



AGENDA

Burien Airport Committee

Tuesday, May 21, 2019 – 6:00 p.m.

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

Page #

1. CALL TO ORDER

- 1.1 Welcome to new BAC member: Jeff Harbaugh.

2. APPROVE DRAFT MINUTES

- 2.1 Approve minutes from April 16, 2019 Burien Airport Committee (BAC) meeting. 3 - 4

[April 16, 2019 BAC Draft Minutes](#)

3. BUSINESS AGENDA

- 3.1 Update on SAMP EIS process and Event in Des Moines on June 6, 2019. (City Manager Wilson)

- 3.2 Discuss recommendation process for representatives to State Commercial Aviation Coordinating Commission. (All) 5 - 9

[SB5370 State Aviation Commission](#)

- 3.3 Discuss Burien's Continued Role in StART. (Chair Tosta) 11 - 12

[StART Meeting Recap April 24-19](#)

- 3.4 Discuss Federal Way letter to UW Professors on MOV-UP ultrafine particles study. (All) 13 - 19

[FW Signed Ltr to UW on Ultrafine Particles Study 050719](#)

[FW Draft Ltr to UW on Ultrafine Particles Study 051319](#)

[Res408-Airport Health Impacts](#)

- 3.5 Continued discussion on forming a "Coalition of Local Electeds" to address airport issues. (Chair Tosta)

- 3.6 Follow-up on homework assignments: Different Governance Structures of airports - Sound Insulation Program - Airport Improvement Program (AIP) (All) 21 - 42

[SP info-AIP-Sound Insulation 050219](#)

3.7 Discuss 2019 priorities for the Burien Airport Committee. (All)

4. PUBLIC COMMENT

5. ADJOURNMENT

COMMITTEE MEMBERS

**Councilmember Nancy Tosta (Chair); Mayor Jimmy Matta;
Councilmember Pedro Olguin
Larry Cripe; Jeff Harbaugh; Sharyn Parker; Javier Tordable; Debi Wagner**

**Ex-Officio Member: Brian Wilson, City Manager;
Lori Fleming, Management Analyst, Phone # 206-248-5518, e-mail:
Lorif@burienwa.gov**



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



MINUTES - Draft

Burien Airport Committee

Tuesday, April 16, 2019

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

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

GUEST: Terry Plumb

ABSENT: Councilmember Pedro Olguin

1. CALL TO ORDER

The meeting was called to order at 6:00 p.m.

2. APPROVE DRAFT MINUTES

1. **Approve minutes from March 19, 2019 Burien Airport Committee (BAC) meeting.**
The minutes from the March 19, 2019 Burien Airport Committee meeting were approved.

3. BUSINESS AGENDA

- 3.1. **Discuss meeting time. Meetings have been monthly on the third Tuesday from 6:00 p.m. - 7:30 p.m. at the Burien Community Center.**
The Committee agreed to keep the meeting time the same.
- 3.2. **Update on Burien Airport Committee and StART appointments.**
 - Jeff Harbaugh applied for one of the BAC vacancies and will be interviewed by the Burien City Council on April 22, 2019, with possible appointment on May 6, 2019.
 - Larry Cripe was appointed to the vacant Burien StART representative spot on April 15, 2019.

Other:

Terry Plumb, one of Burien's StART representatives provided an update on noise abatement efforts occurring. The Committee discussed recent information indicating the Port of Seattle is recruiting to bring more airlines here and is advertising that they provide 24-hour service. Ideas discussed included having a curfew for flights or charging a higher landing fee during certain hours. There is also a new voluntary Late Night Noise Limitation Program. Other suggestions were to work with the FAA in Washington, DC rather than the NW Region FAA, since they may be more responsive.

Discussion occurred on the governance of airports and what makes some airports more responsive. Additional research into this was requested for the next meeting. Committee members heard that the Port may be using 2018 for the SAMP baseline year, rather than 2012, which is a change from previous information.

Burien Airport Committee
 April 16, 2019

3.3 Discuss forming a "Coalition of Local Electeds" to address airport issues. (Chair Tosta)

The formation a "Coalition of Local Electeds" was suggested by our federal legislative representatives. Chair Tosta has talked to electeds from other cities and there is interest, but need to figure out what they would do and how.

It was clarified that StART is strictly an advisory roundtable to provide a venue for the Port to engage with and enhance the relationship with neighboring cities.

3.4. Review the 3 Burien Airport Resolutions adopted on January 28, 2019. What can the Committee do to advance action on these? (All)

- **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.**

Ideas to help advance action of these include:

- Request the Port of Seattle to do a SAMP update to the Burien City Council and invite the cities that are part of Department of Commerce Study ILA.
- Do research/understand the governance of various airports.
- Work to decrease noise on the ground while taxiing.
- Port Sound Insulation Program; Airport Improvement Program Grant; Window Replacement Program. Lobby to have some requirements changed, such as having noise test analysis of both interior and exterior of homes.
- Continue to work with state and federal legislators to advance proposed legislation.

3.5. Discussion on 2019 priorities for the Burien Airport Committee. (All)

This item was not discussed.

4. PUBLIC COMMENT

Public comment was provided that encouraged comparing noise mitigation spending with other airports, and that real estate data is being gathered on people moving due to the airport.

5. ADJOURNMENT

The meeting was adjourned at 7:40 p.m.

SUBSTITUTE SENATE BILL 5370

AS AMENDED BY THE CONFERENCE COMMITTEE

Passed Legislature - 2019 Regular Session

State of Washington 66th Legislature 2019 Regular Session

By Senate Transportation (originally sponsored by Senators Keiser, Warnick, Saldaña, Hasegawa, Wilson, C., and Honeyford)

READ FIRST TIME 02/19/19.

1 AN ACT Relating to creating a state commercial aviation
 2 coordinating commission; creating new sections; and providing
 3 expiration dates.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** The legislature finds that with the
 6 increase in air traffic operations, combined with the projections for
 7 the rapid expansion of these operations in both the short and the
 8 long term, concerns regarding the environmental, health, social, and
 9 economic impacts of air traffic are increasing as well. The
 10 legislature also finds that advancing Washington's position as a
 11 national and international trading leader is dependent upon the
 12 development of a highly competitive, statewide passenger and cargo
 13 air transportation system. Therefore, the legislature seeks to
 14 identify a location for a new primary commercial aviation facility in
 15 Washington, taking into consideration the data and conclusions of
 16 appropriate air traffic studies, community representatives, and
 17 industry experts. Options for a new primary commercial aviation
 18 facility in Washington may include expansion of an existing airport
 19 facility. It is the intent of the legislature to establish a state
 20 commercial aviation coordinating commission to provide a location
 21 recommendation by January 1, 2022. The legislature also recognizes

1 any preferred location will require substantial environmental, land
 2 use, governance, and funding decisions from state and local
 3 governments.

4 NEW SECTION. **Sec. 2.** (1) The state commercial aviation
 5 coordinating commission is created to carry out the functions of this
 6 chapter. The commission shall consist of fifteen voting members.

7 (2) The governor shall appoint thirteen voting members to
 8 represent the following interests:

9 (a) Four as representatives of commercial service airports and
 10 ports, one of whom shall represent a port located in a county with a
 11 population of two million or more, one of whom shall represent a port
 12 in eastern Washington with an airport runway of at least thirteen
 13 thousand five hundred feet in length, one of whom shall represent a
 14 commercial service airport in eastern Washington located in a county
 15 with a population of four hundred thousand or more, and one
 16 representing an association of ports;

17 (b) Three as representatives from the airline industry and the
 18 private sector;

19 (c) Two citizen representatives with one appointed from eastern
 20 Washington and one appointed from western Washington. The citizen
 21 appointees must:

22 (i) Represent the public interests in the communities that are
 23 included in the commission's site research; and

24 (ii) Understand the impacts of a large commercial aviation
 25 facility on a community;

26 (d) A representative from the freight forwarding industry;

27 (e) A representative from the trucking industry;

28 (f) A representative from a community organization that
 29 understands the impacts of a large commercial aviation facility on a
 30 community; and

31 (g) A representative from a statewide environmental organization.

32 (3) The remaining two members shall consist of:

33 (a) A representative from the department of commerce; and

34 (b) A representative from the division of aeronautics of the
 35 department of transportation.

36 (4) The commission shall invite the following nonvoting members:

37 (a) A representative from the Washington state aviation alliance;

38 (b) A representative from the department of defense;

1 (c) Two members from the senate, with one member from each of the
2 two largest caucuses in the senate, appointed by the president of the
3 senate;

4 (d) Two members from the house of representatives, with one
5 member from each of the two largest caucuses in the house of
6 representatives, appointed by the speaker of the house of
7 representatives;

8 (e) A representative from the division of aeronautics of the
9 department of transportation;

10 (f) A representative from an eastern Washington metropolitan
11 planning organization;

12 (g) A representative from a western Washington metropolitan
13 planning organization;

14 (h) A representative from an eastern Washington regional airport;
15 and

16 (i) A representative from a western Washington regional airport.

17 (5) The governor may appoint additional nonvoting members as
18 deemed appropriate.

19 (6) The commission shall select a chair from among its membership
20 and shall adopt rules related to its powers and duties under this
21 chapter.

22 (7) Legislative members of the commission are reimbursed for
23 travel expenses in accordance with RCW 44.04.120. Nonlegislative
24 members are not entitled to be reimbursed for travel expenses if they
25 are elected officials or are participating on behalf of an employer,
26 governmental entity, or other organization. Any reimbursement for
27 other nonlegislative members is subject to chapter 43.03 RCW. The
28 commission has all powers necessary to carry out its duties as
29 prescribed by this chapter.

30 (8) The department of transportation shall provide staff support
31 for coordinating and administering the commission and technical
32 assistance as requested by commission members. The department shall
33 consider cost-saving options such as using online conferencing tools.
34 Meetings shall be held in Olympia, Washington unless resources allow
35 for alternative locations.

36 (9) At the direction of the commission, and as resources allow,
37 the department of transportation is authorized to hire a consultant
38 to assist with the review and research efforts of the commission. The
39 contract is exempt from the competitive procurement requirements in
40 chapter 39.26 RCW.

1 (10) The department of transportation shall convene the initial
 2 meeting of the commission as soon as practicable.

3 (11) This section expires July 1, 2022.

4 NEW SECTION. **Sec. 3.** (1) The state commercial aviation
 5 coordinating commission will review existing data and conduct
 6 research to determine Washington's long-range commercial aviation
 7 facility needs and the site of a new primary commercial aviation
 8 facility. Research for each potential site must include the
 9 feasibility of constructing a commercial aviation facility in that
 10 location and its potential environmental, community, and economic
 11 impacts. Options for a new primary commercial aviation facility in
 12 Washington may include expansion of an existing airport facility but
 13 may not include siting a facility on or in the vicinity of a military
 14 installation that would be incompatible with the installation's
 15 ability to carry out its mission requirements. The work of the
 16 commission shall include the following:

17 (a) Recommendations to the legislature on future Washington state
 18 long-range commercial aviation facility needs including possible
 19 additional aviation facilities or expansion of current aviation
 20 facilities, excluding those located in a county with a population of
 21 two million or more, to meet anticipated commercial aviation, general
 22 aviation, and air cargo demands; and

23 (b) Identifying a preferred location for a new primary commercial
 24 aviation facility. The commission shall make recommendations and
 25 shall select a single preferred location by a sixty percent majority
 26 vote using the following process:

27 (i) Initiating a broad review of potential sites;

28 (ii) Recommending a final short list of no more than six
 29 locations by January 1, 2021;

30 (iii) Identifying the top two locations from the final six
 31 locations by September 1, 2021; and

32 (iv) Identifying a single preferred location for a new primary
 33 commercial aviation facility by January 1, 2022.

34 (2) The commission shall submit a report of its findings and
 35 recommendations to the transportation committees of the legislature
 36 by January 1, 2022. The commission must allow a minority report to be
 37 included with the commission report if requested by a voting member
 38 of the commission.

39 (3) This section expires July 1, 2022.

1 NEW SECTION. **Sec. 4.** (1) The state commercial aviation
2 coordinating commission shall project a timeline for the development
3 of an additional commercial aviation facility that is completed and
4 functional by 2040.

5 (2) This section expires July 1, 2022.

6 NEW SECTION. **Sec. 5.** (1) Nothing in this act shall be construed
7 to endorse, limit, or otherwise alter existing or future plans for
8 capital development and capacity enhancement at existing commercial
9 airports in Washington.

10 (2) This section expires July 1, 2022.

--- END ---



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

April 24, 2019 Recap

The Sea-Tac Stakeholder Advisory Round Table (StART) meeting took place on April 24, 2019 with a focus on recapping the Aviation Noise Working Group and the Federal Policy Working Group meetings, reviewing updates on the Aviation Noise Action Plan efforts, expanding understanding of airspace and flight paths, and reviewing StART's 2019 priorities. This voluntary, advisory roundtable, convened by Seattle-Tacoma International Airport Managing Director Lance Lyttle, is a venue for the Port of Seattle to engage with the communities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila and Federal Way. Representatives from Delta Air Lines, Alaska Airlines, and Lynden Transport are also members. The Federal Aviation Administration (FAA) participates as a non-member.

The Airport Managing Director, Lance Lyttle, recognized Commissioner Steinbrueck, who was in attendance. Lyttle shared that the FAA has provided input and is working with Port staff to finalize language for the Revised Runway Use Agreement. This was a near-term action item that was recommended by the Aviation Noise Working Group. Also, he stated that letters were sent to eight carriers who operate A320 series aircraft, asking for their timeline and/or plans to modify aircraft to address a whistling noise that occurs while descending. StART welcomed Larry Cripe, the new community representative from the City of Burien. Port staff provided a brief update on the timing of the SAMP process and opportunities, separate from StART, for community involvement.

The Aviation Noise Working Group (Working Group) reported on their March 11 and April 8 meetings. The summary, provided by Stan Shepherd, Port of Seattle, focused on the status of a number of the Working Group's recommended efforts including:

- A scope of work for a soon to be hired consultant to analyze Noise Abatement Departure Procedure Profiles and whether they lessen noise for airport communities
- A scope of work and timeline for hiring a consultant to do a comprehensive Airfield Noise Assessment

The Federal Policy Working Group (FP Working Group), reported on their March 4 and April 1 meetings. Eric Schinfeld, Port of Seattle, reviewed the discussion items including:

- The history of federal legislation and policies related to noise
- An initial list of federal policies that the FP Working Group may want to consider focusing on
- An overview of the sections of the FAA Reauthorization Act pertaining to aviation noise and public health

The FP Working Group drafted and utilized a set of criteria for selecting priority focus areas related to the FAA Reauthorization Act. They discussed what might be appropriate initial action steps for each priority.

Tom Fagerstrom, Port of Seattle, provided an update on the Late Night Noise Limitation Program and current efforts to communicate with aircraft carriers to educate them about the program's upcoming

StART enhances cooperation between the Port of Seattle and the neighboring communities of Sea-Tac Airport



SEA-TAC STAKEHOLDER ADVISORY ROUND TABLE

launch later this year and to encourage them to voluntarily limit late night flights and/or consider flying quieter aircraft.

A focus of the meeting was a presentation on airspace and flight paths. Robert Tykoski, Port of Seattle, with assistance from FAA staff, reviewed the air traffic control process including the difference in responsibility between the Tower, TRACON, and the Center. Graphics were shown that explain the location and interaction between flight paths. They identified some of the factors that impact flight paths including topography, aircraft mix, and airspace complexity (interaction between flights from Boeing Field, Paine Field, Renton Municipal Airport, Joint Base Lewis- McCord, and Sea-Tac Airport.).

Discussion concluded with a review of StART's 2019 priorities as identified on February 27 in small group discussions and written comments with StART participants and public attendees. The 5 key priorities that emerged are:

- Aviation Noise
- Air Quality/Health Impacts
- Future of Aviation/Mobility
- Federal Policy and continuing the Federal Policy Working Group
- Short and Mid-Term Noise Relief including continuing the Working Group's Aviation Noise Action Agenda

These priorities will be used to drive StART agendas as well as inform priorities in the Working Groups.

Public comment was heard. The next meeting is scheduled for June 26 at 6 p.m., at the Conference Center at Seattle-Tacoma International Airport. The public is invited to attend.

StART meeting documents may be found on the Port of Seattle [website](#).



MAYOR'S OFFICE
33325 8th Avenue South
Federal Way, WA 98003-6325
(253) 835-2400
www.cityoffederalway.com
Jim Ferrell, Mayor

Associate Professor Edmund Seto, Ph.D.
Professor Timothy Larson, Ph.D.
Environmental & Occupational Health Sciences
1959 NE Pacific Street
Campus Mail Box 357234
Seattle, WA 98195

Dear Professors Larson and Seto:

Thank you for recently sharing the report on the interim measurements of ultrafine particles measured around Seattle Tacoma International Airport. On May 7, 2019, after discussing the interim results and receiving input from our citizens, and with the concurrent approval of the Mayor, the Federal Way City Council unanimously agreed to ask the MOV-UP study team to extend and expand the present study.

We are asking for additional measurement locations to provide more extensive data on the impact of the ultrafine particles on the health of our citizens.

Specifically, we recommend the following methodology based on your report:

First, include the measurement of an area that is not affected by air traffic. We have been briefed that measurements at a location on the Pacific coast with cleaner offshore winds would give the overall study a baseline. This data would be used to compare the difference in ultrafine particles in current and future measurements.

Second, we ask that vertical measurements by various altitudes be taken before and after aircraft landings. We agree that locations under the flight path should include two parks, two schools, and parts of Federal Way within NEPA/SEPA social justice impact areas. We understand this would be subject to FAA consent and coordination due to the use of drones, and we will support your efforts in securing their cooperation. Our hope is for us to be able to share a report with our citizens by the end of the year.

Third, as proposed by Dr. Larson, we endorse the design of a permanent ultrafine monitoring network. The design of this network would generate a high probability of incontrovertible exposure data that would be accepted as "scientific truth." Areas of focus will be similar to the vertical measurements including two parks, two schools, and the social justice impact areas. The network should also include sites in the area not subject to air traffic for comparison. This monitoring network would function year-round and 24 hours a day. We are hoping such a design may be completed by mid-August 2019 and would be a model for other communities.

If funding is needed by the University of Washington to expand the study, we recommend and will support an application to the Port of Seattle for a fully funded grant. In addition, we will advocate for other affected cities to join us in these proposals.

Sincerely,




Mayor Jim Ferrell



Councilmember Lydia Assefa-Dawson



Councilmember Hoang Tran



Councilmember Martin Moore



Deputy Mayor Susan Honda



Councilmember Jesse Johnson



Councilmember Mark Koppang



Councilmember Dini Duclos

[City of Federal Way Letterhead]

[INSERT DATE]

Associate Professor Edmund Seto, Ph.D.
Professor Timothy Larson, Ph.D.
University of Washington
Environmental & Occupational Health Sciences
1959 NE Pacific Street
Campus Mail Box 357234
Seattle, WA 98195

Dear Professors Larson and Seto:

The Federal Way City Council at its meeting on [insert date] considered the recent report of Prof. Larson on the interim measurements of ultrafine particles measured around the airport. Citizens of Federal Way urged the Council to ask that the UW's MOV-UP study team you lead extend the present study and undertake another action. The Council voted [insert the vote here if not unanimous] to make the following requests. At the urging of their citizens, the Council believes other of our airport affected sister cities will also make similar requests of you.

First, Federal Way asks that you measure, at a place(s) of your choosing, along the Pacific Coast of Washington using your mobile equipment for a period of at least one week, the < 30 nm particles occurring in the onshore winds of the Pacific Ocean. We wish the Federal Way citizens reading your report expected to be published before year-end to be able to see a comparison table of measurements of these "cleaner" onshore Pacific winds and the typical counts and particle size distributions measured in the MOV-UP study on 320th Street as intersected by the crossing flight paths.

Second, Federal Way asks that the MOV-UP study be extended into the vertical dimension by making measurements in Federal Way from a drone at various altitudes following the passing of airplanes taking off and landing. We understand this would be a first in the nation set of < 50nm particle measurements. The location these "vertical, nano particle profiles" would be in at least two parks (e.g. Town Square Park) and two schools in Federal Way and in those parts of Federal Way for which the social justice provisions of NEPA/SEPA require special impact analysis and mitigation as appropriate. These sites would be located in the dispersion zones of the take-off and landing paths in operation at the time of the measurement. We understand that your measurements will be subject to FAA consent and require FAA coordination with the passing of aircraft generating the dispersal plumes that are the objective of the vertical profile. Federal Way supports you in securing the cooperation of the FAA in taking these measurements and receipt of appropriate rule waivers as required by a robust project plan.

Third, Federal Way requests the UW undertake the design of a permanent, ultrafine (< 50nm) monitoring network as Prof. Larson recently discussed in his visit with us. The permanent ultrafine 24x7x365 monitoring network would measure the ultrafine exposure of our residents, and especially our children at schools such as Nautilus Elementary and the "social justice" emphasis tracts. The desired

design is an “ideal” reference design made without compromising considerations of lower cost, either initial installed cost or annual operating cost, which reduces functional performance. The monitoring network should include “control” sites for comparison with the flight path dispersal plume sites, say off to the west of the airport in Normandy Park and Burien near Puget Sound, and an extremely southeasterly site say near the Cascades foothills and Mt. Rainier.

The Council is mindful that for robust health impact assessments, accurate exposure data is vital. Thus, the overarching objective for your monitoring network design is achieving a high probability that incontrovertible exposure data would be generated and accepted as “scientific truth”. The Federal Way vision is that other airports adopting a nano particle exposure-monitoring network would see your design as the “gold standard” for such endeavors. Could such a design be completed by August 15, 2019?

If the UW requires financial support for this design effort, the Council urges your application to the Port of Seattle for a fully funding grant. Federal Way believes the port is responsible for fully funding this network and you have the City’s support for a design grant, if required.

Thank you for the MOV-UP briefing and the work in progress by your team.

[insert close]

s/ Susan Honda

Deputy Mayor

City of Federal Way

[assuming Mayor Farrell does not support this letter’s content]

CITY OF BURIEN, WASHINGTON

RESOLUTION NO. 408

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

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 Pollutants¹ (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 tool² that models³ 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 States⁴ 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 studies⁵ indicate that exposure to ultrafine PM from airport operations may impact health; and

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

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

³ 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.

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

⁵ <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 vulnerable⁶ populations and environmental justice⁷ 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.


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

⁷ <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 28th DAY OF January, 2019.

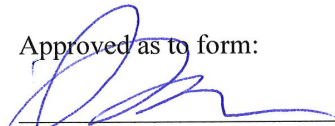
CITY OF BURIEN


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
- 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

Lori Fleming

From: SHARYN PARKER <sparkerward@comcast.net>
Sent: Wednesday, May 01, 2019 6:16 PM
To: Lori Fleming; Nancy Tosta
Subject: My homework assignment for May BAC Meeting

Good evening Lori and Nancy,

According to my notes from our April meeting, I volunteered to provide information on the following topics at our May meeting:

1. History of AIP (Airport Improvement Program) grants to Sea-Tac and for 2018 (for 2019).
2. Information from San Francisco Airport's Replacement and Second Chance Noise Insulation Initiative.
3. Steps for homeowners to follow when signing up for Boeing Field's Sound Insulation Program.

Unfortunately, my new HP printer requires that every time I scan a document, it becomes a separate email. (Of course, it couldn't be that I didn't fully read the user's manual!) Anyway, I will be forwarding to Lori 21 emails with selected scanned pages described in the three items above. I'm sending them early so that you have time to compile this information in time for our next BAC meeting.

If you have any questions, just let me know!

Sharyn



**Federal Aviation
Administration**

Airport Improvement Program (AIP) Grant Histories Airports

This page provides information on AIP grant histories for all airports included in the National Plan of Integrated Airport Systems (NPIAS) (www.faa.gov/airports/planning_capacity/npias/).

On this page ...

- [Grant Histories](#)
- [Letters of Intent \(LOI\) History Summary](#)
- [Obtaining Grant Histories](#)
- [Contacts](#)

AIP Annual Reports of Accomplishments are located on a separate page and may be found using the following link: [AIP Annual Reports of Accomplishments](http://www.faa.gov/airports/aip/grant_histories/annual_reports/) (www.faa.gov/airports/aip/grant_histories/annual_reports/).

Grant Histories

- [Grant History Look Up Tool](http://www.faa.gov/airports/aip/grant_histories/lookup/) (www.faa.gov/airports/aip/grant_histories/lookup/)

Grant History Summaries	
Fiscal Year	History File
2018	<p>AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/annual_reports/media/aip-grants-awarded-by-state-fy-2018.pdf) (PDF) (added 4/9/2019)</p> <p>AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2018-AIP-grants.pdf) (PDF) (added 4/9/2019)</p> <p>AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2018-AIP-grants.xlsx) (MS Excel) (added 4/9/2019)</p>

Fiscal Year	History File
2017	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/annual_reports/media/aip-grants-awarded-by-state-fy-2017.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2017-AIP-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2017-AIP-grants.xlsx) (MS Excel)
2016	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/annual_reports/media/aip-grants-awarded-by-state-fy-2016.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2016-AIP-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2016-AIP-grants.xlsx) (MS Excel)
2015	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/annual_reports/media/aip-grants-awarded-by-state-fy-2015.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2015-AIP-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2015-AIP-grants.xlsx) (MS Excel)
2014	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/annual_reports/media/aip-grants-awarded-by-state-fy-2014.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2014-AIP-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/FY2014-AIP-grants.xlsx) (MS Excel)
2013	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/fy2013-aip-grants-states.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2013-aip-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2013-aip-grants.xlsx) (MS Excel)
2012	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/fy2012-aip-grants-states.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2012-aip-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2012-aip-grants.xlsx) (MS Excel)

Fiscal Year	History File
2011	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/fy2011-aip-grants-states.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2011-aip-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2011-aip-grants.xls) (MS Excel)
2010	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/fy2010-aip-grants-states.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2010-aip-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2010-aip-grants.xls) (MS Excel)
2009	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/fy2009-aip-grants-states.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2009-aip-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy2009-aip-grants.xls) (MS Excel)
2008	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/fy08-aip-grants-states.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy08-aip-grants.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/fy08-aip-grants.xls) (MS Excel)
2007	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/states-2007.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2007.pdf) (PDF, 3.03 MB) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2007.xls) (MS Excel)
2006	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/states-2006.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2006.pdf) (PDF, 1.22 MB) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2006.xls) (MS Excel)

Fiscal Year	History File
2005	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/states-2005.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2005.pdf) (PDF, 2.85 MB) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2005.xls) (MS Excel)
2004	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/states-2004.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2004.pdf) (PDF, 4.43 MB)
2003	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/states-2003.pdf) (PDF) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2003.pdf) (PDF, 2.11 MB)
2002	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/grants-2002.xls) (MS Excel)
2001	AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/states-2001.xls) (MS Excel) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2001.xls) (MS Excel)
2000	AIP Summary (By Airport Category) (www.faa.gov/airports/aip/grant_histories/media/category-2000.doc) (MS Word) AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/states-2000.doc) (MS Word) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-2000.doc) (MS Word, 1.03 MB)
1999	AIP Summary (By Airport Category) (www.faa.gov/airports/aip/grant_histories/media/category-1999.doc) (MS Word) AIP Summary (By State) (www.faa.gov/airports/aip/grant_histories/media/states-1999.doc) (MS Word) AIP Summary (All Grants) (www.faa.gov/airports/aip/grant_histories/media/grants-1999.doc) (MS Word, 1.01 MB)
1998	AIP Grant Agreements by State (www.faa.gov/airports/aip/grant_histories/media/grants-1998.doc) (MS Word)
1997	AIP Grant Agreements by State (www.faa.gov/airports/aip/grant_histories/media/grants-1997.xls) (MS Excel)

Fiscal Year	History File
1996	AIP Grant Agreements by State (www.faa.gov/airports/aip/grant_histories/media/grants-1996.xls) (MS Excel)

Letter of Intent (LOI) Program

Letters of Intent (LOI) History Summary	
Report Date	Report
9/28/2017	AIP Letter of Intent History (as of 9/28/2017): MS Excel (www.faa.gov/airports/aip/loi/media/LOI-history-2017.xlsx) , PDF (www.faa.gov/airports/aip/loi/media/LOI-history-2017.pdf) (updated 9/28/2017)

Obtaining Grant Histories

To obtain AIP grant histories for particular facilities, please contact the appropriate Regional Airports Division at the numbers listed below.

Regional Airports Division Phone Numbers		
Region	States in Region	Phone Number
Alaskan	AK	(907) 271-5460
Central	IA, KS, MO, NE	(816) 329-2638
Eastern	DE, MD, NJ, NY, PA, VA, WV	(718) 553-3357
Great Lakes	IL, IN, MI, MN, ND, OH, SD, WI	(847) 294-7645
New England	CT, ME, MA, NH, RI, VT	(781) 238-7614
Northwest Mountain	CO, ID, MT, OR, UT, WA, WY	(206) 231-4108
Southern	AL, FL, GA, KY, MS, NC, PR, SC, TN, VI	(404) 305-6727
Southwest	AR, LA, NM, OK, TX	(817) 222-5985
Western-Pacific	AZ, CA, HI, NV	(424) 405-7302

Contact Us

- [Airport Improvement Program Branch \(www.faa.gov/about/office_org/headquarters_offices/arp/offices/app/app500/app520/\)](http://www.faa.gov/about/office_org/headquarters_offices/arp/offices/app/app500/app520/)

Replacement and Second Chance Noise Insulation Initiative | San Fr... <https://www.flysfo.com/replacement-and-second-chance-no>

To personalize and improve your online experience this site uses cookies. By using flysfo.com, you agree to [our cookie policy](#). [OK](#)

[SFO Travel Alert – Overnight AirTrain closure for construction – Allow extra time](#)

[San Bruno Avenue Detour – Allow extra time to the Rental Car Center and Cargo facilities](#)



Replacement and Second Chance Noise Insulation Initiative

The San Francisco International Airport's (SFO) Replacement and Second Chance Noise Insulation Initiative is intended to provide acoustic improvements to qualifying residential properties that meet certain eligibility requirements. These improvements are offered at no cost eligible property owners.

This initiative has two main components, as follows:

- **Second Chance Initiative:** This initiative gives a second chance to participate in the Noise Insulation Program (NIP) to owners that did not participate in previous phases of the NIP.
- **Replacement Initiative:** This initiative provides repair or replacement of eligible acoustical improvements to residential properties that were insulated in previous phases of the NIP, where the improvements have failed.

To be considered, the property must be located inside a specific noise boundary corresponding to the area where the average daily aircraft noise level is equal to or greater than 65 decibels. This contour is designated as the 65-dB CNEL noise contour in the [SFO Noise Exposure](#) as accepted by the FAA. Future phases of this Initiative may consider properties outside this noise contour on a case by case basis, depending on the dwelling's proximity to the 65-dB contour and availability of funds.

Second Chance Noise Insulation: Owners of residential properties who were not interested in participating in previous phases of the NIP or were non-responsive to invitations to participate, may be considered for inclusion in the Second Chance Initiative if they express their desire to participate and meet all the eligibility requirements. Specific eligibility criteria include:

- The structure and significant additions must have been built before October 1, 1998.
- Preliminary eligibility is confirmed after a physical survey of the property.
- Final eligibility is confirmed based on the results of acoustical tests conducted in habitable rooms of the property.
- The owner(s) of the property must grant a perpetual avigation easement on behalf of SFO and the City & County of San Francisco.

The extent of noise insulation and the types of improvements depend on certain factors, per FAA requirements and guidelines. If eligible for full noise insulation, allowable improvements may include window and door replacement, caulking, weather-stripping, and installation of central fresh air ventilation (if the residence does not already have central ventilation).

[Lookup Property & Apply Online](#)

[Download the Second Chance Application](#)

Replacement Noise Insulation: This initiative is for residential properties that received acoustical improvements in prior phases of SFO's NIP where the improvements have failed. Improvements may be eligible for repair or replacement subject to the following criteria:

- Only acoustical improvements originally installed as part of SFO's NIP are potentially eligible for repair or replacement under this initiative.

Replacement and Second Chance Noise Insulation Initiative | San Fr... <https://www.flysfo.com/replacement-and-second-chance-noise-insul>

- Preliminary eligibility must be determined based on a site visit by SFO to determine the condition of original improvements for which the owner is requesting repair or replacement.
- Improvements that failed due to neglect, lack of maintenance, improper handling, or accidental causes are not eligible for repair/replacement.
- Eligibility for replacement of previously installed improvements will be determined based on acoustical testing to confirm if product deficiency has resulted in excessive interior noise level in the room in which the product was installed.
- Generally eligibility will be limited to only those rooms that are considered habitable per FAA policy that is current at the time that the home is being considered for improvements.
- No repair/replacement will be undertaken unless owners have provided or concurrently provide perpetual avigation easements for the benefit of SFO / City & County of San Francisco.

Types of insulation improvements installed in previous phases of the NIP that may be eligible for repair or replacement:

- Prime windows with or without storm windows
- Prime sliding glass doors with or without storm door
- Prime exterior doors with or without storm door
- Fresh air ventilation systems

[Lookup Property & Apply Online](#)

[Download the Replacement Application](#)

To determine your property's preliminary eligibility, or request additional information, please contact:

C. Kell-Smith & Associates, Inc.
Aircraft Noise Insulation Office
Tel: 650.827.3900
Email: info@kell-smith.com

You may submit an application, via email to info@kell-smith.com.

Seattle	Boeing Field/King County International	Primary	054	\$866,000	Acquire Snow Removal Equipment
Seattle	Boeing Field/King County International	Primary	054	\$1,200,000	Acquire Aircraft Rescue & Fire Fighting Vehicle
Seattle	Boeing Field/King County International	Primary	054	\$492,315	Rehabilitate Runway Lighting
Seattle	Central Puget Sound Region	006	\$1,641,361	Conduct Metropolitan System Plan Study	
Seattle	Seattle-Tacoma International	Primary	140	\$1,700,000	Reconstruct Taxiway
Seattle	Seattle-Tacoma International	Primary	140	\$4,500,000	Reconstruct Taxiway
Seattle	Seattle-Tacoma International	Primary	140	\$1,500,000	Rehabilitate Runway
Seattle	Seattle-Tacoma International	Primary	140	\$6,826,800	Rehabilitate Taxiway
Seattle	Seattle-Tacoma International	Primary	141	\$1,876,800	Noise Mitigation Measures for Residences within 65-69 DNL

STEP-BY-STEP THROUGH THE SOUND INSULATION PROCESS

KCIA Program staff will help you throughout the process. You will review written materials, attend meetings, allow site and assessment visits and participate in a two-week period of construction activity in your home.

The Sound Insulation Program Office hours are 8 a.m. - 5 p.m. Monday through Friday and appointments will normally be scheduled during those hours. Some program briefing sessions will be scheduled during evening hours for the convenience of Homeowners. The Sound Insulation Program's main phone number is 206-205-0668. If the Program staff members are not available when you call, please leave a message and your call will be returned as soon as possible.

On the following pages you will learn more about your role (if your home has qualified) including the various documents that you will need to sign so that KCIA may sound insulate your home.

Homeowners will be responsible for participating in each step of the program. There are eight steps to the program as outlined on the checklist below. Please use this checklist to keep track of your responsibilities through the process. Each step is described later in this Homeowner's Handbook.

HOMEOWNER'S RESPONSIBILITIES CHECKLIST		
1.	Attend Homeowner Briefing Date _____ Time _____ Location _____	√ When Complete <input type="checkbox"/>
2.	Submit Signed Statement of Interest and Understanding OR Submit Signed Waiver of Participation	<input type="checkbox"/>
3.	Complete Assessment and Design Visits	<input type="checkbox"/>
	Date _____	<input type="checkbox"/>
	Date _____	<input type="checkbox"/>
	Date _____	<input type="checkbox"/>
4.	Approve Scope of Work	<input type="checkbox"/>
5.	Sign Program Contract and Avigation Easement	<input type="checkbox"/>
	Meet with Contractor and Coordinate Construction	<input type="checkbox"/>
6.	Start	<input type="checkbox"/>
	Date _____	
7.	Coordinate Final Inspection and Sign Punch List	<input type="checkbox"/>
	Date _____	
8.	Submit Post-Construction Survey	<input type="checkbox"/>
	Date _____	

Step 1
Attend Homeowner Briefing

KCIA will notify you if your home is qualified. Participation in the program is voluntary and is free to the Homeowner.

You will be invited to attend a Homeowner Briefing, lasting about 1-1 ½ hours. **Please write the day and time of your Homeowner Briefing on your Homeowner's Checklist.** At this briefing, KCIA will explain the Sound Insulation Program goals and procedures for sound insulating your home. Homeowners will be able to view product samples, such as windows and doors that are used in the program and may be installed in your home.

We also will review documents that all Homeowners will need to sign. We will be happy to answer any questions you may have at this meeting. At the end, you should be familiar with the program and your responsibility as a Homeowner.

Please read this Homeowner's Handbook and bring it with you along with your questions about the program.

During the briefing we will cover the following topics:

1. Introduction of Program staff and design team members
2. Description of the process from start to finish
3. Descriptive explanation of noise insulation products
4. On-site display of sound insulation products; i.e., windows, storm door, exterior doors, ventilation system
5. A review of required paperwork and legal documents
6. A question and answer forum

If you cannot attend a scheduled Homeowner briefing, you need to contact the Program Office at 206-205-0668 as soon as possible to make other arrangements to receive a briefing. If we are not available when you call, please leave a message with the following information:

1. Your name
2. Your property's address
3. A contact telephone number
4. The date of the briefing you are unable to attend

Your call will be returned as soon as possible. Inability to attend a briefing or meet with Program staff within a timely period (one-two weeks) will result in your residence being included in a later construction cycle.

Please Note: If your schedule will make you unavailable to meet with us for any three-week period during the process, please choose someone you trust to work with us and act on your behalf. You must sign a Power of Attorney form (see Appendices) and have it notarized.

Step 2**Submit Signed Statement of Interest and Understanding OR Waiver of Participation**

To participate, you must sign the Statement of Interest and Understanding form within one-two weeks after being contacted. The form gives KCIA permission to obtain a title report of your property and to develop an architectural plan for reducing interior noise levels within the residence. It also gives us permission to visit your home to determine what is required to lower noise levels and develop a Scope of Work outlining those specifications for meeting the a noise-reduction plan. We will then discuss them with you and ask for your approval.

(If for any reason, you are not interested in participating in the Sound Insulation Program, you will be asked to complete a Waiver of Participation form. A Homeowner can re-enter the program by contacting the Program Office at a later date if FAA funding is available.)

It only takes a few minutes to complete the Statement of Interest and Understanding form.

This document does not require the signature of all legal owners of the property. All legal owners will be required to sign final documents later, once a commitment has been made to sound insulate. If more than one party holds a share of the title to the property to be insulated, Homeowners may choose one person to work with us and sign all documents on behalf of the others. To accomplish this, each party with a share of the title must complete a Power of Attorney form designating one person to sign all documents for this program on behalf of all the title holders.

Share or review any particular items of concern in this handbook with your family, attorney or anyone else you deem appropriate. Please return either the Statement of Interest and Participation form or the Waiver of Participation form to our office within ten (10) business days of the briefing. This will enable us to determine the size of construction bid packages.

After you have signed the Statement of Interest and Participation forms, the Program Manager will order a title report on your property for the purpose of verifying ownership and to determine if there are any other parties with a financial interest in the property.

PLEASE NOTE: If we have not received your signed Statement of Interest and Understanding within ten (10) business days of the Homeowner briefing you attended or received the form in the mail, we will assume you are not interested in proceeding with the program and your residence will be assigned a deferred status. The Program Manager will confirm in writing the Homeowner's request to defer participation in the program.

WAIVER OF PARTICIPATION: Prior to initiation of the final phase of the Sound Insulation Program, all Homeowners who deferred participation in prior phases will be contacted and informed of a final opportunity to participate, subject to funding and/or program limitations at the time. Homeowners will be given a pre-determined number of days from the date of this contact to notify KCIA of their desire to participate in the final phase. Homeowners who do not notify KCIA within this time frame will be automatically withdrawn. KCIA will confirm this withdrawal in writing. Homeowners will have no further opportunity to participate.

Step 3
Complete Assessment and Design Visits

After you have returned your signed Statement of Interest and Understanding form to the KCIA Sound Insulation Office, we will contact you to schedule appointments for the design visits to develop a Scope of Work (architectural plan and specifications) for your home. The KCIA design/engineering team will determine if one, two or three visits are required. Altogether, the team will spend approximately two to three hours in your home recording information needed to recommend how to insulate your home to reduce interior noise.

The sound insulation scope or work will be customized for your home based on its location relative to the airport's flight patterns, proximity to the airport, design of the home, and materials of construction. The design/engineering team will be able to give you additional information about the design process when visiting your home.

Please write the date and time of your evaluation and design visits on your Homeowner's Checklist.

If for some reason you are unable to attend any of the design visits, please notify the Sound Insulation Program Office and immediately reschedule for another date.

PLEASE NOTE: If after signing the Statement of Interest and Understanding form you are not available for the assessment and design visits within the allotted time for this construction bid package, we will assume you are not interested in proceeding with the program. Your residence will then be assigned a deferred status subject to the provisions identified in this handbook.

Design Visits

Design Visits & Architectural Plan: The design/engineering team will meet you at your home (or the property to be sound insulated) to perform a general survey and technical assessment, and to take measurements to prepare a descriptive Scope of Work. Information gathered will enable the team to recommend sound insulation improvements that will reduce interior noise. Any information that you can share with the team about the construction and condition of the home will be appreciated.

Scope of Work: The data obtained from the design visits will be analyzed by the design/engineering team who will create the architectural plan and specifications specifically for your home. These architectural drawings are assembled in a document and entitled Scope of Work. You will be given a copy of your Scope of Work. Read and review this document carefully because it will describe the custom modifications that are about to be made to your property. It may include sound insulation measures described in the section of this handbook entitled Typical Sound Insulation Improvements or it may recommend measures that are slightly different. The Scope of Work will reflect the conditions, size, shape, structure and orientation of your home. It also will factor in the level of noise exposure and existing noise insulation capabilities of your house.

It is important to understand that houses are not exactly the same. Your interior noise levels may vary from those levels inside your neighbor's home, and noise levels can even vary from room to room within your home. Therefore, recommended treatments in your home may be different than those for other residences. The objective of the sound insulation treatments is the same regardless of the type of modifications.

During the design visits, if the design/engineering team finds conditions that may prohibit the application of sound insulation materials, the team may choose to request further inspection by an independent inspector. This inspection will be at NO cost to the Homeowner.

Also, during the design visits, the team will check for "regulated" (hazardous) materials and conditions. If the team suspects asbestos or lead-containing paint, or that any other "regulated" material is present, the team will arrange to have the material tested. Test results (if needed) must be obtained before the design process can be completed. This testing will be at NO cost to the Homeowner.

Regulated materials are removed only in areas that are directly impacted by proposed insulation treatment; and it is probable that regulated materials will remain in the residence after removal of regulated materials in the vicinity of the worksite have been completed. The disposal of regulated materials is regulated locally by the Puget Sound Clean Air Agency (PSCAA) and the Department of Ecology (DOE). Construction contractors are required to comply with all local, state and federal regulations concerning the disposal of regulated materials; and Homeowners are required to disclose (using Form 19) the presence of any regulated materials for future property transactions of the property where the presence of regulated materials is known.

Homeowners may want to re-use windows and doors extracted from their home instead of them being disposed of by the construction contractor. This is permitted by the Program; PROVIDED, there are no windows and/or doors with lead-containing paint involved. Homeowners also may want to contact local vendors who purchase and pick-up recycled windows and doors and Program staff can assist Homeowners by providing them with these vendor's contact information.

The presence of wood-damaging insects may affect participation in the program, as well as acoustical improvements for certain building components. As in the case of pre-existing code violations and "regulated" materials, the program is not authorized to remedy insect infestation or to repair insect-damaged wood. The exception is when there is an infestation of rodents in an attic where construction workers must install insulation materials.

If you have any questions about the design or any of the recommended modifications, be sure to ask the design/engineering team or the Project Manager. During the construction process, it is sometimes necessary to change the Scope of Work due to discovered problems or errors. In this case, a change order will be processed (see inspection/change order section of this Homeowner's Handbook).

PLEASE NOTE: In the event the Scope of Work outlines deficiencies in the structural, mechanical and/or electrical systems of your home that are serious enough to prevent the application of sound insulation materials, the Homeowner must decide between two courses of action:

1. The Homeowner may make the necessary repairs (known as pre-work) to the deficiencies noted in the Scope of Work that, when completed, will allow application of sound insulation materials. These repairs will be at the total expense of the Homeowner.
2. The Homeowner may elect to withdraw from the program.

In any event, all deficiencies (if any) **MUST** be corrected before the design of the insulation package can be completed on your home.

Pre- and Post-Construction Noise Testing

The FAA requires KCIA to perform post-modification noise tests on those houses that were pre-tested for qualification. The FAA and KCIA use the post-modification noise test results to monitor the success of our sound insulation methods. To gather this data, we must test a house twice – once before noise insulation work and again when work is complete. Homes noise tested prior to construction are again tested after the project is completed.

Results from post-modification noise tests are used to determine how much noise reduction has occurred in your home. This is accomplished by measuring the interior and exterior noise levels of a residence. The noise testing method selected is known as “indoor-outdoor” noise reduction testing. Features of this method include:

- Loudspeaker is located inside a habitable room
- Measurements are taken indoors and outdoors
- The NLR is related to aircraft measurements by applying frequency-dependent “adjustment factors”
- “Adjustment factors” are determined from measured acoustical properties of the room tested
- Results include satisfactory statistical validation comparable to earlier KCIA tests

Homeowners are required to be home during the pre- and post-construction noise testing. However, a Homeowner may designate someone to act on his or her behalf by completing the Power of Attorney form in this handbook.

The noise level reduction measurements required by the FAA are computed based on the measured test data and the acoustical conditions of each room. They are used to determine which products, or combination of products, reduce the interior noise level of a residence.

Post-construction noise measurements within these same rooms also are documented for these same residences, then compared and summarized for qualitative evaluation of the effectiveness of products to meet program goals.

Step 4
Approve Scope of Work

You now need to carefully review and approve the Scope of Work which describes in detail what improvements are recommended for your home to mediate interior noise. This document is an attachment to the Sound Insulation Program Contract. You will have up to a week to sign it. When you are satisfied with the recommended sound insulation improvements identified in the Scope of Work, please sign and submit it to the Program Manager. You may drop it by the Program Office or mail it to us. Program Office hours are 8 a.m. – 5 a.m., Monday – Friday.

We will provide you with a copy for your permanent records. KCIA will keep a copy as well.

Do not sign your Scope of Work if you have concerns that are not resolved. Call the Program Office and we will work with you.

Please write the date that you signed the Scope of Work on your Homeowner's Checklist:

PLEASE NOTE: If you do not sign and return your Scope of Work to the Program Office within a week, we will assume you are not interested in proceeding with the program and your residence will be assigned a deferred status subject to the provisions identified in this handbook.

Step 5
Submit Signed Program Contract and Avigation Easement

Congratulations. This is your final step before your home is assigned to a construction bid package.

After you have approved and signed your Scope of Work, the Program Office ask you to sign the Sound Insulation Program Contract and Avigation Easement documents. Both documents must be signed before construction can begin. Signing will commit you to installation of sound insulation improvements contained in your Scope of Work.

If for some reason you are unable to attend this meeting, please notify the Program Office immediately and reschedule for another date.

If you are unavailable for the final signing meeting, we encourage you to designate a person to act on your behalf. If you have already completed a Power of Attorney form, then your designee will be signing the documents.

We will be happy to answer any questions that you have about the Program Contract and Avigation Easement documents. Please understand Program staff members are not legal experts. Before you sign the documents, we encourage you to read and fully understand both, or please consult an attorney if you still have questions. (Sample forms are included in this handbook.) Once the Avigation Easement is signed, it will be recorded with King County Office of Records and will appear on your property title for the life of the property.

After the Program Contract and Avigation Easement are signed, KCIA will include your property in a construction bid package in a group of 5-50 homes. King County Procurement advertises a bid for a construction contractor. Once a construction contractor is selected, the Program Office will notify you with the contact name and company that was the lowest responsible, responsive bidder. After the construction contractor fulfills some King County contract requirements, the Program Office will advise you of the contractor's estimated "start" and "end" dates for construction. The Program Office must first issue a "Notice to Proceed" (NTP) authorizing the contractor to begin construction work at your residence.

PLEASE NOTE: If you are not scheduled for a final signing meeting within two weeks of being contacted by the Program Office, we will assume you are not interested in proceeding and your residence will be assigned a deferred status subject to the provisions identified in this handbook.

Step 6***Meet with Contractor and Coordinate Construction Start***

After the legal documents have been signed, the Project Manager prepares 100% architectural documents for bidding your home within a construction bid package. King County Procurement then advertises the bid package as a group with one construction contractor selected applying King County bidding and Program specifications. This process is time-consuming and may take several weeks to accomplish. The construction contractor selected must comply with many federal, state and King County procurement requirements and be determined as the lowest responsible and responsive bidder for award of the contract. Bidders' qualifications are evaluated and once approved, the Program Office will notify the Homeowners of the selected construction contractor.

Several more weeks are needed to provide time for the contractor to identify the specific vendors for ordering windows and doors and submitting shop drawings to the Project Manager for approval. Once the contractor has met all King County pre-construction requirements, the contractor will contact you to conduct final measurements before materials are ordered; and to review the Scope of Work with you. It takes up to 4-6 weeks (sometimes longer) for materials to be shipped and delivered. When the construction contractor visits your home for final measurements, be sure to advise the contractor of any times/dates you have planned for vacations, out-of-country travel, or other events that might affect your availability. Remember that construction takes place in your home over a two-week time period; and the contractor has many other Homeowners to accommodate in the construction schedule. Failure to communicate times/dates that you are not available, may cause a delay for completion of your residence.

In the meantime, the contractor prepares a schedule of all residences to be sound insulated within the construction bid package; and the Program Office notifies each Homeowner of the estimated beginning and ending dates identified for construction at your home. However, before the contractor can actually begin at your residence, the Project Manager inventories all items ordered to determine that the contractor is ready to begin construction.

Please write the start date of your construction on the Homeowner's Checklist.

Step 7
Coordinate Final Inspection and Sign Punch List

The Project Manager, a city inspector, and the Homeowner will conduct a final inspection of each completed residence. Inspections are an integral part of the construction process. These are conducted to ensure that the work is performed correctly, is consistent with the Scope of Work and the contract, meets the Program standards in the contract documents, and that the work completed is consistent with local building codes.

The construction contractor will call to schedule your inspection; and a Homeowner is required to attend. We will strive to always provide 48 hours notice to Homeowners before any visits.

Enter the scheduled inspection dates on your Homeowner's Checklist.

The punch list is the final inspection document. The final inspection will be scheduled after the contractor gives notice that the work is complete. The punch list will be reviewed and signed off by KICA, the Project Manager, the Homeowner and the contractor.

Step 8
Warranty Information Packet

When all the residences within your construction bid package have signed their construction inspection punch lists, Warranty Information packets are compiled that include any regulated materials disposal information, warranty and operating manuals, and a Post-Construction Survey.

We encourage you to review all written information and ask questions about the best care of your new sound insulation improvements.

For follow-up questions about maintenance, Homeowners will contact the construction contractor and product manufacturers directly using the information contained in the packet.

As a final step, KCIA requests Homeowners to complete a Post-Construction Survey form that measures your satisfaction with the Program and the products. A copy of the Post-Construction Survey is enclosed in this handbook.

Enter the date you returned the Post-Construction Survey on your Homeowner's Checklist.

In closing, FAA, KCIA and the Program staff want to thank you for your cooperation and patience throughout this program. We hope that your participation improved the quality of your in-home living experience!