



## SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

### StART FACILITATOR'S FEDERAL POLICY MEETING SUMMARY

Monday, May 6, 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	-
Sheila Brush	Des Moines Community Member	X
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	X
Earnest Thompson	Normandy Park Community Member	X
Kyle Moore	SeaTac Government Relations and Communication Manager	X
Robert Akhtar	SeaTac Community Member	X
Lyndall Bervar	Congressman Adam Smith, District Rep	-
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
<b>Resources</b>	<b>Title</b>	
Dave Kaplan	Port of Seattle, Local Government Relations	-
Stan Shepherd	Port of Seattle, Manager of Noise Programs	X
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	-
<b>Consultants</b>		
Phyllis Shulman	Facilitator, Civic Alchemy	X
Emily Jackson	Note taker, Floyd Snider	X

**Additional Participants:**

Natasha Silva, Legislative Assistant, U.S. Representative Stephen Lynch (D-MA); Blake Paradis, Legislative Assistant, U.S. Representative Eleanor Holmes Norton; Larry Cripe, Buriem

**Meeting Objectives:**

To review and discuss options and begin to identify priorities related to new federal policy. To continue discussion on criteria for developing priorities.

**Meeting Summary:**In-Depth Review of Sections of Federal Policy Initiatives

*Eric Schinfeld, Port of Seattle – Federal Government Relations*

*Natasha Silva, U.S. Representative Stephen Lynch*

*Blake Paradis, U.S. Representative Eleanor Holmes Norton*

Staff from U.S. Representatives who are co-chairs of the Congressional Quiet Skies Caucus discussed the status of the Caucus and proposed legislation by Congressman Lynch. The Caucus has not begun meeting in 2019 so the legislative agenda has yet to be determined. It is expected that the Caucus will begin meeting in a month or two. It is not known at this time if there is any additional legislation that is going to be proposed other than the Air Traffic Noise and Pollution Expert Consensus Act (Lynch–MA) (*see Attachment C*) and The Protecting Airport Communities from Particle Emissions Act (Smith–WA) (*see Attachment C*). The staff stated that aviation noise issues were bipartisan even though, likely due to the geography of major airports, there are more members who are Democrats. The staff stated that the political strategy for passing the bills could include linking bills to the infrastructure bill pending introduction, but that the infrastructure bill may not manifest. The more likely political strategy would be to do stand alone legislation.

StART members shared perspectives, concerns, and recommendations including:

- Creating legislation to allow airports more flexibility in utilization of the passenger facility fee
- Support for the National Academy of Sciences involvement
- Support for funding for development of hyperloop technology
- Examining the health impacts of aircraft noise and pollution especially as related to Next Gen flight paths
- Require the FAA to utilize the National Academy of Sciences for their health impacts studies

Legislative staff responded to a number of questions from StART participants including:

- The Lynch bill currently has approximately 25 co-sponsors to date.
- The Congressional Quiet Skies Caucus currently does not have any legislation pending to change the 65 DNL.
- The Congressional Quiet Skies Caucus will likely focus on keeping the FAA moving forward and accountable to measures passed into law in last year's FAA Reauthorization Bill.

### Discussion on Criteria

*Eric Schinfeld, Port of Seattle  
Working Group Participants*

Revised draft prioritization criteria (Attachment A) were presented to the Working Group. Participants were asked whether there were any modifications to the criteria based on discussions with other community members. One participant suggested that criteria include options that can provide more immediate mitigation of community impacts. It was also suggested that some criteria could be consolidated. Criteria will be utilized as guidance when deciding what issues and strategies the Working Group would like to focus on.

### Priorities Discussion

*Eric Schinfeld, Port of Seattle  
Working Group Participants*

Participants discussed Working Group priorities related to new federal legislation, revisited the priority areas identified in the previous Working Group related to the FAA Reauthorization Bill, and considered whether there are any policies not covered in existing proposed legislation that they would like to recommend congressional representatives work on. It was recommended that a consultant, currently working with the City of Des Moines, provide an additional perspective on which sections of the FAA Reauthorization Bill would be important to focus on. If the consultant is available, they will be invited to the next Working Group meeting. Some ideas for new policy included giving airports more local control especially related to facility charges, changes to the 65 DNL noise contour, and additional mitigation funds to cover retrofitting of original residential noise insulation measures.

Future discussion will continue to focus on identifying and implementing appropriate strategies for advocacy. These strategies may include working with other communities and coalitions (locally and nationally), working with Congressional delegation and committee members on advocacy and engagement, and direct engagement with the FAA.

### **Next Steps**

- Eric will draft initial thoughts about possible new legislation
- Sheila will contact the Des Moines consultant and identify whether they can attend the Working Group meeting in June
- The Working Group will be rescheduled only for the June meeting to the first Tuesday night, if the consultant is available
- Eric will provide meeting handouts, if ready, prior to the Working Group meetings

### **Next Meeting:**

***TENTATIVE: Tuesday, June 4, 2019, 5:30 pm – 7:30 pm***

***Location: SeaTac International Airport, Room 4A***

## ATTACHMENT A

*StART Federal Working Group  
Federal Aviation Noise and Air Quality Legislation  
DRAFT Prioritization Criteria  
Revised as of May 2019*

1. **Applies to Sea-Tac's specific operational procedures and impacts**, rather than – for example – policies designed to address metroplex issues.
2. **Provides near-term benefits**: prioritizes measures that could have immediate impact on community concerns related to aviation activities at Sea-Tac.
3. **Provides significant impact**: prioritizes measures that would truly affect the issues of concern – including “out of the box” thinking beyond air travel.
4. **Recognizes relevant timelines**: for implementation of FAA Reauthorization measures in particular, priorities action within Congressionally mandated deadlines
5. **Increases flexibility and innovation**: prioritizes measures that allow for new approaches to existing concerns, including allowing local communities to address issues in ways that might differ from national standards.
6. **Addresses community priorities**: focuses action on those topics that are of most concern to local residents.
7. **Incorporates/advances leading edge research**: prioritizes those measures that align with the most current thinking on aviation activity impacts, and/or those measures that would increase scientific understanding of aviation activity impacts.
8. **Potential for broader regional advocacy partnerships**: prioritizes measures that might appeal to a large cross-section of residents and other stakeholders from the Puget Sound region.
9. **Potential for broader national advocacy partnerships**: prioritizes measures that might appeal to airport-area communities and their Members of Congress from across the country for coalition-building purposes.
10. **Tied to metrics and evaluation**: prioritizes actions that can have a quantifiable, measurable impact on addressing key issues of community concern.
11. **Raises awareness of a core concern**: prioritizes measures that, by pursuing implementation, could lead to increased community understanding and engagement.

## ATTACHMENT B

### *Federal Aviation Noise and Air Quality Legislation for StART Federal Working Group Consideration*

#### **FAA Reauthorization Act of 2018 Relevant Noise Provisions**

- **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. 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. 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]
- 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]
- **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”.]**

## ATTACHMENT C

**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.

**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.