

Federal Policy Working Group Meeting

August 03, 2020; 5:00 pm – 6:30 pm

VIA ZOOM VIDEO CONFERENCE

Member	Interest Represented	Present
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	X
Kyle Moore	SeaTac Government Relations and Communication Manager	X
Robert Akhtar	SeaTac	-
Megan Utemei	Office of Sen. Patty Murray	X
Yasmine Mehdi	Office of Congresswoman Pramila Jayapal	X
Jessica Mulligan	Office of Congresswoman Pramila Jayapal	-
Amanda Wyma-Bradley	Office of Congressman Adam Smith	X
Madison Brown	Senator Maria Cantwell	X
Michael Matthias	City Manager, Des Moines	-
Tim Sorensen	Normandy Park	-
Anthony Hemstad	City of Des Moines	X
Resources	Title	
Eric Schinfeld	Port of Seattle, Sr. Manager, Federal & International Government Relations	X
Justin Biassou	FAA	-
Dave Kaplan	Port of Seattle	X
Stan Shepard	Port of Seattle	X
Lance Lytle	Port of Seattle	X
Clare Impett Gallagher	Port of Seattle	X
Consultants		
Phyllis Shulman	Facilitator, Civic Alchemy	X
Amanda Murphy	Note taker, Amanda Gray Consulting	X

Meeting Objectives:

To provide an update on Congressional efforts. To review and discuss the Federal Policy Work Plan including ideas on the approach to the Work Plan during COVID-19.

Meeting Summary:

Update on Congressional Efforts

Eric Schinfeld, Port of Seattle

Amanda Wyma-Bradley, Office of Rep. Adam Smith

Schinfeld provided an update on Congressional efforts given the current state of affairs. He reviewed the intent behind developing the Federal Policy Advocacy Plan a year ago, to identify policy issues that StART would like to address. These included:

1. Things that passed as part of the FAA Reauthorization Act.
2. Other introduced and new legislation that StART supported.

He stated that in March, a group representing many of the neighboring communities was days away from taking an advocacy trip to Washington DC to meet with Congressional members, but the trip was canceled due to the pandemic. Since then, Congress and the FAA have been focused on COVID-19 issues.

The intention for the Working Group's discussion is to clarify what might still be possible in Congress and to review the Federal Policy Advocacy Plan for what is still relevant and what the Working Group might want to add. Schinfeld reviewed that the current thinking at SEA is that air travel will recover in the next 3-5 years and will be back to 2019 levels of activity. He emphasized that now is the time to plan and focus on the reduction of aviation noise so that efforts can have future impacts.

Amanda Wyma-Bradley, Office of Representative Adam Smith, provided an update on the current status of legislative efforts and what opportunities might be possible for policy changes. She stated that last February Congressman Smith reintroduced the Aviation Impacted Communities Act with some changes that make the legislation more robust. She mentioned that there may still be some additional improvements to the legislation.

Two amendments were offered to HR 2, the infrastructure legislation that was passed by the US House of Representatives last month:

- 1) Representative Smith's Protecting Communities from Particle Emissions Act, which requires a federal study of aircraft particulate emissions impacts on airport communities (this was included in the bill that passed the House)
- 2) Representative Smith's new legislation that would allow re-insulation of certain homes for which the initial noise package has "failed". This amendment did not pass, but interest was expressed to adjust it so that it will pass in the future.

In addition, the US House passed an FY21 transportation appropriations bill that addresses two StART priorities: 1) a provision that would consider residences that were mitigated prior to 1993 with sound insulation as 'unmitigated' if an airport can verify that the residences continue to fall within the latest day-night average sound level (DNL) 65 decibel (dB) contour, and have an interior noise level of DNL 45 dB or higher, and 2) a provision that would require the FAA to report on the implementation of their community engagement efforts.

Neither HR2 nor the appropriations bills will be passed by the Republican Senate at this time. However, they are both positive signs for potential future progress.

At this time, the focus of Congress is on COVID relief packages which is providing the opportunity for staff to better connect with communities, interest groups, and caucus members to prepare and agree upon legislation. This can help with expediting legislation and enlisting support when future opportunities arise. Two opportunities for StART members to review and provide input include the Second Chance Noise Insulation Bill and the Aviation Impacted Communities Act.

Questions and discussion from Working Group members included:

- The proposed match for re-insulation draft legislation is an 80-20 split between the FAA and the Port. Currently, the FAA is paying 100% of the share.
- The institutional culture of the FAA seems less dependent on political changes, so a change in administration may not significantly impact their organizational chain of command or focus on aviation.
- Adding “quality of life” to their mission may be one way to expand their focus on community impacts of aviation.

Recap of Federal Policy Advocacy Plan

Eric Schinfeld, Port of Seattle

Schinfeld walked through the Federal Policy Advocacy Plan and provided updates on a number of items:

- 1) Alternative to and evaluation of the 65 DNL – FAA has released a report on alternatives to the 65 DNL (they found that the DNL is still the preferred metric), but has not released their noise annoyance survey
- 2) Overflight noise - FAA is to do this study and Seattle will be a part of the study due to the efforts of Congresswoman Pramila Jayapal
- 3) Environmental Pilot Program – has not been developed, but is an area to engage in
- 4) Aviation Impacted Communities Act – still in process of development
- 5) Legislation to direct NAS to do a comprehensive study of aircraft related noise and emissions issues
- 6) GAO study about NextGen flight paths and engaging communities around the noise of these flight paths is currently happening
- 7) StART Aviation Noise Working Group initiatives are continuing

Schinfeld suggested revisiting a number of the items post-election.

Discussion of Federal Policy Advocacy Plan

Working Group members discussed the Federal Policy Advocacy Plan including new ideas for focus, revision of existing items, and what community priorities may have changed. Ideas included:

- Identifying opportunities for funding, for example, noise insulation
- Addressing climate change
- Promoting aviation biofuels
- Helping to expedite newer aircraft fleets
- Exploring EU policies on opportunities to make airplanes more environmentally friendly including looking at ICAO regulations
- Focusing on issues related to the future of aviation and noise from flying objects, including supersonic aircraft, drones, and autonomous flying vehicles.

Schinfeld asked the Working Group members to reach out, in whatever ways they think are most appropriate for their community, to solicit feedback on the revised Federal Policy Advocacy Plan and additional ideas and priorities. Participants were asked to provide this feedback by September 15 prior to the next Federal Policy Working Group Meeting. Feedback will also be solicited at the next StART meeting.

Summary and Next Steps

Eric Schinfeld, Port of Seattle

Next steps included:

1. Update the Federal Policy Advocacy Plan to reflect the input from this meeting.
2. Reach out to the cities and StART to get feedback on priorities.
3. Review, analyze, and get feedback at the next Working Group meeting on the Second Chance Noise Insulation Bill and the Aviation Impacted Communities Act.
4. Learn about and share what the European Union is doing and if anything is relevant to add to the Federal Policy Advocacy Plan.
5. Send the Draft Revised Federal Policy Advocacy Plan via email to all of the cities involved in StART asking for feedback.

**Tentative Next Meeting:
October 5, 2020, 5:00 pm – 7:00 pm
Zoom Video Conference**