

StART

MEETING SUMMARY

DECEMBER 14, 2022; 5:00 PM – 7:00 PM
VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- Working Group Activities.
- Impact of the Aircraft Noise Abatement Act (Pellicciotti bill)
- Part 150 Noise Study Primer
- SAMP Update

Meeting Summary:

- I. Facilitator welcome, introduction and meeting agenda, *Brian Scott, BDS Planning & Urban Design*
 - Opening Remarks, *Lance Lyttle, StART Chair/SEA Managing Director*
 - Lance thanked Stan Shepherd, POS Noise Programs Senior Manager for his work on StART and at the Port of Seattle and wished him well in his retirement.
 - Lance and Federal Way City Manager, Bill Vadino welcomed Mike Brugato, a retired Alaskan Airlines captain to StART as its newest community representative.
- II. Federal Policy Working Group Activities, *Eric Schinfeld, Federal Government Relations Manager, POS*

The working group met on December 5 and discussed the following topics:

 - The 2023 FAA Reauthorization priorities joint letter was signed by all StART Members and distributed.
 - Eric was in DC last week, and there is optimism about prospects for progress on an FAA Reauthorization bill, despite the partisan divide in control of Congress. To that end, the working group's efforts continue to be worthwhile, and the priorities joint letter was timely.
 - The joint priorities letter will serve as the basis for a DC fly-in next year. The working group is looking at the March/April timeframe. The previous planned DC fly-in was canceled because of the pandemic.
 - Key policy priorities contained in the letter include direction for FAA decision-making on the 65 DNL noise standard, legislation on ultrafine particles, legislation on secondary/failed noise insulation, and legislation to bring the EPA into aircraft noise and emissions issues. In addition, the letter proposes policy changes to prepare the FAA to engage in Washington State's efforts to identify additional regional airport capacity.
- III. Aviation Noise Working Group Activities, *Marco Milanese, Community Engagement Manager, POS*

The working group met on December 12, and discussed the following topics:

 - The 4th quarter results of the Late-Night Noise Limitation Program are not complete yet. POS will provide a report in February.
 - SEA experienced a busy summer of runway construction resulting in late night usage numbers higher than typical on the third runway. Since then, the numbers have been dropping. There was

- a short spike during the snow event, but less than one late night landing a night in December.
- The working group learned about the new Terminal Flight Data Manager Program the FAA is putting in place to manage the flow of aircraft queuing at airports. This new program will have noise and emission reduction impacts as well. SEA is an early adopter of the program.
- Language for the promotion of rolling takeoffs is still in development, and POS will have an update at the February working group meeting. Big thanks to Delta Air Lines, Alaska Airlines and the FAA for assisting with the language.
- The Ground Noise Study's recommendations were summarized for the working group members along with a progress report on each. Alaska Airlines will talk about the single engine taxiing recommendation at a future working group meeting.
- POS shared an update on its sound insulation program. The subsequent robust conversation about aviation easements will continue at a future working group meeting.

IV. Impact of the Aircraft Noise Abatement Act (Pellicciotti bill). *Eric Ffitch, State Government Relations Manager, POS & Stan Shepherd, Noise Programs Senior Manager*

- In 2018, then State Representative Pellicciotti, who represented Federal Way, developed an interest in the noise abatement issue. His legislation expanding state insulation eligibility for neighborhoods near SEA was signed into law in 2020.
- The change in state law regarding insulation eligibility is superseded by FAA rules that set the parameters (65 DNL) for insulation eligibility.
- 80% of funding for all noise programs comes from the FAA in grant funds. POS cannot use FAA funding to insulate outside of the FAA-established parameters. The FAA also restricts an airport from using airport funds to insulate outside the parameters.
- In theory, the POS tax levy comes with less restrictions, so whether to use tax levy funds to insulate outside the parameters is a policy decision that can only be made by the Port Commission.
- POS has pledged \$200 million for insulation projects through 2026. Priority is to insulate those residences that have not been done yet before expanding out to other areas.

V. Part 150 Noise Study Primer. *Tom Fagerstrom, Noise Programs Coordinator, POS*

- A Part 150 Noise and Land Use Compatibility Study is the way airports can qualify for federal funding for noise insulation/abatement programs.
- The 65 DNL contour, boundary determined by a Part 150 Study, defines the noise impacted/incompatible areas around the airport. It also helps to assure that an airport will receive up to 80% funding for insulation projects from the FAA.
- The DNL noise metric is controversial, but it is required for a Part 150. Contours must also be established using the FAA's Aviation Environmental Design Tool (AEDT).
- The Part 150 Study elements help identify noise incompatibilities in communities around airports. Anything above 65 DNL is considered incompatible for certain land uses.
- POS will bring a consultant on to do an inventory to determine any incompatible land uses in the area. The study also evaluates any new potential noise abatement initiatives and tries to identify if aircraft can do something differently to limit their noise. The study also evaluates ongoing programs from past Part 150 studies to understand what works, what doesn't, and if there is anything that can be done better.
- The first SEA Part 150 Study was completed in 1985, and was updated in 1992, 2002, and 2014. FAA approval is needed at every step.
- So far through the POS insulation program, over 9,000 homes have been insulated with 13

completed this year and approximately 70 more potentially eligible. Condominium insulation is a new program and currently one condo complex in Des Moines is being completed this year. Apartment insulation is another new program and POS will have a busy year ahead. The Highline School District has 15 schools eligible through an MOA signed in 2002. Ten have been completed and five more to go.

- The Fly Quiet Program is an example of a program that was born out of the Part 150 Study.
- The noise monitor system was upgraded in 2015, and it will likely be looked at it again, to see if any changes are needed.
- POS is about ready to release an RFP for a consultant to lead the new study update. The consultant will be onboard by mid-2023 to facilitate meetings, run the noise models, and help flesh out a full scope of work. Data collection could start in late 2023 and public outreach in early 2024. We anticipate this study to last 4-7 years. The last Part 150 Study took about 4 years.

VI. SAMP Update, *Clare Gallagher, Capital Project Delivery Director, POS*

- At the November Commission meeting a finalized schedule for publication of the draft NEPA report was announced. POS and the FAA will take additional time to complete the NEPA study and publish the draft in late 2024. The delay in large part is due to COVID-19 and resource constraints. The analysis date, previously 2027, is now 2032.
- POS communicated the latest SAMP information via a variety of channels. There will be no schedule updates in 2023.

VII. Public Comments

- David Goebel: This new Zoom panelist mode is a major step backwards. I encourage you to have hybrid or in-person meetings. Cynically, StART is for those close to the airport and not Vashon. Imagine sitting on your porch and have a light flashing 20 times an hour. During the day you may not notice it, but at night it will make you insane. So that's what happened on Vashon Island. We are sitting on that porch and its nighttime, and the light is flashing all the time. And that is NextGen.
- Carol Jones: We are one of your communities and have not been allowed to be part of this conversation. I want to challenge this group to allow us to join. It's frustrating to hear every time that the most noise complaints are coming from Vashon, and we are still being ignored. That's not going to go away. You do a great work, but we will always be here to tell you this is not fair. I feel like the Port is in the pocket of the FAA and that they are always going to have to follow their direction.
- Roxanne Thayer: I want to join in highlighting the pattern of exclusion of Vashon. Typically, the flights here lessen at midnight and start again at 4 am. You can't sleep through them. The pattern of exclusion now includes faceless StART meetings. I want to have an answer on why you did this. Someone has to know why you chose this meeting format. We were told by someone that you would be answering that. As far as I know we never got the answer, so why did you change the meeting format? StART is composed of communities that are impacted by aircraft noise. Vashon is terribly impacted by aircraft noise. At the last council meeting we heard about noise, air pollution and life expectancy. We need an answer. We want to come in person and talk to you, please consider having Vashon join.
- Kate Spelman: Such a crippled process. Your chat model is disabled; I can only see you and no one else. You are throttling participation, and as a lawyer this is what makes me itch to file a lawsuit. I don't know what you are thinking by doing this? What can we do to help you understand that you are throttling rather than enabling public participation? We are very concerned on Vashon. We have distracting noise until 1 AM in the morning and at 4:11 AM then it begins again, and it is very disruptive. This Zoom format you use does not allow to see each other and be heard. Are you trying

- o to bate us to file a lawsuit?
- o Ann Kroeker: Are there any more airport projects that will be started that will be part of the SAMP before 2032? I know there are many ongoing capital projects right now.

Written Public Comments

- o Ursula Euler: Thank you for the links. I just subscribed to the StART notifications. I was also able to attend the last meeting. As a point of clarification, I could not see any presenters or other attendants. I heard voices and saw power point slides. At the very end of the meeting, the presenters 'appeared,' perhaps as a result of one of the many Vashon Island attendants (a 'Kate') commenting on the lack of openness of the meeting. I have commented on this as well in October and can only agree. The facilitator, Brian Scott, mentioned that the participating stakeholders including the cities had asked for this certain Zoom format/setting. The Zoom format was a Webinar format, where certain parameters are set by the webinar organizer (you). I will summarize them as follows for December 14, 2022: participants from the public could see the attendance of 'panelists,' but not of other participants, such as from the public, in any form or shape, could not participate through a chat. Comments from the public were limited to 2 minutes each, and the commenters were brought on-screen and into audio when called upon, and for the duration of the comment. The meeting was not recorded by you. Did members of the public, as they commented, see themselves? I cannot speak to that on the December 14, 2022, meeting as I gave no public comment. I gave public comment at the October 13 meeting and could not see myself, other attendants mentioned same. Could you forward this request to the Steering Committee? Please, allow participation by the public through the opening of chat, and bringing on screen all attending. I attend many virtual meetings within excess of sixty people, everyone is on screen, with attendants often requested to keep microphones muted, and cameras off. Chat becomes an important venue for questions and clarifications and should be made available for the duration of the meeting. The meeting should be recorded by StART.
- o Sheila Doane: Furious! The new Zoom public meeting format needs to change. The Committee members work with or are representing thousands of people who come to work every day that are exposed to unknown germs. The Committee members are no better than these employees, so please show up!!!! If the POS continues to not conduct in-person public meetings, you need to allow interaction. The nudge to the guy/gal sitting next to you is gone (emoji). The quick whisper to your neighbor is gone (chat). Looking around the room to see who is present, is gone (you can't see who is dialed in). I sign in as "Sheila Doane - Vashon" to identify my affiliation, but no one from the public knows I'm there. I may not have had anything to say going into the meeting but by the end of the meeting, I may. However, the POS offered no opportunity for me to raise my hand. My comments will have to wait until the next meeting when I formally inform them IN ADVANCE that have a comment....a month after the relevant conversation. Less than ideal. I'm behind Kate (public speaker #2) when she said legal action is necessary if the POS can't properly run a public meeting. Also, only after she started talking could I see all the Committee members' faces. When Dave spoke, I could only see him. I have lived in Burien at 2503 SW 169th Place in Burien for 30 years and my family has owned property at 9015 SW Summerhurst on Vashon since the early 1960's. The airplane noise is much worse at our Vashon property than in Burien. Vashon needs a voice on this Committee!!!! The noise decibel modeling footprint model is flawed!!! It's not taking into account reality. Please pass this email along to the Committee members and make it part of the public record for tonight's meeting.
- o Stuart Jenner: I am on the email list and see there's a Part 150 kicking off. The only info I have is

that announcement. I participated as a citizen in the two previous Part 150s. Looking at the web site <https://www.airportsites.net/SEA-Part150/>, it is hard to believe it was completed over nine years ago, in 2013. Time flies. When I hear the phrase "Part 150", I can feel my blood pressure going up, my body tensing, and a visceral "ugh" in my mind. I don't recall all the details of why I have that reaction, but a few impressions do come to mind. First, the consulting firm is approved by the FAA. We knew full well they would not do anything to impact them from getting future contracts. Second, the firm is hired by the Port Noise Office. Ditto: the firm has every incentive to say the noise office is doing "everything they can". One of my recollections is how long it took to get any type of noise monitors in place. I'm not sure what the delay was. But it definitely impacted a meter on Vashon, because by the time they had the meters in place, it was the start of the rainy season. The out of towners who put it up didn't think about rain hitting a metal roof on a shed, right next to the meter. The readings were useless. Or cynically, maybe they did know that the readings would be useless, and chose that place on purpose. But in a sense, the readings are always useless because the data is massaged by an algorithm, "smoothed" to the point where it is a bunch of mush. It is like a dental drill being averaged with background music; you can have 20 dental drills in a few hours but still have a "below the noise level" reading when it is averaged. That's what the noise data is like: a useless average. Another recollection is the way the noise office and the consulting firm would hide behind legal language, or policies of the FAA, or others, in order to prevent any deep discussion of solutions that could actually do some good. If you hire a different consulting firm, I will consider participating in the process. If the firm is once again Landrum and Brown, all I can say is don't bother with the process.

VIII. Next Steps

- An insulation boundary map will be shared with StART members who requested a copy.
- At the next StART meeting, start by telling attendees on the ways they can change their Zoom settings so that they can see more than one person on their screens.

MEMBER	INTEREST REPRESENTED	PRESENT
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BOB LEONARD	DES MOINES – COMMUNITY REPRESENTATIVE	✓
BRANDON MILES	TUKWILA - CITY	-
BRYAN TOMICH	NORMANDY PARK – COMMUNITY REPRESENTATIVE	-
CARL COLE	SEATAC – CITY	✓
DAVE BERGER	FEDERAL WAY – COMMUNITY REPRESENTATIVE	-
DENISE LATHROP	DES MOINES - CITY	✓
DIANA SMITH	BURIEN – COMMUNITY REPRESENTATIVE	-
ERIC SCHINFELD	PORT OF SEATTLE	✓
GARMON NEWSOM II (ALT)	BURIEN - CITY	✓
GRADY STONE	FAA (EX-OFFICIO)	-
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	✓
JUSTIN BIASSOU	FAA (EX-OFFICIO)	✓
LANCE LYTTLE (CHAIR)	PORT OF SEATTLE - CHAIR	✓
LAUREL DUNPHY (ALT)	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL BRUGATO	FEDERAL WAY – COMMUNITY REPRESENTATIVE	✓
MICHAEL MATTHIAS	DES MOINES – CITY	-
MOIRA BRADSHAW	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
PETER PHILIPS	DES MOINES – COMMUNITY REPRESENTATIVE	✓

PETER SCHILLING	TUKWILA – COMMUNITY REPRESENTATIVE	✓
RANDALL FIERTZ	ALASKA AIRLINES	✓
ROBERT AKHTAR	SEATAC – COMMUNITY REPRESENTATIVE	✓
SCOTT INGHAM (ALT)	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	✓
STAN SHEPHERD	PORT OF SEATTLE	✓
TEJ BASRA	SEATAC – COMMUNITY REPRESENTATIVE	-
TOM FAGERSTROM	PORT OF SEATTLE	✓
NON-MEMBERS	TITLE	
ALETA BEST	FAA	✓
ALEX STONE	U.S. REPRESENTATIVE ADAM SMITH	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
JULIE KINZIE	POS	✓
RYAN ZULAUF	FAA	✓
MEGAN UTEMEI	U.S. SENATOR PATTY MURRAY	✓
STEVE VITTNER	PORT OF SEATTLE	✓
PRESENTERS		
ERIC FFITCH	PORT OF SEATTLE	✓
CONSULTANTS		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓
VINCE MESTRE	CONSULTANT	✓
PUBLIC COMMENTS & ATTENDANCE		
CAROL JONES	PUBLIC	✓
DAVID GOEBEL	PUBLIC	✓
SHELIA DOANE	PUBLIC	✓
TIFFANY LAI	PUBLIC	✓
URSULA EULER	PUBLIC	✓

NEXT MEETING: FEBRUARY 22, 2023 - 5:00 PM - 7:00 PM
LOCATION: ZOOM VIDEOCONFERENCE