

Policy Working Group

MEETING SUMMARY

APRIL 1, 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
 - Appropriations FY24:
 - Congress passed all 12 Fiscal Year 2024 funding bills in March. Appropriations are largely flat, but it is good news that there won't be a federal government shutdown nor major cuts in key aviation-related programs.
 - There is language in the Transportation Appropriations bill that will create a grant program to fund assessments of "failed" sound insulation. The Port is already conducting such an assessment, and so the hope is that FAA funds could be used to match Port funds.
 - Earmarks:
 - Cities may still submit applications to House Members for specific requests. Port will write letters of support, so please let us know.
 - FAA Reauthorization:
 - The current deadline for FAA Reauthorization is May 10; Congressional staff are working to reconcile the House and Senate bills to be voted on and passed by that date
 - Four of our priorities remain in the legislation; we are working to ensure that they will stay in the final version.
 - North SeaTac Park legislation is also still in the legislation.
 - It is still possible that our proposal to allow FAA funds to be used to repair and replace "failed" sound insulation might be added into the final version; it is not currently in either version.
 - FAA Noise Policy Review:
 - FAA presentation with an update on progress was sent out with the agenda for this meeting.

- The FAA received a lot of comments and they are working through how best to process and review.
- A request was made to discuss the option of the N Above alternative noise metric; Paris Edwards, POS, will research and we will schedule a presentation at a future meeting.
- Follow up question from a community representative: has Southwest Airlines added new overnight routes recently? This will be responded to over email.

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

- Eric introduced John Flanagan and reminded the group that at the last meeting it was decided to include state legislative issues along with federal for the working group going forward. The Steering Committee has also been informed of this change
- John gave a detailed end of session recap and preview of next session
 - Governor officially signed the last set of bills and the budgets this past Friday (the 29th)
 - Overall, it was a 'weird' year in Olympia.
 - The upcoming election season overshadowed everything.
 - Jay Inslee's last session as Governor after 12 years.
 - Changes expected in several statewide offices (AG and Public Lands).
 - Many Senate/House members retiring or running for higher office (at least 25-ish that we already know of)
 - Notably, former Speaker Frank Chopp and current Senate Majority Leader Andy Billig
 - Initiatives to repeal the Climate Commitment Act, the State's Capital Gains Tax, and rolling back the State's long-term care insurance program.
 - Passage of three other initiatives related to police vehicle pursuits, prohibiting an income tax, and establishing a 'parents' bill of rights' for K-12 students.
 - Due to all of these factors, the most complicated policy and budget discussions were tabled and pushed into 2025.
 - Due to the long list of priorities that need to be addressed in 2025, successfully advocating for a common agenda will require that we:
 - Finalize an agenda well before session - I would suggest aiming for late Summer
 - Advocate clearly and concisely - keep the agenda to 3-5 distinct priorities (at most)
 - Communicate early and often with potential legislative sponsors
 - Coordinate a unified engagement strategy
 - Summary of SB 5955
 - Actual bill text can be found [here](#), but is somewhat opaque. More than happy to connect with folks that have questions on specific language.

- Establishes that addressing 'failed noise packages' serves a fundamental governmental purpose and that using public resources in this way provides public benefit generally.
 - Due to existing limitations in federal law (which we are obviously working hard to address), establishes an ongoing partnership between the State and the Port.
 - Grants the Port the ability to access state funds to contract with building inspectors or other qualified professionals to inspect properties reported to have a 'failed package'
 - Alternatively, (and as a back-up) the Port may also pursue an interlocal agreement with King County to provide those services
 - Gives the Port the ability to access funding from the State to inspect properties, and if a failed package is identified, to replace the equipment.
 - Specific language states: "If a building inspector or other professional contracted pursuant to (c) of this subsection [which provides inspection services] identifies that a property's noise mitigation equipment is no longer working as intended then the associated port district must apply to the grant program created under section 5 of this act for resources to repair or replace existing noise mitigation equipment. If an inspection confirms that installation of noise mitigation equipment resulted in additional hazards or structural damage to the property, then a port district must apply to the grant program under section 5 of this act for resources to address those hazards or damages."
 - Sets up a new grant program within the State Dept. of Commerce specifically intended to provide resources for inspections and replacement of 'failed packages'
 - Also requires Commerce to publish annual reports on the program and use of funds
 - To access that new grant program, the Port must agree to match at least half of the State funds provided.
 - Creates a new non-appropriated account at the state level for all of the above.
 - New grant program sunsets in July 2029 and the RCWs creating the grant and new account sunset in July 2030.
 - Assumption is that by 2030 we will have passed the FAA Reauthorization bill, thus allowing the use of federal and airport-related revenue for these purposes, and that we will have made significant progress on the issue regardless in the meantime.
- **5955 (and other related) funding**

- Commerce (Local Govt division) given necessary resources to implement the new failed noise insulation program
- \$1M included in the new account created under 5955 to help pay for inspection services and to start addressing 'failed packages'. Account is non-appropriated, so those funds roll-over into the next budget if they aren't utilized before the next fiscal year.
- As a reminder, the Port had already dedicated \$1.5M in our underlying budget towards the next update of our Part150 obligation, which will include surveying properties within the DNL for 'failed equipment'
- Other state funding (not directly related to 5955):
- \$6M provided Ecology and UW department of environmental and occupational health sciences to provide air quality mitigation equipment to residential, recreational, or educational facilities in south King County that will measurably improve air quality including, but not limited to, the provision of high particulate air purifiers designed to mitigate or eliminate ultrafine particles or other aviation-related air pollution.
- School district indoor air quality and energy efficiency: Much broader program that provides \$44M+ for indoor air quality at schools. Also provides 500k for schools in communities 'located near and under SEA flight paths for air filtration systems with HEPA filters that can remove ultrafine pollution particles from the air caused by aircraft traffic, as identified in the mobile observations of ultrafine particles study published by UW'.
- **Update on the CAWG**
 - Essentially no progress this session on siting a second airport, and I have heard anecdotally that we shouldn't expect to see any real progress until after the coming election.
 - Regardless, Transportation budget made a couple small changes to the section providing funding to the operation of the CAWG:
 - Eliminates any areas in conflict with a military installation from further review.
 - CAWG must disqualify areas based on environmental impact or impacts to overburdened communities.
 - Must identify information gaps based on current studies.
 - Must conduct community engagement with overburdened communities, and vulnerable populations with a focus on EJ impacts.
- Appreciation was expressed by members for John and the Port's good work during the session.

IV. Wrap Up

- Next meeting is June 3, 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: JUNE 3, 2024, 5:00 PM - 6:00 PM
LOCATION: ZOOM VIDEOCONFERENCE