



# AGENDA

## Burien Airport Committee

Tuesday, December 18, 2018 – 6:00 p.m.

Burien City Hall, Multipurpose Room on 1st Floor, 400 SW 152nd St, Burien, WA 98166

Page #

### 1. CALL TO ORDER

### 2. APPROVE DRAFT MINUTES

- 2.1 Approve minutes from October 16, 2018 and November 15, 2018 Burien Airport Committee meetings. 3 - 6
- [BAC Draft minutes - October 16, 2018](#)  
[BAC Draft minutes - November 15, 2018](#)

### 3. BUSINESS AGENDA

- 3.1 Review of 3 Draft Airport Related Resolutions. (All) 7 - 18
- [A - Draft Resolution on Airport Growth](#)  
[B - Draft Resolution on Airport Noise](#)  
[C - Draft Resolution on Airport Health Impacts](#)  
[Talking Points for Resolutions](#)
- 3.2 Discussion on Burien Airport Committee Composition and Purpose. (All) 19 - 20
- [Resolution No. 384 Establishing BAC](#)
- 3.3 Update on Applications for Burien Airport Committee. (Lori Fleming)
- 3.4 Other Updates/Other Business. (All)

### 4. PUBLIC COMMENT

### 5. NEXT MEETING TIME

- 5.1 Burien Airport Committee Interviews and Appointments are scheduled for Monday, January 7, 2019.
- 5.2 The next meeting is scheduled for Tuesday, January 15, 2019 at 6:00 p.m. at the Burien Community Center. (Regular meeting time is the 3rd Tuesday of each month at 6:00 p.m.)

## 6. ADJOURNMENT

### COUNCIL COMMITTEE MEMBERS

Councilmember Nancy Tosta, Chair Mayor Jimmy Matta Councilmember Pedro Olguin

### BUSINESS COMMITTEE MEMBERS

Jill Esau Larry Cripe Matthys van Leeuwen

### RESIDENT COMMITTEE MEMBERS

Debi Wagner Sharyn Parker Vacant

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



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

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



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

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



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 400 SW 152nd Street F 206.248.5539  
 Suite 300  
 Burien, WA 98166-1911

[burienwa.gov](http://burienwa.gov)

**Burien Airport Committee (BAC)  
 October 16, 2018  
 DRAFT Meeting Minutes**

**Present:**

**Council:** Councilmember Nancy Tosta (Chair), Mayor Jimmy Matta

**Business Members:** Jill Esau, Larry Cripe, Matthys van Leeuwen

**Resident Members:** Debi Wagner, Sharyn Parker, vacant

**City Staff:** City Manager Brian Wilson, City Attorney Lisa Marshall, Community Development Director Chip Davis, and Lori Fleming, staff support.

**Absent:** Councilmember Pedro Olguin

1. **CALL TO ORDER:** The meeting was called to order at 6:04 pm.
2. **APPROVE DRAFT MINUTES from September 18, 2018.** Minutes from the September 18, 2018 meeting were approved.
3. **BUSINESS AGENDA**
  - a. **Review of Recommendations from Federal Way’s Quiet and Healthy Skies Task Force Report.**  
 Discussion occurred as to what recommendations from the Federal Way Report could be a topic for the Committee to pursue. Ideas from the Committee were to provide a status report to the City Council, recommend additional items for the City’s legislative agenda, or draft a resolution. The Committee was requested to review the Federal Way report for items to be included in a potential resolution.
  - b. **Review Scoping Comments to Sea-Tac Airport Sustainable Airport Master Plan (SAMP) Environmental Impact Statement (EIS).**  
 Community Development Director Chip Davis provided an update and discussed how the SAMP process is in the early stages.

**c. Burien Airport Committee Appointment Process.**

The two-year terms for the business and resident members of the Burien Airport Committee expire on January 9, 2019. An application process will occur in November – December 2018, with interviews and appointments by the City Council tentatively scheduled for January 7, 2019.

**d. Other Updates.**

- i. **Quiet Skies** – Monthly calls are occurring with a national group, Sky Justice National Network.
- ii. **City’s Petition for Review of FAA’s categorical exclusion on the 250 degree heading over Burien** – The opening brief by the FAA is scheduled for November 1, 2018.
- iii. **Sea-Tac Airport Sustainable Airport Master Plan (SAMP) Environmental Impact Statement (EIS) Process** – SAMP process is in early stages; 750 comments were received by the Port. Environmental analysis will occur in 2019.
- iv. **FAA funding for dedicated staff to address aviation noise concerns including community engagement.** – Staff has not been hired yet.
- v. **WA State Dept. of Commerce Airport Impacts Study (Budget Proviso)** – The scope of work is being finalized. Rose Clark is the City’s representative.
- vi. **Puget Sound Regional Council (PSRC) – Regional Aviation Baseline Study** – No update.

**e. Other business**

No other business.

**4. PUBLIC COMMENTS:** No public comments

**5. NEXT MEETING TIME**

The next meeting of the Burien Airport Committee is scheduled for Thursday, November 15, 2018, at 6:00 pm at the Burien Community Center.

**6. FUTURE TOPICS**

Future topics were not addressed.

**7. ADJOURN:** The meeting was adjourned at 7:42 pm.



# DRAFT MINUTES

## Burien Airport Committee

Thursday, November 15, 2018

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

**PRESENT:** Councilmember Nancy Tosta; Matthys van Leeuwen; Sharyn Parker; Brian Wilson, City Manager; and Lori Fleming, Management Analyst

**ABSENT:** Mayor Jimmy Matta, Councilmember Pedro Olguin, Jill C. Esau, Larry Cripe, Debi Wagner

### 1. CALL TO ORDER

1. The meeting was called to order at 6:04 p.m. There was not a quorum.

### 2. APPROVE DRAFT MINUTES

1. There was not a quorum to approve the October 16, 2018 Burien Airport Committee meeting minutes.

### 3. BUSINESS AGENDA

#### 1. Review Ideas for Potential Council Resolution. (All)

Chair Nancy Tosta handed out three draft resolutions and a matrix of airport issues. The draft resolutions are on the following topics:

- A. Growth and Safety at Sea-Tac Airport.
- B. Noise Pollution Generated by Sea-Tac Airport.
- C. Monitoring and Health Impact Assessments of Sea-Tac Airport Operations.

Discussion occurred on if the resolutions should be separate or combined into one. It was suggested that we check with our legislative contact. All three draft resolutions will be sent to the Burien Airport Committee to review/revise for discussion at the next Burien Airport Committee meeting.

#### 2. Update on Burien Airport Committee Appointment Process. (Lori Fleming)

Applications for the Burien Airport Committee are currently being accepted and are due by December 19, 2018. Council will review and interview applicants at the January 7, 2019 City Council meeting. It is for a two-year term. Discussion occurred on the composition, purpose, and need for the Committee. This discussion will be continued at the next meeting.

Burien Airport Committee  
November 15, 2018

3.           **Other Updates. (All)**  
Chair Tosta attended the National League of Cities meeting in Los Angeles and was able to tour the airport there.

4.           **Other Business? (All)**  
No other business.

**4. PUBLIC COMMENT**

No public comment.

**5. NEXT MEETING TIME**

1.           The next meeting is scheduled for Tuesday, December 18, 2018 at 6:00 p.m. Regular meeting time is the 3rd Tuesday of each month at 6:00 p.m. Note: The December 18th meeting will be held at Burien City Hall, Multipurpose Room on 1st Floor, 400 SW 152nd Street, Burien, WA.

**6. ADJOURNMENT**

Meeting adjourned at 6:55 p.m.

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

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

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

**DRAFT**  
**CITY OF BURIEN, WASHINGTON**

**RESOLUTION NO. A (Growth)**

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

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

WHEREAS, the City has a responsibility to protect the safety of members of the community and a role in enhancing opportunities for community members to lead healthy and economically viable lives; and

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

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

WHEREAS, the City is aware that potentially \$13 billion will be expended to complete the projects identified in the Sea-Tac SAMP; and

WHEREAS, the City knows that continued development at Sea-Tac will result in increasing impacts on the City, decreasing quality of life and property values, creating ever-widening zones of poor health and poverty in the City and other surrounding communities; and

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

WHEREAS, missed approaches, delays, and air safety concerns are currently increasing at Sea-Tac; and

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

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

WHEREAS, the City believes that an investment of \$13B in an infrastructure that will not meet the needs of the region within less than ten years yet will cause significant human

suffering and economic loss in surrounding communities is very poor public policy.

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

Section 1. In the interest of human health and safety and wise expenditure of public resources, that the Port of Seattle delay any build-out or launch of additional infrastructure at Sea-Tac, specifically as identified in the SAMP, until such time as the PSRC and Dept of Commerce studies are completed.

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

Section 3. 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 \_\_\_\_ DAY OF \_\_\_\_\_, 2018.

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:  
Passed by the City Council:  
Resolution No. XXX

Copies to be distributed to:

- State Legislature
- Port Commissioners and Staff
- Governor, ETC.....



**DRAFT**  
**CITY OF BURIEN, WASHINGTON**

**RESOLUTION NO. B (NOISE)**

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

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

WHEREAS, the City has a responsibility to protect the health and safety of residents, including vulnerable populations of school-age children and older adults, in the community; and

WHEREAS, during 2014-2016 air traffic at Sea-Tac led to the airport rising from the 14<sup>th</sup> to the 9<sup>th</sup> busiest airport in the United States; and

WHEREAS, current air traffic dramatically exceeds projected aircraft operation levels projected in the 2013-2018 Part 150 Study (the latest and most current); and

WHEREAS, the Sustainable Airport Master Plan under development by Sea-Tac gives no consideration to off-site impacts or to noise; and

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

WHEREAS, current noise impacts at Sea-Tac are measured using the 65 dB DNL daytime and 55 dB DNL nighttime levels (noise metrics adopted by the Federal Aviation Administration); however, these decibel levels are well above the levels recommended by the WHO; and

WHEREAS, there are several Sea-Tac supported noise restraints in State law (i.e., Chapter 53.54.020 RCW) that mandate the Port Commission investigate and monitor aircraft noise to determine the nature and extent of impacts from aircraft noise, yet there is demonstrable evidence that efforts to “investigate and monitor” aircraft noise are genuinely ineffective, outdated, and not inclusive of areas being impacted by noise at unhealthy levels; and

WHEREAS, the Sea-Tac earliest noise insulation program for homeowners is inadequate by contemporary FAA standards, yet, homeowners were required by state law (Chapter 53.54.030 (3) RCW) into signing an “avigation” easement that never expires even after

Commented [NT1]: What evidence?

Commented [NT2]: Can we say when this was?

Commented [NT3]: Required? Or forced?

warranties and windows failed; and further, Chapter 53.54.030 (5) RCW prohibits homeowners from receiving updated acoustical products to bring households receiving earlier mitigation, into conformance with new technology and ventilation code requirements..

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, RESOLVES THE FOLLOWING:

Section 1. Requests that the Washington State Legislature amend Chapter 70.05.070 RCW and SEPA Chapter 43.32C RCW to require 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.

Section 2. Requests that the WA State Legislature repeal RCW 53.54.020 and insert language that requires the Port of Seattle to initiate a Part 150 Study immediately whenever flight projections **are exceeded** from current operational projections included in its most recent Study; and

**Commented [NT4]:** Can we specify by how much? (e.g.,5%, 10%)

Section 3. Requests that members of WA State’s Congressional delegation add language in federal statutes to substitute DNL metrics consistent with WHO standards. Furthermore, that the **Integrated Noise Model** be amended to add the component of coastal terrain because of additional decibels resulting when aircraft noise is propagated over water.

**Commented [NT5]:** Do we have specifics of where?

**Commented [NT6]:** Can we cite where this is in fed law?

Section 4. Requests that the WA State Legislature repeal Chapter 53.54.030 (5) RCW that limits homeowners to “one-time only” participation for sound insulation; and add language that authorizes a **Sound Insulation Replacement Program**; and further amend Chapter 53.54.030 (3) RCW that limits avigation easements to the duration or “shelf-life” projected for new and replacement acoustical products.

**Commented [NT7]:** Need to define what this is

Section 5: Requests that the WA State Legislature repeal **Chapter 53.54.030 (3) RCW** that requires homeowners to waive all damages and convey an easement into perpetuity, yet still accept all “noise and noise associated conditions therewith.”

**Commented [NT8]:** Perhaps combine sections 4 &5 so we aren’t asking for the same RCW to be repealed in each?

Section 6 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 \_\_\_\_ DAY OF \_\_\_\_\_, 2018.

CITY OF BURIEN

\_\_\_\_\_  
Jimmy Matta, Mayor

ATTEST/AUTHENTICATED:

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

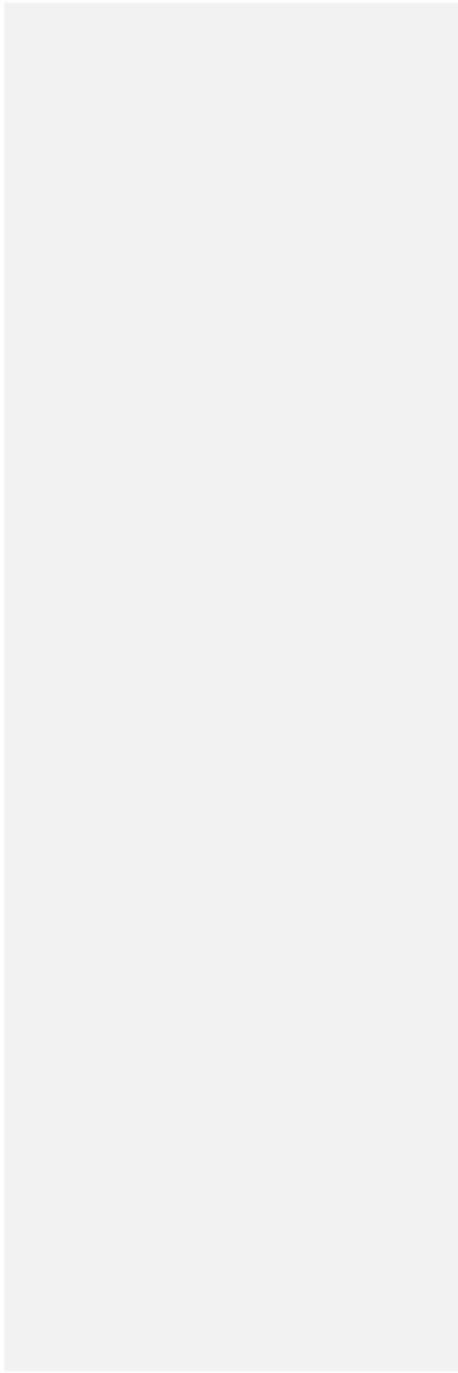
Approved as to form:

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

Filed with the City Clerk:  
Passed by the City Council:  
Resolution No. 396

Copies to be distributed to:

- The Honorable ...





**DRAFT**  
**CITY OF BURIEN, WASHINGTON**  
**RESOLUTION NO. C (HEALTH IMPACTS)**

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

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WHEREAS, the City of Burien (“City”) is located adjacent to Sea-Tac (Sea-Tac) 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, Sea-Tac is a major source of noise and air pollution and air traffic has grown beyond projections; and

**Commented [NT1]:** Can we say how much?

WHEREAS, the exact nature of pollutants and exposures that the population surrounding Sea-Tac are experiencing are unknown because there are no permanent air quality monitors in or near the 6-cities in closest proximity to Sea-Tac; and

WHEREAS; current scientific research on airport generated pollutants not limited to but including metals, aerosols, toxics, soot, ultrafine particulate both near the airport and in flight paths indicates a lack of data and information to assure a safe and healthful environment within the 6-unmonitored cities;

**Commented [NT2]:** Can we say something – with some detail - about research at other airports that shows health impacts (e.g., A dozen studies conducted in the last 10 years show....)

WHEREAS, numerous studies have shown that exposure to air pollutants can cause a range of illnesses including cancer;

**Commented [NT3]:** Combine this with Whereas above and be more specific.

WHEREAS; the Sea-Tac SAMP process is confined to modeling only analysis of criteria and hydrocarbon emissions;

**Commented [NT4]:** Need more clarity on what this means

WHEREAS, certain communities of predominately low income and minority populations are located with closer proximity to Sea-Tac and suffer disproportionate impacts due to unhealthy cumulative noise and emission impact;

**Commented [NT5]:** Need to figure out how to integrate the EJ concerns, along with addressing all concerns about health impacts

WHEREAS, the Puget Sound Clean Air Agency, the WA Department of Ecology, and the US Environmental Protection Agency have previously identified a need to better characterize the airshed within which Sea-Tac is located.

**Commented [NT6]:** Can we cite specifics on where this has been stated?

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

Section 1. Requests that criteria and hydrocarbon monitors be located.....within one to three miles of Sea-Tac Airport boundary;

Section 2. Request that an independent assessment of cumulative noise and emissions be used to develop a risk assessment;

Section 3. Request that Washington State Department of Health conduct an assessment of health status of vulnerable age-related populations, with special emphasis on racial, language, and low-income inequality that exists within airport communities. The Community Health Impact Assessment (CHIA) would determine the level of respiratory and other diseases, sleep deprivation, and learning deficiencies attributable to cumulative noise and air pollution from ever-increasing flight operations at Sea Tac Airport.

Section 4. Request that where transportation plans and programs may pose a known or unknown potentially significant public health threat to nearby populations, especially vulnerable, low income and minority residents and where those residents may have experienced high and adverse, cumulative impacts over time that may affect public health and welfare that State SEPA law be revised to reflect a higher level of necessary investigation and enforcement of equitable standards as envisioned by EO 12898, Title VI of the Civil Rights Act using guidelines developed by the Federal Interagency Working Group on Environmental Justice dated March 2016;

Section 5. 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 \_\_\_\_ DAY OF \_\_\_\_\_, 2018.

CITY OF BURIEN

\_\_\_\_\_  
Jimmy Matta, Mayor

ATTEST/AUTHENTICATED:

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

Approved as to form:

**Commented [NT7]:** Let's clarify what we want to ask for and who we are asking

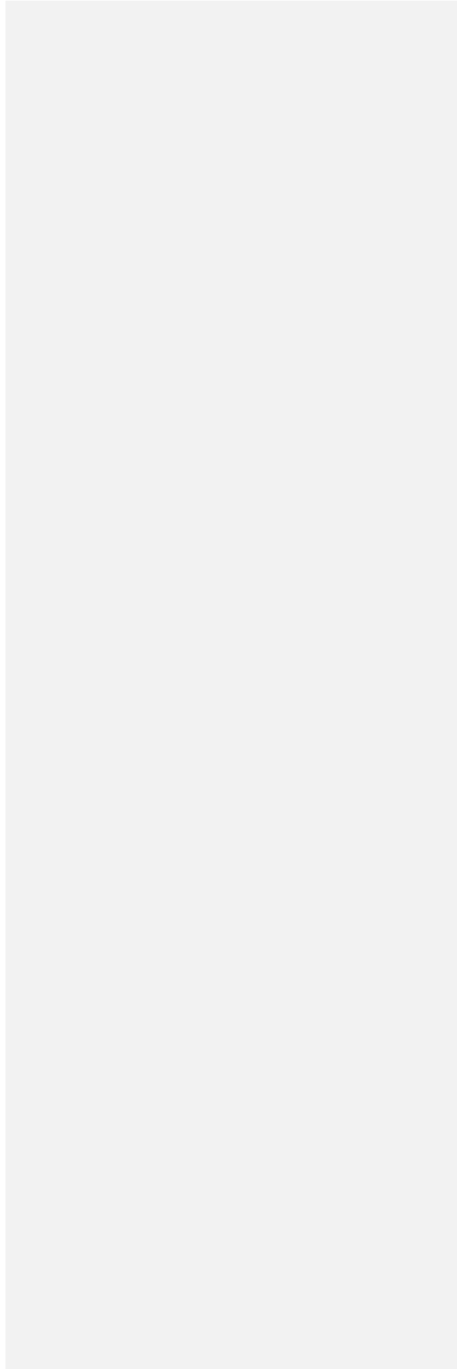
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Lisa Marshall, City Attorney

Filed with the City Clerk:  
Passed by the City Council:  
Resolution No. 396

Copies to be distributed to:

- The Honorable ...



R:/CC/AAA Resolutions/ResXXX





## ***Talking Points that Support BAC Resolutions:***

### ***Growth and Safety:***

There has been almost a 33% increase in flights at Sea-Tac Airport (aka Airport) since 2010, with the most dramatic increases occurring since 2014. For example, in 2014, Sea-Tac was the fourteenth busiest airport in the United States, but by 2016, it had become the ninth busiest. FAA reports that, while Sea-Tac “is essentially at capacity during daytime hours,” additional growth is expected.

The Airport has undertaken development of a Sustainable Airport Master Plan (SAMP) and communities surrounding the airport have contributed hundreds of comments questioning the cost (\$13 billion) of these short-term projects (completed in less than ten years); and the unbridled, ***unsustainable***, growth these projects represent.

Not only does the Airport suffer from a land-locked location that inhibits its physical expansion, its increased growth clogs local arterial roads and state highways; and it is experiencing airspace capacity limits that threaten safety because of unfettered flight operations, daily incidents of “missed approaches,” and flight delays--with no end in sight.

The Airport should delay expansion plans and halt the development of the SAMP until the PSRC completes its regional aviation study commissioned by the FAA (due in spring, 2020); and delay any further implementation of the SAMP until the Department of Commerce assesses the impacts of Airport operations, due in June 2020.

The PSRC study must consider alternative options for airport operations to support the region’s need in its current study and not wait until this study is complete and a “phase 2” study is undertaken to consider additional airport location options.

There simply needs to be a pause so that decision-makers at the region and state-level can determine whether this is the best use of scarce resources; and if so, the significant health and environmental implications to nearby communities and ways to mitigate.

### ***Effects of Environmental (noise and air quality) concentrations on surrounding communities:***

The City of Burien filed litigation against the FAA in 2017 challenging its arbitrary and capricious avoidance of federal NEPA compliance in order to route some older and noisier aircraft due West over the City as a method of reducing north-south flight traffic. The results of this suit are pending in the Ninth Circuit Court.

Without proper environmental compliance (enforcement of environmental justice requirements, health risk assessments, and robust analysis), the negative impacts from growth saturation fall disproportionately on low income and minority populations.

Air quality monitoring is also deficient in the air shed surrounding the Airport and requires an expansion of the Department of Ecology's responsibilities and regional air quality network efforts to include more direct and indirect, known and unknown ultrafine particulate sources that compromise the health and livability for residents in surrounding Airport communities.

Until 24/7 flight operations are off-loaded to another regional airport or a new airport site is selected by regional and state decision-makers, residents within the proximity of the Airport are suffering serious systemic health and sleep deprivations unforeseen because of uncontrolled growth at the State's largest and busiest airport.

There are several significant policy changes that could occur as a result of legislative action that would begin to mitigate the environmental effects of the Airport's insensitivity to increased noise and air quality assaults on local neighborhoods:

- Repeal and/or replace Airport-sponsored statutes that limit homeowner's ability to participate in sound insulation programs to "one-time" while also requiring homeowners to convey easements into perpetuity, yet still requiring residents to accept all "noise and associated conditions" regardless of noise and air quality emissions not being adequately studied, monitored, and controlled.
- Repeal artificial "boundary" that the Airport established in state legislation that is not supported by federal regulations and inhibits the Airport's response to noise and air quality concerns beyond their self-described "boundary".
- Mandate that the Airport institute rigorous noise monitoring objectives whenever flight operations exceed projected flight operations.
- Consider night-flight curfews to limit noise exposure between midnight and 5AM.

Finally, communities surrounding the Airport require relief from the constant pounding of noise, sleep-induced illnesses, and deteriorating health conditions attributable to living within a cauldron of toxic air and debilitating noise that jeopardizes the quality of life for every breathing and hearing man, woman, and child.

Provided by Sharyn Parker 12-11-18

**CITY OF BURIEN, WASHINGTON**

**RESOLUTION NO. 384**

**A RESOLUTION OF THE CITY OF BURIEN, WASHINGTON,  
ESTABLISHING A COMMITTEE TO ADDRESS ISSUES RELATED  
TO SEATTLE TACOMA INTERNATIONAL AIRPORT**

WHEREAS, the City Council of the City of Burien finds that it is appropriate to create a committee to address issues related to Seattle Tacoma International Airport (hereafter "Airport");

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

Section 1. Committee Established. A Burien Airport Committee ("Committee") is hereby established to act in an advisory capacity to the City Council with the following purposes:

1. To discuss both the positive and the negative impacts of the Airport on the City of Burien;
2. To discuss land use issues related to the Airport, including impacts on the City of Burien, including but not limited to the South Aviation Support Area (SASA), the International Arrivals Facility, and Airport access;
3. To discuss agreements between the City of Burien and the Port of Seattle related to the Airport including, but not limited to interlocal agreements;
4. To discuss mitigation of Airport impacts including but not limited to traffic mitigation, surface water management, parking, and the payment of impact fees;
5. To make recommendations to the City Council regarding ways to protect residents and businesses from negative Airport impacts;
6. To make recommendations to the City Council regarding ways for residents and businesses to take advantage of positive Airport impacts;
7. To address other Airport related issues as deemed appropriate by the Committee or the City Council.

Section 2. Meetings. The Committee will meet on an as-needed basis.

Section 3. Committee Composition. The Committee shall be comprised of the following:

1. Three Councilmembers, one of which shall be the Chair. Councilmembers and the Chair of the Committee shall be selected by random drawing if more than three express interest in serving.
2. A maximum of three members from the Burien business community, who shall be appointed by the Council. Business community members shall serve two year terms.
3. A maximum of three members who reside in the City of Burien shall be appointed by the Council. Resident members shall serve two year terms.

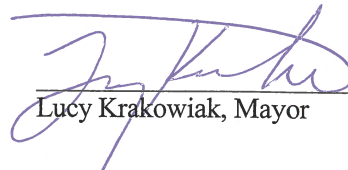
Section 4. Staff Liaison. The City Manager shall appoint a staff liaison to the Committee. The Committee shall also have additional staff support as the City Manager deems appropriate.

Section 5. Committee Meetings Open to the Public. All Committee meetings shall be open to the public pursuant to the Washington State Open Public Meetings Act, RCW 42.30 et seq.

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

ADOPTED BY THE CITY COUNCIL OF THE CITY OF BURIEN, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 19<sup>TH</sup> DAY OF DECEMBER, 2016.

CITY OF BURIEN

  
\_\_\_\_\_  
Lucy Krakowiak, Mayor

ATTEST/AUTHENTICATED:

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

Approved as to form:

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

Filed with the City Clerk: December 19, 2016  
Passed by the City Council: December 19, 2016  
Resolution No. 384