



# AGENDA

## Burien Airport Committee

Tuesday, September 16, 2025, at 6:00 p.m.

Join virtually via Zoom: <https://bit.ly/3RIItM0>

Join at Burien City Hall: 400 SW 152nd St (3rd Floor), Burien, WA

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Staff Liaison: Nathan Hawthorne, Paralegal | Email [nathanh@burienwa.gov](mailto:nathanh@burienwa.gov)

1. CALL TO ORDER

2. ROLL CALL

Deputy Mayor Sarah Moore, Chair  
Brian Davis, Vice Chair  
Alejandra Cordoba-Perez  
Jeff Harbaugh  
Louis Troisi  
Karen Veloria  
City Manager Adolfo Bailon, Ex-Officio Member  
City Attorney Garmon Newsom II, Ex-Officio Member

3. APPROVE MINUTES

- a) Minutes of the August 19, 2025 Burien Airport Committee Meeting 3 - 5  
[August 19, 2025 BAC Draft Minutes](#)

4. BUSINESS AGENDA

- a) Committee Member Reports 7 - 11
- Update and discussion on application made to Student Consulting Lab (Jeff Harbaugh)
  - Update on Port Package letter (Jeff Harbaugh)

*10 minutes*

[Cost and Benefits of Airport Proximity and Possible Mitigation Strategies](#)

- b) Mathison Park Tree Removal  
(Sarah Moore, Chair)

*15 minutes*

- c) Legislative Recommendations 13 - 26

- SB 5652
- E2SSB 5955
- Airport Cities Impact Study
  - [Airport Impact Mitigation Study \(HOK\)](#)

(Brian Davis, Vice Chair)

*15 minutes*

[SB 5652](#)

[5955-S2.SL](#)

5. NEW BUSINESS

6. PUBLIC COMMENT

Public comment shall be limited to two minutes per speaker.

1. Email: You may provide a public comment in advance by sending an email to [AirportCommittee@burienwa.gov](mailto:AirportCommittee@burienwa.gov). The Staff Liaison will read your comment aloud during the meeting. Cutoff for emails will be at 4:45 p.m. on the day of the meeting.
2. In-Person or Zoom: If you are unable to provide public comment via email, and would still like to provide public comment during the meeting, you will need to join the meeting at City Hall, or login to the Zoom meeting, and signup to speak.

7. ADJOURNMENT



# DRAFT MINUTES

## Burien Airport Committee

Tuesday August 19, 2025

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### 1. CALL TO ORDER

Brian Davis called the Burien Airport Committee meeting to order at 6:03 p.m.

### 2. ROLL CALL

Members Present:

Councilmember Sarah Moore, Chair

Brian Davis, Vice Chair

Jeff Harbaugh

Louis Troisi

Karen Veloria

City Manager Adolfo Bailon, Ex-Officio Member

*It was noted that Alejandra Cordoba-Perez would be absent from the meeting.*

### 3. APPROVE MINUTES

- a) **Minutes** of the July 15, 2025, Burien Airport Committee Meeting

*Moved by Jeff Harbaugh and seconded by Karen Veloria. Minutes were approved unanimously.*

### 4. BUSINESS AGENDA

- a) **Committee Status Reports**

- **Port Package Updates** – Deputy Mayor Moore advised the committee that Council approved the recommendation to send a letter to the Port asking to end the current program and restart with a more effective program. The City Manager noted that a final draft is already in the works.
- **Meeting with Port Commission President** – Committee members had a productive conversation with Toshiko Hasegawa and laid out Burien's request regarding revising the port package program. Commissioner Hasegawa seemed receptive to the proposal.
- **Student Consulting Lab Update** – Jeff Harbaugh is preparing the application for submission and will share with the committee when it is complete.
- **Legislative Priorities - Meetings and SB 5652** – The committee continued their

conversation on which items they would like for Council to include in their legislative priorities for 2026.

- **Community Outreach Events** – Committee members provided updates on various community events they attended or that are upcoming including National Night Out and Boulevard Park Block Party.
- **Candidate Forums** – Deputy Mayor Moore attended a forum for Seattle candidates put on by STACC for Justice. The same group is looking to put on a forum for the 33<sup>rd</sup> Legislative District as well.
- **Mission Statement Update** – This item was set aside to a future meeting.

- Support to Amend 2025 King County Strategic Climate Action Plan**– Deputy Mayor
- b) Moore provided an update on a letter received by Council asking for advocacy to the King County Council regarding portions of the County’s Climate Action Plan. The committee discussed whether this was a BAC specific topic or may be better taken up directly by the Council or Burien’s sustainability staff. The committee determined this topic was too broad to be in its purview.

- Update on Nationwide Airport Cities Initiative** – The City Manager provided a brief
- c) update on his outreach to other airport communities around the country.

- Update on SAMP Appeal Discussions with Neighboring Cities** – The City Manager
- d) provided a brief update on conversations surrounding how a SAMP appeal could be paid for and how the interlocal agreement could look and be developed for all member cities to agree with.

- Committee Member Terms** – Staff asked for committee members to self-elect
- e) themselves to specific term lengths to begin offsetting future appointments to the committee.

## 5. NEW BUSINESS

The committee discussed how best to interact with the City of Des Moines new airport committee. The committee believes it may be best to appoint a liaison. Some dialog between the committee chairs will be attempted to develop a working relationship.

## 6. PUBLIC COMMENT

J.C. Harris – Supports information sharing between Des Moines and Burien’s airport committees and aligning requests for information to staff for each city to best use staff time.

## 7. ADJOURNMENT

The next Burien Airport Committee meeting is scheduled for Tuesday, September 16, 2025, at 6:00 p.m.

***Meeting was adjourned at 7:02 p.m.***

Nathan Hawthorne, Staff Liaison, Recorder



View results

Respondent

364

Anonymous

32:19

Time to complete

1. Email Address \*

jeff@jeffharbaugh.com

2. Organization \*

City of Burien

3. Your First Name \*

Jeff

4. Your Last Name \*

Harbaugh

5. Position Title \*

Member of Burien Airport Committee

6. Phone \*

425-698-7564

7. Street Address \*

12271 Shorewood DR SW

8. City, State, and Zip Code \*

Burien, WA 98146

9. Project Contact Name (if different than submitter)

10. Project Contact Email (if different than submitter)

[Empty text box for Project Contact Email]

11. Please provide a brief description of your organization \*

The City of Burien is a community of approximately 51,000 adjacent to Seattle Tacoma International Airport (SeaTac Airport). Individuals who identify as Latino/Hispanic make up nearly a quarter of the total population. Another 10 percent identify as Asian. Much of the population is lower income. Many belong to demographic groups the State of Washington describes as vulnerable. The city faces ongoing challenges to secure funding for vital services.

12. Please select the sector that best describes your organization \*

- Non-Profit Organization
- Government Agency
- Private Sector Organization

13. Tentative Project Title \*

Cost and Benefits of Airport Proximity and Possible Mitigation Strategies

14. Please create a 3-4 sentence overview of your project (note this information will be shared with students). Examples are available below. \*

Example 1: We need data that tells us about the lived experiences and macro-level portrait of where our creative workforce resides in the Puget Sound Region, what that looks like through an intersectional race, gender, and class lens and analysis, and what the creative jobs of the future might be like. The outcome of the project will be a report that provides recommendations for arts and cultural policy for the city and the region. Among the core competencies the team will demonstrate on the job include survey design, qualitative interviews, GIS intermediate skills, Tableau/data visualization, policy analysis and decision-making, cultural competency and working amongst diverse stakeholders. Example 2: Overall, Washington is faced with important policy decisions about how to best facilitate reallocation of water supplies because of scarcity. This research proposal for Evans School students will focus on identifying, comparing and contrasting economic, legal, policy, and environmental settings which either promote or discourage water banking in an attempt to inform Washington’s future direction in water management. We seek an evaluation of the use of water banking – not simply a promotion of the benefits of the tool, but a critical evaluation of why it may be limited (for good reason) for use in our state. Example 3: We know there are unique needs of LGBTQ commercially sexually exploited youth in Washington State. How these young people differ (e.g. life experiences, rates of homelessness, treatment needs) from their non-LGBTQ counterparts is less known. Additionally, we need to understand what tools professionals are already using and what they still need to adequately serve this population. Consultants will have the opportunity to explore these questions and craft recommendations for the Center for Children & Youth Justice to target policy and practice changes.

Airport noise and particle fallout are both forms of pollution with documented health, as well as lifestyle, impacts on those closest to airport flight paths. SeaTac Airport expects a 28% increase in takeoffs and landings between now and 2032, worsening these already damaging impacts. There is no way for Burien to reduce this growth and its negative impacts. What mitigation strategies might Burien pursue and what ask, financial or otherwise, can we reasonably make of the Port of Seattle (which runs SeaTac Airport)?

15. Please indicate which of the following topic areas most closely characterizes your project \*

Select only one. You will have an opportunity to add additional topic areas in the next question

- Analysis and Evaluation
- Environmental Policy and Management
- International Development
- Metropolitan and Regional Policy
- Nonprofit Management and Philanthropy
- Public Finance and Budgeting
- Public Leadership, Management, and Decision-Making
- Social Policy

16. Please select any other additional topic areas that characterize your project \*

- Analysis and Evaluation
- Environmental Policy and Management
- International Development
- Metropolitan and Regional Policy
- Nonprofit Management and Philanthropy
- Public Finance and Budgeting
- Public Leadership, Management, and Decision-Making
- Social Policy
- Other

17. Please describe the problem, challenge, or opportunity that the consultant team will address. \*

SeaTac Airport is an important economic asset to Washington State and the Seattle area. The Port has many constituencies and has deflected or avoided dealing with negative airport impacts on adjacent communities for years. A confluence of events- frustration with the Port's approach to the issues, the Port's public plans for expansion, more cooperation among cities, clarity as to the impacts- has created a desire to explore compensation from the Port, which can improve the lives and health of the most impacted people living around the airport who are frequently unable to advocate for themselves.

The available data is deep, complex, and incomplete. One of the challenges will be in determining which pieces are most important. It may be necessary to revise the scope and focus of the project as it proceeds.

Problems of noise and particle pollution are common at airports worldwide. If a study such as the one we are proposing has been done before, we are not aware of it. We expect that the results will be of interest to airport communities in addition to Burien.

18. What is your desired deliverable? Examples include policy reports, fundraising strategy documents, stakeholder analyses, or other strategic documents. \*

1. A presentation and report for the Burien City Council. We anticipate there may be wider distribution (perhaps in a different form) and it should be prepared with that in mind. Other cities around the airport, the Port commissioners, and our state and federal representatives are likely recipients.  
2. Specific "asks" of the Port both financial and other.

19. Will you want the consultants to make a presentation to board, staff, or other stakeholders? \*

See above

20. What resources are available to complete the project (e.g., access to data, support from staff, etc.)? \*

If use of data is required please share whether the organization will provide this information or if students are expected to gather data.

The Burien Airport Committee has been in existence for 9 years. The City of Des Moines has recently restarted its airport committee. Active and previous members of the committees and the data and reports they have collected should be available. We would suggest you start at seatacnoise.info as a possible source of data.

21. On a scale from 1-5, how high of a priority is this project for your organization (with 1 being "nice to have but not a high priority" and 5 being "one of our top priorities")? \*

- 1
- 2
- 3
- 4
- 5

22. Will the students need to travel outside the Seattle metropolitan region for your project? \*

- Yes and we will cover the cost of this travel
- Yes and we require financial support for our travel needs
- No
- Maybe

23. Have you submitted a research project to the Student Consulting Lab (formerly Public Service Clinics) before? \*

- Yes
- No
- Not Sure

24. If there are particular student consultants you would like to work on this project, please list them here.

Note: While we cannot guarantee that any particular student will be assigned to your project, we will do our best to accommodate your needs.

25. If our topic is selected and a successful match is made, my organization agrees to pay the full fee of \$2,500. \*

- Yes, my organization will pay \$2,500
- No, my organization will need financial support

26. Please indicate how much financial assistance you need. \*

- \$500
- \$750
- \$1,000
- \$1,250
- \$1,500
- \$1,750
- \$2,000
- \$2,250
- \$2,500

27. Reason for Financial Assistance Request

The city is facing a serious budget shortfall that may require layoffs next year. The results of this year's election will impact that.

28. Please indicate how you would like to pay. \*

- Invoice me
- Credit Card



S-0809.2

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**SENATE BILL 5652**


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**State of Washington****69th Legislature****2025 Regular Session****By** Senators Orwall, Hasegawa, Nobles, and Valdez

Read first time 02/04/25. Referred to Committee on Environment, Energy &amp; Technology.

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

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

5 NEW SECTION. **Sec. 1.** The definitions in this section apply  
 6 throughout this chapter unless the context clearly requires  
 7 otherwise.

8 (1) "Cumulative environmental health impact" has the same meaning  
 9 as in RCW 70A.02.010.

10 (2) "Environmental benefits" has the same meaning as in RCW  
 11 70A.02.010.

12 (3) "Environmental harm" has the same meaning as in RCW  
 13 70A.02.010.

14 (4) "Environmental impacts" has the same meaning as in RCW  
 15 70A.02.010.

16 (5) "Evidence-based" has the same meaning as in RCW 70A.02.010.

17 (6) "Overburdened communities" has the same meaning as in RCW  
 18 70A.02.010.

19 (7) "Qualifying port district" means a port district authorized  
 20 to undertake programs for the abatement of aircraft noise under RCW  
 21 53.54.010.

1 (8) "Significant port action" means any action involving a  
2 capital improvement project, purchase, or construction of \$8,000,000  
3 or more in value or any action that increases the number of gates at  
4 an airport.

5 (9) "Vulnerable populations" has the same meaning as in RCW  
6 70A.02.010.

7 NEW SECTION. **Sec. 2.** (1) A qualifying port district must  
8 include an environmental justice implementation plan within its  
9 strategic plan. A qualifying port district may additionally  
10 incorporate an environmental justice implementation plan into other  
11 significant port planning documents. The plan must describe how the  
12 qualifying port district plans to apply the principles of  
13 environmental justice to port district activities and must guide the  
14 qualifying port district in its implementation of its obligations  
15 under this chapter.

16 (2) In its environmental justice implementation plan, each  
17 qualifying port district must include:

18 (a) Port district-specific goals and actions to reduce  
19 environmental and health disparities and for otherwise achieving  
20 environmental justice in port district programs;

21 (b) Metrics to track and measure accomplishments of the port  
22 district's goals and actions;

23 (c) Methods to embed equitable community engagement with, and  
24 equitable participation from, members of the public, into port  
25 district practices for soliciting and receiving public comment;

26 (d) Strategies to ensure compliance with existing federal and  
27 state laws and policies relating to environmental justice, including  
28 Title VI of the civil rights act of 1964, 42 U.S.C. Sec.  
29 2000d-2000d-4; Title IX of the education amendments of 1972, 20  
30 U.S.C. Sec. 1681-1683; section 504 of the rehabilitation act of 1973,  
31 29 U.S.C. Sec. 794; and the age discrimination act of 1975, 42 U.S.C.  
32 Sec. 6101-6107;

33 (e) The plan for community engagement required under section 3 of  
34 this act; and

35 (f) Specific plans and timelines for incorporating environmental  
36 justice considerations into the qualifying port district's activities  
37 as required under this chapter.

1        NEW SECTION.    **Sec. 3.**    (1) By January 1, 2026, a qualifying port  
2 district must create and adopt a community engagement plan that  
3 describes how it will engage with overburdened communities and  
4 vulnerable populations as it evaluates new and existing activities  
5 and programs. This plan must describe how the qualifying port  
6 district plans to facilitate equitable participation and support  
7 meaningful and direct involvement of vulnerable populations and  
8 overburdened communities. The plan must include:

9        (a) How the qualifying port district will identify and prioritize  
10 overburdened communities for purposes of this chapter;

11        (b) Best practices for outreach and communication to overcome  
12 barriers to engagement with overburdened communities and vulnerable  
13 populations;

14        (c) Use of special screening tools that integrate environmental,  
15 demographic, and health disparities data to evaluate and understand  
16 the nature and needs of the people who the qualifying port district  
17 expects to be impacted by significant port actions and processes to  
18 overcome barriers to participation;

19        (d) Processes that facilitate and support the inclusion of  
20 members of communities affected by port district decision making  
21 including, to the extent legal and practicable, but not limited to,  
22 child care and reimbursement for travel and other expenses; and

23        (e) Methods for outreach and communication with those who face  
24 barriers, language or otherwise, to participation.

25        (2) A qualifying port district must regularly review their  
26 compliance with existing laws and policies that guide community  
27 engagement and must comply with the following:

28        (a) Title VI of the civil rights act, prohibiting discrimination  
29 based on race, color, or national origin and requiring meaningful  
30 access for people with limited English proficiency, and disability;

31        (b) Executive Order 05-03, requiring plain talk when  
32 communicating with the public; and

33        (c) Guidance related to Executive Order 13166, requiring  
34 meaningful access to port district programs and services for people  
35 with limited English proficiency.

36        (3) In developing and updating its plan, a qualifying port  
37 district must consider any guidance developed by the environmental  
38 justice council pursuant to RCW 70A.02.110.

39        (4) A qualifying port district may coordinate with the office of  
40 equity to identify policy and system barriers to meaningful

1 engagement with communities as conducted by the office under RCW  
2 43.06D.040(1)(b).

3 NEW SECTION. **Sec. 4.** (1) When considering a significant port  
4 action initiated after January 1, 2026, a qualifying port district  
5 must comply with the requirements of this section prior to approving  
6 the action.

7 (2) To comply with this section, a qualifying port district must:

8 (a) Obtain an assessment from the University of Washington's  
9 department of environmental and occupational health sciences, in  
10 collaboration with the county department of health for the county in  
11 which a qualifying port district is located on the likely adverse  
12 cumulative impacts of the proposed action on overburdened communities  
13 and vulnerable populations that will be affected by the action,  
14 together with recommendations on ways to mitigate or minimize the  
15 likely cumulative impacts of the proposed action. This assessment  
16 must incorporate existing published research, data, and reports from  
17 the University of Washington's department of environmental and  
18 occupational health sciences and the Washington state department of  
19 health, ensuring alignment with established methodologies for  
20 evaluating cumulative environmental health impacts;

21 (b) Develop and publicly share an action plan that implements  
22 recommendations to mitigate or minimize the likely adverse impacts  
23 or, if the port district determines it does not have the ability or  
24 authority to avoid or reduce any likely adverse impacts, including  
25 public health impacts, of the action on overburdened communities and  
26 vulnerable populations, the action plan must include a clear and  
27 detailed explanation of these constraints, along with proposed  
28 alternative measures or partnerships to address the impacts to the  
29 greatest extent possible; and

30 (c) Consult with overburdened communities and vulnerable  
31 populations about the proposed action, ensuring that their  
32 perspectives and priorities are reflected in the assessment and  
33 mitigation strategies. The county department of health shall lead  
34 this consultation process, including by publicly providing the  
35 results of the assessment, conducting outreach within the communities  
36 or populations to raise awareness of the proposed action, and holding  
37 at least one public meeting at a location easily accessible to the  
38 communities and populations.

1 (3) Based on the assessment, a qualifying port district must  
2 seek, to the extent legal and feasible, to reduce or eliminate the  
3 environmental harms and maximize the environmental benefits created  
4 by the significant port action on overburdened communities and  
5 vulnerable populations. Consistent with the qualifying port  
6 district's mission and statutory responsibilities, the port district  
7 must consider each of the following methods for reducing  
8 environmental harms or equitably distributing environmental benefits:

9 (a) Eliminating the disparate impact of environmental harms on  
10 overburdened communities and vulnerable populations;

11 (b) Reducing cumulative environmental health impacts on  
12 overburdened communities or vulnerable populations;

13 (c) Preventing the action from adding to the cumulative  
14 environmental health impacts on overburdened communities or  
15 vulnerable populations;

16 (d) Providing equitable participation and meaningful engagement  
17 of vulnerable populations and overburdened communities in the  
18 development of the significant port action;

19 (e) Prioritizing equitable distribution of resources and benefits  
20 to overburdened communities;

21 (f) Promoting positive workforce and job outcomes for  
22 overburdened communities;

23 (g) Meeting community needs identified by the affected  
24 overburdened community;

25 (h) Modifying substantive regulatory or policy requirements; and

26 (i) Any other mitigation techniques, including those suggested by  
27 the environmental justice council, the office of equity, or  
28 representatives of overburdened communities and vulnerable  
29 populations.

30 (4) The University of Washington's department of environmental  
31 and occupational health sciences shall periodically review and  
32 evaluate the effectiveness of mitigation strategies and provide  
33 transparent public reports detailing the outcomes, costs, and  
34 benefits of the actions implemented.

35 (5) Nothing in this section creates a right of action against a  
36 qualifying port district or a right of review of an action taken by a  
37 qualifying port district.

38 NEW SECTION. **Sec. 5.** (1) A qualifying port district, acting  
39 through its commission, has power to expend moneys in the district or

1 general area to mitigate environmental impacts and cumulative  
2 environmental health impacts that arise from a port district's  
3 exercise of its granted powers. A qualifying port district may expend  
4 funds for remediation and mitigation, and may participate in and  
5 expend funds for programs to identify, study, and make  
6 recommendations for remediation and mitigation of environmental  
7 impacts and cumulative environmental health impacts that result or  
8 are expected to result from the port district's use of the authority  
9 granted herein. In addition, a qualifying port district may contract  
10 with nonprofit corporations and private and public entities that  
11 provide expertise in relation to these purposes.

12 (2) A qualifying port district may expend funds, including from  
13 the fund authorized in RCW 53.54.040, to mitigate environmental harm  
14 and to remedy the effects of current and past disparate treatment of  
15 overburdened communities and vulnerable populations.

16 NEW SECTION. **Sec. 6.** Sections 1 through 5 of this act  
17 constitute a new chapter in Title 53 RCW.

--- END ---

CERTIFICATION OF ENROLLMENT

**ENGROSSED SECOND SUBSTITUTE SENATE BILL 5955**

Chapter 194, Laws of 2024

68th Legislature  
2024 Regular Session

LARGE PORT DISTRICTS—AIRCRAFT NOISE MITIGATION

EFFECTIVE DATE: June 6, 2024

Passed by the Senate February 13,  
2024

Yeas 49 Nays 0

DENNY HECK

**President of the Senate**

Passed by the House March 1, 2024

Yeas 83 Nays 13

LAURIE JINKINS

**Speaker of the House of  
Representatives**

Approved March 19, 2024 10:04 AM

CERTIFICATE

I, Sarah Bannister, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SECOND SUBSTITUTE SENATE BILL 5955** as passed by the Senate and the House of Representatives on the dates hereon set forth.

SARAH BANNISTER

**Secretary**

FILED

March 19, 2024

JAY INSLEE

**Governor of the State of Washington**

**Secretary of State  
State of Washington**

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**ENGROSSED SECOND SUBSTITUTE SENATE BILL 5955**


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Passed Legislature - 2024 Regular Session

**State of Washington                      68th Legislature                      2024 Regular Session**

**By** Senate Ways & Means (originally sponsored by Senators Keiser, Hasegawa, Kauffman, Nguyen, and C. Wilson)

READ FIRST TIME 02/05/24.

1            AN ACT Relating to mitigating harm and improving equity in large  
2 port districts; amending RCW 53.54.020, 53.54.030, and 53.54.040;  
3 adding a new section to chapter 43.330 RCW; adding a new section to  
4 chapter 53.20 RCW; adding new sections to chapter 43.131 RCW;  
5 creating a new section; and providing an effective date.

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

7            NEW SECTION.        **Sec. 1.**        Airports are an important part of  
8 Washington's economy. Airports enable travel for business or  
9 recreation, allow for the transportation of cargo, and provide  
10 thousands of jobs for the people of the state.

11           For those living near an airport, there can also be adverse  
12 impacts from aircraft operations. In King county, the majority of  
13 people identifying as Black, Hispanic, Native Hawaiian, or Pacific  
14 Islander live within 10 miles of Seattle-Tacoma international  
15 airport.

16           Large port districts operating commercial service airports that  
17 administer aircraft noise mitigation programming have expressed a  
18 desire and intention to repair or replace aircraft noise mitigation  
19 equipment that has been found to be no longer working as intended or  
20 is reported to have caused additional hazards or structural damage to  
21 the property. Large port districts are restricted to use local,

1 nonairport resources to address such equipment due to limitations  
2 imposed by federal regulations.

3 Ensuring the efficacy of existing noise mitigation equipment, and  
4 the repair or replacement of equipment that has caused hazards or  
5 structural damage to the property serves a fundamental governmental  
6 purpose and thereby provides wider public benefit to the citizens of  
7 Washington.

8 The legislature intends to partner with port districts operating  
9 large airports in the state and impacted areas to provide resources  
10 to repair or replace noise mitigation equipment that has been found  
11 to be no longer working as intended, or is found to have caused  
12 additional hazards or structural damage to the property, and to  
13 address the impacts of aircraft operations that are faced by impacted  
14 areas.

15 With this partnership and resources large airports can be more  
16 responsive, more effectively and quickly address relevant noise  
17 mitigation equipment, and help uphold the values of respect,  
18 antiracism, equity, and stewardship.

19 **Sec. 2.** RCW 53.54.020 and 2020 c 105 s 2 are each amended to  
20 read as follows:

21 (1) Prior to initiating programs as authorized in this chapter,  
22 the port commission shall undertake the investigation and monitoring  
23 of aircraft noise impact to determine the nature and extent of the  
24 impact. The port commission shall adopt a program of noise impact  
25 abatement based upon the investigations and as amended periodically  
26 to conform to needs demonstrated by the monitoring programs. In no  
27 case may the port district undertake any of the programs prescribed  
28 in this chapter in an area that is:

29 (a) More than (~~ten~~) 10 miles beyond the paved north end of any  
30 runway;

31 (b) More than (~~thirteen~~) 13 miles beyond the paved south end of  
32 any runway; or

33 (c) More than two miles from the centerline of any runway (~~ten~~)  
34 10 miles north and (~~thirteen~~) 13 miles south from the paved end of  
35 such runway.

36 (2) (~~Such areas as determined in this section,~~) Areas within  
37 which a port district may undertake a program authorized in this  
38 chapter shall be known as "impacted areas."

1       **Sec. 3.** RCW 53.54.030 and 2021 c 65 s 3 are each amended to read  
2 as follows:

3       (1) For the purposes of this chapter, in developing a remedial  
4 program, the port commission may take steps as appropriate including,  
5 but not limited to, one or more of the following programs:

6       (a) Acquisition of property or property rights within the  
7 impacted area, which shall be deemed necessary to accomplish a port  
8 purpose. The port district may purchase such property or property  
9 rights by time payment notwithstanding the time limitations provided  
10 for in RCW 53.08.010. The port district may mortgage or otherwise  
11 pledge any such properties acquired to secure such transactions. The  
12 port district may assume any outstanding mortgages.

13       (b) Transaction assistance programs, including assistance with  
14 real estate fees and mortgage assistance, and other neighborhood  
15 remedial programs as compensation for impacts due to aircraft noise  
16 and noise associated conditions. Any such programs shall be in  
17 connection with properties located within an impacted area and shall  
18 be provided upon terms and conditions as the port district shall  
19 determine appropriate.

20       (c) Programs of soundproofing structures located within an  
21 impacted area. Such programs may be executed without regard to the  
22 ownership, provided the owner waives damages and conveys an easement  
23 for the operation of aircraft, and for noise and noise associated  
24 conditions therewith, to the port district.

25       (d) Mortgage insurance of private owners of lands or improvements  
26 within such noise impacted area where such private owners are unable  
27 to obtain mortgage insurance solely because of noise impact. In this  
28 regard, the port district may establish reasonable regulations and  
29 may impose reasonable conditions and charges upon the granting of  
30 such mortgage insurance. Such mortgage insurance fees and charges  
31 shall at no time exceed fees established for federal mortgage  
32 insurance programs for like service.

33       (e) Management of all lands, easements, or development rights  
34 acquired, including but not limited to the following:

35       (i) Rental of any or all lands or structures acquired;

36       (ii) Redevelopment of any such lands for any economic use  
37 consistent with airport operations, local zoning and the state  
38 environmental policy;

39       (iii) Sale of such properties for cash or for time payment and  
40 subjection of such property to mortgage or other security

1 transaction: PROVIDED, That any such sale shall reserve to the port  
2 district by covenant an unconditional right of easement for the  
3 operation of all aircraft and for all noise or noise conditions  
4 associated therewith.

5 (2) (a) An individual property may be provided benefits by the  
6 port district under each of the programs described in subsection (1)  
7 of this section. However, an individual property may not be provided  
8 benefits under any one of these programs more than once, unless the  
9 property:

10 (i) Is subjected to increased aircraft noise or differing  
11 aircraft noise impacts that would have afforded different levels of  
12 mitigation, even if the property owner had waived all damages and  
13 conveyed a full and unrestricted easement; or

14 (ii) Contains a soundproofing installation, structure, or other  
15 type of sound mitigation equipment product or benefit previously  
16 installed pursuant to the remedial program under this chapter by the  
17 port district that is determined through inspection to be in need of  
18 a repair or replacement.

19 (b) Port districts choosing to exercise the authority under  
20 (a)(ii) of this subsection are required to conduct inspections of  
21 homes where mitigation improvements are no longer working as  
22 intended. In those properties, port districts (~~must work with a~~  
23 ~~state certified building inspector~~) may contract with building  
24 inspectors or other professionals with experience in sound testing,  
25 or window and door installs, or port districts may enter into an  
26 interlocal agreement under chapter 39.34 RCW with the county in which  
27 the port is located to contract for the provision of building  
28 inspectors or professionals with experience in sound testing, or  
29 window and door installs to determine whether package failure  
30 resulted in additional hazards or structural damage to the property.  
31 Any expense incurred by the county related to contracting of a  
32 building inspector or professional under this subsection (2)(b) must  
33 be reimbursed by the port district. A port district may use funds  
34 from the grant program created under section 5 of this act to  
35 reimburse the county for expenses incurred for the contracting of a  
36 building inspector or other professional.

37 (c) Port districts choosing to exercise their authority under (b)  
38 of this subsection may apply to the grant program created under  
39 section 5 of this act for resources to facilitate the assessment and  
40 inspection of noise mitigation equipment that is no longer working as

1 intended, or is reported to have caused additional hazards or  
 2 structural damage to the property.

3 (d) If a building inspector or other professional contracted  
 4 pursuant to (c) of this subsection identifies that a property's noise  
 5 mitigation equipment is no longer working as intended, then the  
 6 associated port district must apply to the grant program created  
 7 under section 5 of this act for resources to repair or replace  
 8 existing noise mitigation equipment. If an inspection confirms that  
 9 installation of noise mitigation equipment resulted in additional  
 10 hazards or structural damage to the property, then a port district  
 11 must apply to the grant program under section 5 of this act for  
 12 resources to address those hazards or damages.

13 (3) A property shall be considered within the impacted area if  
 14 any part thereof is within the impacted area.

15 **Sec. 4.** RCW 53.54.040 and 1974 ex.s. c 121 s 4 are each amended  
 16 to read as follows:

17 A port district may establish a fund to be utilized in  
 18 effectuating the intent of this chapter. The port district may  
 19 finance such fund by: The proceeds of any grants or loans made by  
 20 federal agencies; the proceeds of any grants made by the department  
 21 of commerce pursuant to section 5 of this act; rentals, charges, and  
 22 other revenues as may be generated by programs authorized by this  
 23 chapter, airport revenues; and revenue bonds based upon such  
 24 revenues. The port district may also finance such fund, as necessary,  
 25 in whole or in part, with the proceeds of general obligation bond  
 26 issues of not more than one-eighth of one percent of the value of  
 27 taxable property in the port district: PROVIDED, That any such bond  
 28 issue shall be in addition to bonds authorized by RCW 53.36.030:  
 29 PROVIDED FURTHER, That any such general obligation bond issue may be  
 30 subject to referendum by petition as provided by county charter, the  
 31 same as if it were a county ordinance.

32 NEW SECTION. **Sec. 5.** A new section is added to chapter 43.330  
 33 RCW to read as follows:

34 (1) The department of commerce shall administer a grant program  
 35 to provide assistance to qualifying port districts for expenses  
 36 related to noise mitigation pursuant to RCW 53.54.030(2) (c) and (d).

37 (2) The department of commerce shall prepare and publish an  
 38 annual report on its website detailing grants made under this

1 section. The report must include: (a) The number of inspectors or  
2 other professionals contracted; (b) the number of inspections  
3 conducted; (c) the number of properties provided with new or improved  
4 noise mitigation equipment subsequent to an inspection; (d) the  
5 number of properties receiving funds to address hazards or damages  
6 proven by an inspection to be associated with the installation of  
7 noise mitigation equipment; and (e) the number of inspected  
8 properties where no repairs occurred and the reasons why.

9 (3) A qualifying port district receiving funds under this section  
10 may commit to matching, from port district funds not subject to  
11 federal airport revenue use requirements, at least half of the total  
12 funding provided by the legislature under section 6 of this act for  
13 the purposes of noise mitigation under RCW 53.54.030(2) (c) and (d)  
14 each fiscal year.

15 (4) For the purposes of this section, "qualifying port district"  
16 means a port district authorized to undertake programs for the  
17 abatement of aircraft noise under RCW 53.54.010.

18 NEW SECTION. **Sec. 6.** A new section is added to chapter 53.20  
19 RCW to read as follows:

20 (1) The port district equity fund is created in the custody of  
21 the state treasurer. Moneys to the account may consist of  
22 appropriations by the legislature, contributions from county and  
23 local governments and port districts, and private contributions.  
24 Expenditures from the account may only be used to make grants to port  
25 districts under section 5 of this act. Only the director of the  
26 department of commerce or the director's designee may authorize  
27 expenditures from the account. The account is subject to the  
28 allotment procedures under chapter 43.88 RCW, but an appropriation is  
29 not required for expenditures.

30 (2) The department of commerce shall provide management services  
31 for the port district equity fund. The department shall establish  
32 procedures for fund management. The department shall develop the  
33 grant criteria, monitor the grant program, and select grant  
34 recipients.

35 (3) The department of commerce shall prepare and publish an  
36 annual report on its website detailing grants made under this  
37 section, the uses to which the grants have been put, and the benefits  
38 that have been realized.

1        NEW SECTION.    **Sec. 7.**    A new section is added to chapter 43.131  
2    RCW to read as follows:

3        The grant program providing assistance to qualifying port  
4    districts for expenses related to noise mitigation under section 5 of  
5    this act shall be terminated July 1, 2029.

6        NEW SECTION.    **Sec. 8.**    A new section is added to chapter 43.131  
7    RCW to read as follows:

8        In addition to the requirements of this chapter, the joint  
9    legislative audit and review committee must include in its review of  
10   the grant program under section 5 of this act the number of homes  
11   remediated since the effective date of this section and the number of  
12   homes remaining in need of noise mitigation remediation.

13       NEW SECTION.    **Sec. 9.**    A new section is added to chapter 43.131  
14   RCW to read as follows:

15       The following acts or parts of acts, as now existing or hereafter  
16   amended, are each repealed, effective July 1, 2030:

- 17       (1) RCW 43.330.--- and 2024 c . . . s 5 (section 5 of this act);
- 18       and
- 19       (2) RCW 53.20.--- and 2024 c . . . s 6 (section 6 of this act).

Passed by the Senate February 13, 2024.  
Passed by the House March 1, 2024.  
Approved by the Governor March 19, 2024.  
Filed in Office of Secretary of State March 19, 2024.

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