

JOHNSTON | GROUP

City of Burien Proposed 2024 Federal Agenda

1. Bring Federal Funding to the City of Burien for Capital Projects

- Support the \$5 million earmark for the Boulevard Park Stormwater Project.
- Develop a list of additional candidates for future earmark support.
- Explore the RAISE grant (up to \$5 million for planning and up to \$25 million for construction) for Burien's local infrastructure needs.
- Explore Infrastructure Programs funded through the Bipartisan Infrastructure Law (BIF) and the Inflation Reduction Act.
- Prepare for the next Transportation Authorization Bill – specific projects requests and policy changes.
- Connect City Emergency Services funding programs to Funding Opportunities.
- Highlight the work in Boulevard Park during the next Water Resources Development Act (WRDA).
- Review Grant Opportunities and Support City Applications.

2. Delegation Meetings

Build on the relationships already in place between the City of Burien and its Congressional Delegation, including meetings in Washington, D.C. between the city and its delegation as well as other federal agencies and offices. We will also meet locally with district-based congressional staff and elected officials.

3. Lobby for Policies of Importance to the Burien Community

- Lobby for Transportation and Infrastructure Policies that benefit Burien:
 - Support a Medium Sized City set aside for federal grant programs
 - Support the Boulevard Park Flood Reduction Project
 - Support the FAA Reauthorization Act with the following changes:
 - Reduce Airport Noise and Emissions
 - Conduct a new SEA-TAC Noise Study
 - Support Aviation Impacted Community priorities
 - Increased Sustainable Airport Master Plan Funding
- Lobby for Environmental and Climate Policies that Impact the Burien community:
 - Support a National Climate Action Plan
 - Culvert Replacement Program Funding
 - Army Corps of Engineers Section 206 Funding
 - Tax Credits for Stormwater Retrofits and New Development
- Lobby for Public Safety Policies that Impact the Burien community:
 - Federal Gang Prevention Funding
 - Funding for a Co-Response Model
 - Gun Violence Research Funding
 - National Police Reform

- Lobby for Housing and Homelessness Policies that Impact the Burien community:
 - Support for South County Housing and Homelessness Partners
 - Support CDBG, HOME, McKinney Vento, Section 8 Vouchers and VASH funding
- Lobby for Community, Economic and Tax Policies that Impact the Burien community:
 - Support for continuing Congressional Earmarking Authority
 - Support the Low Income Housing Tax Credit Program
 - Continued Coronavirus Relief
 - Support Immigration policies that ensure families stay together and protect refugees
 - Support remitters and legislation that provides services for cannabis businesses
 - Support Opportunity Zones
 - Support Marijuana Reform policies to expunge records and create a regulatory framework for taxes

**City of Burien Proposed 2024 Federal Agenda
Detailed Version**

EXHIBIT A

TO: Adolfo Bailon, City Manager, Burien
FR: Jake Johnston, Johnston Group
Date: November 28, 2023
RE: Draft Federal Agenda for 2024

Thank you for the opportunity to present a draft 2024 federal legislative agenda for the City's review and feedback. This memo details the proposed agenda below with relevant background.

This agenda builds on the City's established 2023 agenda and suggests a prioritized approach for our work in 2024 with the primary goal of bringing federal funding to support the City's identified priorities. As always, we can pivot to take advantage of any opportunities that come our direction without losing support for the priorities listed below. That said, we expect the federal opportunities to be limited in 2024 given the congressional election year and the split control of the House and Senate.

Congress and the Biden Administration have provided numerous funding opportunities for Burien. After making funding available for cities through the American Rescue Plan Act (ARPA), Congress has restored its earmarking authority for its appropriations and authorization bills with strict parameters around the types of projects eligible for support. Finally, Congress and the Biden Administration enacted a bipartisan infrastructure bill and an inflation reduction act that are making historic investments into transportation and infrastructure programs.

This creates a wholly unique opportunity to bring federal funds to city priorities across several policy and project areas.

Our approach will be focused on reviewing the City's Capital Improvement Plan and identified infrastructure priorities and seeing where federal funding opportunities exist. More, we will be selecting a prioritized number of projects that will actively seek federal support via lobbying for directed federal funding through congressional appropriations bills and securing delegation support for federal grants.

Our 2024 federal agenda goals are:

1. Bring Federal Funding to the City of Burien for Capital Projects through federal appropriations and federal grant programs.
2. Connect the City leadership with the congressional delegation both in Washington, D.C. and in the City of Burien to build strong partnerships in support of the City's goals.
3. Lobby for policy changes and legislation that would positively benefit the City of Burien.

WASHINGTON'S CONGRESSIONAL DELEGATION

With a variety of leadership roles, seniority in both the House and Senate and bipartisan strength in the House, our delegation is extremely well-positioned to be a partner to the City of Burien across any number of funding and policy areas.

Our delegation is well positioned on every committee of jurisdiction over transportation and infrastructure in both the House and Senate and has a powerful three members on the Appropriations Committee, including the Chair of the Senate Appropriations Committee. In addition, the Washington State delegation has a former member of House Republican leadership as well as the Caucus Chairs of the progressives, the conservatives and the moderates in the House Democratic Caucus.

With a variety of leadership roles, seniority in both the House and Senate and bipartisan strength in the House, our delegation is extremely well-positioned to bring funding to Burien or solve other problems that arise. The Washington State delegation is poised to be one of the strongest in the country – and this strength can be levied to assist the City with its needs and goals.

- **Senator Patty Murray (WA)**
 - President Pro Tem of the Senate, 3rd in line for the Presidency.
 - Chair of the Senate Appropriations Committee.
 - Member of the Senate Committee on Veterans Affairs.
 - Former Chair of the Transportation Appropriations Subcommittee with jurisdiction over transportation spending.
- **Senator Maria Cantwell (WA)**
 - Chair of the Commerce, Science and Transportation Committee in the Senate.
 - Third most senior Democrat on the Senate Finance Committee.
- **Congresswoman Pramila Jayapal (WA)**
 - Chair of the House Progressive Caucus with 103 members (2023).
 - Member of the House judiciary Committee and the House Education and Labor Committee.
- **Congresswoman Suzan DelBene (WA)**
 - Chair of the New Democratic Coalition in the House (the coalition of moderate Democrats) with 97 members (2023).
 - Chair of the political arm of the House Democratic Caucus.
- **Congressman Rick Larsen (WA)**
 - Ranking Member of the Transportation Committee.
 - Former Member of the House Armed Services Committee with jurisdiction over defense policy, including military installations.
- **Congresswoman Cathy McMorris Rodgers (WA)**
 - Former Member of the House Republican Leadership.
 - Chair of the House Energy and Commerce Committee with jurisdiction over health policy, telecommunications, energy and environment and climate change.
- **Congressman Dan Newhouse (WA)**
 - Co-Chair of the House Rural Caucus.
 - Member of the House Appropriations Committee.
- **Congressman Adam Smith (WA)**
 - Ranking Member of the House Armed Services Committee.
- **Congressman Derek Kilmer (WA)**
 - Member of the House Appropriations Committee.
 - Member of the House Ways and Means Committee with jurisdiction over tax policy and entitlement health programs like Medicare and Medicaid.
- **Congresswoman Marilyn Strickland (WA)**
 - Member of the House Transportation and Infrastructure Committee.

- **Congresswoman Kim Schrier, MD (WA)**
 - Member of the House Energy and Commerce Committee.
- **Congresswoman Marie Gluesenkamp-Perez (WA)**
 - Co-Chair of the House Blue Dog Caucus (Conservative Democrat Caucus).

**City of Burien
Proposed 2024 Federal Agenda**

1. Bring Federal Funding to the City of Burien for Capital Projects

There are multiple funding opportunities for Burien on the short- and long-term basis. A sustained effort is strongly recommended to be successful in these approaches. The Johnston Group and the City of Burien are in the process of reviewing the City's Capital Improvement Plan and ascertaining which projects are eligible for federal funding support and which projects will be the top funding priorities for our work in 2024.

A. **Earmarks.** Also known as congressionally directed spending or community project funding, these specific funding opportunities have returned to Congress and are available for Burien to pursue. Earmarks have strict project criteria attached to them:

- Available only to public agencies and certain eligible nonprofits;
- Requires a non-federal match of at least 25-50% depending on the type of project and the corresponding federal account, and;
- Must be one-time costs and not operational funding.

The City of Burien has successfully navigated this funding opportunity already. The City has \$5 million for the Boulevard Park Stormwater Project in the pending appropriations bills. Burien has also supported the following two requests from other Burien area entities:

- South King Housing and Homelessness Partnership - \$5 million.
- Highline United Methodist Church – funds to convert the church into an unhoused persons facility with services - \$5 million.

Our work in 2024 will be to resubmit the Stormwater request should the process in 2023 not provide funding for the City. If the project successfully obtains funding in 2023, we will pursue funding for additional City priorities. The City is currently reviewing potential candidates for earmark funding, including the Public Works Maintenance Facility.

A successful earmark strategy involves building strong community support for our project and meeting the strict eligibility criteria in place for the opportunity. The formal applications will be due to Congress towards the end of Q1 2024. The Johnston Group will work in collaboration with Burien on the development of materials, identification of potential projects for support and will handle all of the submittal requirements. Additionally, we'll need to build community support for the request and brief the delegation before the projects are submitted.

The range of earmarks is between \$750,000 and \$5 million with the most competitive projects falling in the \$2.5-3 million range with a 25% match requirement and

transportation, infrastructure and energy projects falling in the upper half of the range with a 50% non-federal match requirement.

- B. Infrastructure Programs funded through the Bipartisan Infrastructure Law (BIF) and the Inflation Reduction Act.** Congress and President Biden enacted the Bipartisan Infrastructure Bill in December 2021 and the Inflation Reduction Act in August 2022. These two bills provide dozens of grant and program funding opportunities for the City of Burien. The Johnston Group and the City of Burien will evaluate these programs to determine if they are viable funding sources for the City's needs and priorities. There are substantial concerns that national grant programs disadvantage medium sized cities without a specific set aside so that cities of similar size compete on equal ground.

Several proposals in both House and Senate bills have new programs identified for competitive grant funding (see below for a selected list). Influencing how these programs are implemented by the agencies and ensuring they are set up in ways that make Burien's projects accessible and competitive will be a top priority. Each of these new programs has gone through at least one full funding cycle so far so we will have experience with the specific criteria to evaluate good fits for Burien as well as to make recommendations for program modifications to congress. Some of the recent grant programs include:

- Climate Pollution Reduction Grants
 - Environmental and Climate Justice Block Grants
 - Neighborhood Access and Equity Grant Program
 - Latest and Zero Building Energy Code Adoption
 - Safe Streets and Roads for All Program
 - Reconnecting Communities Pilot Grant Program
 - Culvert Removal, Replacement and Restoration Program
 - Broadband Development and Deployment
 - Clean Heavy Duty Vehicles
 - Charging and Fueling Infrastructure
 - Bridge Investment Program
 - Carbon Reduction Program
 - Local and Regional Project Assistance Grants
- C. Preparing for the next Transportation Authorization Bill.** Following the above section, the next reauthorization of the Transportation bill is three years away. Starting the process now to identify policy changes necessary for the City to compete for funding and preparing any earmark requests for the next bill will be a long-term part of this scope of work. Starting to prep the delegation now for a large funding request in the next transportation bill is a key strategic objective of this engagement. Especially with one of Washington State's Members of Congress, Rick Larsen, being the top Democrat on the House Transportation Committee.
- D. Emergency Services.** Cities are a key part of regional disaster mitigation preparedness. The State of Washington gets annual funding from the Department of Homeland Security to cover costs identified in County-adopted Emergency Management Plans. Burien should review the County's workplan to see what is listed and what could be added.

Examples of projects that have received federal funding via this strategy include backup emergency generators, municipally operated emergency operations centers, emergency communication systems and community shelters, etc. The Johnston Group will coordinate with the city's liaison to the regional Emergency Services planning group and help identify projects for funding.

- E. **Water Resources Development Act (WRDA).** The Army Corps of Engineers has a relatively new authority from Congress to partner with local governments on projects that fall within the Corps' authorities but are too small for the Corps to act as a project lead. The City of Burien is currently working within this authority for its Boulevard Park Stormwater Project. The City should look for additional opportunities within the WRDA authorization and support continued opportunities for the Army Corps of Engineers to partner with the City.
- F. **Grant Support.** Once we analyze the projects and goals of the City of Burien, we expect to have a number of potential grant programs for the City to consider. If the City elects to pursue grant programs given its internal capacity (across any and all subject areas at the federal level), the Johnston Group will work with the city to ensure that the application meets the political and policy goals of the program, assist with the drafting of the narrative components of the application, develop materials for community outreach and support and seek congressional support for any submitted grant.

Specifically, the City intends to explore the RAISE grant program in 2024 now that it is a viable funding option given the change in funding criteria for cities below 200,000 in population size. The City will also explore federal grants to address law enforcement staffing shortages.

For each of these funding opportunities, the Johnston Group will manage the workflow, coordinate with the Burien team, build support for specific requests and projects and lobby for funding.

2. Delegation Meetings to Support Burien Agenda

A key part of our engagement moving forward will be to build on the relationships already in place between the City of Burien and its Congressional Delegation. This may include meetings in Washington, D.C. between the city and its delegation as well as other federal agencies and offices. We will also meet locally with district-based congressional staff and elected officials. It is possible that some of these meetings take place via videoconference as well as in person.

The Johnston Group will manage these meetings, set up the schedule, work with the city to develop background materials for the meetings, prepare briefing documents for the city in advance of the meetings and handle any follow up. We will also prep city officials for the meetings and develop backgrounders and talking points as needed.

These delegation relationships will be key to the success of many of our strategies this year and in the years ahead.

3. Policy Areas for Burien to Lobby

We will refine and develop this section in more detail as we continue to work together but below are detailed some of the elements we would anticipate be part of the city's federal lobbying agenda based on the City's 2023 adopted federal agenda.

A. Transportation and Infrastructure

1. Support a Medium Sized City Set Aside

Most federal infrastructure spending has a rural set aside which is critical for smaller communities to be able to access federal dollars. There is no comparable medium sized city set aside. Instead, medium sized cities compete against large cities like Seattle, Portland and Los Angeles for limited resources. Medium sized cities need a defined pool to compete within so as to make federal funds available in a way that simply aren't in their current status.

The RAISE program is the key federal funding program for local infrastructure investments. Yet, nearly all cities compete within the same funding pool, putting smaller and medium sized cities at a competitive disadvantage for funding even as the challenges are similar to those of larger communities. There are efforts in Congress to create funding tiers so that cities of similar size can compete for federal funds. The City has supported efforts to designate a portion of federal transportation spending for cities between 10,000 and 75,000 in population size. In 2020, due to work led by Washington Cities and supported by our congressional delegation, the RAISE grant criteria was changed so that half of all funding in the program went to cities below 200,000 in population size. While we appreciate and support this action, it puts all but three cities in Washington State in the same competitive pool and is not a true medium sized city set aside.

The issue applies beyond the RAISE program. With dozens of new and augmented federal grant programs for cities funded in the Infrastructure and Climate bills, ensuring these funds are accessible to medium sized cities is a top priority.

The City will lobby for a portion of federal infrastructure dollars be set aside for medium sized cities between 10,000 and 75,000 in population size. This policy position is consistent with the work that other Washington State cities have been doing for years and is supported broadly by similar sized cities throughout the state. As for proof as to why this set aside is needed, since the RAISE program, formerly known as the BUILD or TIGER, was created in 2009 through 2021, not a single award was made to a city in Washington State between 10,000 and 75,000 in population size.

After the RAISE program criteria was changed in 2021 so that half of all awards had to go to communities below 200,000 in population size, there was an immediate impact in Washington State. In 2022, two awards went to medium sized cities (Lynnwood and Bothell) and in 2023, the City of Shoreline was awarded \$20 million through the RAISE program.

In 2024, the City will continue to partner with other Northwest cities to increase the set asides in additional transportation programs and climate infrastructure funding opportunities so that Burien has competitive access moving forward.

2. Sound Transit Light Rail

The City of Burien will continue to support expediting the already funded Sound Transit study for light rail extension to Burien.

3. Burien Public Works Projects

Burien will explore funding for a Public Works Maintenance Facility if a partnership with another local/regional agency materializes.

4. SR 518 and Des Moines Memorial Drive

Burien will explore funding for a SR 518 Westbound On-Ramp to Des Moines Memorial Drive.

5. Boulevard Park Flood Reduction Project

In April, Rep. Jayapal announced she would be supporting an appropriation request from Burien of \$5M for the Boulevard Park Flood Reduction Project that was authorized but not appropriated by last year's WRDA bill last year. This funding must survive the federal budget process.

The City of Burien will continue to support the FY'24 appropriation for the Boulevard Park Flood Reduction project and potentially resubmit in FY'25 if unsuccessful in the current appropriations cycle.

B. Aviation and Airport Community Concerns

1. Reduce Airport Noise and Emissions

The City of Burien will continue to work with its congressional delegation, neighboring communities, the FAA, the Port of Seattle, Burien's Airport Committee, and the StART Committee to reduce SeaTac Airport noise and emissions by the following actions:

a. Support the passage of the FAA Reauthorization Act with the following emphasis:

i. Aircraft Noise Mitigation

- Noise Metric Change: Burien supports a new noise metric(s) for use in noise impact analysis. The standard Day-Night Average Sound Level (DNL) of 65 dB (decibels) implemented in the late 1970's, continues to be inadequate to evaluate noise levels in airport-adjacent neighborhoods.
- Insulation Packages Changes: FAA policies restrict airports from using federal funds to upgrade or repair noise insulation in homes that received insulation packages pre-1993. Burien supports authorizing the FAA to allow airports to use federal funds to reinsulate homes whose noise insulation has failed. Rep. Adam Smith's bill, H.R. 4161, Noise Mitigation Repair & Replacement Program Act, would accomplish this goal.

- Authorize Environmental Protection Agency (EPA) to Collect Further Data: Burien supports allowing the EPA, whose core mission is protecting human health and the environment, to collect data and fund initiatives to mitigate airport noise and emissions. Rep. Adam Smith's bill, H.R. 6050, the "Aviation Noise and Emissions Mitigation Act," would accomplish this change.
- ASCENT Health Study: The Aviation Sustainability Center commenced a three-year study in December 2019, to determine the health impacts of aircraft noise on airport neighborhood residents. If this study, "Cardiovascular Disease and Aircraft Noise Exposure," concludes before the FAA bill is enacted, Congress should consider including some of the study's recommendations, if pertinent.

ii. Aircraft Emissions Mitigation

- Sustainable Aircraft Fuel (SAF): Burien supports including a SAF Blender's Tax Credit and a SAF infrastructure grant program. The former would help create price parity between SAF and traditional Jet fuels, while the latter would help ensure the necessary construction investments to refine, blend and transport the fuels. SeaTac could benefit from such funding by investing in additional fuel storage facilities or last mile pipeline infrastructure.
- Ultrafine Particles Federal Research: Burien supports federal research on ultrafine particles. The UW has completed an initial ultrafine particles study, but there is no federal research to date. Rep. Adam Smith's bill, H.R. 4068, "Protecting Airport Communities from Particle Emissions Act," would bring more federal attention and engagement on the sources, characteristics, dispersion, and health effects of ultrafine particles. Among its considerations, the study will provide recommendations on measures to reduce aviation-related emissions.

b. Additional Airport & Aviation Initiatives

i. New Airport Capacity

The Washington State Legislature created the Commercial Aviation Coordinating Commission to study and recommend additional major airport capacity, other than an expansion of SeaTac airport, in the Puget Sound region.

Burien supports federal funding for new or expanded airport capacity in high demand regions and dedicate resources to agency and local government collaboration on siting additional capacity.

ii. New Aircraft Noise Study at SEA-TAC

Burien supports the Port of Seattle completing another Part 150 aircraft noise study. A part 150 Noise Compatibility Study is a voluntary process initiated by an airport to develop, evaluate, and recommend actions that the airport, local municipalities,

airlines, and/or the FAA could take to help reduce the level of aircraft noise in communities surrounding an airport. Burien has consistently supported this.

The current draft FAA bill directs the Administrator to review and revise part 150 of title 14, Code of Federal Regulations, to reflect all relevant laws and regulations, including part 161 of title 14, Code of Federal Regulations. In clarifying existing and future noise policies and standards, the Administrator is required to seek feedback from airports, airport users, and individuals living in the vicinity of airports. This section also directs the Administrator to brief the appropriate Committees of Congress every six months on the review conducted under this section. The briefing requirement sunsets on September 30, 2028.

The City of Burien supports the provision in the House FAA bill (Section 485) that requires the FAA to conduct a National Academies study on the efficacy and disadvantages of the DayNight Average Sound Level (DNL) noise metric compared to alternatives, including for assessing the impacts of nighttime noise, and any changes that should be made to it. Burien further supports a revised study that addresses airframe design, engine technology, operational improvements, and alternative fuels, and a study regarding impacts of aviation noise on community annoyance, sleep, health, and children's learning.

iii. Aviation Impacted Communities

The City of Burien will continue to support H.R. 7853, sponsored by Rep. Adam Smith, known as the "Aviation Impacted Communities Act" that creates Aviation Impacted Community Boards to help citizens to better and more productively engage with the FAA.

The City of Burien supports the provision in the House FAA bill (Section 483) that requires the FAA to form an Airport Community of Interest Task Force to provide recommendations on multiple aspects of FAA community engagement with airport communities, including with regard to Federal noise abatement efforts, air traffic pattern changes, the Federal noise complaint process, development projects around airports, and improving information sharing. It also directs the FAA to convene annual engagement events in each of its regions, in conjunction with its Regional Community Engagement Officers, to focus on topics of regional interest.

The City of Burien also supports the provision in the House FAA bill (Sec. 484) that would require the FAA to establish a Community Collaboration Program to harmonize policies and procedures across the Agency relating to community engagement, including establishing the Airport Community of Interest Task Force as detailed in Sec. 483, hosting regional engagement events as specific in Sec. 483, coordinating with the Air Traffic Organization on engagement efforts related to air traffic procedure changes, oversight of Regional Ombudsmen, increasing the responsiveness of the FAA's noise compliant process, and implementing GAO recommendations related to improving outreach on noise.

iv. Airport Net Zero Emissions

Burien supports revisions to the FAA's United States Aviation Greenhouse Gas Emission Reduction Plan in support of achieving net-zero emissions, economy-wide by 2050.

v. Sustainable Airport Master Plan (SAMP) Mitigation Funding

The City of Burien will continue to work with the federal delegation, the Port of Seattle, and neighboring cities to identify traffic, environmental, and other appropriate mitigation funding for Burien due to SAMP impacts.

C. Environment and Climate

1. Climate Action

Burien applauds Congress and the Administration for the climate impacts from the August 2022 federal Inflation Reduction Act. However, Burien still urges the federal government to pass a national climate action plan in order to meet the risk from climate change. Burien passed its own climate action plan in November 2021 with the goal of reducing greenhouse gas emissions in Burien 50% by 2030, and to be carbon neutral by 2050. Additionally, Burien supports the following federal policies:

- Burien opposes efforts to weaken the National Environmental Policy Act (NEPA).
- Burien supports appropriate federal forest management in Washington's and other western federal forests, to minimize large forest fires and the accompanying poor air quality that has affected our region in recent summers.
- Burien supports strengthening aviation greenhouse gas emissions legislation.

2. U.S. Army Corps of Engineers

The City of Burien supports the following budget provisions for the U.S. Army Corps of Engineers:

a. Create a City Liaison for the Corps.

Burien supports the Corps' federal budget request for a city liaison and increased staffing necessary to review, assist, and process city permits expeditiously.

b. Section 206 Funding

The City is working with the Army Corps of Engineers on its Boulevard Park Stormwater Project and the Corps is using funds from its Section 206 Habitat Conservation program authority. Section 206 funding for the Corps has been able to meet between a third and half of the grants that have been submitted to it and increasing the overall budget for this account allows the Corps to further partner on additional projects that fall within this authority.

The City supports increasing funding for the Corps' Section 206 Authority so that the City has access to increased resources.

3. Culvert Replacement Program

Senator Cantwell and Congressman Kilmer led an effort to create a new Culvert Removal, Replacement and Restoration Grant program in the infrastructure bill enacted in December of 2021. This new program is authorized for \$1 billion over 5 years and creates a new grant program administered by the U.S. Department of Transportation to enable the recovery of salmon passage and habitats. This is the first competitive grant program for culvert replacements that is available to cities. Burien supports ongoing funding for this program.

4. Tax Credits for Stormwater Retrofits and New Development

Congressman Derek Kilmer is working on a legislative proposal that would create a tax credit program for stormwater retrofits and new development. If enacted, this program would provide a 50% tax credit for individuals and developers that incorporate stormwater projects such as rain gardens, bioswales and similar projects. The City supports this proposal moving forward.

D. Public Safety

1. Federal Gang Prevention and At-Risk Youth Funding

The City of Burien will seek federal funding to further develop At-Risk Youth programs in Burien and south King County. Congresswoman Jayapal was successful in securing \$300,000 for a Burien At-Risk Youth program in the FY 2022 federal budget, but more is urgently needed.

2. Funding for Co-Response Model

There has been a push nationally to implement co-response models to better address mental health, substance use, homelessness and/or high utilizers of the 911 system that are low acuity calls. Burien is implementing two Community Response Teams (CRTs), one with a Mental Health Professional (MHP) and firefighter/EMT, and one with an MHP/Police Detective. The EMS levy pays for the firefighter/EMT, and Burien is currently paying for the MHP out of ARPA funds, so they are only funded for a few years. Burien's goal is to continue to develop a crisis continuum of care that results in the reduction of harm, arrests, and use of jails and emergency departments and that promotes the development of, and access to quality services.

Burien will seek federal funding for a Co-Response Team to assist residents seeking 9-1-1 emergency medical services. The Mental Health Justice Act of 2022, H.R. 8542, passed by the House, establishes a grant program for this co-response model.

3. Gun Violence

The City of Burien supports continued federally funded studies treating gun violence as a public health issue.

For the first time in many years, the federal government funded \$25 million in studies on gun violence as a public health issue in the FY 2022 federal budget. Burien supports increased federal funding to study gun violence.

Additionally, the City supports the King County Prosecuting Attorney's Office Crime Strategies Unit's (CSU) efforts to address gun violence through a public health approach by collecting and sharing illegal gun shooting data from throughout King County. Research has consistently shown that firearm violence is intensely concentrated within small, identifiable social networks. Firearms violence spreads within these networks, meaning that the closer a person is to a victim of firearm violence, the more likely they are to be a victim of firearm violence themselves. Along with law enforcement partners, CSU is using data to understand the networks of firearm violence in King County and to identify those individuals who are most at risk of victimization.

The Crime Strategies Unit was initially funded by a federal grant from the Bureau of Justice Assistance, an office within the U.S. Department of Justice. Burien supports continued federal funding of this Unit as needed.

4. Police Reform

The State of Washington passed a police reform bill in 2021 (HB 1054) that banned neck restraints and chokeholds and prevents officers from seeking a "no-knock" warrant. Burien continues to support a federal comprehensive police reform bill that should include similar provisions as well as a federal system to report police misconduct.

E. Housing and Homelessness

1. Support for the South County Housing and Homelessness Partners (SKHHP)

SKHHP is a coalition formed by an interlocal agreement among the jurisdictions of Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Maple Valley, Normandy Park, Renton, Tukwila, and King County. The agreement allows South King County jurisdictions to work together and share resources in order to effectively address affordable housing and homelessness. To date, SHHHP receives limited funding from the state.

Burien will seek competitive grant funding or other federal funding for SKHHP in coordination with its partners.

2. Support increased Federal Funding for Housing and Homelessness Programs

- Community Development Block Grants (CDBG): The King County Consortium (of cities) uses CDBG for housing stability/homelessness prevention, affordable housing development and many other human services.
- HOME Program: HOME funds provide funding for affordable housing. Each HOME dollar invested leverages an additional five dollars for housing.

- McKinney-Vento: McKinney-Vento Homeless Assistance Grants help provide shelter and services to homeless families and individuals.
- Section 8 Vouchers: Section 8 Tenant-Based and Project-Based Housing Choice Vouchers.
- VA Supportive Housing Vouchers (VASH): The VASH program has been a vital source of homelessness services for low-income veterans in King County.

F. Community Policies, Economic Development and Tax Policy

1. Low-Income Housing Tax Credit (LIHTC) Program

The City of Burien supports amendments to the LIHTC by supporting the Bipartisan Affordable Housing Credit Improvement Act (H.R. 2573/S.1136) sponsored by Senator Cantwell in the Senate (S.1136) with 34 cosponsors. S.1136 increases the annual housing credit allocation authority by 50%, phased in over five years. LIHTC is the largest national housing program in the U.S. These amendments will extend the credit so that the program better serves the lowest incomes including those at risk of homelessness.

2. Continued Federal Coronavirus Relief

The City of Burien continues to suffer the effects of the coronavirus pandemic. Burien greatly appreciates the federal government's efforts in passing several COVID relief bills including the CARES Act (March 2020), the Consolidated Appropriations Act of 2020 (December 2020, stimulus checks), the American Rescue Plan (March 2021) and the Inflation Reduction Act (August 2022).

However, issues like rental housing evictions, utility assistance, food insecurity, and business failures, remain. Burien supports a follow-on relief bill that focuses on these specific issues.

3. Immigration

Burien supports comprehensive immigration reform with an emphasis on ensuring that families stay together and protecting refugees. This will enhance community and economic stability for Burien's residents and citizens.

4. Municipal Broadband

The City of Burien supports funding and federal policies that would help municipalities develop public broadband networks.

5. Financial Services

a. Supporting Burien Remitters

Burien supports language in a financial services package supporting “remitters” – businesses that transfer funds to so-called “high risk” countries – to hold and maintain bank accounts in Washington.

b. Support banking services for cannabis-related businesses

The City of Burien supports passage of federal legislation that would provide banking services to the cannabis industry.

In April 2022, the House passed the Secure and Fair Enforcement Banking Act (SAFE Banking Act), H.R. 1996 with 321 votes. The Senate has passed S. 2860, the SAFER Banking Act out of Committee.

While recreational marijuana was legalized in Washington in 2012, and 37 states have legalized cannabis for recreational or medical use, federal drug and financial laws penalize and discourage depository institutions from offering banking services to these state-legal retail cannabis businesses.

The cash-only retail cannabis business model has made these businesses vulnerable to robbery and violence, endangering the safety and welfare of workers, customers, and business owners.

The SAFE Banking Act will address this growing public safety crisis, allowing the cannabis industry access to the mainstream financial system, improving the safety and security of cannabis businesses, workers, customers, and the communities they reside in.

6. Opportunity Zones Extension

The City of Burien is seeing significant interest from investors in our Opportunity Zones. A new \$82M mixed-use redevelopment that has recently started construction was made possible by participation in the Opportunity Zone program, and interest from job creators and housing developers in our local zones has been accelerating in the past 12 months.

Burien supports and would benefit from an extension of the Opportunity Zone program beyond the present end date of December 31, 2026. Currently, funds had to be invested by December 31, 2019 in order to be held for the seven (7) year period required to receive the maximum capital gains tax benefits before the program ends. Burien has two opportunity zones, which would benefit from an extension of the program to encourage development in these zones and help drive additional jobs and housing in the community.

7. Municipal Tax Policies

Congress has adjusted various tax policies that have a direct impact on the City of Burien, including the New Markets Tax Credit, the Affordable Housing Tax Credit and the State and Local Sales Tax Deduction. These policies, in addition to policies that would negatively value municipal bonding authority, remain under debate in Congress and the City will advocate for strong municipal authority and tax credits that facilitate economic development and meet our region’s critical housing needs.

8. Support Continuing Congressional Earmarking Authority

Since Congress restored earmarking in 2021, communities and non-profit organizations have seen renewed partnerships with the federal government to fund critical community initiatives. Burien has benefitted with \$5 million for its Boulevard Park Stormwater project currently in the pending appropriations bills. With so many changes in House leadership in 2023, there is concern that earmarking may not continue in 2024. Keeping this critical federal funding tool in place is a priority for the City of Burien.

9. Marijuana Laws

Reform marijuana laws at the federal level so that local marijuana businesses in Burien can operate legally. A number of Congressional bills address Burien's concerns:

a. Support the Marijuana Opportunity Reinvestment and Expungement Act

Burien supports legislation that would decriminalize marijuana and expunge records for persons convicted of marijuana related crimes.

b. Support the Cannabis Administration and Opportunity Act

The City of Burien supports passage of S.4591, the Cannabis Administration and Opportunity Act. This legislation would:

- De-schedule cannabis by removing it from the Controlled Substances Act.
- Allow states to craft their own cannabis policies, just as states do with alcohol.
- Expunge federal records of arrests and convictions for non-violent cannabis offenses and allow for resentencing.
- Create a regulatory framework and federal tax structure for cannabis.



City of SeaTac 2022 Federal Agenda

Priority Capital Projects

Federal funding for priority capital projects in the City of SeaTac (City) is critical to ensure we can meet current needs and promote future growth. Our short-term and near-term federal capital project requests include:

- **SR509 Sound Walls and Noise Mitigation Project** – Improving SR509 remains the City’s top transportation project. This element of the overall project would construct needed sound walls and fund noise mitigation efforts.
- **City of SeaTac Transportation Electrification Project** – This project would electrify our fleet of vehicles, provide adequate public access to charging stations, and strengthen our electrification system to ensure the network can manage future power demands.
- **City of SeaTac Stormwater Mitigation Project** – The City desperately needs water quality and flow control upgrades to meet current federal clean water requirements. Currently, stormwater runoff is reaching local streams and degrading salmon habitat. This project would use federal funding to retrofit right of ways and assist private lots to address runoff and improve water quality.
- **City of SeaTac Central City Park Project** – The City has identified an open space gap within a high-density area near multi-family buildings, single-family residences, hotels, and the Sea-Tac Airport. The City is seeking federal funding to build a new, state-of-the-art park in this area.

Infrastructure Development

The City supports critical federal funding for surface transportation and capital improvement projects that reduce congestion, promote freight movement, encourage mobility, and improve the environment. For those reasons the City supports:

- **Regional freight transportation** – The City has several freight and freight-related projects that are in desperate need of federal assistance, including several pieces of the Puget Sound Gateway corridor.
- **Transit and high-speed transportation investments** – The City supports federal funding for innovative high-speed surface transportation options to reduce congestion and improve the environment, including last mile solutions for Sound Transit and transit-oriented development (TOD).
- **Electrification of the City’s transportation systems** (see Priority Capital Projects above).

- **Autonomous cars** – The recently enacted federal transportation infrastructure bill (IIJA) provides funding and policy direction to promote autonomous cars. The City is interested in programs that promote the growth and use of these technologies, including potential pilot programs in the City.
- **Stormwater/Water Quality programs** – The IIJA provided additional funding and policy direction for local governments to improve stormwater runoff and water quality. We strongly support these programs to help us complete our many projects in these areas. The City will also likely benefit from the new federal culvert program and the increases in existing federal funding that provide for ecosystem restoration, improved drinking water and wastewater, and environmental resiliency.

Aviation

The City's corporate boundaries include the entirety of Sea-Tac Airport, which maintains an outsized impact on local residents and businesses. The Federal Aviation Administration (FAA) and Congress have primary authority over airports, so federal aviation policy is important to the City. It is important to note that the City is generally supportive of the federal legislative agenda of the Port of Seattle/Sea-Tac Airport. For those reasons the City supports:

- **Programs that address aviation noise and air quality impacts** – In order to protect our citizens from the many impacts of the Sea-Tac airport, the City supports programs and initiatives at the federal level that tackle the issues related to overflight noise and local health impacts due to airport activities. Those programs and initiatives include –
 - Restoring the EPA's Office of Noise Abatement and Control.
 - New independent research on the health impacts of aviation noise and air pollution, including a new evaluation model for noise annoyance that would more accurately capture modern noise impacts to residents.
 - Studying community noise impacts or inclusion of "single site" airports along with metroplexes in the federal government's analysis of aviation.
 - Studying potential indoor air quality investments near airports, including aviation-related ultrafine particulates and secondary noise mitigation investments in previously insulated homes.
 - The timely release of the "noise annoyance survey" and relevant accompanying policy guidance.
 - Noise standards for new aircraft that must meet or exceed current standards.
- **Modern Aircraft and Fuels Development** – The City supports federal investments and policies that drive cleaner aircraft, such as electric jets and eVTOL, while ensuring that these new planes do not increase noise. We must also significantly increase federal funding for deployment of Sustainable Aviation Fuels for airplanes.

- **Reform Passenger Facilities Charge (PFC) and the Airport Improvement Program (AIP)** – The PFC and AIP must increase the amount of money dedicated to noise mitigation as well as for initiatives that increase the health outcomes of airport communities.

Community Health

Federal assistance, including federal funding, that tackle community health issues such as mental health, homelessness, and public safety are needed to improve the quality of life for our City's residents and businesses. For these reasons the City supports:

- **Mental Health Funding** – Increased federal funding for mental health services for the City, including but not limited to additional local option tools to best meet community needs.
- **Substance Abuse Programs** – Federal efforts to ensure that funding is appropriated for substance misuse prevention, treatment, and recovery programs must be accessible to the City.
- **Human Trafficking Elimination** – There must be a strong partnership between the City and the federal government in the effort to eliminate human trafficking. This includes greater coordination between local law enforcement and the federal government and increased federal investments for the City to tackle these issues.
- **Wellness Programs** – The City supports federal initiatives to promote local wellness programs.
- **Community Resilience Support** – The City supports federal programs that help local resiliency programs, including those that mitigate the impact of severe weather events, including, but not limited to, targeted housing upgrades, insulation programs, HVAC assistance, and reforestation efforts. These efforts include support for the federal Weatherization Assistance Program (WAP).
- **Mortgage Insurance Help** – We promote the [203\(k\) Rehabilitation Mortgage Insurance Program](#), which lets homebuyers and homeowners borrow an extra \$35,000 through their mortgage for home repairs and improvements.

Economic Development

Much of the work the City does with the federal government aims to improve the economy of the City and the long-term viability of local businesses. The City supports targeted federal programs and initiatives that aid existing, expanding, and new businesses. For these reasons the City supports:

- **Workforce and Tourism Development** – Federal policies and programs that boost economic, workforce and tourism development, including efforts to support

small and minority-owned business, are critical to growth and development of the City.

- **Business Sustainability/Continuity** – The City supports federal real estate acquisition assistance to mitigate the effects of business displacement.
- **Business Incubator Development** – The City is interested in exploring ways the federal government can provide funding for a business incubator or accelerator hub that would help startups develop and grow in the City. For these reasons, the City supports efforts by federal agencies like the U.S. Department of Commerce, Economic Development Administration (EDA), and the Small Business Administration (SBA) to grow small and large businesses.
- **Opportunity Zones Program Improvements** – Incentives associated with the federal Opportunity Zones Program potentially make the City more attractive for new development, but we must not increase the property tax burden on those property owners outside these zones. Therefore, we must know who is being reimbursed and when the reimbursement should be provided. Local residents seeking to use these opportunities should also be prioritized.
- **Parks and Open Space Development** – The City plans to develop parks and open spaces and has identified an area of the central city that will serve residential populations, local businesses, and visitors (see Priority Capital Projects above).
- **Broadband Infrastructure** – Access to high-speed broadband service is essential to our ability to provide quality education, create more jobs, and increase small business growth in the City. We call on the federal government to provide robust funding to improve local broadband infrastructure, including direct funding for the infrastructure build out and for digital equity initiatives. These efforts must also preserve local government authority to manage their rights-of-way to ensure the siting of cell towers and small cells is safe and appropriate. The City also supports efforts in Congress to overturn the FCC regulations limiting the ability of local governments to regulate the deployment of 5G wireless infrastructure. The goal of substantially lowering the overall costs to consumers must be a central focus of all federal broadband efforts.
- **Multi-Family Tax Exemption (MFTE) Federal Reimbursement Reform** – To maximize the positive impact of the MFTE to the City, the program needs reform, including in how one is reimbursed, what factors are considered in reimbursement, how new projects are assessed, and relieving administration burdens.

2024 PORT FEDERAL PRIORITIES

The Port of Seattle is committed to creating a successful, safe, and healthy travel and trade experience, and to serving as a key contributor to regional and statewide economic growth. We are focused on developing more modern, high-tech facilities; better connecting the Puget Sound region to the world; maximizing the environmental sustainability of our operations; and ensuring that our local communities and residents thrive. The federal government can help us achieve this vision by:

1. INFRASTRUCTURE & TRANSPORTATION

Sufficient Infrastructure and Transportation Funding:

Ensure that the Port and its partners have the resources necessary to develop new infrastructure that supports the successful operations of our facilities, regional mobility, and water-based navigation systems. In particular:

- » Support Port grant applications for key infrastructure and transportation systems
- » Maximize Harbor Maintenance Tax appropriations for the “donor port” HMT rebate program, and secure implementation of the HMT reform provisions that were included in the Water Resources Development Act of 2020
- » Increase Passenger Facility Charge flexibility
- » Move forward on Army Corps projects, such as design of the West Waterway portion of the Seattle Harbor Navigation Improvement Project. Reach agreement with the Corps to begin design on the East Waterway portion of the project
- » Support funding for continued federal operation and maintenance of the Hiram M. Chittenden Locks, as well as additional funding for priority, non-routine maintenance
- » Support flexibility in Buy America and other domestic preference requirements until US manufacturers can achieve the scale needed to meet federal requirements for port equipment, including zero-emissions equipment
- » Support funding for sustainable transportation, including electric vehicle infrastructure, transit infrastructure and operations, and high-speed rail

Efficient and Safe Port Operations: Ensure sufficient federal staffing and other resources to allow for travelers, goods, and workers to operate successfully and safely at Port facilities. In particular:

- » Expedite the transition to non-fluorinated airfield fire-fighting foams
- » Maximize TSA and CBP staffing
- » Limit federal requests for Port funding for federal services, equipment, and facility development
- » Support Terminal 46 planning
- » Support TSA efforts to expand PreCheck, as well as additional technology solutions that maximize security and efficiency
- » Preserve TSA funding for Law Enforcement Officer (LEO)

reimbursement grants

- » Improve UAS integration and detection
- » Support UAM/AAM integration into the National Airspace System
- » Support the Jones Act

2. DECARBONIZATION & SUSTAINABILITY

Expanded Sustainable Aviation Fuel (SAF) Deployment:

Continue important progress toward the implementation of robust SAF production and use. In particular:

- » Support Port and regional partner grant applications for key SAF infrastructure
- » Ensure clarity and authority for airports to use airport revenue and federal grant funding to support fuel switching
- » Fully fund federal SAF investments from agencies including the U.S. Departments of Defense (DoD), Agriculture, Energy (DOE) and Transportation (DOT)
- » Advocate for additional federal policies and funding to support alternative maritime fuels and infrastructure
- » Support finalization of an updated version of the DOE’s Greenhouse Gases, Regulated Emissions, and Energy Use in Technologies (GREET) for calculating carbon reduction credits under the new SAF Blender’s Tax Credit
- » Ensure strong SAF policies in the 2024 Farm Bill

Maritime Decarbonization: Continue progress toward electrification and decarbonization of maritime operations and infrastructure. In particular:

- » Support Port and regional partner grant applications for key maritime decarbonization investments
- » Support the development of green corridor partnerships with key federal agencies such as State, DOE, DOT and MARAD
- » Support Port efforts to help shape international maritime decarbonization policy, such as at the International Maritime Organization
- » Support additional federal funding for port-specific hydrogen and clean marine fuel infrastructure
- » Fully fund the US Environmental Protection Agency’s DERA program

- » Support the federal programs to enhance domestic ship building capacity – particularly related to vessels that can utilize alternative maritime fuels and/or help transport clean energy like offshore wind turbines

Puget Sound Restoration: Continue to invest in efforts to restore the Puget Sound, and to facilitate the recovery of Southern Resident Killer Whales (SRKW). In particular:

- » Invest in Puget Sound restoration through existing programs
- » Support Port and regional partner grant applications for key remediation and underwater noise reduction investments
- » Fully staff federal environmental permitting offices
- » Expedite federal environmental permitting processes, including implementation of new rules that allow Ports to support these efforts
- » Support SRKW recovery through investments in key programs
- » Oppose changes by the National Marine Fisheries Service to the process for permitting projects until they are approved through an act of Congress or a formal rulemaking process
- » Invest in kelp and kelp research
- » Deauthorize a small portion of the federal channel near Terminal 25 South for environmental remediation and salmon habitat

3. COMMUNITY & EQUITY

Welcoming Immigration Policies: Support changes that create a welcoming environment for visitors, immigrants, and refugees into our country. In particular:

- » Promote comprehensive immigration reform
- » Support efforts to fully prepare for REAL ID transition
- » Make DACA permanent
- » Support expedited processing of Employment Authorization Documents for eligible immigrants, migrants, and refugees

Sound Insulation Funding and Aircraft Noise and Emissions Policies: Support additional investments in sound insulation for home and other buildings near airports, and implement policies that address aircraft noise and emissions. In particular:

- » Support Port grant applications for additional sound insulation investments
- » Advocate for Congressional passage of provisions included in the House and Senate versions of the FAA Reauthorization Act that were prioritized by the SEA Stakeholder Advisory Round Table (StART)
- » Support additional research and funding to address indoor air quality near airports, specifically in public schools

- » Advocate for Congressional passage of the provision included in both the House and Senate versions of the FAA Reauthorization Act that provides SEA the option, if desired, to sell or preserve certain near-airport park parcels
- » Advocate for Congressional passage of federal funding for a secondary noise insulation study

Other Equity-Related Policies: Support new policies and regulations that are aligned with the Port's equity, diversity, and inclusion priorities. In particular:

- » Support federal legislation on biometric technology that balances operational needs with protections for privacy, equity, and civil liberties
- » Support funding and partnerships to facilitate the Port's efforts to combat human trafficking
- » Support policing reforms that align with the Port's policing accountability assessment recommendations

4. TRADE, ECONOMIC DEVELOPMENT & WORKFORCE

Competitive Trade Policies: Advocate for productive engagement and negotiations that ensure a fair and level playing field for mutually beneficial trade. In particular:

- » Promote trade and lower non-tariff barriers
- » Re-evaluate existing tariffs
- » Support new trade opportunities

Economic & Workforce Development: Invest in job creation and training to ensure widespread prosperity for all of the region's residents. In particular:

- » Support Port and regional partner grant applications for key economic and workforce development investments
- » Support legislation that creates opportunities for the Pacific Northwest to become a leader in supporting offshore wind industry manufacturing, assembly, deployment, workforce, maintenance, supply chain, and scientific research
- » Support quality of job improvements for drayage drivers
- » Support the North Pacific fishing fleet
- » Promote tourism

For more information on the Port of Seattle's federal legislative agenda, contact:

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