

Policy Working Group

MEETING SUMMARY

JUNE 3, 2024; 5:00 PM – 6:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- Federal Update
- State Policy Discussion

Meeting Summary:

- I. Welcome: Facilitator Andres Mantilla, Uncommon Grounds (formerly BDS Planning), opened the meeting and covered meeting ground rules.
- II. Federal Policy Update, Eric Schinfeld, Port of Seattle
 - FAA Reauthorization
 - May 16th President Biden signed FAA Reauthorization Act
 - Four of our StART priorities were included in the bill
 - Deadline for FAA action on DNL. 2.
 - Federal study for particulates. 3.
 - Renewal of environmental pilot programs.
 - FAA report on how to site additional capacity in congested area such as ours.
 - We will follow up and make sure that these laws are implemented
 - Secondary noise insulation: although not included in the final bill, we know it's an issue for your cities and we will continue to try to get federal funding to supplement what the Port Commission has funded. We got very close but in the end no amendments were voted on; so, ours did not get approved. All of the groundwork was done and we have alternative routes to get this into law. Could potentially be included in the national defense bill (NDAA); Senator Murray might include as a rider to FAA appropriations (FY25). We may get five of our priorities in the end.
 - Sustainable Aviation Fuel: There may still be an opportunity for this, possibly in the Farm bill as biofuels.
 - Does SAF have the ultrafine particulates issue? They do not but the study for particulates will also confirm the SAF does not have the ultrafine particulates. Burning less diesel so reduces the particulates; lifecycle carbon emissions reduction include reducing fossil fuels in the supply chain and bringing fuel to market.
 - FY25 Appropriations

- FY 25 is up in the air. Federal fiscal year starts on September 30th but the budget won't be done. We don't know what will happen yet. We will continue to advocate for our priorities. Congress will either complete the budget during the December lame duck period or R's might kick appropriations into the new year depending on who wins the presidential election. Hopefully, the community directed earmarks will be included in the appropriations. Expect to see the senate version soon. No guarantee but it's good news about the requests being included. Projects need to be more infrastructure based due to requirements for rules on earmarks.

III. State Policy Discussion, John Flanagan, Senior State Government Relations Manager, POS

- 5955 - is there adequate funding at the state level to continue? 2:1 match required. \$1m in state funds is separate from the \$5m in Port funding.
 - a. FY24 appropriations for the assessment of failed insulation but not repair and replacement. Working with Sen Murray to release a NOFO to help fund the assessment. We'll see how much more (than the \$5m) might be needed to make repairs.
- Commercial service airport in Washington
 - a. Lack of clarity on what exactly being asked. We will have a speaker from the CAWG at the next StART meeting.
 - b. There appears to be a lack of real interest/purpose/deadlines/budget there isn't much this group will be able to achieve. Governor put an end to the previous group's work. Even if we had a site today, we're looking at 7-10 years down the road from now to have anything started. SEA will be capped in our capacity to handle demand before too long.
 - c. Provide incentives to airport cities (beyond SeaTac), due to impacts beyond SeaTac. Maybe if there were incentives, it might encourage more jurisdictions to consider being the site. What type of incentives? Sustainability features should be part of our language. StART can come up with why concerns are so important; we might be able to influence the process a little.
 - d. Air quality – especially in proximity to airport facilities. If climate commitment and funding remain, there could be potential air quality mitigation. EJ index – investments would be made there.
- Sustainable Aviation Fuel - B&O tax incentive for formulation and use for SAF. Metrics trigger tax incentives; no one accessing it yet. WSU published a report on what can be done to produce more SAF. Some incentives: exempting producers, property and sales tax incentives. Expediting of Infrastructure needs to get the fuel on to planes.
- Increasing regional transportation options - Decrease the need to fly.

- Electrification of aviation and regional ground transportation. But will help mitigate pollution by using electric vehicles.

IV. Wrap Up

- Next meeting is August 5, 2024, 5-6 pm.

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN	-
AMY ARRINGTON	NORMANDY PARK	✓
ANTHONY HEMSTAD	DES MOINES	✓
BILL VADINO	FEDERAL WAY	✓
BRANDON MILES	TUKWILA	-
DAVE BERGER	FEDERAL WAY	✓
GARMON NEWSOM II	BURIEN	-
JASON WOYCKE	DES MOINES	-
JEFF HARBAUGH	BURIEN	✓
JOE DUSENBURY	DES MOINES	-
KYLE MOORE	SEATAC	✓
LANCE LYTTLE	PORT OF SEATTLE	-
MIKE BRUGATO	FEDERAL WAY	✓
MOIRA BRADSHAW	NORMANDY PART	-
ROGER KADEG	SEATAC	✓
STEVE NOVAK	DES MOINES	
NON-MEMBER		
ALEX DILLEY	OFFICE OF CONGRESSMAN ADAM SMITH	✓
PAUL QUINONEZ	OFFICE OF SENATOR MARIA CANTWELL	-
MARIELLE TRUMBAUER	OFFICE OF CONGRESSWOMAN JAYAPAL	-
MEGAN UTEMEI	OFFICE OF SEN. PATTY MURRAY	-
RESOURCES	TITLE	
CLARE GALLAGHER	PORT OF SEATTLE	-
DAVE KAPLAN	PORT OF SEATTLE	✓
ERIC SCHINFELD	PORT OF SEATTLE	✓
JOHN FLANNAGAN	PORT OF SEATTLE	✓
MARCO MILANESE	PORT OF SEATTLE	✓
NATE CAMINOS	PORT OF SEATTLE	-
PARIS EDWARDS	PORT OF SEATTLE	✓
RYAN MCMILLAN	PORT OF SEATTLE	-
SARAH COX	PORT OF SEATTLE	✓
CONSULTANT		
ANDRES MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓

NEXT MEETING: AUGUST 5, 2024, 5:00 PM - 6:00 PM
LOCATION: ZOOM VIDEOCONFERENCE