

# Federal Policy Working Group

## MEETING SUMMARY

FEBRUARY 7, 2022; 5:00 PM – 6:00 PM  
VIA ZOOM VIDEOCONFERENCE

### Meeting Objectives:

Federal Policy update on the Infrastructure Bill, Appropriations, and the Build Back Better Act. Review of the 2023 FAA Reauthorization Act and identification of potential Port-Cities priorities for the legislation. Discussion of a potential joint comment letter.

### Meeting Summary:

- I. Facilitator welcome, introduction and meeting agenda, Brian Scott from BDS Planning & Urban Design
- II. Federal Policy Update, Eric Schinfeld, Port of Seattle
  1. Infrastructure Bill
    - Key airport programs are still TBD as there is not yet guidance from the FAA.
    - The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, which helps communities large and small fix and modernize their infrastructure, is a great source of potential fund for SEA in addition to the FAA grants.
  2. FY22 Appropriations
    - Congress still has not passed FY22 and the question remains as to whether Congress will pass something or continue to extend FY21.
    - Earmarks will not become law unless Congress passes the appropriation bill, however, even if it is passed it might not stay. We should hear more by March 11.
  3. Build Back Better Act
    - The \$1.75 billion bill is dead. What portions of that bill might get support is questionable at this time. If a deal is not made, the working group will need to start looking at other venues for passage of policies we support.
- III. 2023 FAA Reauthorization Act, Brad van Dam, Senior Vice President, Government Affairs, American Association of Airport Executives
  1. Infrastructure Bill
    - There are 3 key buckets to follow with \$25 billion for aviation upgrades:
      - *Airport Projects*
        - a. \$15 billion in funding for airport infrastructure, including for sustainability projects such as reducing emissions on the ground.
        - b. Waiting for FAA on guidance.
      - *Terminals*
        - a. \$5 billion for terminal upgrades.
        - b. This is a competitive grant program and FAA has parameters on how to distribute the money.
        - c. Environmental issues are included to upgrade energy efficiency of airport facilities.

- *Facilities/equipment*
  - a. \$5 billion in funding for infrastructure improvement such as air traffic control towers.
  - b. FAA will set guidance and airports won't have much input on it.
- 2. Build Back Better Act
  - Senator Manchin is standing in the way, and so a \$1.75 trillion package is off the table; however, there is discussion of a smaller, environmentally-focused package, that would cost \$500 billion-\$1 trillion. It is unknown whether this will pass before mid-term elections.
  - The original package included funds for the Sustainable Aviation fuel tax credit, \$300 million for Low Emission Aviation Technology, and \$1 billion zero emissions grant.
- 3. Appropriations
  - Short term extension until March 11 was just approved today for FY21. Congress is looking ahead FY23 and will address it after March 1. The stakes are going to be higher this year, it's unlikely congress will pass FY23 on time.
  - Earmarks is coming up as a last-minute issue.
- 4. FAA Reauthorization Bill
  - The bill has a 5-year cycle and the current one is set to expire in September 2023, but we are already gearing up for it.
  - The last one included a list of environmental and noise provisions, more community involvement, and called for FAA liaisons on noise, and studies on health impacts.
    - Eric Schinfeld added the following:
      - a. Some of the current list has not been fulfilled. While agencies need to meet a deadline, sometimes they don't, and there are no real repercussions for being delayed.
      - b. The impact of aviation noise on human health has not been completed, and while the noise annoyance study has been done, we do not yet know the next steps.
      - c. SEA will start with what was on its 2018 list and see what we still need to push for, while adding new items as well.
  - AAE has a recommendation list of 160 items, including noise, environmental, resiliency and sustainability proposals and will also push on currently unfulfilled items.
  - There will be funding for environmental related issues. The process is a 2-step process. First is the FAA Reauthorization Act, followed by the Congress funding it via appropriations. The FAA learned its lesson the hard way about community members having a say in flight paths. This is most evident in NEXTGEN implementation.
  - The right way for the working group to think about getting its proposals in is that the Democrats are in charge now, which means we have a better chance of getting environmental initiatives across right now. All lawmakers have some interest in these issues but it is hard to say what stands a chance at this point, since we don't know what the make-up of the house and senate will be after the mid-term elections. However, there is a strong record of both democrats and republicans working together on aviation.
  - There will be some funding for sound insulation in the next reauthorization bill. We have to applaud Representative Smith's on his work on this.
  - The aviation industry is pretty united on the sustainable aviation tax fuel and there is a lot of pressure to get this across the goal line. They want to see a 10% reduction in emissions by 2028, however, it may not be through BBB.
  - The [Congressional Quiet Skies Caucus](#) on large and medium-sized airport hubs are the ones to reach out to find common ground.

- IV. Potential Joint Comment Letter for Proposed Rule for Control of Air Pollution from Aircraft Engines, Eric Schinfeld, Port of Seattle
- EPA is updating its aircraft engine particulate matter emission standards, bringing them under UN international protocol that have much higher standards.
  - The public comment period is a great opportunity for the working group to respond about additional work on sustainable aviation fuels and ultrafine particulates.
  - Eric will share a draft letter with the working group for feedback on rules for aircraft emissions first then ask member cities to consider signing the letter.
- V. Next Steps
1. One of the vehicles that has the best opportunity to get some of our policies through is the FAA Reauthorization Act. At our next meeting we will look at in detail what we want to prioritize as a group.
  2. Eric will share a draft letter with the working group for feedback on rules for aircraft emissions first then ask member cities to consider signing the letter.
  3. Identify and focus on policies we want to push for to address people's concerns.
  4. Start national coalition building by identifying our priorities, finding other communities like ours, planning our outreach to those communities, and understand what priorities of other communities align with ours.

MEMBER	INTEREST REPRESENTED	PRESENT
ALEX STONE	OFFICE OF CONGRESSMAN ADAM SMITH	-
AMANDA WYMAN-BRADLEY	OFFICE OF CONGRESSMAN ADAM SMITH	-
AMY ARRINGTON	NORMANDY PART	-
ANTHONY HEMSTAD	DES MOINES	✓
BILL VADINO	FEDERAL WAY	✓
BRANDON MILES	TUKWILA	-
CHRIS HALL	FEDERAL WAY	-
DIANA SMITH	BURIEN	-
JEFF HARBAUGH	BURIEN	✓
JESSICA MULLIGAN	OFFICE OF CONGRESSWOMAN PRAMILA	-
KYLE MOORE	SEATAC	✓
LANCE LYTTLE	PORT OF SEATTLE	✓
MARIELLE TRUMBAUER	OFFICE OF CONGRESSWOMAN PRAMILA	-
MEGAN UTEMEI	OFFICE OF SEN. PATTY MURRAY	-
MICHAEL MATTHIAS	DES MOINES	-
ROBERT AKHTAR	SEATAC	✓
TOMMY BAUER	OFFICE OF SEN. MARIA CANTWELL	-
PRESENTER		
BRAD VAN DAM	AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	✓
RESOURCES	TITLE	
ARLYN PURCELL	PORT OF SEATTLE	-
CLARE GALLAGHER	PORT OF SEATTLE	✓
DAVE KAPLAN	PORT OF SEATTLE	-
ERIC SCHINFELD	PORT OF SEATTLE	✓
JUSTIN BIASSOU	FAA	-

KELLY SCHIMELFENIG	PORT OF SEATTLE	-
LESLIE LARDIE	FAA	-
MARCO MILANESE	PORT OF SEATTLE	-
PATRICIA LY	PORT OF SEATTLE	-
STAN SHEPHERD	PORT OF SEATTLE	-
CONSULTANT		
BRIAN SCOTT	BDS PLANNING & URBAN DESIGN	✓
DORI KRUPANICS	BDS PLANNING & URBAN DESIGN	✓

*NEXT MEETING: APRIL 4, 2022, 5:00 PM - 7:00 PM*  
*LOCATION: ZOOM VIDEOCONFERENCE*