

# StART

## MEETING SUMMARY

OCTOBER 27, 2021; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

### Agenda Items:

- Federal Update by U.S. Representative Adam Smith
- Progress Report on the Ground Noise Study
- Update on the Sustainable Airport Master Plan (SAMP)
- Federal Policy Working Group Activities
- Aviation Noise Working Group Activities
- Public Comments

### Meeting Summary:

- I. Facilitator welcome, introduction, and agenda, *Brian Scott, BDS Planning & Urban Design*
- II. Opening Remarks, *Lance Lytle, StART Chair/SEA Managing Director*
  - A. Welcomed U.S. Representative Adam Smith to StART.
- III. Federal Update, *U.S. Representative Adam Smith*

U.S. Representative Adam Smith stressed that community involvement, dealing with air pollution, and reducing aviation's impacts are some of his top legislative priorities. While engagement has gotten better with the Port of Seattle, there are still needed improvements, mostly with the FAA and he will continue to pursue ways that result in much better connections between the agency and the community. The central point of frustration is that the community believes that the public is far more impacted by noise and pollution than the FAA's metrics capture. U.S. Representative Smith wants to get comprehensive data on air and noise pollution and its impacts and get the needed mitigation and necessary funding to support that mitigation.

U.S. Representative Smith is working on three broad issues dealing with the airport's impacts on the community:

  1. *Improving high speed rail*
    - There is a lot of money in the bipartisan infrastructure bill that would go to rail.
  2. *A second commercial passenger service airport*
  3. Trying to build alternatives that could spread out the flights, impacts, and reduce flight hours. Demand has grown, and while COVID softened that, it is coming back. *Alternative fuel sources*
    - As a long-term plan, we need to make investments in other fuel sources including electrical airplanes and liquid hydrogen.

During the Q&A, U.S. Representative Adam Smith also shared the following:

- In addition to air traffic, pollution generated by motor vehicles is a serious problem. That's why a comprehensive approach is needed, including investments in electric vehicles. We need a clean planet that provides us with clean energy. During the Obama Administration, a ton of investments

were made in green energy, and hopefully all that investment will translate into cleaner airports/airplanes. We do have to fund our infrastructure. Gas tax was one of the main ways we did but a new funding approach is needed. U.S. Representative Adam Smith shared that at times he is optimistic about the infrastructure bill, which will help. But it is not as much of an investment as he would have liked. We shouldn't be reliant on one party to make this happen; it would be better if we could get bipartisan support on bills like these. Large part of the Build Back Better legislation is about human infrastructure such as medical and family leave, health care, and childcare. The bill also fills in some of the gaps that was left out of the bipartisan infrastructure bill to fund climate change. The fossil fuel-based economy has been driving a lot of people's livelihoods, so people are worried. We need to make the case that investments in green energy will create jobs as well. U.S. Representative Adam Smith didn't necessarily disagree with the notion that clean energy is going to be more expensive but if we want the planet to continue, it is a necessity.

- U.S. Representative Adam Smith had a challenging relationship with the Port of Seattle over the years, but he respects what the Port does, and they are reasonable to work with. He suggested that the Port would do better, if they mitigated the airport's impacts, which has been a slow process. However, it is the FAA that's most responsible for not addressing this. The FAA doesn't have a charter to work with communities and that's what he is trying to change. The FAA needs to err on the side of better protecting people from air pollution and noise. South King County needs help now, and instead of arguing, noise mitigation should be implemented. In the 2000's we had an endless fight over the runway but it resulted in noise mitigation in partnership with the FAA, State, Port of Seattle and the Highline School District. We ought to do that more often. Communities deserve that support and that's what I fight for. Regarding the 65 DNL boundary line, we do not need another study. There are easier and quicker ways to mitigate for noise, so that is what we need to figure out. StART members can support these efforts in the following ways:
  - Continued outreach to community. Really understanding where the community is coming from and how they can be supported is essential.
  - Build a relationship with the FAA. They are such a key player in this, and we need to figure out how we can get them more engaged.
  - There are many impacted communities around the country. Work with them.

The airport's growth is driven by the economy. It's going to be very difficult to contain. We are a tech and trade center and that is why we need another airport. David Suomi, FAA noted that the FAA has been working hard to improve its engagement with the community. They recognize the impact and continue to work with communities to balance that impact with the needs of our national airspace. The FAA has constraints that they are forced to work within.

- Lance Lytle, StART Chair/SEA Managing Director, noted that the Port appreciates the good working relationship it has with the FAA, and that many of StART's successes, like the 3rd Runway Agreement has been in collaboration with FAA.

#### IV. Ground Noise Study Progress Report. Tom Fagerstrom, POS Airport Noise Programs Coordinator

The Ground Noise Study was halted due to COVID, but the study was recently restarted by the consultant - HMMH. He covered the various measurements for capturing noise levels and how sound propagates due to temperature and wind. He then reviewed the seven locations where noise was measured around the airport as part of the study. The seven locations:

- Northeast at Riverton Heights (SeaTac)
- East at McMicken Heights (SeaTac)

- Southeast at Angle Lake (SeaTac)
- Southwest location (Normandy Park)
- West by SR 509 (Burien)
- Northwest at Highline High School (Burien)
- Port Westside Airfield Construction Offices (SEA)
- Data analysis is currently in progress.

Tom then covered the consultant's estimated schedule:

- Analyze the noise measurement data (October 2021)
- Model the noise measurement data (November 2021)
- Identify and assess potential noise mitigation measures, if any (December 2021)
- Report the results (First Quarter 2022)

HMMH will bring back their findings to StART and will potentially put forth some possible mitigation options.

V. SAMP Update, Arlyn Purcell, POS Aviation Environmental Services Director

The Port is actively working with the FAA and is still hoping for an early 2022 NEPA publication date, however, there are no specific dates the Port can offer at this time. The date will be shared, along with more detailed information about its publication, and the opportunities for public comment. The public will receive at least a month notice.

VI. Federal Policy Working Group Update, Eric Schinfeld, Federal Government Relations Senior Manager, POS

- The focus of the working group was to prepare for U.S. Representative Adam Smith's presentation at StART and to continue to track the federal infrastructure legislation and the Build Back Better Act (BBBA). There are items in both bills related to sustainable aviation fuels, noise mitigation, and climate action. With the passage of the infrastructure bill and progress on the BBBA, the working group will work to understand how resources can be accessed.
- At a future StART Federal Policy Working Group meeting, members will also focus on the 2023 FAA Reauthorization Act to make determinations about what they want for the 2023 bill. The working group will start thinking about those priorities in early January.
  - Last month the US Government Accountability Office (GAO) released its report on how well the FAA was conducting community outreach and education related to NextGen flight path changes and other impacts to overflight communities. Last year, the Port spoke with the GAO on this topic, and connected them to stakeholders in our region to hear from impacted neighborhoods; a specific reference to Vashon Island was included in the GAO report. GAO recommended that the FAA should consider additional noise metrics beyond the 65 DNL measurement when considering new flight paths, and noted the need for enhanced outreach and engagement before, during and after those flightpaths are put in the place.

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

The Aviation Noise Working Group met on October 11, and discussed the following topics:

- Late Night Noise Limitation Program/Noise Comment Reporting/Third Runway Usage
  - Late night noise has increased due to increased passenger flights. Air cargo remained steady.
  - FedEx had the most exceedances during the late night hours.
  - Over the summer, Delta Air Lines started operating a larger aircraft on their late night flight to Atlanta, which increased their late night noise exceedances, but since then they changed back

- to a quieter aircraft.
- The Port is in the process of getting a meeting together with Amazon regarding their ATI cargo flights.
- EVA Air continued to have 0 noise exceedances in the third quarter
  - In recognition of EVA Air's achievement, a joint letter by member cities and the Port has been sent to EVA.
- Vashon Island had the most complaints followed by Seattle.
  - Noise data is provided as information and helps inform the Port's responses to complaints. Complaints also help identify trends which the Port investigates. But they do not lead to change in policy or programs.
- Ground Noise Study
  - Gene Reindel, Vice President, HMMH gave a presentation during the working group meeting. Tom summarized Gene's presentation in an earlier agenda item (IV).
- Rolling takeoffs
  - Vince Mestre, Consultant described how rolling takeoffs can reduce noise at the working group meeting.
    - It replaces a full stop at the end of the runway, prior to takeoff.
    - With a rolling takeoff, full thrust is reached farther down the runway than with a normal takeoff which requires a full stop.
    - Rolling takeoffs are typically quieter at close-in locations and the duration of noise level is shorter. It reduces time, fuel burn for both passenger and cargo aircraft.
    - Rolling takeoffs, however, do not reduce climb altitude, which means that aircraft are not going to be lower over communities around the airport.
    - Aircraft are unable to conduct rolling takeoffs when airport traffic levels are high because of the need for separation between taxiing aircraft.
    - Weather, such as wind or a wet runway, may also affect rolling takeoffs.
    - The south of the airport, the west side of Angle Lake, and the north end of the airport would potentially benefit from rolling takeoffs.
    - FAA would need to approve any potential implementation of a rolling takeoff procedure at SEA.
    - Oakland Airport implemented rolling takeoffs at night in 2002 and have reported reduced noise levels when in use.
    - It was agreed by working group members that SEA will further investigate the feasibility of rolling takeoffs at SEA.

## VII. Public & Written Comments

### A. *Public Comments*

- David Goebel: Vashon has nine times as many complaints than the next community submitting complaints. People moved to Vashon for the quiet. SAMP must do a study about NextGen and 65 DNL. Stop excluding Vashon from the roundtable.
- Richard Rochtruck: I am a longtime Vashon resident. I request that Vashon be included in any SAMP environmental review and consider adding Vashon to StART. Lower altitudes path over Vashon, implemented by the FAA, significantly impact residents. Implement methods so other communities have resources to complain as well.
- Frederick Woodruff: I support David Goebel. I moved to Vashon prior to NextGen. I am now

living in terror of 150-200 flights a day over my home. They travel at low altitude - coming in at 3000-4000 feet. Include Vashon in any environmental studies. Concerned about jet fuel spilling over my house . Any study should be showing what impact that has on the environment and health.

- Richard Bard: Resident of Vashon. Include Vashon in current environmental reviews. Vashon is a big island.
- Carol Jones: Vashon feels like it is under the SeaTac freeway. We have passion, please add us to StART .
- Anne Kroeker: From Redondo Beach/Des Moines. Psychological system is very upset from flights that are less than 2500 feet. The sound level of these flights has increased.
- Cheryl Richmond: From Vashon. I serve on the Vashon Audubon board. My home and office are directly under the flight plan. Since NextGen, planes flying by every 1-3 minutes. They get as low as 4000 feet. It has an environmental and emotional impact. I take offense to Stan Shepard's comment that it's an annoyance. it's not an annoyance, it's an impact. We have a noise monitor. Why are we not included in the environmental studies?
- Roxanne Thayer: From Vashon: I lived here for 41 years. NextGen destroyed it. There is no ambient noise on Vashon. The sound of flights is every 1-3 minutes, always low and disturbing. Vashon must be included in all environmental studies. We want to serve on StART. Vashon has lower income than other islands.

#### B. *Written Comments*

- D.R. Oldham: Vashon MUST be included in ALL environmental reviews conducted by the Port.
- Richard Bard: In developing NextGen, the FAA's reason for disregarding the effects on Vashon Island—that it (being rural) had little ambient noise—is exactly the reason more consideration should have been given before levying such a disturbance on a peaceful area.
- Rayne Beaudoin: Vashon needs to be included in the environmental review!
- Carol Jones: Please stop the SeaTac Plane Freeway above Vashon, the noise pollution has ruined our quiet rural lifestyle. We moved to Vashon to avoid the city lifestyle and now due to the NextGen program we basically live at the airport. Cheryl Richmond: Vashon must be included in these environmental reviews. Attempting to exclude Vashon is the path of highest resistance for the Port, replete with obstacles, wasted time, bad publicity, and expense!
- Virginia Louise Friend: Constant flights, often every 2 minutes, over my home on Vashon Island.
- Dr. Roxanne Thayer: The impact of NextGen over Vashon Island has destroyed the quality of life we moved here for 41 years ago. Not only do we have flights every 1 to 3 minutes, they are also 2,000 feet lower than they were prior to NextGen. In addition, NO ONE spoke to the people of Vashon or gave us the opportunity to fight this prior to its implementation. The noise is outrageous in a rurally designated area. Many on the Island work from home and conducting online meetings with the air traffic noise is quite difficult. The pollution is also questionable.
- Beka Economopoulos: the plane noise over our home on Vashon is unbearable! Please consider the input of and impacts to Vashon residents.

MEMBER	INTEREST REPRESENTED	PRESENT
AMY ARRINGTON	NORMANDY PARK - CITY	✓
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	✓
DAVID SUOMI	FAA (EX-OFFICIO)	✓
DIANA SMITH	BURIEN – COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
ERIC ZIMMERMANN	NORMANDY PARK – COMMUNITY REPRESENTATIVE	-
ERICA POST	TUKWILA – COMMUNITY REPRESENTATIVE	✓
GARMON NEWSOM II (ALT)	BURIEN - CITY	✓
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	✓
JUSTIN BIASSOU	FAA (EX-OFFICIO)	✓
LANCE LYTTLE (CHAIR)	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL MATTHIAS	DES MOINES – CITY	-
PETER PHILIPS	DES MOINES – COMMUNITY REPRESENTATIVE	✓
ROBERT AKHTAR	SEATAC – COMMUNITY REPRESENTATIVE	✓
SCOTT INGHAM (ALT)	DELTA AIR LINES	✓
SCOTT KENNEDY	ALASKA AIRLINES	✓
SHAN HOEL	AIR CARGO	✓
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	-
BERNADINE LUND	PUBLIC	✓
BETH WHITE	FAA	✓
BRIAN LANGDON	PUBLIC	✓
BURR STEWART	PUBLIC	✓
CHRIS SCHAFFER	FAA	✓
DAVE KAPLAN	PORT OF SEATTLE	✓
DAVID TOMPOROWSKI	AVIATION NOISE WORKING GROUP/SEATAC	✓
ELIZABETH PAGANI	PUBLIC	✓
HEATHER FERNUIK	FAA	✓
JC HARRIS	COUNCILMEMBER	✓
JUSTIN BIASSOU	FAA (EX-OFFICIO)	✓
KELLY SCHIMELFENIG	PORT OF SEATTLE	✓
MATT MAHONEY	COUNCILMEMBER	✓
MICHELLE MCCORMICK	PUBLIC	✓
NANCY TOSTA	COUNCILMEMBER	✓
OMO ESEMUDE	PUBLIC	✓
RAYNE BEAUDOIN	PUBLIC	✓
STAN SHEPHERD	PORT OF SEATTLE	✓
TIFFANY LAI	PUBLIC	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
PRESENTERS		
ADAM SMITH	U.S. REPRESENTATIVE	✓
CONSULTANTS		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓

VINCE MESTRE	CONSULTANT	-
<b>PUBLIC COMMENTS</b>		
ANNE KROEKER	PUBLIC	✓
CAROL JONES	PUBLIC	✓
CHERYL RICHMOND	PUBLIC	✓
DAVID GOEBEL	PUBLIC	✓
FREDERICK WOODRUFF	PUBLIC	✓
RICHARD BARD	PUBLIC	✓
RICHARD ROTRUCK	PUBLIC	✓
ROXANNE THAYER	PUBLIC	✓

NEXT MEETING: DECEMBER 8, 2021- TENTATIVELY 5:00 PM - 7:00 PM  
LOCATION: ZOOM VIDEOCONFERENCE