

Progress Reports

prepared for

**Air Transportation
4th Annual Progress Workshop**

Thursday October 26, 2000

2:00 p.m. - 3:30 p.m.

Puget Sound Regional Council Board Room - - 5th Floor
1011 Western Avenue, Seattle, Washington 98104

Puget Sound Regional Council
Port of Seattle
Highline School District
Washington State Department of Transportation
King County International Airport

Progress Report

Puget Sound Regional Council

4th ANNUAL PROGRESS REPORT

Puget Sound Regional Council Progress Report

October 26, 2000

Implementing Resolution A-96-02 and MTP Appendix G

Air Transportation Noise Reduction Measures and Implementing and Monitoring Steps

Responsible

Agency: Puget Sound Regional Council

**Appendix G
Action Item:**

III. A. Seek funding to (a) actively participate in the Port's upcoming Part 150 Study; (b) undertake a study to evaluate a financing mechanism for the acquisition of incompatible uses as noted in III-G, below; and (c) conduct surveys as noted in III-H, below.

**Steps Taken and
Progress Made:**

The Air Transportation work scope and budget included these tasks. Federal Aviation Administration (FAA) funding received was limited to PSRC participation in the Sea-Tac Airport Part 150 Study Update. Funding for the other two tasks (the *Property Acquisition Financial Feasibility Study* and scoping for the survey task) was obtained from other PSRC sources. Additional funding to conduct the actual survey was budgeted for fiscal year 1999, and will be carried over to the year 2001, the likely date for survey implementation (due to the construction delay).

Regarding the Port of Seattle's Sea-Tac Part 150 Study, interviews were held June 3, 1997; a consultant was selected; and the project is nearing completion, with Port Commission action scheduled for November 2000. PSRC staff was involved in consultant selection, assisted in project scoping, and has participated on both the Technical Advisory Committee and Land Use Subcommittee. PSRC staff has provided the Part 150 consultants with a variety of information throughout the process, has commented on all work products, and continues to be actively involved.

Date of Action: FAA Funding for Part 150 involvement was approved January 17, 1997.

Next Steps: Funding for the surveys has been approved, and is being carried forward as needed pending actual runway construction. The Part 150 will be complete in Fall of 2000.

Appendix G
Action Item:

- III. B. As part of its Policy and Plan Review Process, the PSRC will:
1. Conduct an initial review of land use plans for areas that are within the 65 Ldn contour, and provide annual review of future changes;
 2. Offer assistance to jurisdictions in finding ways to minimize the introduction of incompatible land uses;
 3. Provide facilitation services, if requested by the Port of Seattle and jurisdictions in the vicinity of Sea-Tac Airport, to reach agreement on ways to redevelop currently incompatible land uses.

Steps Taken and Progress Made:

1. PSRC published its final report (*Initial Review of Comprehensive Land Use Plans for Community Areas Within Sea-Tac Airport's Projected Noise Contour*) in May 1999 reviewing the comprehensive land use plans for Burien, Des Moines, Federal Way, Kent, Normandy Park, SeaTac, Seattle, Tukwila, and King County. The review identifies goals, objectives, policies, and strategies that relate to the airport. Land use plan maps and Sea-Tac noise contours were consolidated into PSRC's GIS database. Relationships between noise contours and planned land uses (land use types) were evaluated. In addition, several comprehensive plan amendments were reviewed and analyzed, and are described in the report.

The report concludes that while much positive work has been done to improve land use compatibility around Sea-Tac, existing approved land use plans allow for the construction of new incompatible residential development. Some 1,500 acres of incompatible land uses are shown on these land use plans for areas inside the projected year 2010 65 DNL noise contour. The report recommends increased compatible land use planning efforts to help prevent new development of incompatible land uses, thus reducing future noise exposure impacts from the airport. The *Initial Review of Land Use Plans* report was sent to all communities around Sea-Tac Airport, is available in the Information Center (206-464-7532), and the *Executive Summary* of the report is available on the PSRC web site.

No significant changes related to airport compatible land use have been made to comprehensive plan land use maps adjoining Sea-Tac Airport in the past year. However, communities around Sea-Tac have continued to implement their adopted land use plans, approving additional residential development inside the forecast year 2010 65 DNL noise contours. In total, permits for nearly 150 new residential units have been granted over the past 8 years. In 1997 and 1998 alone, local planning agencies granted building permits for over 50 new residential units located within the year 2010 forecast 65 DNL noise contour.

Related to this issue, the Regional Council has pushed for changes to local land use plans and zoning maps within the context of the Port's FAR Part 150 Noise Study. Port staff recommendations released as part of the draft study in September 2000 include "...working with local jurisdictions on changes in zoning, building codes and comprehensive plans for communities close to the Airport to encourage compatible land use and,

above all, to preclude new residential growth into non-compatible areas.” Other recommendations include compatible land use planning requirements attached to land acquisition and redevelopment programs for mobile home parks inside the 70 DNL noise contour and for the approach transition areas adjoining the third runway. The Regional Council will be continuing its ongoing efforts in this regard as part of its GMA-mandated policy and plan review and certification process.

2. The Regional Council has revised its Policy and Plan Review process to include new certification criteria related to airport compatible land use. The new process requires cities and counties to identify actions taken to discourage the siting of incompatible land uses adjacent to general aviation airports and to identify future airport ground transportation access needs. As part of its plan review and certification process, Regional Council staff provides comments on plan policy and language, and offers technical assistance to land use planners to assist them in identifying key airport land use compatibility issues and to help in developing plan policies and regulations to address those issues. An up-coming program funded by the FAA for FY 2001-2002 will help the Regional Council to clarify and improve its GMA plan review procedures and land use guidelines related to airport compatible land use. Information is available from Stephen Kiehl at 206-464-6715 or from the Regional Council’s Information Center at 206-464-7532.
3. No requests for facilitation have been received.

Date of Action:

Final report on the initial review of comprehensive land use plans and policies was completed May 1999. Bibliography of compatible land use planning resources was completed May 30, 1997, and continues to be updated with new materials. The Regional Council’s web page is regularly updated, and new resources are periodically added to our compatible land use planning resource library. The land use planning handbook was completed in February 1999. The Regional Council’s Policy and Plan Review process was updated in December 1998.

Next Steps:

Review the results of the land use plan analysis with local planners. Continue to update bibliography, resource library, and web page; continue review of land use plan amendments; distribute compatible land use planning handbook; and offer technical assistance to local jurisdictions. Report findings to PSRC Executive Board in Fall 2000. Coordinate efforts with the Washington State Department of Transportation (WSDOT) Aviation Division and Washington State Department of Community, Trade and Economic Development. Improve and expand the Regional Council’s compatible land use program through the up-coming FAA grant.

**Appendix G
Action Item:**

- III. C. Upon receipt of a Resolution approved by the Port of Seattle that contains all the items noted under Port of Seattle Resolution, above, the Executive Director of the PSRC will notify the Executive Board that the Metropolitan Transportation Plan amendment including a third runway at Sea-Tac Airport has taken effect.

Steps Taken and Progress Made:

This task was completed in 1996 and 1997, and was reported as complete in the July 1997 progress report. A Port of Seattle Resolution was approved and transmitted to PSRC in 1996. PSRC Executive Board was informed of Port of Seattle action.

Date of Action:

Port of Seattle Resolution 3212 was adopted August 1, 1996. PSRC Executive Director notified the Executive Board of the Port of Seattle action at the Executive Board meeting on September 26, 1996. Port of Seattle Resolution 3245 reaffirming commitments to fulfill the intent of PSRC's Resolution A-96-02 was adopted on May 27, 1997.

Next Steps:

None required.

**Appendix G
Action Item:**

III. D. Encourage King County to continue its efforts to eliminate the two nighttime Alaska Airlines Stage 2 flights from Boeing Field.

Steps Taken and Progress Made:

PSRC sent a letter to King County encouraging the timely elimination of the aircraft flights from Boeing Field. Regional Council staff followed letter with periodic contact with King County International Airport staff to discuss progress. Alaska Airlines completed its retrofit of engines on two Boeing 737-200 aircraft and moved the cargo flights back to Sea-Tac Airport in late 1997.

Date of Action:

Letter sent April 24, 1997. Flights moved back to Sea-Tac in December 1997.

Next Steps:

None required.

**Appendix G
Action Item:**

III. E. Seek support for state legislation for state policies regarding land use compatibility around commercial airports, and will seek support for federal legislation to allow use of federally approved funding for insulation and acquisition programs beyond the current federal constraints.

Steps Taken and Progress Made:

PSRC is coordinating with WSDOT Aviation Division and Washington State Department of Community Trade and Economic Development (DCTED) regarding definitions, applicability, and enforcement authority of SB-6422 (requiring GMA cities and counties to plan for compatible land uses around general aviation airports) and its codification into the Growth Management law. PSRC is also working with WSDOT in exploring the potential need for additional future legislation to apply land use compatibility planning requirements to commercial service airports. On March 24, 1998 the State Transportation Commission adopted a new *Washington State Aviation Policy*. The policy urges local governments to implement SB 6422 "with all due haste." PSRC is working with the WSDOT Aviation Division and the DCTED in developing technical assistance programs and planning guidance

handbook to assist local land use planners implement the provisions of SB 6422. PSRC President and Executive Director met with congressional delegation in 1997 to discuss issues related to federal legislation and funding.

Within the FAR Part 150 study, the Regional Council and the Port have developed programs for addressing noise impacts beyond current federal constraints and which will expand the existing Sea-Tac Noise Remedy Program. These actions, which are included in the staff recommendations on the Part 150 Program, include expanded noise program boundaries based on 1998 noise contours, preparing year 2010 noise contours to evaluate the impacts of the third runway, expanding the current noise program to include non-single family residential uses (schools, churches, libraries, condominiums, etc.), and an acquisition program for mobile homes within the 70 DNL noise contour. PSRC completed a summary report on its efforts to implement this action item in July 1999. See also the Port's Air Transportation Progress Report for 2000 (attached) and the draft Sea-Tac Airport FAR Part 150 Update Study recommendations.

Date of Action: January 1997 through September 2000..

Next Steps: Continue discussions with State and FAA. Build upon the results of the Property Acquisition Feasibility Study and other efforts and seek support for state and federal programs addressing compatible land use issues (through Part 150 study).

**Appendix G
Action Item:**

III. F. Annually convene representatives of the Port of Seattle, FAA, communities affected by airport noise, and other interested parties, to coordinate efforts by all parties to alleviate issues that are undercutting the effectiveness of current noise reduction efforts and eliminate roadblocks to resolving issues, then report on progress to the Executive Board.

**Steps Taken and
Progress Made:**

The 1st Annual Progress Workshop was held July 30, 1997; the 2nd Annual Progress Workshop was convened July 15, 1998; the 3rd Annual Progress Workshop was held on August 4, 1999; the 4th Annual Progress Workshop will be held October 26, 2000.

Dates of Action: July 30, 1997; July 15, 1998; August 4, 1999; October 26, 2000.

Next Steps: Prepare report on 2000 Annual Progress Workshop for PSRC Executive Board; plan for 2001 Annual Progress Workshop.

**Appendix G
Action Item:**

III. G. Undertake a study which evaluates use of a state-financed revolving fund, or other financing mechanism (such as a public/private partnership) for the acquisition of incompatible uses within the 65 DNL to the 75 DNL contour, for conversion to noise compatible non-residential uses. Any such funding mechanism must demonstrate a balance between long-term costs and

revenues. The results of the study should be presented to the Executive Board by June 30, 1997.

Steps Taken and Progress Made:

Work began in March 1997, and the project was completed in July 1997. The study assessed the feasibility of acquiring and redeveloping property at three sites affected by a variety of transportation facilities. The sites were: (1) near Sea-Tac Airport; (2) in Auburn adjoining the Burlington Northern-Santa Fe and Union Pacific railroad lines; and (3) in Everett near a major park & ride facility.

Date of Action:

Draft report completed June 30, 1997; final report completed July 14, 1997. Presentation of report findings was made at the Annual Progress Workshop July 30, 1997 and to the Executive Board in August 1997.

Next Steps:

None required.

**Appendix G
Action Item:**

III. H. Conduct statistically valid surveys, during and after construction of the third runway, to assess Sea-Tac Airport's effects on such items as noise, transportation/circulation, and land uses in the surrounding communities.

Steps Taken and Progress Made:

Based on comments at the First Annual Progress Workshop in 1997 and subsequent discussions with the Executive Board, staff developed a two-phase planning program for the survey task. The objective of Phase I was to design a survey process that will yield useful results over time. Phase I involved selection of a consultant to assist the Regional Council in preparing a work scope and budget for the survey task. The council selected Northwest Research Group in April 1998. An initial work scope and budget were completed in early July 1998, and the final work scope and budget were completed in August 1998. The scope defines the study issues and objectives, outlines the work tasks and methodology to be used, and sets a project budget. The actual Phase I survey ("during construction") is tentatively scheduled for Spring 2001 while the Highline School District is still in session and after third runway construction begins. If deemed necessary and appropriate by the Regional Council's Executive Board, additional "during construction" surveys may be undertaken during later years of runway construction (e.g., 2002, 2004) to provide trend information over time.

Date of Action:

Project scoping was completed in August 1998. Phase I survey work is tentatively scheduled for Spring 2001, pending actual runway construction.

Next Steps:

Prepare request for proposals; select consultant; negotiate contract with consultant; undertake Phase I survey (Spring 2001); undertake Phase II survey (after construction is finished: 2006).

Appendix G

Action Item:

- III. I. Recommend that the State, in cooperation with appropriate local jurisdictions and regional transportation planning organizations, implement a comprehensive process for evaluating all options to meet the State of Washington's long-term air travel and inter-regional ground transportation needs, including high speed rail.

Steps Taken and Progress Made:

The Regional Council is participating with the WSDOT and other RTPOs to prepare a 50-year vision and integrated transportation plans to set system improvements, development priorities, and strategies. PSRC is participating in the WSDOT Rail Office's *Pacific Northwest Rail Corridor* project between Eugene, Oregon and Vancouver, B.C., Canada. The study is evaluating demand, market potential, route and service alternatives, environmental impacts, project costs, and funding strategies. The Regional Council also participated in the State DOT's Aviation Policy Advisory Committee, requesting the State take up the long range air capacity issue. While the task force raised the issue, no position was taken. The group agreed on the need for more dialogue on this issue. This position was adopted by the State Transportation Commission on March 24, 1998.

The Regional Council also asked the State's Land Use Study Commission to address this issue. The Commission's 1998 report included recommendations/options for siting essential public facilities. The legislature has not yet acted on the Land Use Study Commission's proposal. The Regional Council has elected representatives from the region to participate on the Governor's "Blue Ribbon Panel on Transportation" to analyze state transportation needs and funding requirements. In 1998 the Regional Council began working with WSDOT and 13 other RTPOs on a collaborative planning process to update the Washington Transportation Plan and the state's 14 Regional Transportation Plans. PSRC has long been involved in the Discovery Institute's "Cascadia" project, including initiatives to renew and expand AMTRAK service, increase investment for the development of high speed rail service in the corridor, and improve cross-border connections with enhanced technology, intermodal connections, and public-private partnerships.

The Regional Council completed a summary report on its efforts to implement this action item in July 1999.

Date of Action:

Committee meetings held throughout 1996, 1997, 1998, and 1999.

Next Steps:

PSRC will continue to participate in WSDOT Rail Office's *Pacific Northwest Rail Corridor* project. The Regional Council will also continue to coordinate with the State and other agencies in addressing long term regional and statewide transportation needs, including the full integration of state and regional transportation plans, and state and regional aviation system plans.

Appendix G

Action Item: V.C. Regional Council staff will report annually to the Executive Board on its participation in the Part 150 Study and, based on its Policy and Plan Review Process, on progress toward minimizing the introduction of incompatible land uses within the 65 Ldn contour.

Steps Taken and Progress Made:

Both tasks were initiated summer 1997 and continued through September 2000. Progress reports were given to the Executive Board in August 1997, September 1998, and October 1999.

Date of Action:

Work on the Part 150 Study and Policy and Plan Review continued from mid-1997 through September 2000. Executive Board was briefed on August 28, 1997, September 24, 1998, and October 28, 1999.

Next Steps:

Annual report of PSRC progress on these issues will be presented to the Executive Board in Fall 2000 in conjunction with reporting the results of the 4th Annual Progress Workshop.

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Progress Report

Port of Seattle

4th Annual Progress Workshop Progress Report

Air Transportation Noise Reduction Measures and Implementing and Monitoring Steps

October 26, 2000

Responsible Agency: Port of Seattle

Appendix G Action Item:

I. A. Evaluate and upgrade existing noise monitoring system to include the use of approximately 25 noise monitors, develop a schedule for completion by the end of 1998, and thereafter disseminate regular reports to the public using data from the new noise monitoring system to include DNL, SEL and Time Above Metrics.

Steps Taken and Progress Made:

Sites for the 25 new noise monitors have been identified. Due to unanticipated public process for permits from local jurisdictions, completion of noise monitor installation was delayed. The flight tracking system and twenty-three of the noise monitors have been installed.

Date of Action:

Sites identified Fall/Winter 1997/98. Flight tracking system installation was completed in November 1999. Noise monitor installation began in July 1999 and is on-going.

Next Steps:

Complete installation of two noise monitors and conduct site acceptance testing by end of 2000.

Appendix G Action Item:

I. B. 1. Work with the FAA and/or airlines to analyze the potential for reducing the use of thrust reversers.

Steps Taken and Progress Made:

Port staff met with Air Transport Association (ATA) representative to discuss airline safety and operational concerns related to this item. A brochure on noise abatement procedures including language on minimizing use of reverse thrust was created and delivered to airline pilots. Language on minimizing use of reverse thrust was also published in the Airport Facility Directory, Jeppesen navigational charts, and published on a web page for pilots.

Date of Action:

Meeting with ATA held in March 1997. Brochure delivered to airline pilots in December 1997. Language published in Airport Facility Director and added to pilot web page in July 1998. Jeppesen charts updated in February 1999.

Next Steps:

ACTION ITEM COMPLETED

Appendix G Action Item:

I. B. 2. Work with the FAA and/or airlines to: Voluntarily minimize the number of flights in the middle of the night (1:30 - 5:30 a.m.)

Steps Taken and Progress Made:

Sent letters to air carriers with operations during that time frame. Discussed issue directly with three domestic carriers. Some airlines agreed to consider this issue when planning future schedules. They may be able to minimize nighttime flights during a particular season, due to changes in demand. Monitor number of flights between 1:30 and 5:30 a.m.

Date of Action:

Informational letters sent in June 1997. Discussions with airlines occurred throughout June and July.

Next Steps: (Action Item I.B.2.)

Airlines will contact the Port when creating future schedules if they are able to move flights out of those hours. Port will continue monitoring nighttime flight activity. Port will send letter to carriers reminding them of the Port's goal to minimize flights during the nighttime hours of 1:30 a.m. to 5:30 a.m.

Appendix G Action Item:

I. B. 3. Work with the FAA and /or airlines to: Continue to enforce Airport Rules and Regulations to minimize the number of variances for the Nighttime Limitations Program.

Steps Taken and Progress Made:

Nighttime Limitations Program monitored on monthly basis and results reported to Sea-Tac Noise Advisory Committee. Letter was sent to airlines reminding them of Stage 2 curfew. No variances have been requested since that time. The Nighttime Limitations Program ended after airlines completed phase-out of Stage 2 jets greater than 75,000 lbs. from the U.S. fleet

Date of Action:

Letter sent August 15, 1996. Nighttime Limitations Program ended December 31, 1999.

Next Steps:

ACTION ITEM COMPLETED

Appendix G Action Item:

I. B. 4. Work with the FAA and /or airlines to: Work with foreign air carriers to gain cooperation in ensuring that Stage 3 aircraft continue to be used for nighttime international flights.

Steps Taken and Progress Made:

Sent letter to international carriers requesting continued use of Stage 3 aircraft at night. Airlines completed phase-out of Stage 2 jets greater than 75,000 lbs. from the U.S. fleet.

Date of Action:

Letter sent August 19, 1996. Stage 2 phase-out completed December 31, 1999.

Next Steps:

ACTION ITEM COMPLETED

Appendix G Action Item:

I. B. 5. Work with the FAA and /or airlines to: Work with owners/operators of Stage 2 aircraft under 75,000 pounds to voluntarily limit or eliminate their use.

Steps Taken and Progress Made:

Sent letter to Horizon Airlines informing them of this issue. Set up meeting to discuss this recommendation. Horizon is currently the only airline utilizing Stage 2 jets under 75,000 pounds at Sea-Tac. Horizon announced plans to acquire 25 new Bombardier Canadair Regional Jets (CRJ700), which are designed to be among the quietest of commercial jet airliners. Horizon Airlines accelerated their delivery of the CRJ700 regional jets to replace it's entire jet fleet of FK28s by the end of 2001

Date of Action:

Letter sent June 24, 1997; met with Horizon Airlines in August 1997. Horizon announced order of new aircraft in December 1998. Horizon announced new accelerated delivery schedule in June 2000.

Next Steps:

Continue monitoring fleet of jets under 75,000 pounds.

Appendix G Action Item:

I. B. 6. Work with the FAA and /or airlines to: Continue to work to enforce Airport Rules and Regulations to minimize nighttime engine run-ups.

Steps Taken and Progress Made:

Met with airport supervisors and ramp controllers to determine ways to more closely monitor nighttime engine runups. Issued letters of admonition and monetary fines to violating carriers. Began evaluation of engine run-up noise in Part 150 Operations sub-committee to determine ways to minimize impacts even further. Installed noise monitors at north and south ends of airfield to use in the future to verify engine runups. Staff recommendations for Part 150 Study include new restrictions on engine run-ups with higher fines for violations.

Date of Action:

Meeting with airport supervisors and ramp controllers held in March 1997. Evaluation through Part 150 sub-committee began December 1998. Noise monitors installed during the 4th quarter of 1999. Staff recommendations released September 2000.

Next Steps: (Item I. B. 6, Engine run-ups)

Port Commission decision on Part 150 Study program elements, including new restrictions on engine run-ups, by end of 2000.

Appendix G Action Item:

I. C. Modify existing contract with noise experts to specifically include the need to review methods of mitigating the impacts of low frequency noise and vibration, and to supply such information to the Port.

Steps Taken and Progress Made:

The following language was added to Attachment A, Scope of Work, of the Professional Services Agreement between the Port of Seattle and Wyle Laboratories: "(2.) Analyze and provide review of methods for mitigating the impacts of low frequency noise and vibration."

No new methods to mitigate low frequency noise were developed applicable to the Port's Noise Remedy Program during the duration of the above-mentioned contract. The Port contracted with Wyle Laboratories to review sound insulation methods used at Sea-Tac and other airports. The Port's Noise Remedy Program already incorporates elements to reduce low-frequency noise and vibration. There will be no changes to the Noise Remedy Program related to mitigating low frequency noise at this time.

Date of Action:

Contract signed October 18, 1996. New contract initiated April 2000. Report on mitigation of low frequency noise and vibration completed October 2000.

Next Steps:

ACTION ITEM COMPLETED

Appendix G Action Item:

I. D. Design and implement a noise compatible land use plan for Port properties within its current acquisition zone.

Steps Taken and Progress Made:

Port of Seattle and City of SeaTac adopted coordinated zoning map that addresses airport compatible land uses. Port has developed and is maintaining a land use inventory of Airport property.

Date of Action: (Item I. D., Land Use Plan)

Coordinated zoning map adopted by Port of Seattle and City of Sea-Tac December 1997. Land use inventory initiated in December 1998 and is updated as needed.

Next Steps:

Continue to develop airport land uses consistent with the coordinated zoning map.

Appendix G Action Item:

I. E. Complete the "sensitive use" public buildings insulation pilot studies.

Steps Taken and Progress Made:

The five buildings identified as part of the pilot study have been insulated, including two churches, a convalescent center, a private school and a condominium complex. Eight of twenty-one Highline Community College (HCC) classroom buildings have also been sound insulated.

Date of Action:

The pilot study was completed in 1998. The eighth HCC classroom building was completed in 1999. (To date, HCC has applied for sound insulation of one classroom building per year.)

Next Steps:

Continue sound insulation of Highline Community College classroom buildings in conjunction with their capital improvement program.

Appendix G Action Item:

I. F. Seek a public commitment from FAA to evaluate actions needed to prevent apparent violations of the North Flow Nighttime Departure Noise Abatement Procedures to the extent that safety and efficiency allow.

Steps Taken and Progress Made: (Item: I. F., Noise Abatement Procedures)

Discussions at June and September 1996 Sea-Tac Noise Advisory Committee meetings resulted in a refinement of the Puget Sound South Departure Nighttime Procedure language. Compliance rates increased to the 95% to 100% range. FAA conducted briefings for controllers emphasizing Elliott Bay compliance. FAA published Flight Management System (FMS) procedure for Elliott Bay and issues it to FMS equipped aircraft. This allows the airplane's computer to precisely follow the noise abatement procedure. The FAA placed new digitized maps on the radar scopes, which more accurately depict Elliott Bay. Noise staff gave briefings to Air Traffic Controllers on noise issues including compliance with North Flow Nighttime Departure Noise Abatement Procedures.

Date of Action:

Language of Puget Sound South Departure Nighttime Procedure updated December 1996. FAA controller briefings occurred in January 1997. New FMS procedure published May 24, 1997. Noise Abatement Procedures brochure distributed to airline pilots December 1997/January 1998. New maps on radar scopes June 1998. Controller briefings occurred in June 1999 and July 2000.

Next Steps:

Continue monthly monitoring of the Noise Abatement Procedures Program. Routinely meet with FAA Air Traffic Control to discuss results of monitoring program. Explore options for increasing use of a published FMS procedure for Elliott Bay during north flow at night.

Appendix G Action Item:

I. G. In carrying out the Part 150 Study:

- (1) The Port of Seattle will invite the Regional Council, the FAA, and affected parties to participate and ensure that they are able to participate actively and constructively, in the Port's upcoming Part 150 study, which will commence in the fall of 1996 and is expected to take two to three years.
- (2) Part 150 Study participants will be invited to take part in developing the scope of the study, consultant selection, and in all other milestones and products of the project, such as development of noise exposure maps; development of noise reduction and land use compatibility measures; and Port consideration and approval of the program.
- (3) Items to be considered in developing the scope of the Part 150 Study will include but not necessarily be limited to:
 - a. Relocation of runup areas where daytime engine run-ups occur, to reduce ground-related noise.
 - b. Evaluating the potential net benefits of preferential runway use during low activity periods.
 - c. Evaluating benefits and impacts of changes to departure climb profiles.
 - d. Analysis of need to adjust Noise Remedy Program boundaries to include those in 65 DNL by the year 2000, provided that the Port will not reduce its established Noise Remedy Program boundaries for currently eligible properties.
 - e. Evaluating scope, boundaries and funding for public use and multi-family buildings.
- (4) If, as a result of the Part 150 Study, a proposed noise reduction strategy results in a net improvement but causes a transfer of noise impacts to other communities, the Port of Seattle, Regional Council, FAA and communities affected by airport noise will seek agreement on guidelines or other equitable procedures for dealing fairly with conflicting views and needs of different communities.
- (5) The Port of Seattle will ask the FAA to include within its Record of Decision (ROD) on the Master Plan Update Final Environmental Impact Statement (FEIS) the requirement to conduct a Part 150 Study with the goal of assessing needed additional noise abatement and mitigation.

Steps Taken and Progress Made: (Item I. G. Part 150 Study)

The Port launched its Part 150 Study in the last quarter of 1997. A Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC) were established and several meetings involved them in scoping and implementation of the study. CAC membership included citizen representatives from the majority of jurisdictions in King County. TAC membership consisted of representatives of PSRC, airlines, FAA, local city planners, Highline School District and Highline Community Hospital. CAC was involved in consultant selection and creating the scope of work. Six Part 150 Open

Houses have been held to share information on the Study's progress and gather input from citizens. The Port produced a video that was used to educate the public on what a Part 150 program is about and how they could participate in the process. Three subcommittees (operations, land use, and data) were established and met regularly throughout the Study. The inventory, forecast, baseline noise contours, future baseline noise contours, and staff recommendations are complete. Port Commission held a Public Hearing and made a determination on flight track issues. Staff recommendations for new programs were presented at an open house/public hearing.

All of the items in I. G. (3) are included in the consultant contract scope of work.

The FAA issued a Record of Decision (ROD) on the Master Plan Update FEIS and SFEIS, including the requirement to conduct a Part 150 Study.

Date of Action:

CAC was created February 1997. Consultant Team was selected June 1997. FAA issued ROD July 1997. TAC was created November 1997. Scope of work was finalized November 1997. Open houses were held in December 1997, June 1998, November 1998, May 1999, December 1999 and September 2000. Inventory phase was completed in July 1998. Forecast phase was completed in September 1998. CAC/TAC and subcommittee meetings held regularly (nearly every month) in 1999 and 2000. Flight track issue public hearing was held in May 2000. Commission decision on flight tracks occurred in June 2000. Staff recommendations presented at open house in September 2000.

Next Steps:

Present staff recommendations to Commission for decision on new noise compatibility program by the end of 2000. Submit noise compatibility program to FAA for review.

Appendix G Action Item:

I. H. School Insulation

- (1) The Port of Seattle will commit up to \$50 million for school insulation.
- (2) The Port of Seattle will meet with the Highline School District to try to reach agreement on a plan for insulating the District's schools. If direct talks between the District and Port fail to produce agreement on a noise insulation program for the District's schools, the Port may request that the PSRC assist the parties in selecting an independent mediator.
- (3) The Port will initiate the Highline School District school insulation program consistent with an agreement reached by the District and Port.
- (4) Once the Port of Seattle completes the sound insulation program for schools affected by aircraft noise exposure of 65 DNL from Sea-Tac Int'l Airport, it will investigate feasibility and funding for insulating schools affected by then current 60-65 DNL aircraft noise Exposure from Sea-Tac. Sound insulation must comply with FAA eligibility criteria to achieve measurable noise benefit.

Steps Taken and Progress Made:

As per Port Commission Resolution 3212, the Port has committed up to \$50 million for school insulation.

Negotiations with the Highline School District (District) are ongoing. During negotiations, the Port has reiterated its commitment to fund a study and a broad-based, school noise insulation program. The Port continues to offer to conduct a pilot project, sound insulating one District school to the FAA's noise reduction standard. The District and Port entered into an inter-local agreement that covered the Port's funding of the District's \$1.25 million noise and facility study. Port and School District representatives visited sound insulated schools in the San Diego School District to experience first-hand the greatly improved learning environment of sound insulation improvements designed to the FAA's noise standard. Because the District's noise and facility study was designed to a new noise reduction criteria, that is different from the FAA's standard, it was impossible for the Port to determine whether or not Airport funds could be used to pay for the project. The Port submitted District's study to FAA for funding eligibility determination. The FAA found that noise attenuation efforts designed to the School District's new noise reduction criteria are not eligible for federal or airport funding and that improvements must be designed to the FAA's standard.

The Port began a process to initiate a school insulation program with other noise-impacted schools. A temporary public building insulation boundary was created for use until Part 150 Study is completed. Construction has been completed in two private schools.

Date of Action: (Item I. H. School Insulation)

Port Commission Resolution 3212 was adopted August 10, 1996. Negotiations with the Highline School District began in mid-1997 and are continuing. An Inter-local agreement covering the Port's funding of the District's noise and facility study was signed in March 1999. Meetings between Port and District representatives have been ongoing throughout 1999 and 2000. Visited San Diego School District noise insulated schools in February 2000. District released noise and facility study in March 2000. FAA reviewed District's A&E report in September 2000.

Date of Action:

Potentially eligible private schools were contacted between December 1997 and April 1998. Noise audits were conducted between March and June 1998. Meetings with two private schools occurred in February 1999. Insulation of the two facilities was completed in the 1st quarter of 2000.

Next Steps:

Continue working with the District to reach an agreement on a school sound insulation standard and develop insulation program.

Implement sound insulation program for eligible educational facilities as defined through Part 150 Noise Study.

Appendix G Action Item:

I. I. Deliver to the Regional Council on or before September 5, 1996, a detailed timetable for carrying out the steps specified in subsections A through H of this section, including (a) defined milestones against which the Port's progress toward completion of those steps may be measured, and (b) a schedule for progress on planning, design, and construction of a third runway at Sea-Tac Airport.

Steps Taken and Progress Made:

Provided timetable to PSRC. Provided update to timetable.

Date of Action:

Timetable delivered September 4, 1996. Updated timetable provided April 2000.

Next Steps:

ACTION ITEM COMPLETED

Progress Report

Highline School District

Report of Highline School District
October 26, 2000

Appendix G Action Item:

II. Highline School District

The Highline School District will:

- A. Meet with the Port of Seattle to try to reach agreement on a plan for insulating the District's schools. If direct talks between the District and the Port fail to produce agreement on a noise insulation program for the District's schools, the District may request that the PSRC assist the parties in selecting an independent mediator.
- B. Initiate its school insulation program, consistent with an agreement reached with the Port of Seattle.

Action Taken:

Highline School District last reported to the PSRC in August 1999, at which time it described the study of 15 schools that was underway. That study was partially funded by the Port, and has been completed in the past year. The school district and the Port reviewed a draft version of the study report; it was then finalized, and communicated to the public.

The purpose of the study was to analyze the complete costs of noise attenuating 15 schools most impacted by the operations at Sea-Tac airport. It was the stated goal of the study to estimate the cost of constructing a learning environment for the students in the 15 schools similar to the learning environment of other students in the district who attend schools not as heavily impacted by aircraft noise.

The study took into consideration all the costs associated with construction on the schools. The total cost was estimated to be \$178,670,000.00 in June/July 2000 dollars. The study also included an escalation factor of 4%, compounded annually, in recognition of the fact that the work would not be completed in June/July 2000. It is anticipated that construction on 15 schools would likely take approximately 10 years to complete.

It was important to study the full cost of construction. Approaching the negotiations by first announcing the amount of money devoted to school insulation, without studying the actual costs of construction, does not allow any party to know whether the funds allocated will be sufficient to accomplish the task.

Since the time of the completion of the study, the school district and Port have met and continued to discuss the issues. No agreement has been reached to date regarding the amount of money necessary to fulfill the Port's obligation to noise attenuate the schools.

Progress Report

Washington State
Department of Transportation

ANNUAL WORKSHOP PROGRESS REPORT

Air Transportation Noise Reduction Measures and Implementing and Monitoring Steps

October 26, 2000

Responsible Agency: Washington State Department of Transportation
Aviation Division

Appendix G Action Item:

IV. B. Seek legislation similar to what was approved for general aviation airports during the 1996 session, to provide state policies for land use compatibility around commercial airports.

Steps Taken and Progress Made:

In 1996, the Washington State Legislature passed Substitute Senate Bill 6422, General Aviation Facilities – Protection From Incompatible Land Uses. The law amended the Growth Management Act requiring all cities and counties which plan under the Act (RCW 36.70A.510) to protect airports from incompatible land uses through comprehensive plans and development regulations. The law requires the documents be prepared in consultation with the aviation community. The law also requires cities and counties file all adopted plans and ordinances with the WSDOT Aviation Division and that jurisdictions may obtain technical assistance from our office to develop plans and regulations consistent with the requirements of the law.

The role of the WSDOT Aviation Division through the Airport Land Use Compatibility Program is to provide the best available information and research to land use decision makers, and to advocate for the preservation of Washington State's public use airports as airports are defined as essential public facilities. The goal of the Airport Land Use Compatibility Program is to encourage a balance between infrastructure preservation and quality of life.

There are 129 public use airports throughout the state of Washington and are largely owned by local governments. Of the 129 public use airports in Washington, 40 are owned by cities, 13 are owned by counties, 31 are owned by port districts, 24 are owned privately, 17 are owned by the state and four are jointly owned by cities and counties or between cities. Nearly 80 percent of the airports in our state are located in rural settings or outside the urban core of communities. With the growth in our state, many jurisdictions face the challenge of new growth and development reaching vacant areas adjacent to airports. The objective of the Airport Land Use Compatibility Program is to encourage improved communication and coordination between jurisdictions and airport sponsors through a stepped approach that emphasizes awareness and information sharing.

The stepped approach encourages the jurisdiction and the airport sponsor to become clear of their respective needs and to better understand the needs of each other through effective information sharing. We find many communities and airport sponsors are successful in achieving a balance between preservation of the airport and preservation of community identity by improving communication and coordination

We recently received recognition by Federal Aviation Administrator Jane Garvey for our WSDOT Airport Land Use Compatibility Program. Much of the recognition relates to our efforts in encouraging continued communication between jurisdictions and airport sponsors, and in providing land use decision makers with best available information for their local decision making process. Last year during the workshop, we announced the availability of the Airport Land Use Compatibility Program Overview and selected policies and ordinances developed by several jurisdictions.

Since that time, we expanded our resource tools to meet the requests of city and county officials that now includes a short animated video explaining Federal Air Regulation (FAR) Part 77, Civil Airport Imaginary Surfaces also available on our website, and the creation of a short course for cities and counties in conjunction with the Department of Community, Trade and Economic Development on the Airport Land Use Compatibility Program.

We are producing a Best Practices Handbook for jurisdictions and we elected to offer actual cases studies in our state to show case exemplary policy and ordinance models. We are waiting for Skagit County, Kittitas County and the City of Ellensburg to adopt before publication as those communities and Douglas County demonstrated superior processes. The Federal Aviation Administration in Washington, D.C. is using two of our five showcase examples as models in compatible land use discussions across the country. As to not encumber a jurisdiction waiting for formal publication of the handbook to develop appropriate policies, we offer jurisdictions our handbook elements and the model case studies on our web site and through our technical assistance program. Over the past year, Douglas County, Spokane County, Yakima County, Lewis County, Chelan County, Klickitat County (non-GMA), San Juan County, Kitsap County, City of Union Gap adopted effective land use provisions. Kittitas County, City of Ellensburg, and Skagit County are in the process of adopting, and we are currently providing assistance to the City of Renton, City of Anacortes, City of SeaTac, City of Mansfield, City of Waterville, and Jefferson County. Jurisdictions are not obligated or required to seek our assistance and we provide technical assistance to communities at their request.

Regarding the application of RCW 36.70A.510 and RCW 36.70.547, the law applies to all jurisdictions where a general aviation airport is located. In 1996, the bill sponsor to SB 6422 provided further clarification regarding the application of the law to Seattle-Tacoma International Airport when posed the question by Representative Patterson during consideration of the legislation. Asked if the bill applies to Sea-Tac Airport, Senator Haugen responded that it does not apply. However, we offer our resource tools to any interested party and also offer access to those tools through our website at www.wsdot.wa.gov/aviation.

Land use decisions are difficult decisions. Our role is to provide the best available information through resource tools to assist in local decision making. Achieving a balance between infrastructure preservation and quality of life is a challenging job for jurisdictions. We recognize the difficult nature of this effort and encourage continued and frequent communication between jurisdictions and airport sponsors in finding that balance.

Progress Report

King County International Airport

4th ANNUAL WORKSHOP PROGRESS REPORT

October 26, 2000

Air Transportation Noise Reduction Measures and Implementation and Monitoring Steps

Responsible
Agency:

King County International Airport (KCIA)

Appendix G
Action Item:

V.B. King County will report to the Regional Council Executive Board every six months on progress toward eliminating nighttime Stage 2 flights at King County International Airport

Steps Taken and
Progress Made:

Master Plan/EIS -- The Airport is still completing its Master Plan and draft EIS, which are scheduled for public release in late October/early November.

Part 150 Study -- Since July of 1999, KCIA and project consultants (Barnard Dunkelberg & Company) have completed noise contour modeling and held two rounds of public meetings in West Seattle, Magnolia, Georgetown, Beacon Hill, West Hill, Tukwila, and Duwamish/Foster Point. As part of the study, KCIA produced a combined noise contour map, reflecting noise generated by both KCIA and Sea-Tac. KCIA's effort to examine regional noise impacts in this manner is unique among Part 150 noise studies in the nation. Based on feedback from impacted communities and Airport users, KCIA also developed a community matrix of noise abatement and mitigation alternatives. Currently, the project consultants are evaluating these alternatives for presentation to the public in the near future.

Noise Monitoring Program -- KCIA continues its noise monitoring program, which includes twenty-six monitoring sites in quadrants to the north, south, east and west of the Airport. The Airport has produced and distributed its first issue of a quarterly newsletter dedicated to presenting noise data and noise-related Airport information.

Alaska Airlines Cargo Planes (Appendix G, Action Item III D) -- KCIA eliminated two Alaska Airlines Stage 2 cargo flights in December of 1997. Since then, Alaska Airlines has not instituted any new service. All cargo operators at KCIA, including BAX Global, UPS, and Airborne, are Stage 3 compliant.

Date of Action: July 1999 – October 2000

Next Steps: Master Plan – Publication of DEIS to issue for public review and comment along with Draft Master Plan expected in November 2000.

Part 150 – KCIA is beginning Phase II this fall. The Airport will present an evaluation of noise abatement and mitigation alternatives to affected agencies and communities during public meetings from late November through January 2001. KCIA anticipates completing the Part 150 study by July of 2001 and implementing noise abatement and mitigation program shortly thereafter.