

Federal Policy Working Group Meeting

October 5, 2020; 5:00 pm – 6:30 pm

VIA ZOOM VIDEO CONFERENCE

Member	Interest Represented	Present
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	-
Kyle Moore	Government Relations and Communication Manager, SeaTac	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
Alex Stone	Office of Congressman Adam Smith	X
Madison Brown	Senator Maria Cantwell	-
Brian Wilson	City Manager, Burien	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 and legislation from US Representative Adam Smith. To discuss changes to and finalize the Federal Policy Work Plan.

Meeting Summary:

Update on Congress

Eric Schinfeld, Port of Seattle

Schinfeld emphasized that Congress is currently focused on negotiating a COVID-19 stimulus package and approving a Supreme Court nominee in advance of the November election. In addition, the Senate is in recess due to senators infected with COVID-19, and so there will be a few opportunities to make progress on StART's legislative priorities until after the November election. Schinfeld commented that it is important for StART to identify and focus on its priorities so that when the opportunity arises we are ready to engage. A new COVID-19 relief package could come in November, and federal government annual appropriations need to be addressed in December, so there may be opportunity to add legislation to both packages.

Based on questions and discussion, additional information included:

- It is still a priority to receive a thorough DNL study required of the FAA. Rep. Smith and Rep. Jayapal joined a Congressional letter to the FAA critiquing their study and stating that it was incomplete. StART will continue to push FAA to provide a more thorough assessment.
- For a brief time, Speaker Pelosi stated that there may be an opportunity to provide a relief package separately for airlines. This is no longer the case and relief for airlines would be part of a broader relief package.
- So far coronavirus funding is for relief. In the future there will need to be a more robust recovery package discussed.
- Quiet Skies Caucus planning for 2021 will be considered in Working Group discussions on priorities.

Review of Current Aviation Legislation from US Representative Adam Smith

Amanda Wyma-Bradley, Office of Rep. Adam Smith

Wyma-Bradley reviewed the Aviation Impacted Communities Act that Congressman Smith put forward to Congress last year and this year with modifications. The process established by the Act is:

- Communities notified of eligibility for "designated community" status
- Designated community selects board members
- Board meetings
- Assessment
- Action Plan
- Changes in flight operations and/or mitigation funds

The following are the problems that the bill is trying to solve:

1. Other than the 65 DNL, the FAA does not have a metric for deciding which communities are "impacted" by airplane noise.
2. The FAA will not engage with communities via community meetings/forums outside of the roundtables.
3. The FAA will not provide noise mitigation to communities outside of the 65 DNL.

Wyma-Bradley reviewed how the bill solves those problems:

Problem 1: Who is considered impacted?

- Currently, the FAA uses the 65 DNL contour around an airport to determine which communities are considered to be “impacted” by airplane noise
- The bill would enlarge the area of who is considered impacted to communities that are “within 1 mile at any point of 3,000 feet or less of a flight path to/from a large airport (100,000) annual enplanements or more).”
- The bill would require National Academy of Sciences to work with the FAA to develop a framework for examining noise impact on communities, as well as a tool (ideally, geospatial modeling) to examine the impact of noise on communities.

Problem 2: The FAA will not engage with these communities directly

- The bill would provide a path for communities who are impacted but that fall outside of the 65 DNL to demonstrate the impact aviation noise has on their communities and be granted status by the FAA
- If deemed “impacted”, that community would be eligible to establish a community board
- The board would be able to draft reports detailing concerns about aviation impacts on their community, and could request an assessment by the FAA to evaluate the impacts
- The FAA and the board would work together, based on the community assessment, to identify how these impacts can be minimized through:
 - Noise mitigation
 - Changes in flight operations or flight paths

Problem 3: The FAA will not provide noise mitigation to communities outside of the 65 DNL

- Under the bill, communities that have gone through the “community assessment” process will be eligible for noise mitigation if deemed appropriate via the action plan developed in tandem with the FAA.

Based on questions and discussion, additional information included:

- Communities could utilize either an existing roundtable, like StART, or create a new community board.
- The legislation provide some core elements as to who forms the boards and how many boards can exist. It will be up to the FAA to iron out the details.
- One intent of the legislation is to address the kind of historic disputes that communities have had with the FAA. One goal is to develop a process in which FAA has to engage with communities regarding noise issues and impacts prior to it escalating to a National Environmental Policy Act (NEPA) process and/or a lawsuit.
- Another intent of the bill is to require FAA to be more engaged with communities. The bill also will include a definition of community.
- There is concern that multiple neighborhoods in a municipality will establish a board creating competition and complexity. The bill does set up metrics and conditions for the establishment of a board.

- The bill requires FAA to consider impacts on communities, be transparent about what they can and cannot do to mitigate those impacts, and be in communication with communities regarding those impacts and any possible alternatives for mitigation.
- StART’s initiative to work with FAA on reducing the use of the third runway during late night hours is an example of a productive relationship.
- This is a culture change with how FAA engages communities. This change will require additional resources. It will also be important to clarify responsibilities and funding for mitigations as this has not been FAA’s role. If it becomes the responsibility of airports to follow up on implementation of mitigations there needs to be resources and the relationships built for success.
- There may be opportunities to break off specific parts of the bill for separate action. Also, the budget numbers in the bill will need to be revised based on current realities given the impacts of COVID-19 on the economy.
- The criteria for defining impacted communities is still being discussed.

Discussion of Changes to Federal Policy Advocacy Plan (Advocacy Plan)

Eric Schinfeld, Port of Seattle

Schinfeld reviewed discussion from the previous Working Group meeting regarding how conditions have changed and the interest in clarifying and identifying any new or continuing priorities for the Advocacy Plan. He stated that four new areas were identified in the previous meeting:

1. Noise Program Funding – it is a small fund and there is a need for greater funds for communities.
2. Sustainable Aviation Fuels – not only would they reduce carbon emissions, but utilizing them would also decrease other emissions. Perhaps climate and clean energy funding may become available if there is a change in administration.
3. Aircraft Modernization and Environmental Performance Incentives – incentives to the airlines to “green” the fleet, ground the old planes, and update to greener newer fleets.
4. Supersonic aircraft – make sure that noise standards for supersonic aircraft, at least meet, but prefer exceeds commercial aircraft noise standards.

Schinfeld asked for feedback on these additions as well as other possible additions or changes to the Advocacy Plan. Based on questions and discussion, additional information included:

- Recommendation to add issues related to electric aircraft, air taxis, and cargo to the list
- Recommendation to work with Senator Cantwell, Senator Murray and Boeing to look at incentives to “green” fleets. Also, to consider actions taken regarding environmental sustainability in the European Union
- Recommendation to prioritize analysis, prevention measures, and mitigation regarding particulate matter

The Working Group discussed strategy related to the revised Advocacy Plan. It was emphasized that it is important to take the time now to make the investments and policy changes so that they are in place as the aviation industry recovers. It was stated that it would be good to re-engage our region and state’s

congressional members after the election, especially during the lame duck session. It was suggested that StART host a series of Zoom calls with congress members and the group who were originally scheduled to participate in the visit to Washington DC last March. It was noted that it will be important for all of the participants from the cities and Port to have a joint framework and talking points. One benefit to these meetings being virtual is that it may be possible to include more people.

Next Steps

- Schinfeld will update the revised Advocacy Plan.
- Schinfeld will coordinate planning for congressional meetings, messaging, and scheduling the meetings.
- Schinfeld will draft a pre-meeting letter from StART that serves as an update as to the priorities and issues the group wants to discuss as well as an invitation for discussion.

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

