

Federal Policy Working Group Facilitator's Meeting Summary

December 7, 2020; 5:00 pm – 6:15 pm

VIA ZOOM VIDEO CONFERENCE

Member	Interest Represented	Present
Jennifer Ferrer-Santa Ines	Normandy Park Finance Director	X
Kyle Moore	Government Relations and Communication Manager, SeaTac	-
Robert Akhtar	SeaTac	-
Megan Utemei	Office of Sen. Patty Murray	X
Yazmin Mehdi	Office of Congresswoman Pramila Jayapal	X
Jessica Mulligan	Office of Congresswoman Pramila Jayapal	-
Amanda Wyma-Bradley	Office of Congressman Adam Smith	-
Alex Stone	Office of Congressman Adam Smith	X
Madison Brown	Senator Maria Cantwell	-
Brian Wilson	City Manager, Burien	-
Michael Matthias	City Manager, Des Moines	-
Anthony Hemstad	City of Des Moines	X
Bill Vadino	City of Federal Way	-
Chris Hall	Federal Way	X
Brandon Miles	City of Tukwila	-
Erica Post	Tukwila	-
Resources	Title	
Eric Schinfeld	Port of Seattle, Sr. Manager, Federal & International Government Relations	X
Justin Biassou	FAA	-
Marco Milanese	Port of Seattle	X
Dave Kaplan	Port of Seattle	-
Stan Shepard	Port of Seattle	X
Lance Lytle	Port of Seattle	X
Clare Impett Gallagher	Port of Seattle	X
Consultants		
Phyllis Shulman	Facilitator, Civic Alchemy	X
Amanda Murphy	Note taker, Amanda Gray Consulting	X

Meeting Objectives:

To provide a post-election update and analysis. To discuss the aviation and environmental policies being developed and implemented in the European Union. To discuss next steps for virtual Washington DC advocacy meetings.

Meeting Summary:

Post-Election Update and Analysis

Eric Schinfeld, Port of Seattle

Schinfeld provided his insights on how the national election results may impact the work of StART. He explained that while aviation and airport noise is not a partisan issue, the areas of policy that Congress focuses on can look different depending on which party controls each house. Whether the Republicans retain the Senate or not impacts the potential for passing major legislative packages. He emphasized that it is important to have realistic expectations and to consider smaller or practical pieces of legislation that can be moved forward. It is important to note that there are also Executive Orders and regulatory actions that may be possible, and those options are being analyzed. It will be important to focus on what tactics and strategies are best utilized to influence decisions.

Schinfeld noted that the FAA Administrator is nominated for a five-year term. The current FAA Administrator (Dixon) was appointed in 2019; therefore, if he chooses to stay he will be in the position for the entire Biden administration.

Legislative staff in attendance at the meeting shared their insights. There was some optimism expressed considering that airport issues are generally non-partisan. They stated that the composition of the Senate will be an important determinant of whether progress can be made on bills. Staff also noted that although there may be opportunities to address some of the airport issues in an infrastructure bill, there are differences between Republicans and Democrats regarding funding.

European Union Aviation and Environmental Policy Update

Eric Schinfeld, Port of Seattle

Schinfeld reflected that a number of Working Group discussions have raised the question of how StART's goals for reducing the impacts of aviation noise tie into environmental and sustainability goals. The European Union (EU) recently completed a report written by the EU Aviation Roundtable. The purpose of the report was to identify how the airline industry can recover from the pandemic. In their recommendations, they specifically addressed how to meet environmental goals with operational goals seeing recovery as an opportunity to improve upon addressing environmental issues. One recommendation is to tie future aviation financial relief to meeting environmental goals including utilization of alternative fuels, and incentivizing airlines to update their fleets to more fuel efficient and quieter aircraft. Some of these recommendations are already being implemented, for example, Air France agreed to meeting certain carbon reduction goals in exchange for a bailout. This is an important model to consider as StART develops strategies. Schinfeld will be exploring whether the US airlines industry is working on a comparable effort. National industry organizations do exist in the US that could take on this approach.

Discussion and additional information from Working Group members included:

- Whether there can be focus on the creation of the Cascadia high speed rail line as part of focusing on infrastructure improvements.
- Barriers to the implementation of aviation alternative fuels at SEA are that there is insufficient fuel available and that the cost of alternative fuels are not affordable. There may be opportunities to incentivize their use. Corporate commitments may be one way to increase their use. For example, Microsoft has purchased alternative fuels for their corporate travel. It may be useful to focus on getting major purchasers of aviation fuel, like the Department of Defense to switch. It was noted that Amazon's new climate goals may provide an opening.

The following are links to the reports:

https://www.beuc.eu/publications/aviation_round_table_report_on_the_recovery_of_eu_aviation.pdf

<https://www.transportenvironment.org/publications/air-frances-bailout-climate-conditions-explained>

<https://www.transportenvironment.org/publications/austrian-airlines-bailout-climate-conditions-explained>

Next Steps:

Schinfeld will review the report in more detail and bring forward ideas that may be appropriate for StART's Federal Policy Advocacy Plan.

Virtual Washington DC Fly-In

Eric Schinfeld, Port of Seattle

Schinfeld provided an update on the virtual meetings with members of Congress, the FAA, and the US Department of Transportation in Washington DC. He noted that, so far, five of the six cities confirmed their interest in participating and are in the process of deciding who would like to participate. Each city is limited to three people. Dates are in process of being confirmed. The next step will be to put together joint talking points. Consideration is being given to having the congressional conversations in January and the FAA and administration in February or March. An agenda and list of participants, once finalized, will be shared with local congressional staff. The agenda will be presented as a StART policy agenda. In addition, participants from the cities and Port will have an opportunity to discuss anything that is important to them.

Tentative Next Meeting:

February 1, 2021, 5:00pm – 6:30pm via video conference