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**SUBSTITUTE SENATE BILL 5652**

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**State of Washington**

**69th Legislature**

**2026 Regular Session**

**By** Senate Environment, Energy & Technology (originally sponsored by Senators Orwall, Hasegawa, Nobles, and Valdez)

READ FIRST TIME 02/02/26.

1 AN ACT Relating to reducing environmental and health disparities  
2 and improving the health of Washington state residents in large port  
3 districts; adding a new section to chapter 43.09 RCW; adding a new  
4 chapter to Title 53 RCW; and creating a new section.

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

6 NEW SECTION. **Sec. 1.** (1) The legislature finds that:

7 (a) Communities located near airports are uniquely and  
8 disproportionately exposed to aviation-related air pollution such as  
9 ultrafine particulate matter, nitrogen dioxide, volatile organic  
10 compounds, black carbon, and other pollutants. Those pollutants have  
11 been linked to breast cancer, heart disease, prostate cancer, and a  
12 variety of lung conditions, including asthma. Communities near  
13 airports are also disproportionately exposed to noise from aviation  
14 activity, which has been linked to increased levels of stress, sleep  
15 disruption, hypertension, and heart disease;

16 (b) Many building improvements, also known as port packages, such  
17 as double and triple-paned windows, insulation, and HVAC systems  
18 initially funded by the federal aviation administration and the Port  
19 of Seattle designed to mitigate the noise impacts of the airport  
20 activity have failed, resulting in unhealthy living conditions for

1 nearby communities due to poor ventilation, leaking windows, moisture  
2 damage, mold growth, and structural rot; and

3 (c) A coordinated, evidence-based, community-informed approach is  
4 needed to comprehensively address air and noise impacts from aviation  
5 activity on these disproportionately affected communities. Moreover,  
6 community participation is essential to identifying effective  
7 mitigation strategies and developing an implementation framework to  
8 remediate past, and mitigate current, cumulative, and future, air and  
9 noise pollution impacts on these communities.

10 (2) Therefore, the legislature intends to:

11 (a) Establish partnerships among local jurisdictions, state  
12 agencies, research institutions, and community members to develop  
13 scientifically sound, locally responsive strategies to mitigate the  
14 ongoing and cumulative impacts of aviation activity;

15 (b) Establish a grant program to:

16 (i) Support the ongoing implementation of identified mitigation  
17 strategies to address the cumulative impacts of aviation activity on  
18 human and environmental health; and

19 (ii) Address deficiencies in port packages funded by the federal  
20 aviation administration and the Port of Seattle; and

21 (c) Direct the office of the state auditor to complete an  
22 assessment of the steps the Port of Seattle has taken to evaluate the  
23 success of the port packages, identify related expenditures, evaluate  
24 homeowner satisfaction, and make recommendations for future action.

25 NEW SECTION. **Sec. 2.** The definitions in this section apply  
26 throughout this chapter unless the context clearly requires  
27 otherwise.

28 (1) "Aviation-impacted communities" means communities located  
29 within an impacted area as defined in RCW 53.54.020.

30 (2)(a) "Aviation-related air quality impacts" means emissions  
31 from aircraft activity and resulting community air pollution  
32 concentrations associated with a qualifying port district's airport  
33 operations.

34 (b) "Aviation-related air quality impacts" include, without  
35 limitation, emissions or air pollutants from aircraft activities  
36 along landing and take-off paths, taxiing, ground support equipment,  
37 or auxiliary power units.

1 (3) (a) "Aviation-related noise impacts" means noise that  
2 communities experience from a qualifying port district's airport  
3 operations.

4 (b) "Aviation-related noise impacts" include, without limitation,  
5 noise from aircraft takeoff, landing, taxiing, ground support  
6 equipment, and auxiliary power units.

7 (4) (a) "Mitigation strategies" means actions designed to reduce  
8 community exposure to aviation-related air quality impacts, aviation-  
9 related noise impacts, or both.

10 (b) "Mitigation strategies" include, without limitation, reducing  
11 emissions and resulting air quality impacts; improving heating,  
12 ventilation, air conditioning, and filtration systems; strengthening  
13 building envelopes; installing air or noise barriers; adding  
14 vegetation; and using portable high-efficiency particulate air  
15 filters.

16 (5) "Qualifying port district" means a port district authorized  
17 to undertake programs for the abatement of aircraft noise under RCW  
18 53.54.010.

19 NEW SECTION. **Sec. 3.** (1) By June 1, 2027, and then recurring  
20 every two years, the University of Washington's department of  
21 environmental and occupational health sciences must:

22 (a) Develop and integrate exposure maps and community-level  
23 estimates of aviation-related air quality impacts and aviation-  
24 related noise impacts on aviation-impacted communities;

25 (b) Assess indoor and outdoor air quality and noise for schools,  
26 child care centers, community centers, and homes from aviation  
27 activity in aviation-impacted communities to understand real-world  
28 exposure during typical use cases; and

29 (c) (i) Create a clear, science-based approach for evaluating the  
30 human and environmental health impacts, including cumulative impacts,  
31 of aviation activity on both indoor and outdoor air quality and noise  
32 in aviation-impacted communities.

33 (ii) The science-based approach:

34 (A) Must include, to the extent possible, an assessment of  
35 relevant current research, reports, and studies from local, state,  
36 national, and international sources; and

37 (B) Is not limited to federally defined standards or guidelines  
38 and can include considering novel ways to measure noise, including  
39 diverse decibel weighting.

1 (2) When conducting the requirements in subsection (1) of this  
2 section, the University of Washington's department of environmental  
3 and occupational health sciences, as applicable, must use:

4 (a) A variety of techniques, such as literature review, exposure  
5 modeling, mobile monitoring, or community-based episodic sampling;

6 (b) Data collected by the Puget Sound clean air agency and  
7 University of Washington from the air pollutant monitoring stations  
8 located in the cities of SeaTac and Des Moines; and

9 (c) Community participation to inform monitoring approaches and  
10 evaluation goals, and identify priority populations in aviation-  
11 impacted communities.

12 NEW SECTION. **Sec. 4.** (1) By January 1, 2027, the department of  
13 commerce must convene and facilitate a work group that meets  
14 quarterly for the first year and biannually in subsequent years to  
15 provide diverse expertise and perspectives to inform the development  
16 of mitigation strategies to address aviation-related air quality  
17 impacts and aviation-related noise impacts on aviation-impacted  
18 communities. The department of commerce must appoint the following  
19 members to the work group:

20 (a) One representative from the Port of Seattle;

21 (b) One representative from the University of Washington's  
22 department of environmental and occupational health sciences;

23 (c) One representative from the Washington state department of  
24 health;

25 (d) One representative from the department of ecology;

26 (e) One representative from the Puget Sound clean air agency;

27 (f) One representative from the King county department of public  
28 health;

29 (g) One representative from the city of Burien;

30 (h) One representative from the city of Des Moines;

31 (i) One representative from the city of Federal Way;

32 (j) One representative from the city of Normandy Park;

33 (k) One representative from the city of SeaTac;

34 (l) One representative from the Beacon Hill neighborhood of the  
35 city of Seattle;

36 (m) One representative from the city of Tukwila;

37 (n) Seven representatives from aviation-impacted communities who  
38 are not representatives, employees of, or professionally affiliated

1 with, any of the entities listed in (a) through (m) of this  
2 subsection; and

3 (o) Six representatives from community advocacy organizations.

4 (2) The work group must:

5 (a) Review relevant studies and research conducted by the  
6 University of Washington's department of environmental and  
7 occupational health sciences under section 3 of this act;

8 (b) Identify a set of mitigation strategies that reflect work  
9 group priorities, including strategies that have been proven  
10 effective, can be implemented within the affected communities, and  
11 reduce aviation-related air quality impacts, aviation-related noise  
12 impacts, or both;

13 (c) Review noise mitigation retrofits, also known as port  
14 packages, that were installed in aviation-impacted communities to  
15 evaluate the extent to which the retrofits are deficient in  
16 addressing aviation-related noise impacts;

17 (d) (i) Develop an ongoing mitigation plan for aviation-impacted  
18 communities that includes priority mitigation strategies based on air  
19 pollution and noise burden, technical requirements, eligibility  
20 criteria, cost estimates, timelines, equity considerations, and  
21 potential evaluation methods and metrics;

22 (ii) The first mitigation plan must be completed by October 1,  
23 2027, and updated biennially thereafter;

24 (iii) The mitigation plan must include strategies to:

25 (A) Mitigate aviation-related noise impacts, including those  
26 below the federal threshold of 65 decibels DNL for significant noise;

27 (B) Remedy deficient noise mitigation retrofits under (c) of this  
28 subsection, including the use of lifetime warranty solutions where  
29 appropriate, and develop a specific timeline to complete the work;  
30 and

31 (C) Mitigate aviation-related air quality impacts, including  
32 those that are presently science-based but may apply to known  
33 pollutants that fall outside of, or below, the current federal  
34 criteria pollutant thresholds otherwise applicable to aviation;

35 (e) Develop a community engagement plan to provide ongoing  
36 education and outreach to aviation-impacted communities regarding  
37 mitigation strategies and resources;

38 (f) Explore long-term funding options to mitigate aviation-  
39 related air quality impacts and aviation-related noise impacts on  
40 aviation-impacted communities including, without limitation, airport

1 landing fees and funding from the state aircraft noise and air  
2 quality mitigation account created in chapter . . . (Senate Bill No.  
3 6240), Laws of 2026 and the accounts created in chapter 70A.65 RCW;  
4 and

5 (g) Review the request for proposals document in accordance with  
6 section 6 of this act.

7 (3) The department of commerce must post the mitigation plan,  
8 community engagement plan, and any other relevant work group updates  
9 or work products on its website.

10 NEW SECTION. **Sec. 5.** By December 1, 2027, based on the  
11 mitigation plan in section 4 of this act and after consulting with  
12 the work group established in section 4 of this act, the King county  
13 department of public health, in partnership with the Puget Sound  
14 clean air agency and the University of Washington department of  
15 environmental and occupational health sciences, must:

16 (1) Identify and implement priority one-year mitigation strategy  
17 pilot projects;

18 (2) Conduct measurements of aviation-related air quality impacts  
19 and aviation-related noise impacts before and after implementation of  
20 the priority mitigation strategy pilot projects;

21 (3) Assess the potential health benefits associated with the  
22 priority mitigation strategy pilot projects, including those related  
23 to resident perceptions, health care utilization, school absences,  
24 and other priorities identified by the work group established in  
25 section 4 of this act;

26 (4) (a) Evaluate the benefits, durability, and feasibility of each  
27 priority mitigation strategy pilot project to determine which  
28 approaches are most viable for broader use, target populations, and  
29 specific mitigation;

30 (b) The evaluation must consider the feasibility of  
31 implementation, usability for building owners and users, resident  
32 perceptions, impacts on the community, and scalability; and

33 (5) Submit findings to the work group created in section 4 of  
34 this act to determine which projects should be scaled up for broader  
35 implementation.

36 NEW SECTION. **Sec. 6.** (1) By December 1, 2028, the department of  
37 commerce, in consultation with the work group created in section 4 of  
38 this act, must develop an initial request for proposals document that

1 solicits projects to mitigate aviation-related air quality impacts,  
2 aviation-related noise impacts, or both, in aviation-impacted  
3 communities.

4 (2) The request for proposals document must include, at a  
5 minimum:

6 (a) Successful pilot projects identified in section 5 of this act  
7 that are considered applicable for broader implementation;

8 (b) Criteria that will be used to evaluate project proposals and  
9 award grant funds; and

10 (c) Reporting requirements for grant recipients including,  
11 without limitation, a method for evaluating the extent to which  
12 implemented mitigation strategy projects achieved the intended  
13 outcomes.

14 (3) The work group must regularly review and update the request  
15 for proposals document based on updates to the mitigation plan in  
16 section 4 of this act and information from projects awarded grants  
17 under section 9 of this act.

18 NEW SECTION. **Sec. 7.** (1) A qualifying port district, acting  
19 through its commission, must expend funds, including from the port  
20 district equity fund authorized in RCW 53.20.090 and from grants  
21 awarded under section 9 of this act, in the district or general area  
22 to mitigate aviation-related air quality impacts and aviation-related  
23 noise impacts, including to remedy deficient noise mitigation  
24 retrofits, also known as port packages, in accordance with the  
25 mitigation plan and timeline developed by the work group created in  
26 section 4 of this act.

27 (2) A qualifying port district may participate in and expend  
28 funds for programs to identify, study, and make recommendations for  
29 remediation and mitigation of aviation-related air quality impacts  
30 and aviation-related noise impacts.

31 (3) A qualifying port district may contract with nonprofit  
32 corporations and private and public entities with expertise in  
33 relation to the purposes in this chapter.

34 NEW SECTION. **Sec. 8.** A new section is added to chapter 43.09  
35 RCW to read as follows:

36 (1) By July 1, 2029, the state auditor must conduct a  
37 comprehensive evaluation of the Port of Seattle and federal aviation  
38 administration's noise mitigation retrofits, also known as port

1 packages, that were installed in aviation-impacted communities and  
2 deliver a report including, without limitation, a conclusion and  
3 recommendations on each of the following:

4 (a) The extent to which the Port of Seattle has evaluated whether  
5 the noise mitigation retrofits that were installed were successful;

6 (b) The amount of funds directed to the Port of Seattle for the  
7 purpose of installing noise mitigation retrofits and the amount of  
8 funds expended by the Port of Seattle and other entities to install  
9 noise mitigation retrofits;

10 (c) An estimate of the cost of replacing or repairing failed  
11 noise mitigation retrofits, and addressing additional harm and  
12 structural damage caused by improperly installed or functionally  
13 faulty retrofits;

14 (d) Additional steps the Port of Seattle, the legislature,  
15 municipalities, and others can take to adequately address deficient  
16 noise mitigation retrofits; and

17 (e) The extent to which homeowners are satisfied with the noise  
18 mitigation retrofits installed in their homes.

19 (2) If requested by the state auditor, the Port of Seattle must  
20 provide any records necessary to conduct the requirements of this  
21 section.

22 NEW SECTION. **Sec. 9.** (1)(a) The department must administer a  
23 grant program to assist qualifying organizations with expenses  
24 related to the implementation of mitigation strategies identified in  
25 the mitigation plan developed in section 4 of this act.

26 (b) In administering the grant program in this section, the  
27 department must prioritize the use of funds in the state aircraft  
28 noise and air quality mitigation account created in chapter . . .  
29 (Senate Bill No. 6240), Laws of 2026.

30 (c) When determining grant recipients under this section, the  
31 department must, at a minimum, utilize the request for proposals  
32 document developed in section 6 of this act.

33 (d) A qualifying organization may commit to matching funds  
34 provided by the legislature for the purposes provided in (a) of this  
35 subsection.

36 (2) For the purposes of this section:

37 (a) "Department" means the department of commerce.

38 (b) "Qualifying organization" means a community organization  
39 representing aviation-impacted communities, a municipality in which

1 aviation-impacted communities are located, a qualifying port  
2 district, a local health jurisdiction serving aviation-impacted  
3 communities, an air pollution control authority overseeing air  
4 quality in aviation-impacted communities, or an institution of higher  
5 education conducting research on aviation-related air quality impacts  
6 or aviation-related noise impacts.

7 NEW SECTION. **Sec. 10.** If any provision of this act or its  
8 application to any person or circumstance is held invalid, the  
9 remainder of the act or the application of the provision to other  
10 persons or circumstances is not affected.

11 NEW SECTION. **Sec. 11.** Sections 2 through 7 and 9 of this act  
12 constitute a new chapter in Title 53 RCW.

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