

# HR 5107: The Serious Noise Reduction Efforts (SNORE) Act of 2019

*Sponsored by Rep. Jackie Speier*

This legislation addresses the lack of effective noise mitigation through soundproofing and other strategies in the communities surrounding San Francisco International Airport (SFO).

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- At present, SFO plans to noise mitigate about 60 to 80 homes per year. This bill would increase the number of homes mitigated for noise to a minimum of 200 per year.
- Existing law restricts the lawful use of airport funds to homes within a noise contour line near the airport. This contour line has been reduced over time as earlier noise mitigation efforts have proceeded, implying great progress. However, from the perspective of human experience, the way in which noise is measured is fatally flawed. The noise contour line is based upon an average of noise in the community over a year. Single events don't count. Human beings wake up due to single events, not averages. Therefore, the SNORE Act of 2019 will permit SFO to use both federal and airport funds to conduct noise mitigation projects outside the contour line in noise-affected communities.
- A noise-affected community is defined as:
  - One in which in any 2 consecutive or nonconsecutive months in a fiscal year, a total of 10 or more measurements of 75 dBA or greater (on a noise monitor operated or approved by San Francisco International Airport) are taken within a single city or county between the hours of 10 p.m. and 7 a.m. due to SFO operations, including aircraft arriving or departing the airport
  - A city or county included within the airport's plan of action that is submitted to the FAA to demonstrate compliance with the statute.
- Noise mitigation is defined as soundproofing, and noise dampening, including the installation of noise dampening windows, residential noise insulation, and other residential improvements that reduce the impact of noise.
- Requires SFO, as a condition of further receipt of federal funds after fiscal year 2021, to submit the plan.
- In any year in which SFO doesn't noise mitigate 200+ residences, the airport would owe noise-affected communities 10 times any funds these communities annually receive via the Community Development Block Grant (CDBG) program. CDBG is used as a reference point because communities may, under CDBG rules, presently use CDBG funds for residential energy insulation projects, which have a similar impact as noise mitigation projects.