port will initiate the review committee and hire the acoustical consultant.

TIMEFRAME

The pilot projects can be initiated soon after approval of the NCP by the FAA. Preliminary discussions with building owners, consultant solicitation and committee determination can be initiated prior to that time. It is anticipated that the pilot projects can be completed by mid-1995. If the project is successful, a regular public buildings insulation program can be initiated.

M-2c. MULTI FAMILY DEVELOPMENTS

ISSUE

Expanding the Sound Insulation Program to include Multi-family Developments

AMENDED ACTION

The Port will conduct a pilot project on one multi family development. The Port will identify this particular structure based upon the criteria presented. Upon approval by the FAA, sound insulation plans will be developed and submitted to the FAA for approval. Upon approval of the plan, sound insulation will commence. This pilot project will determine the feasibility, procedural requirements and costs for sound insulation of other multi-family structures. Such other insulation projects can proceed subsequent to the pilot project.

COMMENTS

Community discussion during the Noise Mediation Project indicated the need to further address the issue of sound insulating multi-family developments. As directed in Port of Seattle Commission Resolution 3125, the Port is increasing the rate of its single family residential insulation program and will be developing a plan for incorporating multi family developments into its Noise Remedy Program. This amendment is the first step in developing that plan and program. As stated above, the Port intends to initiate a pilot project for a multi family development with four or more units primarily owner occupied. The particular

development will be based on the criteria outlined on page A.9 and from a list of such uses. Not every multi-family development on the list will be insulated or can be considered eligible, but the pilot project will be determined from this pool of existing structures.

COST

The initial estimated cost to insulate multi-family developments is estimated at approximately \$5,000 to \$8,000 per unit based on a 35-unit building for a total cost of approximately \$175,000 to \$280,000. This is a preliminary cost and no plans or specifications have been prepared. The cost of an acoustical consultant to evaluate and recommend changes to the pilot program is approximately \$30,000. Subsequent to the completion of the pilot project, a refined plan will be implemented to insulate the remaining eligible multi-family developments within the Noise Remedy Program boundaries.

RESPONSIBLE PARTIES

The Port is responsible for implementing this pilot project.

PORT ACTION

The Port will identify the multi-family structure to use as a pilot project as soon as possible. The basis for this selection was outlined previously. The Port will initiate the review committee and hire the acoustical consultant.

TIMEFRAME

The new action will be initiated by the Port as soon as the structure and NCP is approved by the FAA. Preliminary discussions with the owners, consultant solicitation and committee determination can be initiated prior to that time. It is anticipated that the pilot project can be completed by mid-1995.

M-2d. MOBILE HOMES

ISSUE

Reduction of Noncompatible Mobile Homes in the Airport Environs by Providing an Incentive to Change Land Use

AMENDED ACTION

In exchange for conversion to a compatible use and an aviation easement, the Port of Seattle will assist the owner of the park or property in converting the use by providing funds to move the mobile homes outside the Noise Remedy boundaries if the following conditions apply:

- a) If the owner of the property on which the mobile home is located seeks to convert the use of the property to a compatible use, and,
- b) If the jurisdiction in which the property is located requires the owner of the property to develop a relocation plan for the residents of a park that is closing, and,

- c) If the owner of the property as a condition of an aviation easement stipulates that no noncompatible use will be allowed back on the property and that Port funds will be used for the relocation of the mobile homes and
- d) If the jurisdiction agrees to restrict development on the property to noise compatible uses

In addition recognizing the difficulty of moving older mobile homes or finding sites on which to move mobile homes the Port will provide advisory services to mobile home owners to assist them in locating other mobile home sites outside the Noise Remedy Program area

COMMENTS

Mobile homes are not compatible with a highly noise impacted area yet the technology is not available to sound insulate them in addition the landlord/tenant relationship precludes options available for single family dwellings (In using federal funds the Port must work directly with the property owner) The program outlined is intended to promote a land use change to a compatible use as defined in FAR Part 150 It will be most effective when restricted to jurisdictions such as the City of SeaTac that require property owners to develop a relocation plan when wishing to close a mobile home park As with the Port's insulation programs participation

depends on the voluntary commitment by the property owner. The Port has and will continue to work with other local agencies to develop sources of funds for cost impacts over and above the cost of moving for those mobile home owners who have older mobile homes.

COST

We anticipate that approximately five hundred mobile homes of the 1,500 in the Noise Remedy Program area in the next five years will take advantage of this program. Based on the dollar amounts identified through the State of Washington, the average cost of moving a mobile home is estimated at \$6,000 per unit, totaling \$3,000,000 over the next five years.

RESPONSIBLE PARTIES

The Port of Seattle is currently responsible for funding this measure and will apply for FAA grants to implement it. This measure to be most effective will require that jurisdictions develop policies related to closure of mobile home parks and that they plan and zone such property in a manner compatible with the airport environs.

PORT ACTION

The Port of Seattle in cooperation with jurisdictions having policies related to closure of mobile home parks and with the FAA will develop procedures and guidelines for implementing this program. The Port will seek input from residents and owners of mobile home parks. The Port will also work with local communities to develop land use and zoning policies consistent with this measure.

TIMEFRAME

The timeframe and cost for the mobile home proposal are based on the assumption that the only mobile home owners who will receive moving costs are those who live in a park that the owner is considering closing or that are owners of the property on which the mobile home is situated.

Original Measure M-3, Transaction Assistance

Formerly referred to as "purchase assurance" this measure is now termed transaction assistance in keeping with its primary function. The intent is to provide financial and technical assistance to owner occupants of single family residences who desire to sell out and move away from areas of relatively high noise exposure. Generally these areas are adjacent to or near areas proposed for outright acquisition by the Port of Seattle.

The process has been designed (and will need to be administered) in such a way as to disrupt the local residential real estate market as little as possible. Properly handled the transaction assistance noise remedy should aid an eligible homeowner to dispose of his or her hard to-sell property in an orderly but reasonably sure fashion. If the various forms of assistance to be made available (all or a portion of real estate agent's fee, mortgage subsidy, sound insulation, etc.) do not result in an acceptable sales transaction, then the Port could acquire the house and lot at fair market value minus the real estate fee as "buyer of last resort." Following necessary improvements (which could include sound insulation) the Port would then resell the property to a willing buyer with an avigation easement attached to the deed.

In preparing appraisals for the Transaction Assistance Program comparables from noise impacted areas as well as other areas will be used. The appraisal methodology will be similar to that currently practiced in the acquisition program area.

It should be emphasized that the amount and type of assistance to be provided by or through the Port would be governed not only by the availability of funds but also by what is needed to "normalize" the local housing market, i.e. to obtain the number of sales transactions necessary to achieve a market turnover rate comparable to neighborhoods or areas not impacted by aircraft noise. Also an excessive amount of real estate involvement by the Port of Seattle could actually "destabilize" the housing market/area and thus be counter to the various program goals that have been cited.

**Program Amendment Information Related to
Measure M-3, Transaction Assistance**

The Transaction Assistance Program has been modified to include a new option the Special Purchase Option negotiated through the Noise Mediation Project. In addition a change in procedure for regular Transaction Assistance has been in effect since the start of the program and is documented here as an amendment.

M-3a. SPECIAL PURCHASE OPTION

ISSUE	Assistance to residents of specially situated homes
AMENDED ACTION	Recognizing that noise affected residents next to Port acquisition property and in unique circumstances that may make sale of their homes difficult a special purchase option to the Transaction Assistance program was developed. If a home is immediately adjacent to Port acquisition property and the homeowner has owned his/her home for more than five years the homeowner has the option of selling the home to the Port at a purchase price based on fair market value. The Port will then insulate the home if feasible, and offer it for resale. This transaction could only occur once with each property, the new owner would not qualify for this special purchase option.
COST	This action is anticipated to cost approximately \$4 million for the life of the program with an average cost per structure of \$21,000. It is intended to

give assistance to residents of certain specially situated homes

RESPONSIBLE PARTIES

The homeowners are responsible for applying to the Port to take advantage of this program. The Port is responsible for purchasing the homes at fair market value.

PORT ACTION

The Port will identify the areas eligible for assistance, make information available to the residents of the area concerning the program, and submit an application to the FAA for funds.

TIMEFRAME

This program has been conditionally initiated based on the Noise Mediation Project, and it is anticipated that the program will end with the completion of the residential insulation program. There are approximately three hundred fifty (350) homes eligible for this program, of which approximately one hundred seventy-five are expected to participate throughout the life of the program.

M-3b. INSULATION REQUIREMENT

ISSUE

To ensure that funding supports the sale of a home that is compatible with noise levels.

AMENDED ACTION

If the home is not adjacent to Port acquisition property but is in the Transaction Assistance eligibility area, the homeowner is eligible to apply for

Transaction Assistance when the home has been insulated through the Port insulation process Homeowners within the Neighborhood Reinforcement area are eligible for Transaction Assistance (help in selling their homes) A condition to participation in this program was stipulated at the inception of the formal program after the demonstration program

COMMENTS

This procedure was developed through the original Port insulation demonstration project and has been Port procedure since the regular program was instituted It is included here as a formal change This procedure was developed for a variety of reasons including

- 1) The Demonstration Program indicated that a homeowner may decide to stay in his/her home after it has been treated with sound insulation
- 2) An insulated home was considered more attractive to potential buyers
- 3) A home sale that is supported by FAA and Port funding should be an airport noise compatible structure

There are approximately 2 000 homes eligible for Transaction Assistance, of which approximately five hundred are expected to participate at an estimated cost of \$14 000 per home

COST

The cost of this program is anticipated to be about \$7 million over the life of the program

RESPONSIBLE PARTIES

To take part in the Transaction Assistance Program the homeowner must voluntarily participate in the Port insulation program first. The homeowner is then responsible for applying for the program. The Port is responsible for providing the sales assistance if it is necessary.

PORT ACTION

The Port will coordinate the process and procedure for each eligible homeowner.

TIMEFRAME

This program is anticipated to end with the completion of the residential insulation program.

Original Measure A-4, Expand Noise Monitoring System

Measure A-4 would expand the noise monitoring system at Sea-Tac by installing two additional permanent monitors in locations east and west of the Airport. On the east side it is proposed that a permanent noise monitor be installed in the Riverton Heights area where noise levels in excess of 70 DNL have been projected. To the west it is proposed that a permanent noise monitor be placed in a location southwest of the Airport noise levels in this general location have also been projected to be in excess of 70 DNL.

Program Amendment related to Measure A-4, Expand Noise Monitoring System

M-4a. EVALUATION OF NOISE MONITORING SYSTEM

ISSUE	Assessment of new features for the Noise Monitoring System
AMENDED ACTION	Sea-Tac Airport's Noise Monitoring System installed in 1979 will be evaluated. Based on this study, a determination will be made about replacement of the system, expansion or other modifications.
COMMENTS	Measure A-4 as written has been implemented. This amendment is intended to aid the Airport in better determining the success of its newer noise abatement programs and increasing the flexibility and effectiveness of the noise monitoring process.
COST	The cost of the evaluation is anticipated to be approximately \$75,000. The cost of improvements will depend on the studies but could be \$600,000 for a new expanded system.

RESPONSIBLE PARTIES

The Port is responsible for initiating and providing funds for the evaluation and will apply to the FAA for funding to improve the system as needed

PORT ACTION

The Port will initiate the study and is responsible for implementing necessary and feasible recommendations of the study

TIMEFRAME

Initiation of the project will occur in 1994

Recommended New Measures

The following Measures are new measures which do not amend existing Part 150 measures

M-7. FUNDING FOR LAND USE/NOISE COMPATIBILITY PLANNING

ISSUE	Compatible Land Use Planning Process
NEW ACTION	Public agencies (defined as a state municipality or other political subdivision or a tax supported organization or Indian Tribe) having planning authority within the 65 DNL contour will be able to apply for reimbursable funding of specific off-airport land use/noise compatibility planning efforts which are consistent with the principles and guidelines of FAR Part 150 and the Port of Seattle noise compatibility planning goals
COMMENTS	This measure is an effort to encourage affected public agencies to participate in compatible land use/noise compatibility planning efforts beyond the airport boundary by providing funds for planning projects
COST	The cost of such an effort is anticipated to be approximately \$100 000 per plan. There are at least ten such agencies having planning authority within the 65 DNL contours resulting in a cost of \$1,000 000

RESPONSIBLE PARTIES

The Port of Seattle will work with public agencies and the FAA to develop mutually agreed upon procedures and guidelines for application and disbursement of funds. To access funds, the public agencies must incorporate land use/noise compatibility planning standards consistent with the principles and guidelines of FAR Part 150.

PORT ACTION

The Port will meet with the FAA and public agencies to determine guidelines and procedures.

TIMEFRAME

The timeframe and cost for these land use/noise compatibility planning efforts can vary greatly, but they can be initiated immediately subsequent to the approval of the Noise Compatibility Program amendments.

M-9. COMMUNITY PLANNERS FORUM

ISSUE	Coordination of Community Planning Efforts Through a Planners Forum
NEW ACTION	A committee called the Planners Forum will be initiated to allow planning representatives from all jurisdictions within the Airport's 65 DNL contour or other invited jurisdictions with interest to meet and share information pertaining to comprehensive planning community/airport planning, land use issues and noise mitigation efforts on a regular basis
COMMENTS	The Airport is surrounded by many jurisdictions having various types of land use planning and development activities. In an effort to coordinate all of these various activities as well as airport development plans, it is recommended that a Planners Forum be initiated. It will act as a single point of contact and coordination for all of these agencies in issues related to community/airport planning. The participants are envisioned to be the planners that are responsible for land use development within each jurisdiction within the 1991 NEMS.
COST	The cost for the Forum will be included in normal operating expenses of the Port.

RESPONSIBLE PARTIES

The Port is responsible for initiating and coordinating the Forum and providing space to meet. The various public agencies and jurisdictions are responsible for providing input and participating in the Forum. There may be certain consultants, speakers or new technology developments that may be appropriate for the Forum.

PORT ACTION

The Port has initiated the Forum and meetings will be held at a minimum of once each calendar quarter.

TIMEFRAME

The timeframe for the meetings will be immediate, with meetings at least quarterly. The Forum will continue indefinitely with evaluations performed every year.

M-10. OPERATIONS REVIEW AND NEM UPDATES

ISSUE	Update and Review of the FAR Part 150 Program and Contour Review
NEW ACTION	To assist in tracking all relevant information the Port will review its operations forecast each year review variances to the Nighttime Limitations Program and review the ANEL (airport noise exposure level as defined in the Sea-Tac Noise Budget) Contours up to 65 DNL will be developed whenever there is a 15% change in operations or every two years whichever comes first The review will assist the Port in determining if the Noise Exposure Maps need to be updated as per FAR Part 150 guidelines The Port will produce an annual report containing the foregoing information
COMMENTS	The FAR Part 150 Program is a five-year program which will be reevaluated at the end of the five-year period As per the Part 150 regulation, if there is a significant change in either aircraft types numbers of operations or airport facilities that significantly change the noise levels then the Study will be reevaluated prior to the end of the five-year timeframe
COST	The cost of monitoring the information set forth in this section will be borne out of normal Port operating budget Consultant assistance through 1996 for developing noise contours would be approximately \$15 000

RESPONSIBLE PARTIES

The Port is responsible for monitoring and updating the FAR Part 150 at the five-year increments or when there is a significant change in aircraft types numbers of operations or facility changes that significantly impact noise levels. The Port will produce the annual report for public dissemination. The Federal Aviation Administration could help fund the update if there are funds available for such planning.

PORT ACTION

Based on the monitoring activities described, the Port will reevaluate the program when there is a significant change or at the end of the five-year timeframe. The Port will publish the results of its evaluation in the Noise Abatement Quarterly Report.

TIMEFRAME

The Port will institute monitoring procedures immediately and will plan for a full update of the Program in 1996 or earlier if necessary as per FAR Part 150. The annual review will be initiated in February of each year. The first review will be initiated subsequent to the approval of these amendments to the NCP.

Implementation

Implementation of the amendments is subject to approval by the FAA. The individuals and entities responsible for the implementation of the program include the Port of Seattle, the Federal Aviation Administration, citizens living within the airport environs, airport management, and others.

The preceding amendments constitute the package of modifications to the Seattle-Tacoma International Airport FAR Part 150 Noise Compatibility Program that will be submitted to the Federal Aviation Administration for approval.