

### StART FACILITATOR'S MEETING SUMMARY

August 26, 2020

5:00 pm – 7:00 pm Video Conference

Participant	Interest Represented		Participant	Interest Represented	
Eric Zimmerman	Normandy Park	X	Scott Ingham (Alt)	Delta Air Lines	-
Tim Sorensen	Normandy Park	-	Scott Kennedy	Alaska Airlines	X
Mark Hoppen	Normandy Park	X	Matt Shelby (Alt)	Alaska Airlines	-
Jennifer-Ferrer-Santa Ines (Alt)	Normandy Park	-	Shan Hoel	Air Cargo	-
Tejvir Basra	SeaTac	-	Justin Biassou	FAA	X
Robert Akhtar	SeaTac	-	Lance Lyttle	Port of Seattle	X
Carl Cole	SeaTac	X	Arlyn Purcell	Port of Seattle	X
Kyle Moore (Alt)	SeaTac	-	Marco Milanese	Port of Seattle	X
Erica Post	Tukwila	X	Eric Schinfeld	Port of Seattle	-
Brandon Miles	Tukwila	X	Tom Fagerstrom	Port of Seattle	X
Tod Bookless	Tukwila	X	Stan Shepherd	Port of Seattle	X
Michael Matthias	Des Moines	X			
Tony Gonchar	Delta Air Lines	-			

**Additional Participants:** Clare Gallagher, Port of Seattle; Steve Rybolt, Port of Seattle; Alison Beason, Port of Seattle; Tim Toerber, Port of Seattle; Dave Kaplan, Port of Seattle

**Facilitator:** Phyllis Shulman, Civic Alchemy

**Note Taker:** Amanda Murphy, Amanda Gray Consulting

#### Meeting Objectives:

To discuss ideas for StART community engagement. To provide an update on the StART Federal Policy Working Group Advocacy Plan and the Aviation Noise Working Group. To review noise comment monthly reports. To discuss the updated timeline for the Sustainable Airport Master Plan.

#### Welcome

**Lance Lyttle, Airport Managing Director, Port of Seattle**

Lyttle, welcomed participants and welcomed back the City of Des Moines. He provided a brief update on airport operations. He stated that the airport is continuing to see some signs in the right direction including a slight increase in operations and the continuing opening of airport concessions. He shared that a recent public survey showed the airport's FlyHealthy@SEA efforts are appreciated by the traveling public. Lyttle also encouraged nonprofits within the airport cities to consider applying for South King

County Fund grants. Contact Alison Beason for questions regarding the South King County Fund. [Beason.a@prtseattle.org](mailto:Beason.a@prtseattle.org)

## **Community Engagement Discussion** **Erica Post, Tukwila Community Representative**

Post provided an overview of a meeting held on August 13 with a group of StART members to discuss StART community engagement. At the meeting, Port Staff, Sally Del Fierro and Marco Milanese, provided an overview of the Port's existing community engagement initiatives, with an emphasis on explaining the ways the Port builds connections to a wide variety of organizations, communities, and businesses. Del Fierro focused on describing community engagement and Port advisory groups with other near-port communities. Milanese focused on describing educational activities the Port sponsors, as well as forums such as StART and the Highline Forum that the Port participates in and administers. He also discussed ways the Port carries out community outreach specific to certain projects as well as examples of ways written communications enhance community outreach. Discussion focused on whether the Port has a set of guiding principles/core values for community engagement.

Several ideas were provided for broadening engagement. These ideas included:

- Provide an opportunity for StART community representatives to have time for discussion of issues just amongst themselves to share interests and concerns
- Host broader community forums to hear community interests and concerns
- Progress achieved in StART needs to be better communicated to airport and neighboring communities

Recommendations included:

- Create short quarterly videos with basic graphics and updates showing StART's actions and programs
- Distribute a one-page chart, similar to the one in the StART Annual Report, that summarizes actions and programs
- Create and distribute infographics via Facebook and other social media
- Increase opportunities to educate the community similar to the way StART members have developed and are developing shared understanding of operations and issues
- Research how other airports with StART-like groups engage communities and utilize social media
- Create educational opportunities for city councilmembers to increase their understanding on topics being covered by StART. Could do as videos, briefings, or educational forums, at least on a quarterly basis and could be done online. Also, consider developing an educational orientation on airport operations and what is being discussed at StART for newly elected officials.

Port staff will follow up on the ideas and will continue to gather input from StART.

## **Recap of Federal Policy Working Group**

**Eric Schinfeld, Federal Government Relations Manager**

Schinfeld provided a recap of the work of StART's Federal Policy Working Group. On August 3, the Working Group met and discussed how best to focus their Advocacy Plan especially considering the limited opportunities for congressional actions for the remainder of 2020, due to the November election and focus on COVID-19 relief negotiations. The Working Group recommended continued work with U.S. Representative Adam Smith on his aviation-related legislation, increased outreach with other communities nation-wide to develop relationships, and the addition of four new policy priorities:

1. Increasing funding for existing noise insulation programs
2. Increased focus on sustainable aviation fuels and climate change efforts
3. Incentives for aircraft modernization and emissions reductions programs
4. Advocate for stringent noise requirements and standards for supersonic aircraft.

He requested that the revised Advocacy Plan be vetted by cities, and that they provide feedback by September 15 so that the Working Group can continue their discussion at their October meeting.

Questions and comments from StART participants included:

- Suggest that funding be considered for electrifying ground transportation vehicles and make this effort one of the Port's environmental sustainability goals. It was noted that the Port has pursued federal funding for tugs and buses to be electrified and for the development of alternative fuels. This could be added to the Federal Advocacy Plan.

## **Recap of Aviation Noise Working Group**

**Marco Milanese, Community Engagement Manager, Port of Seattle**

Milanese provided an update of the discussion at the August 10 Aviation Noise Working Group. Late night operations on the Third Runway have dropped dramatically, due to the Runway Use Agreement, and are down to approximately one landing every third night during the late-night hours. Data from April through June related to the Late-Night Noise Limitation Program shows that there has been an increase in e-commerce which has increased cargo flights during the late-night hours. There has also been an increase in cargo flights that has exceeded the noise thresholds. The Working Group also discussed the noise certification process for supersonic aircraft as well as reviewed the statistics related to passenger and operations levels. It was noted that due to the impacts of COVID-19, fleet changes are occurring across the industry.

The Working Group will consider further analysis around the following issues:

- Noise impacts associated with air cargo flights
- Propeller aircraft flight patterns
- Supersonic aircraft proposed noise standards
- Learning about international noise and green aviation standards

## **Noise Comment Monthly Reports**

**Tom Fagerstrom, Airport Noise Programs Coordinator, Port of Seattle**

Fagerstrom provided an overview of the finalized noise comment reports that will be posted on the Port's website each month. The report shows monthly totals and trends for noise comments and complaints by cities, zip codes, and distinct households. He also described the number of ways comments are submitted, including through third party web applications. The report also shows information about the subject matter of the complaint. He noted that Vashon Island residents are heavy user of the third party web complaint app. Fagerstrom also noted that complaints have declined accordingly as operations have decreased.

## **Sustainable Airport Master Plan Timeline**

**Steve Rybolt, Senior Environmental Program Manager, Port of Seattle**

Rybolt, reviewed the updated Sustainable Airport Master Plan (SAMP) Near-Term Projects environmental review timeline. He highlighted that the schedule was updated in July and reflects a three month delay due to COVID-19. He mentioned that the draft of the National Environmental Policy Act (NEPA) Environmental Assessment will be available in early 2021 and the Port will be seeking agency and public comments at that time. The goal is to have both NEPA and State Environmental Policy Act (SEPA) processes completed by the end of 2021. More information about the SAMP Near-Term Projects environmental review can be found on the project's [website](#)

## **Public Comment**

Compiled public comments are included as Appendix A.

<p style="text-align: center;"><b>Next Meeting:</b> <b>October 28, 2020- 5:00 pm – 7:00 pm</b> <b>Location: video conference</b></p>
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## Appendix A Summary of Public Comments

### Public Comment

JC Harris (oral comments)

- Commented that at the next Port Commission meeting there will be a vote to approve a contract with L3Harris on noise monitoring. Commented that the noise monitoring has been known to be inaccurate from time for time. Recommended that the new contract include auditing of their work and that the Aviation Noise Working Group also discuss and monitor how L3Harris is calibrating and maintaining the accuracy of the equipment. Noted that this has been a persistence problem.

David Goebel (Vashon) (written comments)

My name is David Goebel.

I'm the president of the 501(c)3 Vashon Island Fair Skies (VIFS.org), and I think most of you are familiar with our fight against the NextGen flight path and procedure changes over Vashon Island. I wanted to bring up something time critical that was surprisingly not covered in today's StART meeting, but is absolutely central to the majority of what the SeaTac noise office does. It's the five year renewal of the contract with the L3Harris Corporation that is currently in the works. L3Harris creates most of the actual public-facing product that the Noise Office uses to engage and inform impacted communities. That contract defines the terms and conditions of those products and so is the most important document shaping how the Port is able to respond to the communities most negatively impacted by the direct environmental consequences of 450,000 flight operations, pre-COVID, a year.

Approving this contact was pulled from the Unanimous Consent Calendar – which it **never** should have been on, but that's another issue – of the last Port of Seattle Commission meeting a couple weeks ago. So, we now have until the next Commission Meeting on Sep 9<sup>th</sup> to help shape that contract to best serve the environmental needs of airport communities. I would urge anybody who has concerns about the environmental impacts of the airport, especially noise, to please help perfect that contract before it is executed.

Thank you to the Noise Office for finally pulling together the PlaneNoise data onto the Port's web site. Community members shouldn't have to make Public Records Requests to get this data.

Thank you.

Andrew Wood (Federal Way) (written comments)

Thank you for permitting me to comment on the meeting. I heard a number of items discussed and would like to make the following observations:

- A report was made stating the numbers of planes that have exceeded the nighttime noise threshold. Nothing was said about the action taken against those planes. This is like saying 18% of people exceed the speed limit on this road but we are not doing anything about it. Nobody would condone that. The plane owners/operators who exceed these limits should be penalized.

If the Port say they cannot penalize them, then the Port should be actively campaigning so they can penalize them.

- We were presented with a number of items that were being pursued. It would be more meaningful if we had a table showing the items pursued and the successful outcome of each. Saying we are pursuing twenty areas without showing the successful close out is meaningless. We could produce a list of 100 items which makes it look good but if none or few are successfully closed out it is worthless.
- Nobody appreciates another person's issues unless they have experienced it themselves. A suggestion for what the Port could do in outreach is to sit for a few hours in the neighborhoods where the noise complaints originate and experience first-hand what these residents have to tolerate.
- On specifics, there was an item being investigated that mentioned the 34R glide path for landing. The same is true of the 34L glide path and this should also be followed.

I think if this body is not to have the reputation of being a talking shop, it has to demonstrate some real changes taking place, and I did not see much evidence of that. It is certainly not acceptable to listen to concerns and have no way forward to resolving them. Therefore, I think the structure of the meeting should be: (a) Here is the issue; (b) Here is how the Port suggests we handle/mitigate this issue; (c) Here are the Items that we resolved. I think that most people are reasonable and they know all planes cannot stop, but they also know that taking the stance that nothing can change is not a solution.

I hope that these points are accepted and that this forum can become a real vehicle for change and that the Port and citizens can together champion an improvement in the quality of life for all.

Earnest Thompson, (Normandy Park) (oral comments)

- Asked three questions:
  1. When noise complaints are filed, do you have the exact household location for where the complaint came from? And if so, what do you do with that data?
  2. Regarding Representative Smith, what is his timeline for pushing forward his legislation?
  3. Regarding the safety of people who fly – I was talking to a pilot friend and he was telling me that the chemicals being used to clean planes are good for a month. I would like to know what chemicals are being used and the safety of these chemicals.

Dave Berger (Marine Hills/Federal Way) (oral comments)

- Noted a discrepancy between the graphic shown in the meeting of the release date for the Draft SEPA and what is shown on the Port's website.

Bernedine Lund (Federal Way) (initial oral comments read by Anne Kroeker. Written comments provided post meeting)

Hello, I am Bernedine Lund, resident of Federal Way and a member of 350 Seattle Aviation Group and QSPS. I have 2 comments:

The first is about the DNL noise calculation:

Although the 2018 FAA reauthorization bill requested the FAA to examine and develop a more realistic measure, the FAA did not change it. Could you have a StART working group look at the noise measure and develop a more realistic noise measure that better represents what we are hearing? It would be helpful to also include the low rumble that shakes the windows of homes, and can be felt more than heard. And rather than having a measure for the entire day, it would be helpful to have it represent 30 or 60-minute periods rather than 24 hours?

The second is about Noise complaints

I have been one of the people who used the airnoise.io button to complain about the flight noise. I realized last month that I was not reporting what I was really concerned about - the negative health effects to the people who live under the flight paths. While the reports included in the packet today show number of noise complaints and people complaining, these reports do not really capture the negative effects on public health. Unfortunately, most people are not aware of these effects so would not be reporting them. Instead it would be more meaningful to have reports of the number of extra health events for those who live under the flight paths; including:

- high blood pressure, heart attacks and stroke (see the 2018 WHO report on Noise)
- allergies, asthma and autoimmune diseases
- decreased learning in school
- increase in low birth weight babies
- effects of exposure to other heavy metals and other emissions