



AGENDA

Burien Airport Committee

Tuesday, October 20, 2020 – 6:00 p.m.

Zoom Webinar

Public Access Link: <https://bit.ly/3fcykmg>

Page #

NOTE: In accordance with [Governor Inslee's Safe Start - Washington's Phased Reopening Plan \(from May 29, 2020\)](#), the City is temporarily prohibited from holding in-person meetings. Starting April 6, 2020, all public meetings will be held virtually using Zoom Webinar software. We want our community to continue to be able to watch and participate in public meetings. Please see the link to the [Zoom Webinar Meeting](#) in the header of the Agenda.

1. CALL TO ORDER

2. APPROVE DRAFT MINUTES

- a) Approve minutes for the September 15, 2020 Burien Airport Committee meeting. 3 - 4
[September 15, 2020 BAC Draft Minutes](#)

3. BUSINESS AGENDA

- a) Discuss direction from Burien City Council on exploration of airport roundtables in other cities. 5
i. Review criteria in draft matrix exploring other airport roundtables.
ii. Identify additional roundtables to examine.
[Comparison chart of other airport roundtables Oct20](#)
- b) Discuss next steps for SeaTac Airport Stakeholder Advisory Round Table (StART).
- c) Discuss Interlocal Agreement for 5 cities to work with University of Washington on "School Resilience to Air Pollution" Study. 7 - 16
[ILA for UW School Air Quality Study Oct20](#)
- d) Discuss 2021 Federal Legislative Priorities. 17 - 23
[Burien 2021 Federal & State Legislative Priorities](#)
- e) Report on meetings with Congressmen Adam Smith and Rick Larsen.

f) Other items?

4. PUBLIC COMMENT

There are three ways to provide public comment: Email (preferred) Text, or Online. Public comment shall be limited to two minutes per speaker.

1. **Email (preferred):** You can provide a public comment in advance by sending an email to AirportCommittee@burienwa.gov. The Staff Liaison will read your comment aloud during the meeting. Cutoff for emails will be at 4:45 p.m. on the day of the meeting.
2. **Text:** Send a text to AirportCommittee@burienwa.gov (simply enter the email address in the "To:" line of the text) and the Staff Liaison will read your comment aloud during the meeting. Cutoff for emails will be at 4:45 p.m. on the day of the meeting.
3. **Online (Zoom):** If you are unable to provide public comment via email or text, and would still like to provide public comment during the meeting, you will need to login to the Zoom meeting that begins at approximately 6:00 p.m.

5. ADJOURNMENT

COMMITTEE MEMBERS

Councilmember Nancy Tosta, Chair; Mayor Jimmy Matta;
Councilmember Sofia Aragon

Larry Cripe; Jeff Harbaugh; Sharyn Parker; Javier Tordable; Debi Wagner

Ex-Officio Member: Brian Wilson, City Manager

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



MINUTES - Draft
Burien Airport Committee (BAC)
Tuesday, September 15, 2020
Zoom Webinar

PRESENT: Councilmember Nancy Tosta (Chair); Mayor Jimmy Matta; Councilmember Sofia Aragon; Larry Cripe; Jeff Harbaugh; Sharyn Parker; Javier Tordable; Debi Wagner; City Manager Brian Wilson; Management Analyst Lori Fleming

GUESTS: JC Harris; Dave Kaplan; Earnest Thompson

1. CALL TO ORDER

The meeting was called to order at 6:03 p.m.

2. APPROVE DRAFT MINUTES

- a) The minutes from the August 18, 2020 Burien Airport Committee (BAC) meeting were approved.

3. BUSINESS AGENDA

a) **Discuss BAC Workplan Priorities**

The Committee's priorities included FAA lawsuit follow-up, Walt Bala's work on airport safety issues, community outreach, and state and federal legislative agendas. Focus on these items will help guide the development of upcoming BAC meeting agendas.

b) **Discuss Noise Monitor Location**

Burien's request for a temporary noise monitor in the Seahurst Elementary school area was the Port's top request, however the Committee recommends that installation of the monitor occur in July and August 2021, rather than this fall when more north flow airplane activity occurs.

c) **Discuss Prioritization of recommendations from the Dept. of Commerce Report**

The Committee reviewed the list of 72 recommendations from the Washington State Department of Commerce "Study of the Current and Ongoing Effects of the Operation of the Seattle-Tacoma International Airport." Approximately ten priority items were selected related to noise/air quality abatement and monitoring, and public health concerns, which will be forwarded to the Dept. of Commerce.

Burien Airport Committee
September 15, 2020

d) Report of FAA Meetings

Chair Tosta attended a meeting with FAA officials, Congressman Adam Smith's office, Port of Seattle, and other cities regarding the limited communication available with the new FAA Community Ombudsperson since the only communication forum is through StART.

e) Upcoming Meetings

Upcoming meetings mentioned include the following:

- Public Hearing for Control of Air Pollution from Airplanes and Airplane Engines: GHG Emission Standards and Test Procedures, Thursday, September 17th at 7am.
- Puget Sound Regional Council (PSRC) Online Open House on 'the future of aviation in the Puget Sound Region' on September 23, 29, and 30th. See www.psrc.org/aviation-baseline-study for more information.

f) Other

BAC member Sharyn Parker is doing research for GAO related to the FAA's role in regulatory oversight.

4. PUBLIC COMMENT

JC Harris – Concerns of the accuracy of a contractor's noise monitors is being reviewed by the Port's Audit Committee.

5. ADJOURNMENT

The meeting was adjourned at 7:31 p.m.

The next Burien Airport Committee meeting is scheduled for Tuesday, October 20, 2020 at 6:00 pm via a Zoom webinar.

To hear Committee's full discussion of a specific topic or the complete meeting, watch the video-stream available on the City website, www.burienwa.gov.

COMPARISON OF RESEARCHED AIRPORTS ON SPECIFIC ISSUES OF MEMBERSHIP, RECORDING, AND INVITED EXPERTS

Explanation: BAC members and other cities’ airport committees identified some specific issues concerning StART deliberations. The Bylaws of each were reviewed and the comparison below is extracted from those documents.

SPECIFIC ISSUES	CHARLOTTE-DOUGLAS AIRPORT IN NC	LAX AIRPORT IN CA	CHICAGO O'HARE	StART INCLUDES? Y/N	BAC COMMENTARY
Chaired by					
Membership by elected officials.	23 members from 14 city council districts (7 elected); 9 from local county districts (6 elected); plus alternates.	Electeds from city, county, state, or federal jurisdictions preferred, with alternates approved; +FAA, LAX & airlines; one at-large member.		No.	High priority.
Audio-visual recordings made.	Printed summaries provided.	Recordings of meetings are available to the public.		No recordings for public.	Highest priority.
Agenda-setting and motions.	Super-majority (2/3 of membership) required to adopt new recommendations directed to FAA. Officers set agendas.	LAX has a facilitator; majority rules.		No; POS determines with contracted facilitator.	No steering committee; prefer citizen co-chair.
Advanced notices and materials.	Emailed or mailed in advance without specifying how many days in advance.	Notices at least 72 hours in advance; materials as soon as possible.		Yes, POS has agreed to this condition.	High priority.
Inclusion of expert witnesses or speakers at meetings.	Public is welcome at all meetings and subcommittees and are invited to comment. Mute on the question of speakers or expert witnesses included.	Public is welcome at all meetings and subcommittees; invited to comment. Two methods of inclusion: 1) Recognized organizational representatives; 2) “Members of the public with relevant skills to advise...on possible measures” pending action.		No, POS will not agree.	High priority to have inclusion of expert witnesses.



Agenda Bill

City Council Regular Business Meeting - 19 Oct 2020

Department City Manager	Staff Contact Brian Wilson, City Manager
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Agenda Bill Title

Funding of Phase I of a University of Washington Study in partnership with the Cities of Des Moines, Federal Way, Normandy Park, and SeaTac - School Resilience to Air Pollution

Summary

Specific Aims of the Study – School Resilience to Air Pollution

Increasing evidence has highlighted outdoor impacts of ultrafine particles on communities living in proximity to aircraft descent paths, both within the United States and internationally. The recently completed MOV-UP study in WA State identified a clear, aircraft associated footprint of ultrafine particles associates with aircraft activities. Elevated concentrations of ultrafine particles have been consistently observed in Boston, Los Angeles, and other international airport locations including London, Amsterdam Airport Schiphol, and Frankfurt.

Evidence is emerging that exposure to aircraft emissions is associated with negative health impacts. A recent 10-year retrospective population-based study in Los Angeles found a significant increase of pre-term births in women exposed to aircraft related pollution during gestation, and this effect was found to be independent of the effect of roadway traffic pollution. This, as well as previous work demonstrating short-term increases in inflammation in adults exposed to community air pollution in aircraft impacted locations, demonstrates the need to implement measures to increase resilience in communities.

Resiliency in a community is improved when vulnerable members are provided with interventions designed to mitigate or remove their sources of exposure. In partnership with MOV-UP advisory board members, researchers at the University of Washington identified school children as particularly vulnerable to indoor exposures to ultrafine particles from aircraft sources. Currently, it is not well understood how ultrafine particles from aircraft sources may infiltrate into indoor environments. Experimental and theoretical simulations of particle movement suggest a wide range of possible infiltration factors from 10-70% infiltration into indoor spaces. Important determining variables include a) building type, b) ventilation system parameters including central vs local units, filter type, and manufacturer as well as c) building management strategies.

Existing literature supports that in-class performance of students is directly impacted by the air quality within the classroom environment. In Los Angeles, researchers studied how changes in ambient air pollution concentrations affected the performance of second through sixth grade students on standardized tests between 2002-2008. Comparisons were made between different cohorts within

the same school, to minimize confounder. Researchers found that a lower concentration of outdoor particulate matter significantly increased mathematics and reading test scores. Similar associations between testing scores and short-term air pollution concentrations have been observed nationally and internationally.

The impact of interventions to remove air pollutants in indoor spaces is more limited. A researcher in Texas examined the impact of rolling IAQ (Improved Air Quality) improvements at nearly every school in a single school district. This quasi-natural experiment indicated that student performance on standardized tests significantly improved following improvements in IAQ. Rough calculations suggest that IAQ-renovations may be a more cost-effective way to improve standardized test scores than class size reductions. Similarly, preliminary results from another quasi-natural experiment in California, where HEPA air filters were installed in every classroom, office, and common area for all schools within five miles of a potential gas leak (but not beyond) found that air filter exposure led to a 0.20 standard deviation increase in mathematics and English scores, with test score improvements persisting into the following year.

This proposed study/project aims to test the feasibility, in two phases, to demonstrate the effectiveness and measure the impact of intervening within a school environment to reduce exposures to airborne particles of outdoor and indoor origin. The specific aims of the study/project are as follows:

Phase 1 (\$62,500):

Aim 1: Identify the filtration efficiency of current air handling approaches in a selection of five (5) schools located north and south of the airport

- a. Determine the size resolved ratio of indoor to outdoor particles in selected unoccupied classrooms
- b. Quantify the current ability of ventilation solutions to remove indoor generated particles (half-life). Do current air quality handling systems adequately remove particles that might contain COVID-19 particles?
- c. Describe the current air exchange rate (AER) of existing filtration systems under different MERV rating filters.
- d. Based on the experimental measures, describe the infiltration capacity of 1) ultrafine particles of aircraft origin 2) ultrafine particles of traffic origin and 3) wildfire smoke.

Phase 2 (\$250,000):

Aim 2: Intervene in selected schools north and south of Sea-Tac Airport by increasing within classroom particle filtration capacity.

- a. Randomize classrooms to receive an IAQ intervention, based on testing results from Aim 1.
- b. Measure IAQ impacts of intervention under different aircraft flow conditions.

Aim 3: Observe medium-term impacts on students receiving IAQ interventions

- a. Quantify impact of IAQ intervention on school absenteeism.
- b. Quantify impact of IAQ intervention on quarterly student achievement scores.

This study/project is designed to provide guidance and recommendations to communities impacted by a variety of outdoor air pollution sources to increase resilience within a school setting by identifying

impactful interventions, testing deployment, and measuring impact. It is expected that the intervention proposed to reduce indoor exposures to outdoor pollutants associated with aircraft traffic will also be effective in reducing exposures to wildfire smoke and roadway traffic. The methods developed will also explicitly test the effectiveness of the filtration strategy in reducing indoor generated particles, potentially decreasing the risk of COVID-19 transmission within classroom settings.

Representative Orwall will be seeking \$250,000 in State of Washington capital funds during the 2021 legislative session for Phase 2 of this study/project.

The Highline School District has 19,287 (Pre-K-12) enrolled students and 1,125 classroom teachers. Schools located north and south of Sea-Tac Airport are within the Highline School District and in the City of Federal Way. With school buildings not currently occupied with students and air traffic down, this is a good time to baseline air quality inside school facilities.

Working with Representative Tina Orwall, what is proposed is for the cities of Burien, Des Moines, Federal Way, Normandy Park, and SeaTac to fund Phase I of this study with the University of Washington. Each city would contribute \$12,500 for Phase I of the study and administrative costs.

Options

1. Authorize the City Manager to enter into an ILA (Interlocal Agreement) with the cities of Des Moines, Federal Way, Normandy Park, and SeaTac to fund Phase I of the University of Washington Indoor Air Quality Study for \$62,500 (\$12,500 for each City).
2. Recommend not approving the ILA and/or funding Phase I of this project/study.

Administrative Recommendation

This proposed study/project will be presented to the Airport Committee for review on October 20, 2020.

City Manager recommends the signing of the ILA with the cities of Des Moines, Federal Way, Normandy Park, and Sea-Tac for Phase 1 of this project/study with a funding contribution of \$12,500.

Suggested Motion

I move to place this item on the Consent Agenda for November 2, 2020 authorizing the City Manager to enter into an Interlocal Agreement to fund Phase I of a University of Washington indoor air quality study for schools located north and south of the airport.

Fiscal Impact

Funds for this study/project (\$12,500) will be expended from the City Manager, Professional Services account.

Attachments

[Air Quality ILA October 2010 Draft #1](#)

INTERLOCAL AGREEMENT BETWEEN THE CITIES OF BURIEN, DES MOINES, FEDERAL WAY, NORMANDY PARK, AND SEATAC FOR A STUDY RELATED TO SCHOOL RESILANCE-RESILIENCE TO AIR POLLUTION

Pursuant to RCW 39.34, the Interlocal Cooperation Act, dated October 1, 2020, (the "Effective Date"), this Agreement is entered into between the City of Burien, a municipal corporation, hereinafter referred to as "Burien," the City of Des Moines, a municipal corporation hereinafter referred to as "Des Moines," the City of Federal Way, a municipal corporation hereinafter referred to as "Federal Way," the City of Normandy Park, a municipal corporation hereinafter referred to as "Normandy Park," and the City of SeaTac, a municipal corporation hereinafter referred to as "SeaTac," and all five cities collectively referred to as the "Parties."

1. **Study Description.** A study will be conducted by the University of Washington pertaining to School Resilience to Air Pollution (the "Study"). The Study aims to test the feasibility, in two phases, to demonstrate the effectiveness and measure the impact of intervening within a school environment to reduce exposures to airborne particles of outdoor and indoor origin. Further description of the Study is attached as Exhibit #1.

2. **Study Phases.** ~~It is the intent of the Parties~~The Parties intend to contract with the University of Washington to perform the Study in two phases. The first phase is intended to identify the filtration efficiency of current air handling approaches in a selection of five schools North and South of the Seattle-Tacoma International Airport (the "Airport"). The second phase of the Study is intended to intervene in selected schools north and south of the Airport by increasing within classroom particle filtration capacity, and observe medium-term impacts on students receiving IAQ interventions.

3. **Proposed Budget.** The first phase of the study will have a budget of \$XXXXXXX, and the second phase of the Study will have a budget of \$250,000.

4. **Phase 1 Funding.** The Parties agree to collectively provide \$60,000 to fund Phase 1 of the Study. Each Party shall equally pay \$12,500 for its share of the Phase 1 funding in a lump sum to the Fiscal Manager upon execution of a Contract with the University of Washington. ~~The funds will be managed as management of these funds will be as~~ described in Section 8.

5. **Phase 2 Funding.** Representative Orwall intends to request a budget proviso during the 2021 Legislative Session to fund Phase 2 of the Study. *It is not the intent of this Agreement to commit the Parties to provide funding for Phase 2 of the Study.*

6. **Contract and Contract Administration.** Any contract between the Parties and the University of Washington shall be approved by each Party-party and will be administered by the City of XXXX ("Contract Administrator"). These responsibilities of the Contract Administrator include monitoring and periodically informing the Parties of the status of work performed under the contract and coordinating with the Fiscal Manager for payment of contract invoices.

7. **Fiscal Management.** Management of fiscal matters associated with this Agreement shall

Commented [MJ1]: I took this out of the Specific Aim document.

Commented [MJ2]: The Specific Aims states \$50,000, but that was before the UW "overhead" costs. Do we have a revised number?

Commented [MJ3]: We need to see if this is enough, or whether Rep. Orwall will need to ask for additional funds to pay the "overhead."

be administered by the City of XXXXX (“Fiscal Manager”). These responsibilities of the Fiscal Manager include collecting each Party’s Phase 1 funding commitment as outlined in Section 5, processing contract payments as required, and provide copies of all invoices to each Party-party for review. Additionally, should the Washington State Legislature provide funding for Phase 2 of the Study, the Fiscal Manager shall manage all aspects of obtaining these funds from the State, ~~in order~~ to make payment for Phase 2 of the Study.

8. Administration of Agreement. Supervision and administration of this Agreement shall be the responsibility of each Parties’ City Manager (or for the City of Federal Way, its Mayor) or his/her ~~respective~~ designee.

9. Duration. This Agreement shall be effective upon ~~execution by each party the Effective Date provided above~~ and shall remain in full force and effect through completion of the Study or June 30, 2022. This Agreement may be extended upon mutual agreement of all Parties.

Commented [MJ4]: I wanted to put a specific end date. If there is legislative funding, that won't happen until mid-2021, so I used June, 2022 as an end date.

10. Termination. Any party may withdraw from this Agreement, effective upon thirty (30) days written notice to the other ~~parties Parties~~. However, the withdrawing ~~Party-party~~ shall still be responsible for the payment of its funding obligation as set forth in Section 5.

11. Modification. This Agreement may be modified by further written agreement upon mutual acceptance by all ~~parties Parties~~.

12. Alternative Dispute Resolution. If a dispute arises from or relates to this Agreement or the breach thereof and if the dispute cannot be resolved through direct discussions, the ~~parties Parties~~ agree to endeavor first to settle the dispute ~~in an amicable manner amicably~~ by mediation administered by a mediator under JAMS Alternative Dispute Resolution service rules or policies before resorting to arbitration. The mediator may be selected by agreement of the ~~parties Parties~~ or through JAMS.

13. Written Notice. All communications regarding this Agreement shall be sent ~~via-by~~ electronic communication to the ~~parties Parties~~ at the email addresses listed on the signature page of the Agreement, unless notified to the contrary.

14. Hold Harmless. Each party to this Agreement shall defend, indemnify and hold the other party, its appointed and elected officers, ~~agents, counsel~~, and employees, harmless from claims, actions, injuries, damages, losses, or suits including ~~reasonable attorneys’ fees~~, arising or alleged to have arisen directly or indirectly out of or in consequence of the performance of this Agreement to the extent caused by the fault or negligence of the indemnitor, its appointed or elected officials, ~~counsel~~, employees, officers, agents, assigns, volunteers or representatives.

15. Non-Discrimination. The Parties shall not discriminate in any manner related to this Agreement ~~on the basis of based on~~ race, color, national origin, ~~gender, gender preference, gender orientation, sex, sexual orientation,~~ religion, age, marital status, or disability in employment or the provision of services.

16. Severability. If any provision of the Agreement shall be held invalid, the remainder of

this Agreement shall not be affected thereby if such remainder would then continue to serve the purposes and objectives of both parties.

17. Entire Agreement. This Agreement constitutes the entire agreement between the partiesParties.

CITY OF BURIEN:

Brian J. Wilson, City Manager
Email: _____
Date: _____

APPROVED AS TO FORM:

Name: Garmon Newsom II
Title: City Attorney

CITY OF NORMANDY PARK:

Mark E. Hoppen, City Manager
Email: _____
Date: _____

APPROVED AS TO FORM:

Name: James Haney
Title: City Attorney

CITY OF FEDERAL WAY:

Jim Farrell, City Manager
Email: _____
Date: _____

APPROVED AS TO FORM:

CITY OF DES MOINES:

Michael Matthias, City Manager
Email: _____
Date: _____

APPROVED AS TO FORM:

Name: Tom George
Title: City Attorney

CITY OF DES MOINES:

Carl C. Cole, City Manager
Email: ccole@seatacwa.gov
Date: _____

APPROVED AS TO FORM:

Name: Mary E. Mirante Bartolo
Title: City Attorney

Name: _____
Title: City Attorney

[Faint, mirrored text from the reverse side of the page, including the words "CITY OF WASHINGTON" and "PROPERTY AS TO PART" repeated multiple times.]

Exhibit A

Specific Aims – School Resilience to Air Pollution

Increasing evidence has highlighted outdoor impacts of ultrafine particles on communities living in proximity to aircraft descent paths, both within the United States and internationally. The recently completed MOV-UP study in WA State identified a clear, aircraft associated footprint of ultrafine particles associates with aircraft activities. Elevated concentrations of ultrafine particles have been consistently observed in Boston, Los Angeles and other international airport locations including London, Amsterdam Airport Schiphol and Frankfurt. Evidence is emerging that exposure to aircraft emissions is associated with negative health impacts. A recent 10-year retrospective population-based study in Los Angeles found a significant increase of pre-term births in women exposed to aircraft related pollution during gestation, and this effect was found to be independent of the effect of roadway traffic pollution. This as well as previous work demonstrating short-term increases in inflammation in adults exposed to community air pollution in aircraft impacted locations demonstrates the need to implement measures to increase resilience in communities.

Resiliency in a community is improved when vulnerable members are provided with interventions designed to mitigate or remove their sources of exposure. In partnership with MOV-UP advisory board members, researchers at the University of Washington identified school children as particularly vulnerable to indoor exposures to ultrafine particles from aircraft sources. Currently, it is not well understood how ultrafine particles from aircraft sources may infiltrate into indoor environments. Experimental and theoretical simulations of particle movement suggest a wide range of possible infiltration factors from 10-70% infiltration into indoor spaces. Important determining variables include a) building type, b) ventilation system parameters including central vs local units, filter type and manufacturer as well as c) building management strategies.

Existing literature supports that in-class performance of students is directly impacted by the air quality within the classroom environment. In Los Angeles, researchers studied how changes in ambient air pollution concentrations affected the performance of second through sixth grade students on standardized tests between 2002-2008. Comparisons were made between different cohorts within the same school, to minimize confounder. Researchers found that a lower concentrations of outdoor particulate matter significantly increased mathematics and reading test scores. Similar associations between testing scores and short-term air pollution concentrations have been observed nationally and internationally.

The impact of interventions to remove air pollutants in indoor spaces in more limited. A researcher in Texas examined the impact of rolling IAQ improvements at nearly every school in a single school district. This quasi-natural experiment indicated that student performance on standardized tests significantly improved following improvements in IAQ. Rough calculations suggest that IAQ-renovations may be a more cost-effective way to improve standardized test scores than class size reductions. Similarly, preliminary results from another quasi-natural experiment in California, where HEPA air filters were installed in every classroom, office and common area for all schools within five miles of a potential gas leak (but not beyond) found that air filter exposure led to a 0.20 standard deviation increase in mathematics and English scores, with test score improvements persisting into the following year.

This project aims to test the feasibility, in two phases, to demonstrate the effectiveness and measure the impact of intervening within a school environment to reduce exposures to airborne particles of outdoor and indoor origin. Our specific aims are to:

Phase 1 (50k):

Aim 1: Identify the filtration efficiency of current air handling approaches in a selection of five schools North and South of the airport

- a. Determine the size resolved ratio of indoor to outdoor particles in selected unoccupied classrooms
- b. Quantify the current ability of ventilation solutions to remove indoor generated particles (half-life). Do current air quality handling systems adequately remove particles that might contain COVID-19 particles?
- c. Describe the current air exchange rate (AER) of existing filtration systems under different MERV rating filters.
- d. Based on the experimental measures, describe the infiltration capacity of 1) ultrafine particles of aircraft origin 2) ultrafine particles of traffic origin and 3) wildfire smoke

Phase 2 (250k):

Aim 2: Intervene in selected schools N/S of airport by increasing within classroom particle filtration capacity.

- a. Randomize classrooms to receive an IAQ intervention, based on testing results from Aim 1.
- b. Measure IAQ impacts of intervention under different aircraft flow conditions.

Aim 3: Observe medium-term impacts on students receiving IAQ interventions

- a. Quantify impact of IAQ intervention on school absenteeism
- b. Quantify impact of IAQ intervention on quarterly student achievement scores

This project is designed to provide guidance and recommendations to communities impacted by a variety of outdoor air pollution sources to increase resilience within a school setting by identifying impactful interventions, testing deployment, and measuring impact. We expect that the intervention proposed to reduce indoor exposures to outdoor pollutants associated with aircraft traffic will also be effective in reducing exposures to wildfire smoke and roadway traffic. The methods developed will also explicitly test the effectiveness of the filtration strategy in reducing indoor generated particles, potentially decreasing the risk of COVID-19 transmission within classroom settings.



2021 FEDERAL LEGISLATIVE PRIORITIES

Federal Coronavirus Relief

Like many cities, the City of Burien and the Burien community are facing unprecedented challenges as the coronavirus pandemic continues. If another federal coronavirus relief package is needed in 2021, and the following issues have not been adequately addressed in a previous package, these concerns should be included in a 2021 federal coronavirus package:

- Help with rental payments
- Homeless shelter funding
- Small business assistance
- Childcare support
- Unemployment funding
- School meals and school nutrition services
- Food security, including culturally appropriate food (added 10.5)
- Workforce development retraining for employees who have lost jobs during the pandemic
- Help for local community banks that work with underserved communities
- Personal Protective Equipment (PPE) for medical facilities and workplaces (added 10.5)
- City funding to avoid unnecessary layoffs and service cutbacks.
- Ensure that funding secured for transportation and infrastructure projects comply with Minority Business Enterprises (MBEs), Disadvantage Business Enterprises (DBEs), and women-owned businesses, rules and regulations. (added 10.5)

Reduce Airport Noise and Emissions

Work with our Congressional delegation, neighboring communities, the FAA, and the Port of Seattle to reduce SeaTac Airport noise and emissions by:

- Promoting and supporting a regional “Coalition of Electeds”, or other regional forum, to bring airport noise and emission issues before Congress, the FAA, and the Port;
- Work with the FAA regional ombudsperson to address issues raised by Burien and other airport cities;
- Encourage the Port to complete another Part 150 aircraft noise study;
- Support HR 2351, known as the Aviation Impacted Communities Act that creates Aviation Impacted Community Boards to help citizens to better and more productively engage with the Federal Aviation Administration (FAA);
- Encourage the FAA to complete the studies in the 2018 FAA Reauthorization Act including:

- Measuring the ambient lead concentrations around airports, identifying mitigation measures, and identifying existing non-leaded fuel alternatives (USDOT led study);
- Evaluation of the health impacts of aircraft noise on residents around airports: Seattle is one of the cities to be studied;
- Implementing the pilot programs at six (6) “public use” airports to establish environmental mitigation projects.
- Support House Congressional efforts, including the support of Congresswoman Jayapal and Congressman Smith in their September 20, 2020 letter to the FAA, requesting the FAA to re-examine alternative metrics to the DNL 65 noise standard and include the potential for the use of such metrics in the United States. (added 10.5).

Climate Action

Encourage and support a national climate action plan. Burien is aware that in 2020, the House Select Committee on the Climate Crisis released a report entitled “Solving the Climate Crisis, The Congressional Action Plan for a Clean Energy Economy and a Healthy, Resilient, and Just America.” Burien and neighboring cities are working on local climate action plans.

- Burien opposes efforts to weaken the National Environmental Policy Act (NEPA).
- Burien supports appropriate federal forest management in Washington’s and other western federal forests, to minimize large forest fires and the accompanying poor air quality that has affected our region in recent summers. (added 10.5).

Sustainable Airport Master Plan (SAMP) Mitigation Funding

Work with the federal delegation, the Port of Seattle, and neighboring cities to identify traffic, environmental, and other appropriate mitigation funding for Burien due to SAMP impacts.

Support Federal Funding for Housing and Homelessness Programs

- **CDBG:** Maintain or Increase Community Development Block Grants (CDBG): the King County Consortium (of cities) uses CDBG for housing stability/homelessness prevention, affordable housing development and many other human services. The federal government funded CDBG at \$3.365 billion in FY2019, and at \$3,425B in FY2020.
- **HOME Program:** Maintain or Increase the HOME Program: HOME funds provide funding for affordable housing. Each HOME dollar invested leverages an additional five dollars for housing. The federal government funded HOME at \$1.25 billion in FY2019, and at \$1.350B in FY 2020.
- **McKinney-Vento:** Maintain or Increase McKinney-Vento Homeless Assistance Grants: McKinney grants help provide shelter and services to homeless families and individuals. The federal government funded McKinney at \$2.636 billion in FY2019, and \$2.777B in FY2020.

Burien 2021 Federal Legislative Priorities

2

- **Section 8 Vouchers:** Support Funding for Section 8 Vouchers: Support funding for Section 8 Tenant-Based and Project-Based Housing Choice Vouchers: funded at \$11,747B in and at \$12,570B in FY2020.
- **VASH:** Support Funding for VA Supportive Housing Vouchers (VASH): Support funding for the VASH program that has been a vital source of homelessness services for low-income veterans in King County; funded at \$40M in FY2019 and FY2020.
- **Low-Income Housing Tax Credit (LIHTC) Program:** Support amendments to LIHTC by supporting the bipartisan Affordable Housing Credit Improvement Act (HR 3077/S.1703) sponsored by Senator Cantwell in the Senate (S1703) with 40 cosponsors. S.1703 increases the annual housing credit allocation authority by 50%, phased in over five years, and would target resources to families who need it most.
- **SKHHP:** Seek competitive grant funding or other federal funding for a Housing Trust Fund for the South King Housing and Homelessness Partners (SKHHP). South King Housing and Homelessness Partners (SKHHP) is a coalition formed by an interlocal agreement among the jurisdictions of Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Normandy Park, Renton, Tukwila, and King County. The agreement allows South King County jurisdictions to work together and share resources in order to effectively address affordable housing and homelessness.

Federal Gang Prevention and At-Risk Youth Funding

Support federal funding for gang prevention and at-risk youth programs.

Infrastructure

- Support the following amendments included in the House-passed “Moving Forward Act” (reauthorization of the 6-year transportation funding bill):
 - Rep. Larsen’s amendment that makes grants in the “Community Transportation Investment Grant Program” to projects in urbanized areas with populations greater than 49,999 and less than 200,001. This is a long-supported grant program for smaller/mid-size cities.
 - Rep. Smith’s amendment adding a national study of the health effects of “ultrafine particles” from aircraft exhaust around airport communities,
 - Congresswoman Jayapal’s amendment increasing funds for airport emission reduction projects.
- Burien supports expediting the already funded Sound Transit study for light rail extension to Burien.
- Burien supports the as-needed federal funding to extend Sound Transit light rail to Burien.

Burien Public Works Projects

Work with potential regional partners in applying for federal grant money for two projects:

- The Burien Public Works and Parks Shared Maintenance Facility; Burien has set aside \$7.5M.
- The SR 518 Westbound On-Ramp to Des Moines Memorial Drive.

Gun Violence

Support continued federally funded studies treating gun violence as a public health issue. The federal government funded \$25 million in studies on gun violence as a public health issue in the FY 2020 federal budget.

Support the King County Prosecuting Attorney's Office Crime Strategies Unit's (CSU) efforts to address gun violence through a public health approach by collecting and sharing illegal gun shooting data from throughout King County.

Research has consistently shown that firearm violence is intensely concentrated within small, identifiable social networks. Firearms violence spreads within these networks, meaning that the closer a person is to a victim of firearm violence, the more likely they are to be a victim of firearm violence themselves. Along with law enforcement partners, CSU is using data to understand the networks of firearm violence in King County and to identify those individuals who are most at risk of victimization.

The Crime Strategies Unit was initially funded by a federal grant from the Bureau of Justice Assistance, an office within the U.S. Department of Justice. Burien supports continued federal funding of this Unit as needed. (added 10.7)

- Support federal funding of the Crime Strategies Unit efforts.

Police Reform

Support comprehensive police reforms statewide and across the country including consideration of the following reforms:

- Bar choke holds,
- Bar no knock entrances,
- Establish a federal system to report police misconduct.

Immigration

Support comprehensive immigration reform with an emphasis on ensuring that families stay together and enhancing community and economic stability for Burien's residents and citizens.

Financial Services (added as new heading, 10.5)

"De-risking", also known as "de-banking" is a bank's termination or restriction on bank accounts that it deems "high risk" for the supposed purpose of preventing "remittances," the

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payment or transfer of money, frequently by a worker to his or her family in their country of origin, to prevent the financing of terrorism.

Federal actions have discouraged large financial institutions from participating in remittances to certain countries, including Somalia, because of diminished capacity to implement financial controls in those nations that would prevent remittances from falling into the hands of terrorist organizations. State and local financial institutions have also excluded remitters from being able to open bank accounts.

Far from improving security, bank de-risking is believed to increase the risk to the U.S. financial system by driving businesses into un-regulated channels. The World Bank has declared that keeping individuals and businesses in regulated financial systems is a precondition to mitigate banking risks and combat financial crimes.

- Therefore, Burien supports Inclusion, in a financial services package, language supporting “remitters” – businesses that transfer funds to so-called “high risk” countries – to hold and maintain bank accounts in Washington. (added 10.5)

Local Broadband Enhancement

Broadband access is integral to communities, small and large, to support basic services like healthcare and education and to drive economic growth. Partnering with the National League of Cities and the Association of Washington Cities, Burien support efforts to: (added 10.5)

- build and/or upgrade broadband infrastructure,
- Fund expansion of broadband access in underserved and hard-to-serve communities, (added 10.5)
- take steps to address broadband affordability through implementation of a digital equity grant program that would support state and local efforts to increase broadband availability, and

Opportunity Zones Extension

Support of an extension of the Opportunity Zone program beyond the present end date of December 31, 2026. Currently, funds must be invested by December 31, 2019 in order to be held for the seven (7) year period required to receive the maximum capital gains tax benefits before the program ends. Burien has two opportunity zones, which would benefit from an extension of the program to encourage development in these zones.

Salmon Recovery Funding

Support funding for the Army Corps of Engineers to construct a downstream Fish Passage Facility at the Howard Hanson Dam without additional costs to local governments and regional ratepayers. Howard Hanson Dam is on the Green River in King County.

- A downstream fish passage system at Howard Hanson Dam is essential to the recovery of Puget Sound Chinook salmon, a primary food source for the endangered Puget Sound southern resident killer whales (orcas).

Support an appropriation to implement capital projects authorized by Corps of Engineers Green/Duwamish Ecosystem Restoration Project.

Burien is located in WRIA 9, the Green/Duwamish and Central Puget Sound Watershed.

Marijuana Laws

Reform marijuana laws at the federal level so that local marijuana businesses in Burien can operate legally. (added 10.5).



CITY OF BURIEN 2021 STATE LEGISLATIVE AGENDA

The City of Burien is a vibrant and creative community, where the residents embrace diversity, celebrate arts and culture, promote vitality, and treasure the environment. Our entire community has made tremendous sacrifices to reduce the spread of COVID-19, and our goal is to protect our community's health and help our local economy.

Health and Thriving Communities

- Support additional resources to address housing instability created by the economic impacts of the COVID-19 pandemic, including rent assistance and foreclosure prevention assistance.
- Support policies and funding that provides greater access and equity for broadband services.

Quality of Life and Economic Development

- Support a new transportation revenue proposal, with an emphasis on increased funding for public transportation, safe routes to school, and safety improvements along our most congested roadways that facilitate the movement of goods and services throughout our broader transportation system.
- Continue to pursue full funding for the Public Works Trust Fund (PWTF) and defend against the redirection of PWTF program funds.
- Support comprehensive tax reform, such as a state income tax and capital gains tax, that leads to a more equitable and progressive tax structure and decreased reliance on flat tax sources like sales and property taxes.
- Provide greater flexibility to use funds from existing revenue sources to help Burien manage the impacts of the economic crisis.
- Support policies that preserve local control and input regarding how local elections are administered.

Public Safety

- Support a statewide standard for use of force and the creation of a database to track officers who have been fired from their employment for misconduct.
- Support the expansion of grounds for decertification to include use of force violations.
- Support policies requiring an investigation of an officer be completed, regardless of whether the officer resigns prior to an investigation being completed.
- Support responsible solutions to reduce gun violence.

Advancing Climate Progress

- Support policies that reduce climate polluting emissions and ensure equity for lower income communities and communities of color to share in the economic opportunities presented by solutions to climate change.
- Support policies for a low carbon/clean fuel standards and a price on carbon.