

Commission-Public-Records

From: Stuart Jenner <stuartjenner@comcast.net>
Sent: Monday, September 24, 2018 7:16 PM
To: Commission-Public-Records
Subject: Comments to Port Commission on Sept 25, 2018

Dear Commissioners,

Thank you for your service to our region and community. I am emailing these comments because I can not present them in person at the commission meeting on Sept 25. There are five sections in this email.

1. I sent an email to you, the Port Commissioners, on Sept 10 via an info form. This is the confirmation URL

<https://www.portseattle.org/form/webform-contact-commission/confirmation>

I've not heard back so am wondering if this form actually works. Here's the request I submitted:

Hi, I was at the meeting tonight and asked about the hush house plans. Stan and Steve said that there was some type of presentation at a Port Commission meeting a year ago. A search on the Port web site for Hush house and for Ground Runup enclosure yields zero search results.

<https://www.portseattle.org/search/node?keys=hush+house>

<https://www.portseattle.org/search/node?keys=ground%20runup%20enclosure>

Can you send me a link to the date and time when the Port commission most recently heard anything about a hush house, and to the handouts from that meeting, and similarly for any meetings since 2000 when the Port Commission has discussed a hush house/ ground runup enclosure?

Thank you,

Stuart Jenner

200 SW 178th Street
Normandy Park, WA 98166

206-241-0101

2. A fundamental question on the Sustainable Airport Master Plan is – is this part of a longer term plan? If yes, what is that plan?

At the Sept 10 open house, I chatted with a person about the overall plan. I asked where the Hush House could go. He said 'well we don't have it in this plan because this is a short term plan, not a long term plan.' He added "the Puget Sound Regional Council is working on a long-term plan and rolling up individual plans from Seatac, Paine and Boeing

Field.” He then said that “later” they would figure out where to put the Hush House. It sounded like “later” was many years away, maybe 2026? When today’s kindergartners are about to start high school?

I have to ask: does it really make sense to spend billions on a short-term plan without knowing the long-term plan?

Then also, at some point, are we just throwing good money after bad? At some point, there is a maximum of what is feasible to do at any given location.

3. Further Comments on the hush house

I did a quick Google search on House House. What’s incredibly frustrating is finding articles written by, or mentioning, some of the same people who were at the scoping meeting on Sept 10. I have to ask, did they take notes last time? Does anyone ever have a list of “unfulfilled requests” or “broken promises” or “deferred til next time”?

Here are some of the links

From 2002, a PI story about “studying” a hush house.

<https://www.seattlepi.com/news/article/Some-win-some-lose-in-jet-noise-battle-with-FAA-1092847.php>

From 2010, during the Part 150 process

<https://westseattleherald.com/robinson-papers/2010/11/02/port-offers-hush-house-way-quiet-airport-noise>

Handout from the Part 150

<http://www.airportsites.net/sea-part150/documents/St%206%20-%20Hush%20House.pdf>

From 2012, at a meeting

http://www.airportsites.net/sea-part150/documents/TRC_Meeting_Report_10_01_2012.pdf

4. Cost overruns on the International Facility

In the spring, there were some news stories about issues and challenges with the international facility. One of the articles mentioned a certain employee. When looking at the Port, one always wonders “why did that person get hired.” This particular employee had worked for a government regulator, where he issued a key permit for the third runway. I looked at the data he blessed, and it was junk. So after he issues the permit, he retires. Then he goes to work for a major contractor that serves the Port. Then, he left them and now works at the Port , in construction management and planning roles.

I am not surprised you would have massive cost over runs when the track record of the people who are hired is tainted by shall we say suspicious career pathways.

5. What is Sustainability?

The airport plan has co-opted the word 'sustainable' . This plan is no more sustainable than any other mega project. When I attended the open house, I certainly didn't hear about any attempts to reduce greenhouse gases, reduce air pollution, noise, or other impacts.

At the open house, it was incredibly frustrating to go to a topic, ask the people about that topic, and hear the following:

- A. I am not in this area
- B. This is just a placeholder

I have to close with this question for you, commissioners: are you satisfied with how the open house was run? Or with how this process is going?

Thank you,

Stuart Jenner

200 SW 178th street
Normandy Park, WA 98166

206-241-7070



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Sea-Tac Airport neighbors gather at Mt. Rainier High School to hear information on the Port of Seattle's noise study

Photo by Judy Sone Vue
Tue, 11/02/2010

The cafeteria of Mount Rainier High School was packed recently for the third in a series of public workshops regarding airport noise.

The Port of Seattle and consulting firm Landrum and Brown have been conducting a Part 150 study for the Federal Aviation Administration. A Part 150 study is submitted to the Federal Aviation Administration in order to secure funding for noise control.

Officials divided the crowd into three groups in order to inform them of the progress made so far.

Rob Adams, the project manager of the Part 150 study from Landrum and Brown, said that a possible solution being posed was the building of a hush house for airplane run-ups.

A hush house is a three-sided wall that encloses around an airplane as it does its take-off run-ups on the runway.

"It would decrease noise by 15 to 20 decibels," Adams told the audience.

He said the Port was looking potential sites, with one location already in mind.

Audience members were also invited to ask questions and express concerns. Some used it as an outlet to vent their frustration.

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Lynn Dennis resigns as CEO of the West Seattle Chamber of Commerce (/robinson-papers/2018/09/24/lynn-dennis-resigns-ceo-west-seattle-chamber-commerce)

"You've been talking about a hush house since 1989 and it still hasn't happened," one woman said.

Another woman told Adams that the hush house was definitely a solution that community members wanted, but she was concerned about how the Port would pay for it. The typical hush house costs \$3 to \$6 million.

"Federal grants would support it," Adams said.

The possible hush house would be made to accommodate a Boeing 757 and would cover 96 percent of engine run-ups.

Other solutions the Port is considering is offering sound insulation to apartments and multi-family homes around the noise area and starting a seller assistance program for people who choose to move out.

The Part 150 study will be completed in late 2011.

For information, visit <http://www.airportsites.net/SEA-Part150/default.htm> (<http://www.airportsites.net/SEA-Part150/default.htm>).

Robinson Papers (/taxonomy/term/2)



Community enhancement and renovation planned for St. Bernadette School (/highline-times/2018/09/24/community-enhancement-



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**Seattle-Tacoma International Airport
Part 150 Noise Compatibility Study Update**

Technical Review Committee

Meeting Report

October 1, 2012

2:00 – 4:00 p.m.

Committee Members

Lynae Craig, Alaska Airlines

Chip Davis, City of Burien

Stephen Kiehl, PSRC

Rob Kikillus, Port of Seattle

Denise Lathrop, City of Des Moines

Sharyn Parker, King County International Airport

Al Torrico, City of SeaTac

Karen Wolf, King County – Office of Strategic Planning and Performance Management

Port of Seattle Staff

Tom Fagerstrom, Noise Program

Marco Milanese, Public Affairs

Stan Shepherd, Part 150 Project Manager

Consulting Team

Rob Adams, Landrum & Brown, Consultant Project Manager

Margaret Norton-Arnold, Norton-Arnold & Company, Facilitator

Fala Frazier, Norton-Arnold & Company, Interim Committee Administrator

Meeting Goal

The goal of this meeting was to present and discuss the draft noise abatement, land use mitigation, and program management recommendations for the Part 150 Study Update.

Rob Adams Presentation

Rob Adams, project manager for Landrum & Brown, provided members with an overview of the draft Part 150 recommendations. The recommendations include the continuation of some of the noise remedy measures currently in place, the removal of some measures that are either redundant or completed, and the addition of new measures. A copy of Rob's presentation was provided to all TRC members.

Rob presented the updated noise contours that were prepared to reflect the most recent conditions and the future conditions for 2018. A revised updated noise remedy boundary was created based on the future 2018 noise contour. Rob reiterated that like the previous updated noise remedy boundary, this proposed noise remedy boundary is smaller than the current boundary, due to both a decrease in overall airport operations and the transition to quieter aircraft that has occurred since the original boundary was created in 1985.

The major actions included in the preliminary recommendations are:

- Construction of a Ground Run-up Enclosure/Hush House to contain engine run-up noise. This will require additional analysis to determine potential sites for such a facility, as well as a comprehensive evaluation of the costs and benefits.
- Expansion of the Fly Quiet Program with new program elements.
- Continuation of the sound insulation program for single-family homes.
- Voluntary acquisition of residential properties within the South Approach Transition Zone.
- Sound insulation for condominiums and apartment houses.
- Avigation easements to the owners of 75 mobile homes within the newly defined noise remedy boundary.
- A study of noise levels, and possible recommendation for insulation for churches located within the newly defined noise remedy boundary.

Committee Discussion

Committee members asked a number of clarifying questions in response to Rob's presentation, with the following points emerging through the discussion:

The recommendations do not incorporate the Greener Skies Initiative. The consulting team ran a test on this and found that the proposed measures would not have an effect inside the 65 DNL contour.

A rough estimate for the size of the hush house is 250' by 250'. It's a three-sided structure. The challenge is to find a large enough site on the airport; three sites are currently under consideration. The sites have some significant constraints associated with them, so each is being carefully evaluated.

\$50 million in noise mitigation was committed for the Highline School District some years ago. Much of those funds have been spent to improve the schools, but there are still some schools to be insulated. Some of those schools are now outside of the 65 DNL

contour, but the Port will still move forward with insulation and other improvements to those schools.

Committee members applauded the Port's inclusion of mitigation measures for multi-family units, noting that remedies for renters had been discussed during the last Part 150 process, and that it remains a priority for several committee members. There are a number of multi-family buildings within the noise remedy boundary that will be reviewed as potentially-benefiting from these measures; the Port believes about 400 such units will be eligible. The program will first be implemented on a pilot basis in order to test how it can best be managed and implemented over the long-term.

The Port is trying one last time to insulate those homes that were eligible through the prior Part 150 process. Because the noise remedy boundary has decreased substantially, some of those original homes would not be eligible, now, for sound insulation measures. The Port sent 320 letters to homeowners giving them a "last chance" to participate in the program. Ninety responses were received by the July deadline. Once the Part 150 is completed, the FAA will require that only the new 65 DNL noise remedy boundary can be used for eligibility purposes going forward.

The Port may include air conditioning as one element of new sound insulation installations, but air conditioning will not be offered retroactively for homes that have previously been insulated.

The Port will continue with efforts to acquire properties within the South Approach Transition Zone, or ATZ. Property owners will be asked to sell on a voluntary basis only.

Under an aviation easement, the Port will offer financial incentives to individuals to keep them from occupying or renting mobile home units on properties within the 65 DNL contour.

Suggestions for Communicating with the Public

Committee members had a number of suggestions for ways to more effectively communicate the Part 150 information to the public:

- Make sure you tell the story of how much work has been done to mitigate for noise over the years. For example, in addition to the single-family homes you have insulated, you provided remedies to some 200 condo units, and you have purchased 7 mobile home parks.
- It would be helpful to rotate the noise contour map so it is displayed as going from north to south; people are more familiar with that orientation.
- Clearly explain the differences between the year 2013 noise exposure and 2018 noise exposure maps.

- Make sure you talk about how the eligibility requirements have changed since the new noise contours have been adopted. This will be confusing to people, so you'll need to explain it carefully.
- As you are talking about the hush house, it's probably better to just indicate the number of acres you will need, rather than using the term "requires a large land envelope."
- Several members thanked the Port for doing such a great job with the Part 150, and noted that they were especially pleased to see the noise remedies for renters. South Des Moines and the City of Sea Tac have the highest poverty levels in King County. This is a good faith effort by the Port. Yes, it will cost some money, but it's worth it. This is a serious environmental justice issue.

Next Steps

The Draft Part 150 Report will first go to the Federal Aviation Administration for a preliminary review and comment. Once the FAA is finished with its preliminary review, a public comment period will begin, which will include a formal public hearing. This will likely take place in early 2013, and it is anticipated that a final meeting of the Technical Review Committee will be scheduled in February 2013.