



## SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

### StART FACILITATOR'S FEDERAL POLICY WORKING GROUP MEETING SUMMARY

Monday, September 9, 2019

5:30-7:30 pm, Seattle Tacoma International Airport Conference Center

Member	Interest Represented	Present
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	X
Kyle Moore	SeaTac Government Relations and Communication Manager	X
Lyndall Bervar	Congressman Adam Smith, District Rep	X
Yasmine Mehdi	Office of Congresswoman Pramila Jayapal	X
Louise O'Rorke	Office of Sen. Maria Cantwell (phone)	X
Eric Schinfeld	Port of Seattle, Sr. Manager, Federal & International Government Relations	X
Resources	Title	
Marco Milanese	Port of Seattle, Manager of Community Engagement	X
Consultants		
Phyllis Shulman	Facilitator, Floyd Snider	X
Emily Jackson	Note taker, Floyd Snider	X

**Meeting Objectives:** To discuss an additional action and next steps for the. To review and get feedback on a number of draft letters and options for outreach to cities.

#### Meeting Summary:

##### Secondary Insulation Packages: Option for Work Plan

*Eric Schinfeld, Port of Seattle*

Schinfeld provided an overview of the purpose of secondary insulations packages for lowering noise levels inside of homes. He stated that over \$300 million have been spent over the last 30 years in sound insulation. The Port's program is now moving on to addressing sound insulation in apartments, condos, and places of worship. There has been some feedback received by the Port that there are cases where the sound insulation that was installed and funded through the FAA and Port has failed possibly due to improper fabrication, construction, or aging over time. The FAA rule is for one time issuance of the insulation and does not allow a second benefit if there is a failure. Interest was expressed in the last StART meeting to develop a proposal for eligibility for a secondary benefit if these initial packages fail. It may require passing new legislation to address this issue that would need to include a technical definition for failure. Schinfeld asked for guidance from the FP Working Group participants as to whether they were interested in adding the development of this legislation to the Work Plan.

Discussion included:

- There are some stories that some homes only received partial installation (portions of homes). Port staff shared interest in identifying whether and where these homes are that may have only

partial installation and consider how to remedy this. The City of SeaTac StART representative expressed support for identifying and evaluating whether and where these homes are.

- Questions about whether there is an opportunity to expand the footprint of mitigation and the potential cost. It was stated that current federal law only allows for mitigation within the 65 DNL.
- Concern has been expressed in the past about whether all homes built after 1987 were built to code with the required noise reduction insulation and whether those homes should be eligible for the sound insulation program.
- General agreement that evaluating whether homes built after 1987 met building codes could provide a helpful scale on what the range of the problem could be.
- Clarification that fixing the secondary insulation issue does not necessitate legislation as the FAA has the ability to change its own regulations if desired.
- An alternative strategy might be to work with Congress and the FAA regarding the interpretation.
- General support was given to add this item to the FP Working Group's Work Plan with additional detail and discussion to follow.

### **Review of Draft Letters**

*Eric Schinfeld, Port of Seattle*

Schinfeld provided a review of draft letters to be sent to the FAA and members of Congress and asked for revisions and feedback from the participants. He stated that no new information is contained in these letters. The letters serve to provide information presented in the FP Working Group's Work Plan. He shared that he thought it would be most strategic to remove references to StART so that cities who have temporarily suspended their participation can still sign on to the letters. The letters still represent their interests. Schinfeld asked that participants review and provide any additional edits to him.

Discussion of the draft letters included:

- Clarifying the difference between metroplexes and single sites. Metroplexes are for NexGen flight paths only. Sea-Tac airport is not a metroplex or NextGen flight path. NextGen flight paths concentrate noise in a limited area. The letters recommend including single sites at major airports to be included in the studies.
- Clarifying what the two FAA studies currently are.
  - Noise annoyance study: will provide information on how many people are annoyed by noise. The second study is about what to do if people are annoyed and if many of the annoyances occur outside of the 65DNL whether a better metric can be developed to capture the area of annoyance. The letters request the FAA to release the noise study and the associated policy guidance.
- Recommending that Schinfeld clarify in the letters what is in the FAA studies that need to be included in their release.
- As it relates to the FAA study on the impact of overflight noise on human health contained in last year's FAA Reauthorization, there was a question related to the study's scope and potential concerns about scope creep. The Port believes there is value in being clear with the FAA as to the desired scope to avoid this exact issue.

Congressman Smith's staff stated that their office has a response from the FAA related to the WHO Europe noise study that she is able to share with the group. This response could potentially change the strategy regarding the letter. She will distribute the FAA response to the FP Working Group so that they may consider how best to respond to modify their strategy.

Next Steps: Participants agreed to review the letters and provide content input to Schinfeld.

### **Outreach to Cities for Letter Signatures**

*Eric Schinfeld, Port of Seattle*

Participants discussed what might be effective strategies for getting the letters signed by all original six municipalities who were part of StART. The City of SeaTac's representative offered to take the lead on circulating and discussing the letters with the other cities. It was stated that this outreach could begin now. Congressional staff recommended that once the letters are finalized to send a hardcopy to their offices in Washington DC and email the letter as well to both DC and local offices.

### **Additional Next Steps on the Work Plan**

*Eric Schinfeld, Port of Seattle*

Schinfeld led a discussion on overall strategy and next steps for items on the Work Plan. At the top of the list is building relationships with other airports, including communities who have similar issues. Initial strategy was to travel to DC to discuss items on the Work Plan with members of Congress. This travel will likely hinge on whether the six cities provide support for and sign onto the letters. He shared that these types of visits go very well anytime solutions are presented rather than problems. Schinfeld asked the participants for any additional near-term priorities for the Work Plan.

Discussion included:

- Curiosity was expressed on the WHO Europe study and whether any airports in the world had adopted the standard. Schinfeld responded not to the Port's knowledge. It is widely considered that implementation of the WHO Europe standard would be very difficult.
- Additional consideration needs to occur on how best to work with Quiet Skies groups in other communities.
- Determining who would go on the DC trip. Initial thoughts included mayors and city councilmembers from the original six cities that formed StART, and possibly a few StART community representatives. It would require coordination. The target date for a "go/no go" on the trip is October 15<sup>th</sup>.

Schinfeld concluded the meeting by stating that the letters should be sent by October 7<sup>th</sup> and that additional discussion at the October FP Working Group meeting should focus on the potential secondary insulation legislation. He also stated that planning for the DC trip should be in process. Schinfeld confirmed that he will send the drafts of letters out for support.

**Next Meeting:**  
**Monday Oct 7, 2019, 5:30 pm – 7:30 pm**  
**Location: SeaTac International Airport Conference Center, Room 4A**