



# AGENDA

## Burien Airport Committee

Tuesday, March 19, 2019 – 6:00 p.m.

Burien Community Center, 14700 6th Ave. SW, Chelsea Room

Page #

**1. CALL TO ORDER**

**2. APPROVE DRAFT MINUTES**

- 2.1 Approve minutes from January 15, 2019 Burien Airport Committee Meeting. 3 - 4

[Burien Airport Committee - 15 Jan 2019 - Minutes - Pdf](#)

**3. BUSINESS AGENDA**

- 3.1 Selection of Committee Chair. Per Resolution No. 405, must be a Councilmember.

- 3.2 Confirm meeting schedule. Meetings have been monthly on the third Tuesday from 6:00 p.m. - 7:30 p.m. at the Burien Community Center.

- 3.3 Updates on various Airport activities. 5 - 6

- Councilmember Tosta's Report on Washington, DC meetings.
- Port of Seattle Stakeholder Advisory Roundtable (StART).
- Federal Aviation Administration (FAA) Petition for Review.
- Budget Proviso - Dept. of Commerce Impact Study.
- Sustainable Airport Master Plan (SAMP) Environmental Impact Statement (EIS).
- Puget Sound Regional Council (PSRC) - regional aviation baseline study.
- Quiet Skies
- Other?

[Councilmember Tosta Report 031319](#)

- 3.4 Review the 3 Burien Airport Resolutions adopted on January 28, 2019. What can the Committee do to advance action on these? 7 - 17

- Resolution No. 406 - Addresses Growth and Safety at Sea-Tac Airport.
- Resolution No. 407 - Addresses Noise Pollution Generated by Sea-Tac Airport.

- Resolution No. 408 - Requesting Monitoring and Health Impact Assessments of Sea-Tac Airport Operations.

[Res406-Airport Growth Safety](#)

[Res407-Airport Noise Pollution](#)

[Res408-Airport Health Impacts](#)

3.5 Discussion on 2019 priorities for the Burien Airport Committee.

#### 4. PUBLIC COMMENT

#### 5. ADJOURNMENT

##### COMMITTEE MEMBERS

Councilmember Nancy Tosta Mayor Jimmy Matta Councilmember Pedro Olguin  
Larry Cripe Sharyn Parker Javier Tordable Debi Wagner

Ex-Officio Member: Brian Wilson, City Manager

City Staff: Lori Fleming, Management Analyst, Phone # 206-248-5518, e-mail:  
Lorif@burienwa.gov



Language interpretation services are available upon request. Please phone 206-248-5517 at least 48 hours prior to the meeting to request assistance.

Servicios de interpretación de español están disponibles bajo petición. Por favor de llamar al numero 206-248-5517 por lo menos 48 horas antes de la reunion para solicitar asistencia.



City Council, advisory board, and committee meetings are accessible to people with disabilities. American Sign Language (ASL) interpretation and assisted listening devices are available upon request. Please phone 206-248-5517 at least 48 hours prior to the meeting to request assistance.

Las reuniones del Concejo Municipal, Consejo consultivo y el comité son accesibles a personas con discapacidades. Interpretacion de lengua de señas americana y aparatos de escucha asistida están disponibles bajo petición. Por favor de llamar al numero 206-248-5517 por lo menos 48 horas antes de la reunion para solicitar asistencia.



**Draft**

# MINUTES

## Burien Airport Committee

Tuesday, January 15, 2019

Burien Community Center, 14700 6th Ave. SW, Chelsea Room

**PRESENT:** Mayor Jimmy Matta, Councilmember Nancy Tosta, Debi Wagner, Larry Cripe, Brian Wilson, City Manager, Lori Fleming, Management Analyst

**ABSENT:** Councilmember Pedro Olguin, Sharyn Parker, Jill Esau, Matthys van Leeuwen

### 1. CALL TO ORDER

The meeting was called to order at 6:02 p.m.

### 2. APPROVE DRAFT MINUTES

1. **Approve minutes from December 18, 2018 Burien Airport Committee meeting.**  
The minutes from the December 18, 2018 Burien Airport Committee meeting were approved.

### 3. BUSINESS AGENDA

1. **Review/Update of 3 Airport Related Resolutions. (All)**  
The three airport related resolutions were discussed by the Burien City Council at their January 7, 2019 Council meeting. At the meeting the Council directed the City Attorney to update the language. The Committee reviewed the updated resolutions and made additional revisions which will be forwarded to the City Council for approval at the January 28, 2019 Council Study Session. The three resolutions are:
  - Resolution No. 406 Addressing Growth and Safety at SeaTac Airport.
  - Resolution No. 407 Addressing Noise Pollution Generated at SeaTac Airport.
  - Resolution No. 408 Addressing Monitoring and Health Impacts at SeaTac Airport.
2. **Discussion on Proposed Resolution No. 405 addressing the composition of the Burien Airport Committee. (All)**  
The recommendation for the composition of the Burien Airport Committee was updated to include three councilmembers and a maximum of six Burien community/business members. This recommendation will be provided to the Burien City Council for review at the January 28, 2019 Council Study Session.
3. **Update on Application Process for Burien Airport Committee. (Lori Fleming)**  
Interviews and appointments for the 2019-2020 Burien Airport Committee are scheduled for the February 4, 2019 City Council meeting. There are five applicants, which include three current BAC members.

**Draft**

Burien Airport Committee  
January 15, 2019  
Page 2

4. **Other Updates/Other Business**

- Other nearby airport impacted cities are interested in our resolutions, so copies will be sent to them if they are adopted.
- The Department of Commerce will issue their RFP by January 31, 2019. There are some administrative funding issues.
- On April 25, 2019, there will be a large Quiet Skies meeting at the Highline Performing Arts Center in the evening. A press release will be coming out soon.
- Debi Wagner is on the University of Washington Mobile Observations of Ultrafine Particles (MOV-UP) Study Advisory Group.

4. **PUBLIC COMMENT**

Public comments were made in support of the airport resolutions and keeping Council members on the Committee.

5. **ADJOURNMENT**

The meeting was adjourned at 7:28 p.m.

**COUNCIL COMMITTEE MEMBERS:** Councilmember Nancy Tosta, Chair; Mayor Jimmy Matta; Councilmember Pedro Olguin

**BUSINESS COMMITTEE MEMBERS:** Jill Esau, Larry Cripe, Matthys van Leeuwen

**RESIDENT COMMITTEE MEMBERS:** Debi Wagner, Sharyn Parker, Vacant

**City Staff:** Brian Wilson, City Manager; Lori Fleming, Management Analyst, Phone # 206-248-5518, e-mail: [Lorif@burienwa.gov](mailto:Lorif@burienwa.gov)

### Councilmember Tosta Report

#### CM Nancy Tosta (accompanied by CM Bob Edgar) – Meetings in Washington, DC March 13, 2019

We met with members of our Congressional delegation as well as other Representatives to discuss several topics. We focused on communicating our community interests as expressed in the recently passed Resolution #407 (To Address Noise Pollution Generated by Sea-Tac Airport). Specifically, in that resolution we'd asked that: "Members of Washington State's Congressional Delegation add language in federal statutes (14 CFR Part 150 as amended) to substitute DNL metrics consistent with WHO (World Health Organization) standards." We brought this up with all those we spoke with. We also asked that they work with the Federal Aviation Authority (FAA) to define more appropriate noise contours for Sea-Tac based on current conditions and levels of noise and to advocate for additional funding for noise mitigation. I mentioned to all of them recent work done by the WA Dept of Health on interactive mapping showing vulnerability risks to pollutants and how high these risks are in communities adjacent to Sea-Tac. They were all interested in better understanding this.

We discussed our Council support to "over-ride" funding caps imposed by the Budget Control Act of 2011 for non-defense funding. This Act created low spending caps on discretionary funding programs that affect us such as HOME and CDBG. We indicated our opposition to the cuts in the Administration's proposed budget (released March 12) – e.g., EPA 31% cut, CDBG and HOME zeroed out. They all concurred. We identified needs for more funding for infrastructure development – including roads, bridges, and workforce development. Specifically, we asked that grants of federal funds for communities of our size be identified (as in the past TIGER CUBS program). Finally, we emphasized our critical needs for federal assistance in supporting housing development within our community.

Despite the fact that there were overwhelming numbers of local electeds and others trying to meet with their representatives this week, partly as a result of the National League of Cities meeting, we received appreciation for having made the outreach effort. We asked what we could do to be more effective in our requests and in aiding their efforts on our behalf. Specific suggestions are outlined for each discussion below (where they were offered). I will follow-up with materials that we mentioned to them and that they requested.

Specific appointments were as follows:

**9AM: Representative Adam Smith's Office** – met with Fernando Ruiz (aviation expertise). He is very knowledgeable about our issues and currently participates in various of the StART committees via phone. He was very responsive and knowledgeable. He was interested in and willing to consider some action to site more noise/pollutant monitors within proximity to Sea-Tac.

- Suggestion – potentially create a "coalition" of local electeds within communities experiencing noise issues to show the scope of the concern and to advocate with one voice.

**11AM: Representative Rick Larsen's Office** – met with Alexandra Menardy (transportation expertise) and Rep Larsen (he chairs the Subcommittee on Aviation of the House Transportation and Infrastructure Committee). He was extremely busy and given the situation with the Boeing crash – we were honored to have his attention for a few moments, especially given we are not in his District. He said he is working closely with Representative Jayapal and she had encouraged him to meet with us. Given his position, we asked him to consider conducting some hearings on noise concerns in airport communities. They

expressed interest. They agreed a potential coalition of electeds concerned about noise could be useful. Given his sponsorship of TIGER CUBS in the past - we pushed hard for inclusion of something similar in the upcoming infrastructure package. They said it would be there under a new name. We noted the need to set a cap at a higher population level such as 65-75,000. Alexandra said that providing examples of projects to be funded is always helpful as they consider the legislation.

- Suggestion – provide a list of specific projects that could be funded with Infrastructure funding (and perhaps what we’ve funded with these funds in the past)

**12PM: Senator Patty Murray’s Office** – met with Jason Smith, Murray’s legislative Counsel who has expertise in housing. We discussed similar topics as with others we’d met with. He explained how complicated the budget process is likely to be this year given language included in the Administration’s budget that indicates the caps imposed on discretionary funding cannot be raised and debt-ceiling and caps are to be tied together. This likely means programs will be proposed at low levels, but such a budget would not likely pass, and more work will ensue to create a “realistic” budget. He said the Senator appreciates knowing specific stories of how federal funding has helped in our community (we’ve heard this before). He said examples of this for housing would be useful.

- Suggestion – provide examples and issues we face with housing (or other situations) and how federal funding has helped (or could).

**2PM: Senator Maria Cantwell’s Office** – met with Michael Davisson, also with expertise in housing. Our expected contact – Matt McCarthy, Cantwell’s transportation expert, was fully occupied with issues related to the Boeing plane crash. It was mentioned that the government shut-down earlier this year had tragically slowed down the work that was being done to try to understand and fix potential issues with the 737 MAX. We covered similar topics as with other representatives. Senator Cantwell is also very interested in funding to assist with development of low-income housing. I mentioned our interest in infrastructure support for workforce training.

- Suggestion – follow-up with email outlining specific asks (will do this anyway)

**3PM: Representative Pramila Jayapal’s Office** – Jessica Mulligan, transportation assistant. As we sat to meet, we realized that Representative Jayapal was in a Committee hearing advocating for her Medicare for All Act of 2019 on the television in the room. Jessica asked that we keep the Representative’s Office informed of any support we may be requesting from our Senators so that they can work closely to address our needs and interests. They also want to understand why housing investments in our community make sense (provide stories of what difference they make).

- Suggestion – provide stories on housing issues/situations and how federal funding made a difference.

**CITY OF BURIEN, WASHINGTON**

**RESOLUTION NO. 406**

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**A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON, TO  
ADDRESS GROWTH AND SAFETY AT SEA-TAC AIRPORT**

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WHEREAS, the City of Burien (“City”) is located adjacent to Sea-Tac Airport (“Airport”) and has experienced considerable and disproportionate negative health, environmental, and economic impacts due to this proximity; and

WHEREAS, the City has a responsibility to protect the safety of members of the community, as well as a role in promoting the health and economic well-being of residents; and

WHEREAS, the City understands that air travel is an essential component of economic growth for the region and state; and

WHEREAS, the City has been briefed on the Airport’s Sustainable Airport Master Plan (SAMP) and has offered numerous comments on all aspects of the planned growth; and

WHEREAS, the City is aware that more than \$10 billion will likely be expended to complete the projects identified in the Airport SAMP; and

WHEREAS, the City knows that continued development at the Airport will result in increased negative impacts within the community, decreasing quality of life and property values, creating ever-widening zones of poor health and poverty locally and in other surrounding communities; and

WHEREAS, the City is aware that due to projections in both air travel and air cargo demand and site constraints, even with completion of projects outlined in the SAMP, the Airport will not have the capacity to meet demand within less than ten years; and

WHEREAS, missed approaches, delays, and air safety concerns are currently increasing at the Airport; and

WHEREAS, the Federal Aviation Administration (FAA) has directed and provided funding to the Puget Sound Regional Council to conduct a study by spring of 2020 of regional aviation capacity needs; and

WHEREAS, the Washington State Legislature has directed and is providing funding to the WA Department of Commerce to conduct a study to be completed by June 2020 in conjunction with communities surrounding the Airport to assess the impacts of Airport operations; and

WHEREAS, the City believes that it is flawed public policy and a waste of public resources to invest more than \$10 billion in an infrastructure that will not meet the needs of the region within less than ten years yet will cause significant human suffering and economic loss in surrounding communities, while not considering alternatives.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. Request that the Port of Seattle Delay Build-Out. In the interest of human health and safety and wise expenditure of public resources, the City Council hereby requests that the Port of Seattle delay any build-out or launch of additional infrastructure at the Airport, specifically as identified in the SAMP, until such time as the Puget Sound Regional Council and the Department of Commerce studies are completed, true impacts are assessed, and aviation capacity needs are fully documented.

Section 2. Request that the State Legislature Take Action. In the interest of human health, safety, economic development, and wise expenditure of public resources, the City Council hereby requests that the State Legislature recognize and immediately take action to identify and begin development of additional sites within Western Washington to accommodate air travel and air cargo demand.

Section 3. Request for Reporting. For full transparency, the City Council hereby requests that the Commissioners of the Port of Seattle provide the Burien City Council a report on proposed actions no later than six months from adoption of this resolution and the City's legislative representatives provide updates on progress on new sites at the close of the 2019 Session of the Washington Legislature.

Section 4. Effective Date. This resolution shall take effect immediately upon passage by the Burien City Council.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 28<sup>th</sup> DAY OF January, 2019.

CITY OF BURIEN

  
Jimmy Matta, Mayor

ATTEST/AUTHENTICATED:

  
Monica Lusk, City Clerk



Approved as to form:



Lisa Marshall, City Attorney

Filed with the City Clerk: *January 28, 2019*  
Passed by the City Council: *January 28, 2019*  
Resolution No. 406

Copies to be distributed to:

- The Honorable Tina Orwall, Washington State Legislature
- The Honorable Mia Gregerson, Washington State Legislature
- The Honorable Karen Keiser, Washington State Legislature
- The Honorable Eileen Cody, Washington State Legislature
- The Honorable Joe Fitzgibbon, Washington State Legislature
- The Honorable Joe Nguyen, Washington State Legislature
- The Honorable Mike Pellicciotti, Washington State Legislature
- The Honorable Kristine Reeves, Washington State Legislature
- The Honorable Claire Wilson, Washington State Legislature
- The Honorable Jay Inslee, Washington Governor
- Josh Brown, Executive Director, Puget Sound Regional Council
- Port of Seattle Commissioners and Staff
- City Administrators/Managers/Mayors of the cities of Des Moines, Federal Way, Normandy Park, SeaTac, and Tukwila.
- Sound Cities Association
- Highline Public Schools Board of Directors



**CITY OF BURIEN, WASHINGTON**

**RESOLUTION NO. 407**

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**A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON, TO ADDRESS NOISE POLLUTION GENERATED BY SEA-TAC AIRPORT**

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WHEREAS, the City of Burien (“City”) is located adjacent to Sea-Tac Airport (“Airport”) and experiences considerable and disproportionate negative health, environmental, and economic impacts, in many cases due to aircraft noise; and

WHEREAS, the City has a responsibility to protect the safety of members of the community, as well as a role in promoting the health and economic well-being of all residents, including vulnerable populations; and

WHEREAS, between 2014 and 2016, the Airport rose from the 14<sup>th</sup> busiest in the country to the 9<sup>th</sup> busiest and Airport operations exceeded 2013-2018 projections by greater than 30% and are expected to continue rapid growth, and

WHEREAS, none of the Sustainable Airport Master Plan (SAMP) projects currently under development by the Airport give any consideration to off-site noise impacts; and

WHEREAS, other Puget Sound local and regional airports are similarly experiencing growth in airport operations, and

WHEREAS, the World Health Organization (WHO) recently released a comprehensive report on noise and health, recommending a 45 decibel (dB) daytime maximum level and 40 dB night-time maximum noise level as the thresholds above which serious health impacts occur; and

WHEREAS, current noise impacts at the Airport are assessed using noise metrics adopted by the Federal Aviation Administration (FAA) using a daytime 65 dB Day-Night Average Sound Level (DNL) and nighttime 55 dB DNL and these decibel levels are well above the highest levels recommended by the WHO; and

WHEREAS, the Airport’s current 2013-2018 Part 150 Study was completed prior to requirements adopted by the FAA in May 2015 to apply Aviation Environmental Design Tools (AEDT) to the Noise Compatibility Program (NCP)<sup>1</sup> and prior to the recent rapid growth in Airport operations, and

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<sup>1</sup> Guidelines contained in CFR 14 Part 150

WHEREAS, the 2013-2018 Part 150 Study is neither current or accurate, due to significant recent growth exceeding projections in Airport operations, due to lack of use of AEDT, due to missing information on airports in close proximity and limited regional airspace capacity, due to missing information on noise generated from NextGen flights, and due to lack of consideration for vulnerable populations experiencing environmental justice concerns, and

WHEREAS, there are several noise restraints in State law<sup>2</sup> that mandate the Port Commission investigate and monitor aircraft noise to determine the nature and extent of impacts from aircraft noise, but there is no evidence that this has been done; furthermore, the Airport, as the primary advocate of this state provision, limited mitigation to a geographic area significantly less than where impacts are occurring; and

WHEREAS, the Airport's earliest noise insulation program for homeowners that began circa 1985 was inadequate and would not meet contemporary FAA standards, and required homeowners under state law<sup>3</sup> to sign an "avigation" easement that never expires even after mitigation measures, warranties, and windows fail; and

WHEREAS, the FAA offers Airport Improvement Program (AIP) grants that can be used for noise mitigation, but the Airport appears to have delayed requesting funding for four years and used AIP grants for other priorities; and

WHEREAS, the FAA is studying the feasibility of offering<sup>4</sup> a new program to replace sound insulation products that were previously installed and have failed or require replacement due to changed construction codes, but a current state law<sup>5</sup> advocated by the Airport prohibits homeowners from receiving any updated acoustical products<sup>6</sup>;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. Request that the Washington State Legislature Initiate Study. The City Council hereby requests that the Washington State Legislature repeal RCW 53.54.020 and add language requiring the Airport to *immediately* initiate a new Part 150 Study; the City Council further requests that whenever future projections of Airport operations used for planning are exceeded by 10% that a new Part 150 Study be initiated, including accurate monitoring of noise and emissions to lead to effective and aggressive mitigation.

<sup>2</sup> Chapter 53.54.020 RCW enacted in 1984

<sup>3</sup> Chapter 53.54.030 (3) RCW enacted in 1985

<sup>4</sup> There are no federal grant funds currently identified to support this offering.

<sup>5</sup> Chapter 53.54.030 (5) RCW enacted in 1993

<sup>6</sup> Based upon this new development at FAA, SFO (San Francisco Airport) is now offering a "Replacement and Second Chance Noise Insulation" initiative.

Section 2. Washington State’s Congressional Delegation Requested to Act. The City Council hereby requests that the Members of Washington State’s Congressional Delegation add language in federal statutes (14 CFR Part 150 as amended) to substitute DNL metrics consistent with WHO standards; the City Council further requests that the AEDT components be amended to consider additional decibels that result when noise is propagated over bodies of water.

Section 3. Washington State Legislature Requested to Amend Revised Code of Washington. The City Council hereby requests that the Washington State Legislature amend the Revised Code of Washington (“RCW”) as follows:

- A. Amend RCW 53.54.030 (5) which limits homeowners to “one-time only” participation for mitigation;
- B. Add language that authorizes a Sound Insulation Replacement Program operated by the Airport and styled after the SFO program;
- C. Amend RCW 53.54.030(3) which limits navigation easements to the duration, or “shelf-life,” projected for new and replacement acoustical products;
- D. Repeal RCW 53.54.030 (3) which requires homeowners to waive all damages and convey an easement into perpetuity, yet still accept all “noise and noise associated conditions therewith.”

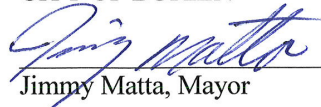
Section 4. Port of Seattle Requested to Act. The City Council hereby requests that the Port of Seattle (owner and operator of Airport) aggressively seek noise mitigation funding to mitigate impacts from increased Airport operations and their impacts on qualified<sup>7</sup> residences in the City.

Section 5 Reporting Requested. The City Council hereby requests that the City’s State Legislators provide a report immediately following the close of the 2019 legislative session on progress made on the actions in this resolution and that the Airport notify the City of efforts to secure additional funding.

Section 6. Effective Date. This resolution shall take effect immediately upon passage by the Burien City Council.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 28<sup>th</sup> DAY OF January, 2019.

CITY OF BURIEN

  
 Jimmy Matta, Mayor

<sup>7</sup>When the Airport conducted previous mitigation prior to third runway mitigation, ALL homes were qualified; however, the FAA changed regulations in 2016 and now homes must be noise tested to determine whether or not the interior noise level is above 45 dB DNL. If the dB is greater than 45 dB DNL, then the home is qualified.

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
Monica Lusk, City Clerk

Approved as to form:

  
\_\_\_\_\_  
Lisa Marshall, City Attorney

Filed with the City Clerk: *January 28, 2019*  
Passed by the City Council: *January 28, 2019*  
Resolution No. 407

Copies to be distributed to:

- The Honorable Tina Orwall, Washington State Legislature
- The Honorable Mia Gregerson, Washington State Legislature
- The Honorable Karen Keiser, Washington State Legislature
- The Honorable Eileen Cody, Washington State Legislature
- The Honorable Joe Fitzgibbon, Washington State Legislature
- The Honorable Joe Nguyen, Washington State Legislature
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- Sound Cities Association
- Highline Public Schools Board of Directors
- The Honorable Adam Smith, Washington State Representative
- The Honorable Pramila Jayapal, Washington State Representative
- The Honorable Maria Cantwell, Washington State Senator
- The Honorable Patty Murray, Washington State Senator



**CITY OF BURIEN, WASHINGTON**

**RESOLUTION NO. 408**

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**A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON, REQUESTING MONITORING AND HEALTH IMPACT ASSESSMENTS OF SEA-TAC AIRPORT OPERATIONS**

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WHEREAS, the City of Burien (“City”) is located adjacent to Sea-Tac Airport (“Airport”) and has experienced considerable and disproportionate negative health, environmental, and economic impacts; and

WHEREAS, the City has a responsibility to protect the health, welfare and safety of residents in the community; and

WHEREAS, the Airport is a major source of noise and air pollution and air traffic has exceeded the Airport’s operational projections for 2013-2018 by over 30%; and

WHEREAS, there are no temporary or permanent air quality monitors in or near the six cities in closest proximity to the Airport and hence no means to assess potential levels of pollutants and exposures of surrounding populations to Criteria Air Pollutants (CAPs) (including ultrafine particulate matter – PM) and Hazardous Air Pollutants<sup>1</sup> (HAPs) known to be generated by Airport operations); and

WHEREAS, in early January 2019, the Washington Department of Health Tracking Network released a publicly accessible interactive mapping tool<sup>2</sup> that models<sup>3</sup> risks to health based on exposure to pollutants (such as PM 2.5) and vulnerability of the population exposed and shows that census tracts in close proximity to the Airport are in the highest risk category in the state; and

WHEREAS, studies in the United States<sup>4</sup> and around the world indicate that exposure to CAPs and HAPs may contribute to or cause a range of chronic and severe illnesses including cancer, diabetes, lung disease, inflammation of airways, many respiratory diseases (i.e., asthma attacks), cardiovascular disease (i.e., heart attacks), and premature death; and other studies<sup>5</sup> indicate that exposure to ultrafine PM from airport operations may impact health; and

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<sup>1</sup> <https://ecology.wa.gov/Air-Climate/Air-quality/Air-quality-targets/Air-quality-standards>

<sup>2</sup> <https://fortress.wa.gov/doh/wtn/WTNIBL>

<sup>3</sup> The model is based on a conceptual formula of Risk = Threat \* Vulnerability, where threat and vulnerability are based on indicators that account for pollution burden, which is a combination of environmental effects and environmental exposures in communities.

<sup>4</sup> <https://oehha.ca.gov/air/health-studies-criteria-air-pollutants>

<sup>5</sup> <https://www.nap.edu/catalog/22119/understanding-airport-air-quality-and-public-health-studies-related-to-airports>

WHEREAS, no baseline air quality and health studies have been conducted to determine potential impacts of Airport operations, nor does the Airport's Sustainable Airport Master Plan (SAMP) quantify or model the full range of emissions and pollutants even as extensive development continues and Airport operations increase; and

WHEREAS, the Puget Sound Clean Air Agency (PSCAA), the WA Department of Ecology (DOE), and the US Environmental Protection Agency (EPA) have previously identified a need to better characterize the airshed where the Airport is located and assess impacts, but no state mandates have compelled the Airport to accomplish these tasks; nor have these regulatory agencies assured Airport compliance with federal air quality mandates.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1 Washington State Legislature Requested to Act. The City Council requests that the Washington State Legislature take the actions set forth below:

- A. Direct PSCAA and DOE to delineate the Airport airshed within which environmental and health impacts will be assessed.
- B. Identify and mandate that a research institution, PSCAA, or DOE establish within one to three miles of the Airport's airshed boundary adequate air quality monitors to measure CPs and HAPs to characterize conditions within the airshed and that funding be appropriated to establish and continuously operate these monitors.
- C. Appropriate funds to the PSCAA or DOE to independently conduct a cumulative risk assessment of both emissions and noise to better understand potential environmental impacts on populations located within the airshed.
- D. Appropriate funds to a designated research institution or Washington State Department of Health (DOH) to conduct a Community Health Impact Assessment (CHIA) of populations within the Airport airshed, including vulnerable<sup>6</sup> populations and environmental justice<sup>7</sup> communities. The CHIA would determine the level of illnesses and diseases, sleep deprivation, and learning deficiencies attributable to cumulative noise and air pollution generated by Airport operations.
- E. Amend RCW 70.05.070 and the State Environmental Policy Act ("SEPA"), RCW 43.32C to require that the Department of Health comply with WAC 246-366 to perform health and safety inspections at schools within Airport communities to ensure that State standards for air and noise quality are not exceeded.
- F. Provide a report immediately following the close of the 2019 legislative session on progress made on the actions in this resolution.

<sup>6</sup> <https://www.ajmc.com/newsroom/5-vulnerable-populations-in-healthcare>


<sup>7</sup> <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>



Section 2. Effective Date. This resolution shall take effect immediately upon passage by the Burien City Council.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 28<sup>th</sup> DAY OF January, 2019.

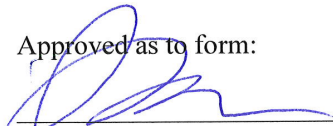
CITY OF BURIEN

  
Jimmy Matta, Mayor

ATTEST/AUTHENTICATED:

  
Monica Lusk, City Clerk

Approved as to form:

  
Lisa Marshall, City Attorney

Filed with the City Clerk: *January 28, 2019*  
Passed by the City Council: *January 28, 2019*  
Resolution No. 408

Copies to be distributed to:

- The Honorable Tina Orwall, Washington State Legislature
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- The Honorable Kristine Reeves, Washington State Legislature
- The Honorable Claire Wilson, Washington State Legislature
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