

StART

MEETING SUMMARY

JUNE 23, 2021; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

Agenda Items:

- SAMP Public Process
- Seattle-King County Public Health: Community Health and Airport Operations Related Pollution Study
- Federal Policy Working Group meeting update
- Aviation Noise Working Group meeting update
- Public Comments

Meeting Summary:

- I. Facilitator welcome, introduction, and agenda, *Brian Scott from BDS Planning & Urban Design*
- II. Opening Remarks, *Lance Lyttle, StART Chair/SEA Managing Director*
 - A. Welcomed Amy Arrington, new Normandy Park City Manager and Bob Leonard, Des Moines Community Member.
- III. SAMP Public Process, *Clare Gallagher, POS Capital Project Delivery Director*
 - A. The SAMP NEPA (National Environmental Policy Act) EA (Environmental Assessment) draft document is currently underway.
 - B. NEPA EA Agency and Public review is targeted for Q3 2021.
 - C. A SEPA (State Environmental Policy Act) draft is expected to be released toward the end of 2021 or early 2022.
 - D. Port of Seattle (POS) will provide a briefing on the results of the draft NEPA EA when it is published.
- IV. Seattle-King County Public Health: Community Health and Airport Operations Related Pollution Study, *Dr. Kris Johnson, Senior Social Research Scientist, Seattle/King County Public Health and Dr. Elena Austin, Assistant Professor, UW School of Public Health*
 - A. The state funded study, a provision of House Bill 1109, requested that Seattle/King County Public Health create community health profiles for areas one-mile, five-miles, and 10-miles from the airport. A complementary study conducted by University of Washington researchers aimed to analyze the implications of air traffic and the concentration of ultrafine particulates (UFP) matter and its effect on communities 10-miles from the airport and is reviewed later in these notes.
 - o Methodology:
 - The Public Health study relied on a comprehensive literature review and analyses of existing data ; therefore, a definite link cannot be made between the adverse health conditions observed and airport-related pollutants.
 - The established 1,5, and 10-mile radius from SEA was specified in the state proviso language and based on prior studies of airport-related pollutants.
 - Data set included Boeing Field aircraft operations as well.

- Criteria used was based on the EPA's environmental impact studies and other pollutant studies.
 - The methodology for the study conducted by UW researchers can be reviewed in the report which is linked below.
 - Key findings from the Public Health study:
 - Airport communities (those within 10 miles of SEA) are home to the majority of King County's people of color.
 - Compared to the rest of the County, people living within 10 miles of SEA face greater disparities in health, resources, and health risk factors, such as premature birth, rates of hospitalization, heart disease, death, stroke and diabetes.
 - Though little research has been done in our area, the literature review shows that noise and air pollutants near airports contribute to several health issues.
 - People living in airport communities were more likely to live in poverty or near poverty compared to the rest of the County.
 - Key Findings from the UW study:
 - UFP, which are small enough to enter the bloodstream and cross the placenta and blood-brain barrier, are unregulated at the federal and state level but are important in determining health outcomes.
 - Important sources of UFP are diesel combustion engines (aircraft/trucks) and wood-smoke.
 - UFP health effects are more uncertain compared to other regulated substances.
 - Using mobile transacts and fixed monitoring site locations shows that UFP's are emitted from traffic and aircraft sources but total concentration did not distinguish roadway and airport features.
 - The full result of the UFP study can be found at [this link](#). Results have also been published in the [peer reviewed literature](#).
 - Discussion points
 - Study cannot say that these health effects directly result from airport, and several studies show a link.
 - Further evaluation is required to understand the effectiveness of HEPA (High Efficiency Particulate Air) filters. More information of HEPA filters can be found on the Washington State Department of Health [website](#).
 - Recommendations:
 - Support further research to understand what the health effects of UFP are, what can be done to reduce human exposures to UFP, and how are concentrations of UFP changing in different communities.
 - Address the health disparities of airport communities.
 - Develop and implement strategies to mitigate airport-related air and noise pollution.
 - Expand monitoring of pollutants.
 - King County's Next Steps:
 - King County hopes to collaborate with Port of Seattle and UW researchers to support community health.
 - King County will partner with regional agencies to advocate for regional approach.
 - Establish a Joint Aircraft Emissions Technical and Community Task Force.
- B. In their letter to Seattle/King County Public Health, the Port of Seattle expressed the following

concern and questions about Public Health's study:

- The study could be misinterpreted as airports being the only contributor to the health impacts caused by noise and air pollution.
- The study did not use widely accepted, standardized, scientific approaches for evaluating potential health risks from sources of air pollutants.
- Language in a few places throughout the report suggest that there might be a causal relationship between the airport and the health impacts.
- While the legislative instructions limited the scope of the study, the Port is aware of available information that could be used to better understand the relationship between the airport and the health impacts.
- The report includes study areas that go beyond airport communities. 40% of King County is included in the study, which makes it challenging to link all the impacts to the airport.

During the meeting, Arlyn Purcell, POS, Director, Aviation Environment and Sustainability, emphasized the Port's shared interest in collaboration with King County and the University of Washington to find out what is the actual exposure and potential health risk to the community from airport operations.

V. Federal Policy Working Group Update, Marco Milanese, POS, Community Engagement Manager

- A. EPA Grant Program: Amanda Wyman-Bradley, Office of Congressman Adam Smith, at the June 7th meeting, outlined the development of a new two-part EPA Grant Program to research and collect data on aircraft and airport noise and emissions and to use the data to develop a mitigation strategy.
- B. Sustainable Skies Act: This standalone piece of legislation proposes a blender's tax credit for sustainable aviation fuel (SAF) to incentivize the production of SAF and help the U.S. airline industry reach its goal of eliminating net carbon emissions by 2050.
- C. American Jobs Plan: The American Jobs Plan include two pieces, a \$2.3 trillion infrastructure and climate change package and a \$1.8 trillion American Families Plan.

The consensus of the group was to take all the discussed legislation back to their communities for review and feedback, and to make a decision on inclusion in the shared federal policy agenda at the next meeting of the working group.

VI. Aviation Noise Working Group Update, Tom Fagerstrom, Airport Noise Programs Coordinator

- A. Runway Use Plan update: Thru May 31, 2021, there were a total of 55 third runway landings during late nights (average of 1 late-night landing for every 3 late nights) in 2021 and 118 late nights with 0 landings on the third runway in 2021.
- B. Noise Comment Monthly Report: 19,873 SEA noise complaints in May: down from March and April.
- C. Fly Quiet Annual Award Program: Three award categories are planned for 2021 recognizing three airlines that have been the best at limiting their noise impact on local communities.
- D. Noise Abatement Departure Profile (NADP) Analysis update: The Aviation Noise Working Group, in consensus, recommended that the Port continue to monitor airline noise abatement departure profiles going forward but beyond that, no further action at this time.
- E. 34R Glideslope Adjustment progress update
 - On February 27, 2019, StART endorsed the recommendation to raise the glideslope to the industry standard of 3.0 degrees, in an effort to reduce noise and, if feasible, attempt to

- obtain 3.1 degrees.
- Due to the safety risk associated with losing low visibility arrivals on 34R, the Port's recommendation is to proceed with 15% design and the flight procedures amendment process for a glideslope angle adjustment of 3.0 degrees on 34R now and possibly revisit 3.1 degrees after 3.0 degrees has been approved.
- The 3.0 glideslope will provide an altitude gain of 184' at 7 miles south of the airport as compared to the current 2.75 degrees.
- If begun now, it could be fully operational in 5 or 6 years.

VII. Public Comments

- A. David Goebel, *resident of Vashon Island*: Despite Seattle having 70 times the population of, Vashon Island, Vashon has the most noise complaints due to noise exposure. The implementation of Performance Based Navigation (PBN) also produced the most lawsuits, yet Vashon Island is shut out of StART.
- B. JC Harris, *Des Moines City Councilmember*: The project to get rid of North SeaTac Park and replace it with a parking lot, should be part of StART's agenda immediately. It is disingenuous when the Port says they will address this in an environmental assessment because an ESI will not prevent the parking lot. Rather, it will outline how to confirm in what way the space could be a parking lot. StART should advocate for that now. Trees have been reduced over the years around the airport. The best way to preserve trees is to not cut them. The Port could make its simple biggest impact by putting the parking lot somewhere else. In 2016, the Port proposed a South King County Fund that was for environmental mitigation in the community - This never rolled out. The Port could do something meaningful by not building the parking lot.

MEMBER	INTEREST REPRESENTED	PRESENT
ARLYN PURCELL (ALT)	PORT OF SEATTLE	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BOB LEONARD	DES MOINES – COMMUNITY REPRESENTATIVE	✓
BRANDON MILES	TUKWILA - CITY	-
BRIAN WILSON	BURIEN – CITY	✓
CARL COLE	SEATAC – CITY	✓
CHRIS HALL	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
DAVID LASHLEY	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	-
ERIC ZIMMERMANN	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
ERICA POST	TUKWILA – COMMUNITY REPRESENTATIVE	✓
GARMON NEWSOM II (ALT)	BURIEN - CITY	✓
KYLE MOORE (ALT)	SEATAC – CITY	-
LANCE LYTTLE	PORT OF SEATTLE	✓
AMY ARRINGTON	NORMANDY PARK – CITY	✓
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL MATTHIAS	DES MOINES – CITY	-
PETER PHILIPS	DES MOINES – COMMUNITY REPRESENTATIVE	✓
RANDY FIERTZ (ALT)	ALASKA AIRLINES	✓
ROBERT AKHTAR	SEATAC – COMMUNITY REPRESENTATIVE	✓
SCOTT INGHAM (ALT)	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	-

SHAN HOEL	AIR CARGO	-
SUSAN CEZAR (ALT)	DES MOINES - CITY	-
TEJVIR BASRA	SEATAC – COMMUNITY REPRESENTATIVE	-
TOD BOOKLESS	TUKWILA – COMMUNITY REPRESENTATIVE	✓
TONY GONCHAR	DELTA AIR LINES	-
NON-MEMBERS	TITLE	
ALEX STONE	OFFICE OF U.S. REPRESENTATIVE ADAM SMITH	✓
ANTHONY HEMSTAD	FEDERAL POLICY WORKING GROUP/DES MOINES	✓
BEN REINCHARDSEN	PUBLIC	✓
CHRIS SCHAFFER	FAA	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
CLYDE HILL	SEATAC COUNCILMEMBER	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
DAVID GOEBEL	PUBLIC	✓
HOLLY MOUSER-GUERRA	PUBLIC	✓
JEFF HARBAUGH	PUBLIC	✓
JEFFREY BROWN	PORT OF SEATTLE	✓
JUSTIN BIASSOU	FAA	✓
LAVANYA MADHUSUDAN	OFFICE OF U.S. REPRESENTATIVE JAYAPAL	✓
LESLIE STANTON	PORT OF SEATTLE	✓
MARIA HALPIN	PUBLIC	✓
DEP. MAYOR MATT MAHONEY	DES MOINES COUNCILMEMBER	✓
MELISSA PARKS	PORT OF SEATTLE	✓
MIKE MERRIT	PORT OF SEATTLE	✓
NADINE CHAN	KING COUNTY PUBLIC HEALTH	✓
PATRICIA LY	PORT OF SEATTLE	✓
PERRY COOPER	PORT OF SEATTLE	✓
SALLY DEL FIERRO	PORT OF SEATTLE	✓
SOFIA ARAGON	CITY OF BURIEN COUNCILMEMBER	✓
STAN SHEPHERD	PORT OF SEATTLE	✓
TIM TOERBER	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
PRESENTERS		
DR. KRIS JOHNSON	SEATTLE/KING COUNTY PUBLIC HEALTH	✓
ELENA AUSTIN	UW SCHOOL OF PUBLIC HEALTH	✓
CONSULTANTS		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓
PUBLIC COMMENTS		
DAVID GOEBEL	VASHON ISLAND FAIR SKIES	✓
JC HARRIS	DES MOINES COUNCILMEMBER	✓

NEXT MEETING: AUGUST 25, 2021- TENTATIVELY 5:00 PM - 7:00 PM
LOCATION: ZOOM VIDEOCONFERENCE