

# StART

## MEETING SUMMARY

DECEMBER 18, 2024; 5:00 PM – 7:00 PM

VIA ZOOM VIDEOCONFERENCE

### Meeting Objectives:

- An update on how the recent election could impact StART’s state and federal policy agendas, and the latest on the Sustainable Airport Master Plan (SAMP) process.
  
- I. Facilitator Welcome, Meeting Management, Introductions, Opening Comments  
Andrés Mantilla, Facilitator, Uncommon Bridges; Lance Lyttle, StART Chair/SEA Managing Director, Port of Seattle (POS)
  - Lance focused on StART’s 2024 accomplishments including developing the State Policy Agenda, meetings with air carriers regarding late night noise, finalized language encouraging single-engine taxiing and the 11/20 Federal Aviation Administration (FAA) online airspace workshop.
  - Lance welcomed two new representatives to StART: Rebecca Deming with the City of Des Moines and Alethia Miller with Alaska Airlines. Lance thanked Dave Berger, community representative from Federal Way, for his many years of service on StART. Lance also said a special thanks for Marco for his work on StART.
  - Andrés went over the list of requested topics generated by members at the April retreat and which topics StART covered and when.
  
- II. The Impact of State and Federal Elections on StART’s Policy Agenda  
Eric Schinfeld, Federal Government Relations Manager, POS; John Flanagan, State Government Relations Manager, POS
  - Federal Update:
    - Likely to be a very unpredictable few years.
      - Full Republican control in Washington, DC: White House, Senate, and House of Representatives, with limited opportunity for major legislation; majorities are small and 60-vote threshold in Senate will be challenging. However, it is likely there will be more activity on the regulatory side and through Executive Orders.
      - While the current FAA Administrator is serving a 5-year term; he chose to leave on 1/20/25. There will be uncertainty and potential delays until a new FAA administrator is installed.
    - Top Trump administration priorities include immigration restrictions, budget cuts,

- tariffs, regulatory reform, maintaining current tax cuts.
- Likely to be deemphasized: environmental considerations, new grant programs, non-defense spending, equity efforts.
  - StART Federal Policy Priorities and where we are with each of them:
    - Secondary Noise Insulation Status: Language in the Senate FY25 Transportation Appropriations bill would allow SEA to use federal funds to repair and replace sound insulation in certain homes.
      - Election Impact: FY25 appropriations are delayed until March. However, if a full year spending bill is ultimately passed, this language will go into effect. Senator Murray will still have a lot of ability to impact this priority.
    - FAA Noise Policy Review Status: The 2024 FAA Reauthorization Act includes direction for creation of an Aircraft Noise Advisory Committee (ANAC) and a deadline for a decision on potential changes to the 65 DNL.
      - Election Impact: The FAA Noise Policy Review process will very likely continue, although there could be some delays due to staff transitions. The larger challenge will be approval of any major new policy changes that require increased federal investment.
    - Expand Sustainable Aviation Fuels (SAF) incentives and investments Status: The Inflation Reduction Act (IRA) included a “Blender’s Tax Credit” and a SAF infrastructure grant program, and annual federal appropriations included significant dollars for SAF research, development, and implementation throughout various agencies.
      - Election Impacts: Many IRA provisions are likely to be struck in 2025, but SAF programs could have bipartisan support.
    - Renew the FAA Environmental Mitigation Pilot Program Status: Authorized in the 2024 FAA Reauthorization Act, and funding was included in the FY23 appropriations legislation, but FAA has yet to release a notice of funding opportunity.
      - Election Impacts: Congressional budget cuts could impact this program.
    - The Protecting Airport Communities from Particle Emissions Act Status: Included in the 2024 FAA Reauthorization Act.
      - Election Impacts: This work is still required by Congress.
    - FAA support for new regional airport capacity status: A report on relevant programs was required by the 2024 FAA Reauthorization Act.
      - Election Impacts: This work is still required by Congress.
  - Other potential impacts:
    - Administration will attempt to “streamline” NEPA processes, but this will not apply to any current environmental reviews.
    - Other regulatory rollbacks will be focused mainly on areas like energy production

- and energy facility construction, and other large infrastructure projects.
- Federal funding cutbacks could impact availability of federal funds for airport infrastructure, federal staffing of airport security checkpoints (TSA/CBP), federal regulatory staffing (FAA, EPA), and sound insulation.
- Deportation efforts (of both undocumented AND documented immigrants) could impact airport-area workforce.
- Tariffs could result in lower air cargo volumes.
- Potential for other travel restrictions that could impact foreign visitors; could decrease international travel.
- Questions: *Can you tell me how much of the airport's capital budget is funded by the federal government? A relatively small amount.*
- State Update
  - Statewide office turnover: Governor Bob Ferguson, Attorney General Nick Brown, Public Lands Commissioner Dave Upthegrove, and Insurance Commissioner Patty Kuderer.
  - Legislative turnover: 9 Senators and 11 Representatives did not seek re-election; Democrats' majority increased in Senate and House.
  - Initiatives: Of the four initiatives on the ballot, only I-2066 (concerning provision of natural gas services) passed, and opponents of the initiative are already mounting a challenge in court.
  - Budget:
    - Legislature will enact biennial Operating, Capital, and Transportation budgets
    - Single largest issue to be addressed is new revenue and passing balanced Operating and Transportation budgets.
      - Will be a tough budgetary year; governor is proposing new taxes to help balance a portion of the budget to address projected shortfalls.
      - Hiring freeze and \$12B shortfall predicted for the operating budget, and a similar shortfall (additional \$12B+) in the Transportation budget.
- StART State Policy Priorities and where we are with each of them:
  - Noise Insulation Repair & Replacement Status: \$1M in non-appropriated funding at Department of Commerce (in addition to \$5M in Port funds).
    - Budget Impacts: Legislative support for an updated ask in 2025 based on initial findings and spending.
  - Regional Airport Capacity & the Commercial Aviation Work Group Status (CAWG): [Annual report](#) published in November; 4 vacant seats (of 19) remain; two public meetings held in 2024; elected an acting chair (Evan Nordby); currently no meeting dates set for 2025.
    - Budget Impacts: Governor's Budget includes \$1.7M in funding; no additional funding request from WSDOT; anticipating several pieces

of legislation in 2025. May be an effort to move the CAWG out of WSDOT.

- Air Quality Status: Office of Superintendent of Public Instruction (OSPI) – around \$50M in capital budget for school district indoor air quality and energy efficiency upgrades; of that, \$500K set aside for HEPA filters in schools near SEA. Ecology - \$6M in operating budget from Climate Commitment Act (CCA) for residential, recreational, and educational facilities to access air quality mitigation equipment in South King County.
  - Budget implications: Capital budget is least constrained; we will need to play defense with the Operating budget
- SAF Status: Existing incentives funded from CCA; no one currently accessing funds due to hard to achieve production metrics.
  - Budget & Policy Implications: Several legislative proposals expected; focus on additional incentives and infrastructure; additional Capital budget funding for SAF Research & Development Center at Paine Field (+\$35M total). Pursuing incentives to help local producers get to the place where they can access the incentives.
- Decarbonizing Ground Transportation Status: 2024 supplemental Transportation budget included additional \$35M+ for zero emission vehicles and alternative fueling infrastructure; \$110M for zero emission vehicle owner-operator vouchers. Increased funding for regional mobility grants, Connecting Washington Transit grants, and Green Transportation Capital Projects. Retained \$25M for high-speed rail; 2024 capital budget included ~\$105M for EV charging with \$420M in 'future biennia'.
  - Budget implications: Variable based on Governor's budget; ensure that CCA revenue continues to be used for decarbonization of ground transportation; guarantee new revenue for ongoing decarbonization efforts; anticipated legislation regarding clean trucking standard.
- Aiming to have first StART Olympia day at the end of January or early to mid-February.

### III. Aviation Noise Working Group Activities

Marco Milanese, Community Engagement Manager, POS

- Marco covered what we discussed at the 12/9 working group meeting. This included a December and January operations update, the latest on late night third runway use and the recent meeting with EVA Air regarding their late-night flights, the October noise comment report, SEA's new effort to track go arounds, temporary noise monitoring conducted for the Part 150 Study and the latest on upcoming noise insulation efforts.

### IV. Sustainable Airport Master Plan (SAMP) Draft Environmental Assessment (EA) Update

Clare Gallagher, Capital Project Delivery Director, POS

- Clare provided a verbal update on the closure of the public comment period on 12/13 for the SAMP Near-term Projects' draft NEPA Environmental Assessment and the next steps leading to the beginning of the SEPA Environmental Impact Statement's public comment period. Clare also summarized the various ways the public provided input during the comment period including the four Port-sponsored public meetings, the efforts the Port utilized to reach under-represented communities, and the extent of the public comment received.
- Recap of SAMP: 31 projects to address future airport needs; FAA sponsors the work of the NEPA environmental review and the Port performs the environmental review work on behalf of the FAA. The draft NEPA EA was published on October 21<sup>st</sup> and available online. Prior to publishing, the Port requested a 60-day period for public comment; FAA extended from 30 days to 45 and FAA provided a second extension and took additional community feedback through 53 days.
- Public comment period summary: comments came in all forms. Approximately 500 comments were submitted. Across the four public meetings, 230 attendees based on sign in; several hundred website page views; media and social media was used to publicize the public comment period.
- Next steps: comments will be reviewed to see if any additional analysis is required. If not, FAA is looking at late Q1 or early Q2 to release the final environmental assessment with comments and responses and then the SEPA will follow.
- Questions/Comments:
  - *Can we be more specific about the process going forward? If no additional analysis is needed, then early 2025 would see the final EA published. We'll know more in the next month or so. How is it determined if additional analysis is needed? FAA determines that based on the comments. Not a specific trigger. If no additional analysis is needed, are we done? There is a 60-day appeals process. Is the appeal part of a legal process? Appeal falls under a formal regulatory process but could become a legal action.*
  - *Appreciate the summary and efforts in reaching people. But frustrated that folks seem to be unaware of the Port's proposed projects.*
  - *Federal Way is grateful for flexibility from Port and FAA. Under the impression that comments would be responded to before the EA decision was made so clarifying questions could be asked. So, we won't get a response until report is published and then the appeals process? The response to comments is included as part of the final EA. NEPA covers anticipated impacts of the projects once they're operating as well as while they are being built. Federal Way is also impacted and included in specific analysis. When will SEPA be published? Hoping to publish fall 2025 for draft SEPA.*
  - *Concerns about the timeline for review. There are considerable differences between the EA and the EIS. EA is less stringent. Process for analysis was shortened and not enough time to dive into the reports. Submitted what we could in the shortened timeline, but we don't know if our comments will be responded to. Cities are not*

*feeling heard or that impacts are being reviewed properly. SEPA work will be an EIS. Currently reviewing all the comments with FAA. Port's intent is to respond to all the comments and how it can provide support outside the EA process as well*

- *Part of the concern Burien has heard is that the process is going forward without enough time for folks to understand and react. Feels like Port will do what they want no matter what. Folks felt like public meetings were boxes being checked as opposed to really being listened to.*

#### V. Public Comment

- *David Ortman: submitted comments; Port officials are ignoring the impact on northwest Seattle. Communities to the north are living within half a mile of landing planes. Noise complaints are substantially underreported.*
- *Ursula Euler: Very disrespectful to disseminate false information to the public which is what the airport industry is doing about SAF. Aviation capacity is way ahead of any population increase. In the end, aviation expansion will stamp out any benefits from electric cars.*
- *Anne Kroeker: I haven't heard anything about rail support. Could the StART group have a subgroup for lower growth emissions such as rail? Other ways to travel, electric planes, etc. Please consider expanding efforts beyond air transportation to other methods.*
- **Written comments**
  - **David Ortman: Please include the December 4, 2024, comments (below) submitted to the FAA on its Draft NEPA Environmental Assessment for SeaTac (SEA) "Sustainable" Airport Master Plan near-term projects. To summarize, the Port and FAA must issue a draft Environmental Impact Statement on its Master Plan, with alternatives, rather than piecemealing airport projects. The SEA Stakeholder Advisory Ground Table (StART) and the Port of Seattle Commissioners continue to bury their head in the runway so that they can ignore the adverse environmental and health impacts, sixteen or more miles to the north, from the ever-expanding number of low commercial passenger airplane landings into Sea-Tac. As noted below, many commercial passenger aircraft from the south are vectored north up Puget Sound, only to make low noisy turns over Ballard, Loyal Heights and Shoreline, often under 3,000 feet to return to SeaTac. In reality, this means that these communities are living within a half-mile of landing planes, just horizontally, instead of vertically. Together with departing noisy aircraft vectored over these same communities after midnight to destinations on the east coast, Sea-Tac noise pollution occurs from 4:30 AM to 2:30 AM. As recently as last week, the Nextdoor website contained citizen postings about the increase in noisy Sea-Tac landings occurring over the northwestern part of Seattle. As noted below, in 2011, I successfully appealed my King County Residential Property Assessment due to overhead SEA aircraft**

noise nuisance and received a property tax reduction in 2012. Imagine if all the residential properties in Seattle impacted by low flying landing aircraft at Sea-Tac were to receive similar property tax reductions. It is also outrageous that the Port of Seattle continues to take money from King County property owners for a slush fund that shovels money as far away as Eastern Washington, but refuses to address Sea-Tac noise pollution outside of a narrow crabbed oval directly around Sea-Tac. The following are comments on FAA's Draft NEPA Environmental Assessment (EA) for the Seattle-Tacoma International Airport (SEA), Sustainable Airport Master Plan (SAMP) Near-Term Projects (NTPs) Sec. 1.2.1 (pp. 1-1 to 1-2) states: The SAMP identified a Long-Term Vision to accommodate future passenger levels and address identified needs for SEA over the 20-year planning horizon (through 2034). One of the overarching needs from the SAMP was to improve the experience for passengers at SEA. The current passenger processing functions, such as on-site parking, check-in hall, security screening, holdrooms, and the number of gates, were limited or undersized for the number of passengers SEA served in 2018 and continue to be undersized. The results of these limitations are crowded spaces, long lines, and delayed flights. These problems are expected to worsen as passenger demand increases. The SAMP ultimately concluded that even with the implementation of the full Long-term Vision, unconstrained 20-year demand would result in airfield congestion and high levels of delay. This congestion and delay would occur primarily as a result of limitations in the airfield / airspace system. The Port of Seattle (Port) and FAA determined that addressing these long-term airfield / airspace limitations is outside of the scope of SAMP and that a more comprehensive airfield and airspace planning study is needed to understand if additional actions would be required before the Long-term Vision could be fully implemented. Because additional planning is needed, the FAA determined that the Long-term Vision was not yet ripe for environmental review. The Port developed the NTPs, which is a plan to address the near-term needs, whether the Port pursues the long-term projects or addresses the long-term airfield / airspace limitations. The NTPs are the subject of this environmental review and include 31 projects that would improve the efficiency and safety of SEA, access to SEA, and support facilities for the airlines and SEA. Because the NTPs focus on a more immediate timeframe and address needs that are distinct from what may come from future planning, the NTPs are independent from the Long-term Vision. The FAA determined that the NTPs are ripe for environmental review.

COMMENT: The Port of Seattle has concluded that even with their SAMP (through 2034), airfield congestion and high levels of delay would still occur. Rather than address and evaluate the adverse environmental impacts from this obvious conclusion, the FAA has decided to lump a batch of 31 "near-term" projects as part of an Environmental Assessment. This is a classic case of

piecemealing and segmenting projects to avoid preparing a draft Environmental Impact Statement that includes alternatives. Such an alternative would include relocating Sea-Tac to another site, such as Joint Base Ft. Lewis-McCord after relocating JBLM to eastern Washington. FAA needs to prepare a DEIS on the Port's SAMP. Please provide a better response and rationale for preparing only an EA. Table 4-2 (p. 4-7) and 4.3.10 Noise and Noise-Compatible Land Use (p. 4-42). This section states: This section presents the results of aircraft and construction noise analyses for the Proposed Action and alternatives. The impact of aircraft-related noise levels upon the surrounding area is presented as the number and type of noise sensitive land uses located within the noise contours for each alternative for both 2032 and 2037 conditions. Noise contours for the levels of DNL 65, 70, and 75 dB were calculated and represent average-annual day conditions. COMMENT: Both the FAA and the Port of Seattle have had their heads in a silo, ever since the Port lied about the purpose and use of the Third Runway, which opened November 20, 2008. Instead of being used for dual landings during bad weather situations, the Port and FAA have acquiesced to allowing the Port to use the Third Runway routinely. In addition, the Port and FAA have limited its noise responsibilities (which it has yet to meet) to a small buffer around the airport. This totally ignores the flight paths of dozens or more flights that generate a noise nuisance and interference with quite enjoyment of property far to the north of the airport (over 16 miles away). Currently the FAA allows aircraft noise nuisance to occur from 4:30 AM to 1:30 AM from:

- northbound flights arriving from the south (CA/OR) to travel north up Puget Sound past SEA only to make loud turns back to SEA, often at under 3,000 feet over Ballard, Loyal Heights, and Shoreline, instead of making these U-turns over Elliott Bay.
- southbound flights arriving from Alaska to travel over Ballard, Loyal Heights, and Shoreline, again often under 3,000 feet, instead of routing flights down Elliott Bay.
- northbound flights departing after midnight for destinations in the Southeast (e.g., Florida, Texas) making loud turning climbs over Ballard, Loyal Heights, and Shoreline, instead of routing these flights south after departure, since they are heading south anyway. In 2011, I successfully appealed my King County Residential Property Assessment due to overhead SEA aircraft noise nuisance and received a property tax reduction in 2012. Imagine if all the residential properties in Seattle impacted by low flying landing aircraft were to receive similar property tax reductions. It would dramatically reduce the King County Property Tax receipts and expose the true costs of FAA and the Port's continued refusal to address noise problems across the greater Seattle Area. Please send me a copy of any decision made by the FAA on this proposal. Thank you.



- o Mary Olsen (asked that her comments from the October meeting be resubmitted for December): *We need your help in northeast Seattle, WA. The FAA has put constant planes every 30 to 40 seconds over our houses every day when Sea-Tac is in south flow. This is approx. 80 percent of the time which is a lot!! These flight paths (as I know you know) are called Next Gen so we are getting approx. ALL the flights into SeaTac down a sacrificial corridor so it only affects the unfortunate people under the paths with ALL the noise and pollution! The constant noise is affecting our health and the ultra-fine particles from UW studies can cause cancer in people! We need relief from this! We understand there is a no fly zone set up over Medina that was set up by Bill Gates Sr. (who is now deceased). This has tripled the amount of planes over northeast Seattle! We are now seeing planes flying side by side at the same time! This can easily lead to a catastrophic plane crash!*  
*The planes are roaring over our houses starting at 5:45 am and go until after midnight! This is affecting are sleep, health and job performances!! We need RELIEF as this constant noise pollution has reached disturbing, unbearable levels!!! Please help us out FAA and give us some relief, distribute the planes out and do not just have a small group of people get ALL the air traffic!!!*  
*Thank you!*

Mary Olsen  
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 Seattle, WA. 98125  
 206-930-7751

VI. Wrap Up/Next Steps

- Next Meeting is on February 26, 2025 – 5:00 PM – 7:00 PM VIA ZOOM

MEMBERS	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN - CITY	✓
ALETA BEST	FAA (EX OFFICIO)	-
ALETHIA MILLER	ALASKA AIRLINES	✓
AMY ARRINGTON	NORMANDY PARK - CITY	✓
BILL VADINO	FEDERAL WAY – CITY	✓
BRANDON MILES	TUKWILA - CITY	-
BRYAN TOMICH	NORMANDY PARK – COMMUNITY REPRESENTATIVE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
GARMON NEWSOM II	BURIEN – CITY (ALT)	✓
GRADY STONE	FAA (EX-OFFICIO)	-
JASON WOYCKE	DES MOINES – CITY (ALT)	✓
JEFF HARBAUGH	BURIEN – COMMUNITY REPRESENTATIVE	✓
JOE DUSENBURY	DES MOINES – COMMUNITY REPRESENTATIVE	✓
JOSEPH BERT	FAA	✓
JULIE LE	SEATAC – COMMUNITY REPRESENTATIVE	-
JENNIFER MARTIN	AIR CARGO REPRESENTATIVE, CFI FORWARDERS	-

KAREN VELORIA	BURIEN - COMMUNITY REPRESENTATIVE	✓
KATHLEEN WILSON	TUKWILA - COMMUNITY REPRESENTATIVE	✓
KYLE MOORE	SEATAC - CITY	✓
LANCE LYTTLE	PORT OF SEATTLE - CHAIR	✓
LAUREL HUMPHREY	TUKWILA - CITY (ALT)	-
MARCO MILANESE	PORT OF SEATTLE	✓
MICHAEL BRUGATO	FEDERAL WAY - COMMUNITY REPRESENTATIVE	✓
MOIRA BRADSHAW	NORMANDY PARK - COMMUNITY REPRESENTATIVE	✓
NICHOLAS MATZ	NORMANDY PARK (ALT)	-
PETER SCHILLING	TUKWILA - COMMUNITY REPRESENTATIVE	-
REBECCA DEMING	DES MOINES - CITY	-
ROGER KADEG	SEATAC - COMMUNITY REPRESENTATIVE	✓
SARAH COX	PORT OF SEATTLE - CHAIR (ALT)	✓
SCOTT INGHAM	DELTA AIR LINES (ALT)	✓
SCOTT KENNEDY	ALASKA AIRLINES	-
STEVE NOVAK	DES MOINES - COMMUNITY REPRESENTATIVE	-
<b>RESOURCES</b>		
RYAN McMULLAN	PORT OF SEATTLE	✓
ANTHONY HEMSTAD	CITY OF DES MOINES/HEMSTAD CONSULTING	✓
PARIS EDWARDS	PORT OF SEATTLE	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
DAVE KAPLAN	PORT OF SEATTLE	-
JOHN FLANAGAN	PORT OF SEATTLE	✓
TOM FAGERSTROM	PORT OF SEATTLE	✓
STEVE VITTNER	PORT OF SEATTLE	✓
JENNIFER REDDING	FAA	-
RYA BUTTERFIELD	FAA	✓
<b>PRESENTERS</b>		
JOHN FLANAGAN	PORT OF SEATTLE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
CLARE GALLAGHER	PORT OF SEATTLE	✓
<b>CONSULTANTS</b>		
ANDRÉS MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓
VINCE MESTRE	CONSULTANT	-
<b>PUBLIC COMMENTS</b>		
DAVID ORTMAN		✓
URSULA EULER		✓
ANNE KROEKER		✓
<b>AUDIENCE</b>		
REP. TINA ORWALL	STATE REPRESENTATIVE	✓
CHIRAG VEDULLAPALLI	REP ADAM SMITH'S OFFICE	✓
LAURA HOLTHUS		✓
DAWSON FRANK		✓
GAVIN SMITH		✓
MATTHEW PREVO		✓
VALERIE THORSEN		✓
SCOTT TATRO		✓

NEXT MEETING: FEBRUARY 26, 2025 - 5:00 PM - 7:00 PM

LOCATION: ZOOM WEBINAR