SR 509 NEPA re-evaluation- https://www.wsdot.wa.gov/sites/default/files/2019/05/30/SR509-Phase1-Environmental-Reevaluation.pdf

From pages 17, 18

"Volumes on the SR 509 extension between I-5 and the 24th Avenue S/28th Avenue S interchange were forecast in the 2003 FEIS to be almost twice the levels shown in this Re-evaluation forecasts. The 2003 FEIS forecasts indicated 7,900 vehicles per hour (vph) total for both directions, while this Re-evaluation forecasts approximately 4,700 vph total in both directions. The 2003 FEIS did not assume tolling on the SR 509 extension, while this Re-evaluation did assume tolling. The Re-evaluation also indicates that traffic volumes on the existing section of SR 509 north of S 188th Street would increase between 500 and 1,400 vph in the 2045 Build condition. Traffic volumes on SR 518, S 188th Street, and SR 99 would decrease with the 2045 Build condition compared to the No Build condition as trips shift to the new facility."

Table 7. Future (2045) AM and PM Peak Hour Traffic Volumes on Study Area Roads

	Measurement Point (Figure 5 shows each measurement point)	AM Peak Hour (vph)			PM Peak Hour (vph)		
		No Build	Build	+/-	No Build	Build	+/-
1	SR 509 (north of SW 146th St)	6,250	6,460	+	6,820	7,120	+
2	SR 509 (north of S 188th St)	3,470	4,930	+	4,590	6,100	+
3	S 188th St (west of 28th Ave S)	2,380	1,990	-	3,140	2,760	-
4	SR 99 (south of S 188th St)	2,150	1,600	-	3,110	2,820	-
5	SR 518 (east of North Airport Expressway/SR 99)	8,930	8,700	-	11,230	10,860	-
6	I-5 (north of S 188th St)	15,890	15,430	-	16,040	15,630	-
7	I-5 (north of S 200th St/Military Rd S)	14,510	13,600	-	16,030	15,300	-
8	I-5 (north of SR 516/Veterans Dr)	14,680	17,090	+	16,560	20,410	+
9	I-5 (north of S 272nd St)	14,490	15,270	+	16,760	18,620	+
10	I-5 (north of S 320th St)	14,230	14,660	+	16,480	16,840	+
11	SR 509 Extension (west of I-5)	N/A	3,700	+	N/A	4,670	+

Notes: Volume measurement points are displayed in Figure 5. Volumes are in vehicles per hour (vph) and include both the northbound and southbound directions. N/A = not applicable

Please notice that column 11 depicts the added vehicles in peak hour utilizing 509 as a result of the build option and notice this volume increases by more than 1,000 vehicles from the airport south access from 188th most of which may be cargo trucks headed for Duwamish area. Although this may be a relief valve for I-5 it will be a pressure cooker for Burien which will experience significant traffic loss, added emissions and noise.

Because WSDOT did not do a site-specific analysis we do not know how the airshed will deteriorate as a result of added emissions. There has not been a thorough analysis of noise in Burien since 1996. The airport has expanded much more rapidly than expected from the time the last emission and noise analysis was completed and emissions and noise inventory was vastly underestimated at that time. FAA

identified significant new noise in their 2018 CATEX for the new flight path and EPA modeled emissions for 2017 are almost three times higher than the highest level estimated for 2020 from 1996 third runway evaluation which included Clean Air Act violations predictions post 2010. There are other serious concerns about lack of analysis since the prior analysis failed to include particulate from jets at the airport.

Additionally, both WSDOT and FAA identified environmental justice community throughout the two project areas, the 509 extension and CATEX but both agencies failed to consider cumulative noise and emissions on this population using a cumulative impact analysis of added traffic and aircraft operations.

From the 9th Circuit Court decision on November 27, 2019, it should be clear that a proper cumulative analysis must be done not only to fully know the true impacts of these massive transportation sources concentrated in one geographic area, but to protect public health and welfare. We know enough about emissions and noise to be certain these combined impacts are a significant health hazard. We also know from the DEOHS health maps that the condition of this dense population center is severely degraded already.