



AGENDA

Burien Airport Committee

Tuesday, July 30, 2019 – 6:00 p.m.

Burien Library, 400 SW 152nd Street, 2nd Floor Conference Room

Page #

1. **CALL TO ORDER**
2. **APPROVE DRAFT MINUTES**
 - 2.1 Approve minutes from June 18, 2019 Burien Airport Committee (BAC) meeting. 3 - 4
[June 18, 2019 BAC Draft Minutes](#)
3. **BUSINESS AGENDA**
 - 3.1 Follow-up discussion on draft letter to Senator Keiser from the Burien City Council. 5
[Draft-Senator Keiser Letter 072519](#)
 - 3.2 Discuss draft letter to Congresswoman Jayapal regarding questions for FAA. 7
[Draft-Congresswoman Jayapal Letter 072519](#)
 - 3.3 Continued discussion on Part 150 concerns and options.
 - 3.4 Continued discussion on SAMP presentation and next steps. 9 - 15
[Port-SAMP Council Presentation 061719](#)
 - 3.5 New discussion on joint meeting with the Des Moines Aviation Advisory Committee in September.
4. **PUBLIC COMMENT**
5. **ADJOURNMENT**

Next meeting is Tuesday, September 17, 2019 at 6:00 p.m. at the Burien Community Center.

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

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



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MINUTES - DRAFT

Burien Airport Committee

Tuesday, June 18, 2019

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

PRESENT: Councilmember Nancy Tosta (Chair); Mayor Jimmy Matta; Larry Cripe; Jeff Harbaugh, Sharyn Parker; Javier Tordable; Debi Wagner; City Manager Brian Wilson, Thara Johnson, Senior Planner.

ABSENT: Councilmember Pedro Olguin

1. CALL TO ORDER

The meeting was called to order at 6:01 p.m.

2. APPROVE DRAFT MINUTES

The minutes from the May 21, 2019 Burien Airport Committee meeting were approved.

3. BUSINESS AGENDA

3.1 Debrief Various Airport Meetings/Events: (All)

- **Stakeholder Interviews with Stantec on June 4, 2019.**
- **Meetings with Lockridge Grindal Nauen at Des Moines on June 5-6th.**
- **Port of Seattle Presentation to Burien City Council on June 17th.**
- Discussion occurred on the various airport meetings/events that recently occurred.
- Many of the Burien Airport Committee (BAC) members participated in the interviews with Stantec, the Department of Commerce consultant.
- The Committee discussed drafting a letter to the Port of Seattle or to the State Legislature about information provided by the Port during their June 17th presentation to the Burien City Council. A suggestion was made to invite the SAMP consultants to review the materials prior to drafting such a letter. City Manager Wilson agreed to look into this.

3.2 Old Business:

- **Potential Letter to Port of Seattle to improve StART meetings.**
- **Potential Letter to Sen. Karen Keiser following up on Burien Resolution No. 408.**
- **Update of Airport Governance Structures of Large Airports (Javier Tordable)**
- Discussion occurred on a potential letter to the Port of Seattle on concerns related to the StART meetings. There was debate on content and who the letter should come from. A decision was made to hold-off for the time being based on upcoming discussions and meetings with Port officials and others regarding StART and its activities. The Highline Forum was mentioned as a potential forum for discussion of

Burien Airport Committee
 June 18, 2019

StART concerns.

- The State Legislature appropriated \$125,000 for a study to be conducted by the “King County local health jurisdiction” on the health impacts in communities in close proximity to SeaTac Airport. Senator Keiser was instrumental in securing this funding. Councilmember Tosta agreed to draft a “thank you” letter to her that would also address the concerns raised by the City of Federal Way and those expressed in Burien Resolution No. 408 about better monitoring of health impacts in our communities. This will be discussed at the next Burien Airport Committee (BAC) meeting for submittal to the Burien City Council for signature.
- BAC member Javier Tordable shared data he collected analyzing noise complaints around major airports against governance models (e.g. municipally owned vs. independent authorities). The data has reporting limitations and did not reveal specific correlations.

3.3 New Business:

- **Potential Letter to FAA-Northwest Mountain Region on Part 150 concerns.**
- **Next Steps on Addressing Noise, including Part 150.**
- Discussion occurred on draft letter/analysis on Part 150 noncompliance issues drafted by BAC member Sharyn Parker. Part 150 is going to be an item on the August 28, 2019 StART meeting agenda, with Burien’s attorney, Matt Adams, providing input.
- The Quiet Skies Coalition, with assistance from Sharyn Parker, is compiling a detailed analysis of Part 150 concerns. They have not yet made this information public.
- Feedback from the Committee on Part 150 issues was requested for discussion at the next Burien Airport Committee meeting, hopefully to result in a clear list of Part 150 concerns and violations.

2. PUBLIC COMMENT

No public comments.

5. ADJOURNMENT

The meeting was adjourned at 7:45 p.m.

Next meeting is Tuesday, July 16, 2019 at 6:00 p.m. at the Burien Community Center.

(Note: Next meeting was rescheduled to Tuesday, July 30, 2019 at 6:00 p.m. at the Burien Library, 2nd floor conference room.)

7/25/19 DRAFT – On City of Burien Letterhead to be signed by City Council

Sen. Karen Keiser
PO Box 40433
Olympia, WA 98504-0433

Dear Senator Keiser –

We are writing to thank you for your actions during the last legislative session to add \$125,000 in state funding for a study on the population health impacts in communities proximate to SeaTac Airport. As representatives of one of those communities, we are painfully aware of the on-going health and environmental issues facing our community due to SeaTac operations and rapid growth. One of the actions we had requested of the State Legislature through our Burien City Council Resolution #408 (attached) was appropriation of funds for the conduct of a Community Health Impact Assessment and we believe that your funding to King County is moving us in that direction.

We wanted to make you aware (if you aren't already) of monitoring needs that have been identified by the researchers at the University of Washington School of Public Health as they are completing their Ultra-Fine Particle study. As we identified in Resolution #408, the communities surrounding SeaTac lack air quality monitors capable of consistently measuring Criteria Air Pollutants and Hazardous Air Pollutants adequate to correlate with health impacts. We requested that the Legislature consider the need for such monitors in our communities to fully assess SeaTac Airport impacts. UW Professors have also identified a need for additional monitoring data to not only characterize volume of pollutants, but also their characteristics. The need exists for such monitors within the affected communities, as well as control monitors in locations believed to be free from Ultra-Fine Particles. Can you let us know please how we can assist you to further progress in securing such a monitoring network?

Thank you again for your support of our community. We are very grateful for the attention are willing to bring to an issue that significantly affects the quality of life of our residents.

Best regards,

Burien City Council

7/25/19 DRAFT – from Burien City Council

Congresswoman Pramilla Jayapal

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Dear Representative Jayapal –

First, thank you very much for your continued efforts in Congress to work on behalf of our community addressing both our concerns with SeaTac Airport operations/growth and for the well-being of all members of our community, including our immigrant population. We are grateful for your continued attention.

This letter is based on recent conversations with some of your staff (Yazmin Mehdi and Jessica Mulligan) who reached out to us about our concerns relating to the Port of Seattle and the Federal Aviation Administration (FAA). As you are aware, aviation operations at SeaTac Airport continue to grow, with noise becoming exponentially worse. At the same time, transparency and honesty in communications appear to be declining. We are working on several fronts to try address our community concerns, including with our State Legislature, local advocacy groups, with our own and other cities' Airport Committees, and with the Port of Seattle. We have little ability to communicate with the FAA and would very much appreciate it if you could make inquiries of them on our behalf with regard to the following:

1. When is the anticipated publication date re: the evaluation of alternative metrics to the current DNL 65 standard noise levels? (sections 173 and section 188 of the 2018 FAA Reauthorization bill).
2. Will the FAA consider the noise standards recommended in the World Health Organization (WHO) report from last year which recognized adverse health impacts with exposures above 45 dB during the day and above 40 dB at night? If not, why not?
3. Can the FAA clarify the study date deadlines outlined in the reauthorization as some of them are approaching and it is not clear that work is being done?
4. When does the expect to approve a pilot program at SeaTac regarding continuous taxiing of aircraft to cut emissions?
5. Section 190 of the FAA reauthorization identifies the intent to conduct projects at six “public use” airports for environmental mitigation projects that will measurably reduce or mitigate aviation impacts on noise, air quality, or water quality. When will the opportunity to participate in these projects be announced?
6. Other.....

Thank you again for your ongoing support for our community. Please let us know if there is any information you need or anything else we can do to assist you in your efforts to help us.

Best regards,

Burien City Council

Sustainable Airport Master Plan Near-Term Projects Environmental Review Update

Burien City Council
June 17, 2019



- ## Agenda
- Background
 - Sustainable Airport Master Plan Near-Term Projects
 - Environmental Review Scoping Report
 - Next Steps
- 



How to Serve Market Demand

| Current Projects (46.9M Passengers Today) | SAMP Near-Term Projects (56M Passengers by 2027) | Long-Term Vision SAMP (Demand Beyond 2027) |
|--|---|---|
| <ul style="list-style-type: none"> • North Satellite • International Arrivals Facility • Concourse D Hardstand Holdroom • Baggage Modernization • Airport dining and retail Development | <ul style="list-style-type: none"> • Meet market demand • 19 additional gates & second terminal • Cargo facilities • Projects to improve safety, provide support facilities, improve efficiency, and access to the airport. | <ul style="list-style-type: none"> • PSRC regional aviation baseline study • Sea-Tac Airport airfield and airspace study • Additional environmental review |

4

Proposed SAMP Near-Term Projects



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Purpose of Environmental Review

- Public disclosure of environmental impacts
- Objective analysis of potential cumulative environmental impacts according to established procedures
- Verification of existing conditions and planning forecasts
- Identify ways to avoid, minimize, or mitigate impacts
- Transparency and engagement key to process
- Overlay of environmental laws

National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA)

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SAMP NTP Environmental Review

Separate NEPA and SEPA documents and process

- DRAFT NEPA Environmental Assessment (EA)
 - NEPA EA allows for federal requirements and guidance to be met
 - Analysis driven by issues and standards. FAA is lead agency
- DRAFT SEPA Environmental Impact Statement (EIS) anticipated
 - Maximizes agency and public engagement
 - Analysis driven by issues and standards. Port is lead agency

NEPA EIS automatic triggers are new airport, runway, or major runway extension

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Scoping for SAMP Near-Term Projects

Scoping is an early and open process for determining the scope of issues that will be addressed in the environmental review document, soliciting input regarding the SAMP Near-Term Projects, and for identifying concerns regarding the potential environmental effects of those projects

The Scoping report is not intended to provide responses to each individual comment. It is intended to identify topics and themes that could inform the environmental review

Scoping is a requirement of a SEPA EIS

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Scoping and Report Overview

- Duration: 60 days (7/30–9/28/18; SEPA requirement is 21 days)
- Outcome: Scoping report (released 2/26/19)
- All comments categorized and grouped
- Scoping report
 - Overview of process
 - Participation and comments
 - Available on Port and project website
 - www.sampNTPenvironmentalreview.com

FAA (NEPA) and the Port of Seattle (SEPA) reviewed major topics and common themes together

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Scoping Participation

- Public agency meeting: 7 agencies attended
- Public open houses: 300+ attendees
- Online open house*: ~3,500 site visits
- Agency commenters: ~10
- Individual commenters: ~750
- Outreach
 - Post cards* (14,000)
 - Airmail (95,000)
 - Media Advisories
 - Local Online Media
 - Local Newspaper
 - Emails
 - Social Media
 - Community Events
 - *Five languages

Extensive participation in robust scoping process

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NEPA Resource Categories

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation (DOT) Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Land Use
- Historical, Architectural, Archeological, and Cultural Resources
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources
 - Wetlands, floodplains, surface waters, groundwater, wild and scenic rivers

FAA is lead agency for NEPA and the document will cover an extensive set of resource categories

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SEPA Elements of the Environment

- Earth
 - Geology soils, topography, Unique physical features, Erosion/enlargement of land area
- Air
 - Air quality, odor, climate
- Water
 - Surface water movement/quantity/quality, runoff/absorption, floods, groundwater movement/quantity/quality, public water supplies
- Plants and animals
 - Habitat for and numbers or diversity of species of plants, fish, or other wildlife, unique species, fish or wildlife migration routes
- Energy and natural resources
 - Amount required/rate of use/efficiency, source/availability, nonrenewable resources, conservation and renewable resources, scenic resources
- Environmental health
 - Noise, risk of explosion, releases or potential releases to the environment affecting public health, such as toxic or hazardous materials
- Land and shoreline use
 - Relationship to existing land use plans and to estimated population, housing, light and glare, aesthetics, recreation, historic and cultural preservation, agricultural crops
- Transportation
 - Transportation systems, vehicular traffic, waterborne, rail, and air traffic, parking, movement/circulation of people or goods, traffic hazards
- Public services and utilities
 - Fire, police, schools, parks or other recreational facilities, maintenance, communications, water/stormwater
- Sewer/solid waste

Port is the lead agency for SEPA and the document will cover an extensive set of environmental elements

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Common Theme: Aviation Demand Forecast

| Representative Comments |
|---|
| Recent demand has outpaced approved SAMP forecast |
| Assess impacts that exceed SAMP forecast, in case forecast is low |

| Next Steps |
|---|
| The Port and the FAA will review the approved SAMP forecast and determine if it needs to be supplemented or updated to better reflect current and anticipated future conditions |

Demand at Sea-Tac Airport has mirrored the economic growth of the region

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Common Theme: Alternatives in the Environmental Review

| Representative Comments |
|---|
| Use other existing airports or a new regional airport |
| Include a scaled-back or "constrained" plan |
| Include SAMP Long-Term Vision |

| Next Steps |
|--|
| Port and FAA will consider SAMP planning and Scoping comments regarding alternatives |
| Alternatives that are "reasonable" and meet "purpose and need" will be analyzed |
| Environmental review may identify mitigation that would constitute an alternative |
| SAMP Long-Term Vision will be discussed within the cumulative impacts analysis |

SAMP Near-Term Projects environmental review will include an alternatives analysis

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Common Theme: Human Health Impacts

| Representative Comments |
|----------------------------|
| Conduct human health study |

| Next Steps |
|---|
| Port will hire an expert to understand how human health impacts could be incorporated into SEPA |

Human health will be a component of the SAMP Near-Term Projects environmental review

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Common Theme: Aircraft Noise

Representative Comments

- Use lower threshold than 65 DNL
- Use noise metrics other than the FAA's required Day-Night Level (DNL)
- Include impacts of NextGen technology and other changes to the airspace
- Request for additional noise measurements and monitoring

Next Steps

- Analysis will use FAA-established significance thresholds, methodologies, and metrics
- Monitoring will be used to validate inputs to the noise modeling for the environmental analysis

SAMP Near-Term Projects environmental review will include an analysis of noise impacts

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Common Theme: Air Quality and Climate

Representative Comments

- Quantify and mitigate Greenhouse Gas (GHG) emissions
- Request for air quality monitoring
- Conduct analysis of ultrafine particulates (UFP)

Next Steps

- Analysis will include quantitative GHG analysis
- Analysis of air pollutant emissions will follow established standards, i.e. Clean Air Act
- Port will hire an expert to understand how UFPs could be incorporated into SEPA analysis

SAMP Near-Term Projects environmental review will include an air quality, climate, and GHG assessment

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Common Themes: Environmental Review Process

Representative Comments

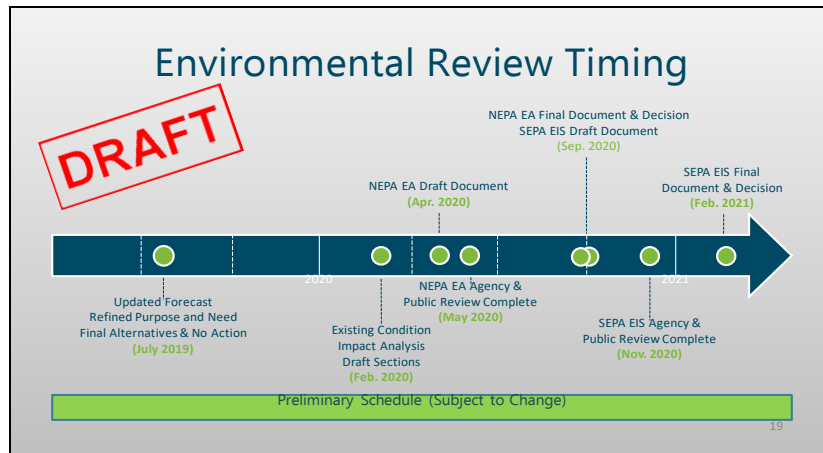
- Assess impacts of recent (past) growth, using 2012 as base year
- Delay NEPA and SEPA review until other studies have been completed (ex. UFP & PSRC)
- Include an analysis on individuals' quality of life

Next Steps

- Document will identify existing conditions and past growth as part of cumulative impacts
- Document will identify where information is not available or where uncertainty exists (SEPA)
- Quality of life will be considered as it pertains to elements within SEPA

Other Port efforts are addressing non-SAMP comments received

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- ### Next Steps
- Refine NEPA EA and SEPA EIS scope to reflect comments received
 - Publish draft NEPA EA document for public review and comment (Apr. 2020)
 - Draft SEPA EIS document will follow the FAA’s NEPA decision (Sep. 2020)
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- ### Ongoing Initiatives
- Airport Communities Ecology Fund (ACE) grants
 - South King County Communities Fund
 - Sea-Tac Airport Advisory Round Table (StART)
 - Sustainable Aviation Fuels (SAF)
- 21