

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA

Item No. 6a
Date of Meeting June 23, 2009

DATE: June 5, 2009
TO: Tay Yoshitani, Chief Executive Officer
FROM: Stan Shepherd, Manager, Airport Noise Programs
SUBJECT: Authorization to contract for Part 150 Noise Consulting Services

ACTION REQUESTED:

Request for authorization for the Chief Executive Officer to procure and execute a contract for consultant services to implement an update to Sea-Tac Airport's Part 150 Noise Compatibility Plan.

SYNOPSIS

A Part 150 Noise and Land Use Compatibility Study is required by the Federal Aviation Administration (FAA) to update airport noise compatibility programs and provide eligibility for grant funds. Sea-Tac's last Part 150 update was completed and approved by the FAA in 2002. Since that time, there have been significant changes in the airport's noise environment. These changes include building and commissioning the new third runway, the greater use of quieter aircraft, and fewer operations than initially projected. In addition, the Port committed in both the third runway Record of Decision (ROD) and the last Part 150 to doing an update to the Part 150 approximately one year after the third runway became operational.

This request is to procure a consultant to help design, implement and guide the next Part 150 update. The consulting team typically consists of professionals in land use planning, public relations, noise, and environmental issues. In order to lower consulting costs during the process, we intend to maximize the utilization of current Port employees in the areas of land use planning, GIS applications, community outreach, environmental evaluations, and noise.

BACKGROUND

In 1985 the Port completed the first Sea-Tac Airport Part 150 Study. Since that time there have been two other updates to the Study in 1993 and 2002. Through our Part 150 programs and the 1990 Noise Mediation Project, the Port has been a national leader in both noise abatement and sound mitigation. To date we have spent over \$500 million on total mitigation programs

COMMISSION AGENDA

T. Yoshitani, Chief Executive Officer

June 5, 2009

Page 2 of 4

including home and school insulation, property acquisition and relocation. Noise Abatement programs have aggressively phased out older stage II aircraft prior to the federal ban in the year 2000, maintained noise abatement flight corridors, and deployed a comprehensive flight tracking and noise monitoring system.

During the past few years, major changes have taken place in the airport's noise environment. These changes included Horizon Airlines replacing their F-28 noisy aircraft with quieter CRJ's, and Alaska Airlines replacing their MD80 aircraft with newer and quieter Boeing 737-800 jets. As operating costs increased, many other airlines also began eliminating older noisier aircraft making the nation's overall fleet much quieter. The biggest change in the airport's noise environment came with the commissioning of the new third runway. In the Environmental Impact Statement (EIS) for the new 3rd runway and in the last Part 150 update, the Port prepared forecasted noise contours for the year 2010 based on the best information available at the time about fleet mix and operations numbers. Based on those contours, the Port identified areas of increased noise caused by the new 3rd runway and insulated an additional 74 homes northwest of the airport that had a forecasted increase of 1.5 DNL outside of the previous noise boundary. The Port also purchased 62 homes in the north Approach Transition Zone based on low flying aircraft and anticipated noise associated with the third runway. Now that the third runway has been operational, we can evaluate the actual noise impacts based on real flight track and noise data that the Port has been collecting for many years and will use for this study.

PROJECT SCOPE OF WORK

The Major focus of the Part 150 Noise and Land Use Compatibility Study update will be to analyze changes in the noise environment with the recent inclusion of the new third runway, as required by the EIS for the third runway's master plan update. Other areas of focus will include analysis of sideline noise, hush house feasibility, and noise abatement flight procedures for operations on the third runway.

Other elements of the Part 150 process will include:

- Developing a Public Involvement Plan
- Developing an inventory of existing conditions
- Preparing Aviation Demand Forecasts
- Evaluating the need for additional noise measurements
- Preparing an existing conditions noise contour
- Preparing a future 5 year conditions noise contour
- Evaluating land use and community noise impacts based on prepared contours
- Evaluating noise abatement procedure alternatives
- Evaluating noise monitoring and flight tracking system and equipment
- Preparing a Noise and Land Use Compatibility Plan

COMMISSION AGENDA

T. Yoshitani, Chief Executive Officer

June 5, 2009

Page 3 of 4

The existing noise contours for 2009 will have to be re-evaluated at the end of 2010 to confirm runway use assumptions used due to the re-construction and subsequent closure of the eastern runway (16L/34R) during the summer of 2009.

PROJECT SCHEDULE

| <u>Description/Task</u> | <u>Date</u> |
|---|-----------------|
| Advertise for consulting services | June 24, 2009 |
| Proposals due to CPO | July 17, 2009 |
| Consultant selection | August 17, 2009 |
| Negotiations and execute contract | September, 2009 |
| Begin study mobilization | November 2009 |
| Public Involvement Plan | November 2009 |
| Establish Technical Advisory Committee | December 2009 |
| Begin evaluation of all Part 150 elements | January 2010 |
| Finalize Part 150 recommendations | October 2010 |
| Submit recommendations to FAA | November 2010 |
| FAA 180 day review ends | April 2011 |
| Re-evaluate 2009 contours | October 2011 |

FINANCIAL IMPLICATIONS

Source of Funds

This project will be included in the Noise Programs Office expense budget for the years 2009, 2010, and 2011. The funding plan for this project will be 80% Airport Improvement Program (AIP) grant funds from the FAA with the remaining 20% being funded by Airport Development Funds (ADF). The estimated cost is between \$500,000 and \$1 million.

Financial Analysis Summary

| | |
|---------------------------------------|---|
| CIP Category | N/A – Expense Item |
| Project Type | Noise |
| Risk adjusted Discount rate | N/A |
| Key risk factors | N/A |
| Project cost for analysis | \$500,000 to \$1 million |
| Business Unit (BU) | Community Development |
| Effect on business performance | The ADF funded portion of the project costs will be recovered through rates and charges, and NOI after depreciation will increase |
| IRR/NPV | N/A |
| CPE Impact | Less than \$.01 in 2010. As an expense item, this will be a onetime occurrence. |

COMMISSION AGENDA

T. Yoshitani, Chief Executive Officer

June 5, 2009

Page 4 of 4

PREVIOUS COMMISSION ACTION

Resolution No. 2943, as adopted on January 8, 1985 – Created the first Seattle-Tacoma International Airport Part 150 program, established the Port's Noise Acquisition and Insulation programs.

Resolution No. 3062 adopted May 8, 1990 – Adopted the Noise Mediation Agreement, a series of noise reduction measures negotiated through an environmental mediation process.

Resolution No 3144 adopted July 13, 1993 – Amended the Part 150 program to include additional operational and land use elements to the Airports Noise Compatibility Plan

Resolution No. 3212 as adopted on August 1, 1996 – Adopted a Master Plan Update for Seattle-Tacoma International Airport, approved development of a new dependent air carrier runway, and committing to fulfill additional noise reduction measures in accordance with the Puget Sound Regional Council resolution A-96-02

Resolution No 3443 as adopted December 12, 2000 – Updated the Part 150 program by adding operational and land use elements to the Airports Noise Compatibility Plan, which was formally approved by the FAA in 2002.