

**PORT OF SEATTLE**  
**MEMORANDUM**

**COMMISSION AGENDA**  
**STAFF BRIEFING**

**Item No.** 7a  
**Date of Meeting** October 2, 2012

**DATE:** September 25, 2012  
**TO:** Tay Yoshitani, Chief Executive Officer  
**FROM:** Stan Shepherd, Manager Airport Noise Programs  
**SUBJECT:** Part 150 Aircraft Noise and Land Use Compatibility Study Update

**SYNOPSIS:**

Today's Commission update will provide information about progress being made on the Part 150 Study. The Part 150 Study is designed to identify significant existing and future noise impacts to areas surrounding Sea-Tac Airport and recommend actions to address those impacts.

In early 2013, the Commission will be asked to approve a set of Part 150 recommendations before the Study is forwarded to the Federal Aviation Administration (FAA) for review and final approval. Once the FAA approves the Noise Compatibility Plan, which is anticipated to be in the fall of 2013, Port staff can begin working on a prioritization and implementation plan with an associated budget to present to Commission. Staff will also work with the Office of Social Responsibility to follow federal Disadvantaged Business Enterprise (DBE) guidelines to allow for small business opportunities.

**HISTORY:**

The Part 150 Study began in late 2009. The Commission has been briefed five times on the study in public session, providing numerous opportunities for public input. To date, there have been four large-scale public outreach events: February 24, 2010, in Des Moines; June 9, 2010, in Burien; October 27, 2010, in Des Moines; and April 9, 2011, at Sea-Tac Airport. All past outreach events were well attended and designed for maximum public involvement.

Staff offered on several occasions to provide Part 150 information to city councils and other interested groups within the communities of Southwest King County. A number of community leaders took advantage of the offer including Federal Way City Council, SeaTac City Council, Des Moines City Council, City of SeaTac Hotel/Motel Committee, Highline School District, Burien City Council and Normandy Park City Council.

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Members of the study team also met with community-based organizations and elected stakeholders at the local, state and federal levels.

Other community involvement efforts:

- Provided periodic briefings to the Highline Forum to ensure that elected leaders in communities surrounding the Airport were kept informed and had the ability to offer input throughout the process. To date, there have been eight briefings at the Highline Forum.
- Hosted six Technical Review Committee meetings where the study team solicited feedback on technical issues related to the study. The Technical Review Committee is comprised of land-use planners from local airport communities and representatives from the FAA, Puget Sound Regional Council, Boeing Field, Washington State Department of Transportation, and Alaska and Horizon Airlines.
- Provided a special data review session for the public to ask questions specifically about noise metrics used in a Part 150 Study.

A final public session, which will be combined with a public hearing, is planned for early 2013. The goal of this event will be to formally gather public comments on the draft set of Part 150 recommendations and to address any questions. This will be accomplished through an informational session where the Part 150 consultant and Port staff will answer questions and gather input. There will also be a separate public hearing following the informational session, where the public can formally comments for the record, either orally or in writing.

### **PART 150 STUDY UPDATE:**

#### **Noise Contour Evaluation**

The Day Night Level (DNL) noise contours are in the process of being updated to reflect current aircraft operations and a five-year forecast.

#### **Noise Remedy Boundary Maps**

In order to reflect the updated noise contours, the proposed Noise Remedy Program Boundary, which defines where insulation can potentially occur, is being revised. If approved by the FAA, the revised Noise Remedy Program Boundary will define where the Port may pursue FAA grants for noise mitigation. The newly revised boundary is smaller than the current boundary, which was established in 1985. The change in the size of the area within the Noise Remedy Program Boundary (Noise Remedy Area) is mostly due to a significant decrease in the geographic area projected to experience noise levels at or above 65 DNL in 2018. DNL noise contours are based on the yearly average of noise

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produced from all arriving and departing aircraft. The updated contours are smaller due to the introduction of newer and quieter aircraft and fewer operations than previous years.

### Preliminary Recommended Noise Mitigation Options

Port staff and the Part 150 consulting team have reviewed stakeholder input gathered during the Part 150 Study process. Options that are considered feasible for having a potential noise reduction benefit for the communities around Sea-Tac Airport will be carried forward for further evaluation.

If any of these options are approved by the FAA, they could potentially be funded by Airport Improvement Program (AIP) Grants at approximately 80%. Port staff will prioritize them for Commission consideration, based on several criteria. The decision-making criteria includes:

- noise reduction significance;
- funding eligibility;
- availability of Airport revenue and FAA grants;
- whether significant progress can be accomplished within a reasonable amount of time since Part 150 programs typically span a five year timeframe.
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The following noise mitigation options represent the anticipated Part 150 recommendations to be submitted to the Commission for authorization:

- **Single Family Homes Sound Insulation** – Continue offering sound insulation to eligible homes within the revised Noise Remedy Program Boundary;
- **Air Conditioning** – Include air conditioning as part of the standard insulation package for single family homes within the revised Noise Remedy Program Boundary that have not been previously insulated. Homes that have already received an insulation package will not be eligible for additional air conditioning;
- **Multi Family Owner-Occupied Sound Insulation** – Offer sound insulation to eligible multi-family, owner-occupied residences (condominiums) inside the revised Noise Remedy Program Boundary;
- **Multi-Family Tenant-Occupied Sound Insulation** – Offer sound insulation to eligible apartment buildings inside the revised Noise Remedy Program Boundary;
- **Ground Run-up Enclosure (GRE) Feasibility Study** - A GRE is a large three-sided structure within which aircraft can perform required engine testing, thereby resulting in a quantifiable noise reduction impact on the surrounding communities. The consulting team is evaluating potential locations for a GRE on the airfield.

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- **Mobile and Manufactured Homes Avigation Easements** – Offer to purchase avigation easements for mobile and manufactured homes on private land within the revised Noise Remedy Program Boundary;
- **South Approach Transition Zone (ATZ) Voluntary Buy-outs** – Voluntarily offer to purchase residential properties experiencing noise levels of 65 DNL or greater in the South ATZ of the Third Runway and offer relocation benefits. If acquired, the parcels must be used in the future as commercial/industrial land, or other compatible, non-residential uses;
- **Church Sound Insulation Feasibility Study** – Initiate a sound insulation study to evaluate the noise levels at churches located within the revised Noise Remedy Program Boundary.

### **NEXT STEPS:**

We anticipate presenting a resolution for Commission consideration in early 2013. What follows is a proposed schedule to complete the Part 150 Study. The dates may be adjusted, based on issues related to time required for FAA reviews and potential revisions.

#### **2012**

- Prepare a preliminary draft Noise Compatibility Plan (NCP), which includes draft recommendations ( in progress)
- Submit preliminary draft Part 150 Study to the FAA for review (October)
- Host a Technical Review Committee meeting (November)
- Brief Commission on draft NCP (December)

#### **2013**

- Publish draft Part 150 and begin 45-day public comment period (1<sup>st</sup> Quarter)
- Host the final public outreach event including a formal public hearing (1<sup>st</sup> Quarter)
- Prepare any state environmental documentation needed based on proposed NCP (1<sup>st</sup> Quarter)
- Brief Commission on public outreach event and final NCP (2<sup>nd</sup> Quarter)
- Present Commission with a resolution to adopt NCP (2<sup>nd</sup> Quarter)
- Prepare final NCP to be submitted to the FAA (2<sup>nd</sup> Quarter)

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### **CONSULTANT CONTRACT FINANCIAL IMPLICATIONS:**

Original contract amount: \$1,361,486

- Contract amendment for long range forecast and contour: \$20,994
- Contract amendment for additional Ground Run-up Enclosure work: \$26,500
- Contract amendment for delay and extension of contract: \$57,468

### **Total contract amount with amendments \$1,466,448**

Cost to date \$1,186,756

Amount remaining on contract: \$279,692

Estimates for 2012: \$174,692

Estimates for 2013: \$105,000

Reimbursements to date from FAA grant: \$949,404

### **OTHER DOCUMENTS ASSOCIATED WITH THIS BRIEFING:**

- PowerPoint Presentation

### **PREVIOUS COMMISSION ACTIONS OR BRIEFINGS:**

- **August 17, 2011** – Part 150 Briefing and Policy Roundtable with Mayors (or their representatives) from Burien, Des Moines, Federal Way, Normandy Park, SeaTac and Tukwila.
- **June 28, 2011** – Part 150 Noise and Land Use Compatibility Update Briefing held in Federal Way.
- **October 26, 2010** – Part 150 Noise and Land Use Compatibility Update Briefing.
- **June 22, 2010** – Part 150 Noise and Land Use Compatibility Update Briefing.
- **March 23, 2010** – Part 150 Noise and Land Compatibility Study Update held in Normandy Park.
- **February 23, 2010** – Part 150 Briefing and Policy Roundtable with Mayors (or their representatives) from Burien, Des Moines, Federal Way, Normandy Park, SeaTac and Tukwila.
- **November 23, 2009** – Authorization for the Chief Executive Officer to update the Part 150 Noise Compatibility Plan for an overall approximate cost of \$2.5 million, representing an increase of \$1.5 million over the previously authorized amount.

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- **June 23, 2009** – Authorization for the Chief Executive Officer to procure and execute a contract for consultant services to implement an update to the Part 150 Noise Compatibility Plan for an estimated cost of \$500,000 to \$1.0 million.