

## Policy Working Group

### MEETING SUMMARY

OCTOBER 7, 2024; 5:00 PM – 6:00 PM

VIA ZOOM VIDEOCONFERENCE

#### Meeting Objectives:

- Federal Update
- State Policy Agenda Approval

#### Meeting Summary:

- I. Welcome: Facilitator Andres Mantilla, Uncommon Grounds, opened the meeting and covered meeting ground rules.
- II. Federal Policy Update, Eric Schinfeld, Port of Seattle
  - FY 2025 Appropriations
    - Congress finished work at the end of September without passing FY 2025 appropriations, for the federal fiscal year that began on October 1, 2024. We are in a continuing resolution with funding levels at FY 2024 levels. This will last at least through December 20 and possibly into 2025.
    - Cities relying on general appropriations and/or congressionally directed spending are in a holding pattern. If Congress decides on a full year continuing resolution, any announced “earmarks” will be invalidated.
  - FAA Aircraft Noise Advisory Committee
    - Created last year as part of the StART federal policy priorities through the FAA Reauthorization Act to advise on the FAA’s Noise Policy Review. This committee has received national attention, and many organizations are engaging the FAA in how the membership of the committee will be structured. We are expecting that FAA will put out a federal register notice that welcomes individuals to apply. We may apply as the airport and there will be at least one if not more community seats. If there is someone specific from the near-SEA community who is interested, they should apply when the federal register notice comes out.
    - Question: *will they keep the congressionally directed spending in the budget?* Likely when they pass the budget, those projects are relatively safe. However, if there is a Republican president, house and senate, there may be efforts to cut budgets. But odds are they will remain.
    - Question: *do we have a date on the federal register notice?* Not yet but we’ll look for that and let everyone know once it’s out.

### III. State Policy Discussion, Eric Schinfeld, POS

- John Flanagan is in Singapore on a Sustainable Aviation Fuel Study. Eric gave the report.
- We are doing a state agenda because we found at the federal level that when we stand shoulder to shoulder as the airport and airport communities with a precise list of asks, we can be really successful. Once we approve the draft state agenda, we'll take it to full StART on October 23<sup>rd</sup>. And then begin reaching out to the Legislature and plan a day in Olympia that we can all go down together and make the rounds.
- One general note: some of the language in the state agenda is intentionally vague so that we have some flexibility in our language to be able to adjust asks as needed to make progress on our priorities.
- *Note: On some issues we might not have to make our own bills but jump in and support existing efforts. State Rep Tina Orwall may want to take a lead on some of these efforts.*
- StART State legislative priorities:
  1. Effectively implement the Noise Insulation Repair and Replacement Program
    - As necessary, pass legislation amending RCW 53.54 and the Port District Equity Fund/Grant, to ensure that State regulations and programming are complementary to Federal and Port programs and funding.
    - Ensure that existing State resources are utilized for maximum return on investment.
    - As appropriate, advocate for additional resources from the State to ensure continual progress with the goal of addressing the full scope of issues identified by ongoing surveys and assessments. State funding for sound insulation repair and replacements (passed last session) – making sure that program is being implemented appropriately. Depending on need, may advocate for additional state funding
    - ***Feedback: continue to advocate for resources to address the full impact of failed packages. We may need to tweak the legislation to include those additional concerns.***
  2. Continue progress toward additional regional airport capacity
    - Secure adequate funding for the continued operations of the Commercial Aviation Work Group (CAWG) in the 2025 budget (*Placeholder for requested dollar figure*).
    - Encourage the Governor's Office, WSDOT, and other relevant State-level authorities to take a more active leadership role within the CAWG.
    - Either administratively or via legislation, assign realistic deadlines to CAWG deliverables, reports, and recommendations.

- Direct the CAWG to explore opportunities to provide incentives to sites of future commercial air service development.
  - Continuing to look at regional commercial air service capacity. The new CAWG is up and running (presentation at last full StART meeting). Need to advocate for a solution to relieve pressure on SEA. Airport capacity, high speed rail and other potential solutions to be looked at.
  - **Feedback: Ensure this new CAWG has clear goals and deadlines to get to a place that we have alternatives to SEA for travel. We will make that language more specific.**
  - **Feedback: Move bullet three to number one; change language to specify realistic deadline with a timeline and milestones and progress toward the timeline.**
  - **Question: Is this the third attempt by the state to site or increase airport capacity? Yes, this is the third or fourth attempt.**
  - **Question: Do we have any idea what the previous efforts cost? Don't have the number but will figure it out. Main expenditures for consultant engineering work and WSDOT staff work. We will figure out if there are additional expenditures that we can push to fund in order to make them more effective.**
3. Maintain and expand Sustainable Aviation Fuel (SAF) production and use in Washington
- Ensure effective implementation of enacted SAF incentives (ESSB 5447)
  - In partnership with the broader coalition of SAF stakeholders, advocate for the creation of more policy supports and funding programs benefitting SAF production and supply chain development.
  - Support the continued work of the SAF Research and Development Center at Paine Field, including pushing for additional monetary support from the State.
4. Sustain existing State programs to enhance air quality
- As appropriate, request additional resources for existing air quality mitigation programs at the Washington State Department of Ecology for residences, recreational facilities, and education facilities not covered by other programs.
  - Support continued investment in OSPI programs to improve air quality in schools.
  - Work with OSPI, Ecology, and any other relevant State agencies to ensure that residences, schools, and other public buildings within near-airport communities have adequate access to existing programs. Sustainable Aviation Fuel – benefits not only carbon reduction but also addressing air

particulates and air pollution. Continuing progress at the state level; what are additional incentive and investments that can be made.

5. Decarbonizing ground transportation, reducing transportation emissions, and electrification

- Support proven strategies, policies, and investments intended to phase out the use of fossil fuels and to reduce overall emissions from ground transportation networks that serve the airport. This includes, but is not limited to:
  - Investments in EV charging infrastructure;
  - Support for the creation of a regional high-speed rail network;
  - Clean trucking incentives; and
  - Continued investments in multi-modal networks, active transportation facilities, and transit.
  - Support for State funding to spur innovation and private-sector investment in electric aviation and other zero-emission technologies.
  - Electrification of aviation and ground transportation.
- Feedback received from Moira Bradshaw in advance of the meeting. Answers are from John Flanagan.

1. *In the introduction, there is a description of the airport as a great economic engine and something that has negative consequences for neighboring communities. I think we should also introduce the idea that the SEA-TAC is reaching capacity - the terminal can hold only so many people, so many gates and so many take off and landings.*

- John: Will include an additional sentence in the updated document.
- Eric will draft that sentence. We'll share that language with everyone.

2. *Is "Near - airport communities" defined somewhere?*

- John: It isn't, and I would discourage us from trying to define it in the statute only because that has been such a contentious issue in the past. Could also inadvertently put us at odds with other communities in the State (Spokane, Yakima, Everett, etc.) that are also near-airport communities, but are not facing the same kinds of issues as South King.
- John: We could pursue a description of 'priority areas' in updated provisions for air quality, but otherwise I think it's better to avoid the issue.

3. *Can we be more specific about recommendations for regional high speed rail rather than just say support?*

- John: Yes and no. At this point we just need to ensure that the existing funding provided in the transportation budget for federal match is retained. I am concerned

that with such a difficult landscape for transportation revenue, those funds will be reclaimed and put to other purposes.

- Eric: We can be more specific. We can be more upfront and clear. Add some more specifics: planning, deadlines. Not just about money.
- **Feedback: do we want to keep this a bit vague? Concern that what we're seeing on the federal level – the California high speed rail project billions over budget. Eric: We will thread the needle to get the language right. More support and what do we want and want to achieve.**

4. *Who is currently funding research into innovations in aviation electrification?*

- John: There are some efforts in the private sector and through the State's Dept. of Commerce, but that's exactly the issue; there is no unified or authoritative voice in the State pushing forward electric aviation. The updated state agenda is attempting to advocate for funding so that we can create or at least support an entity to lead.
- Eric: helpful comment and we should articulate this is the agenda. Add some policy language in here.
- **Feedback: most technological innovation comes from private sector. Eric: some things beyond the technology can be influenced by policy.**

5. *The CAWG had their first meeting and the following is a summary: "The group will evaluate the long-range commercial aviation and transportation needs of the state, including alternatives for additional aviation capacity and expanding the use of existing airports and multimodal opportunities. "This work group will focus on the use of new technology, environmental stewardship and resiliency in aviation," said WSDOT Aviation Director Ann Richart." Question: Is it possible to have Arif Ghose brief us on what is happening? Haven't aviation needs already been evaluated? Sounds like no new airport but expand existing.*

- John: We can request that Arif provide an update at the next full meeting of the CAWG. I am also happy to provide a more in-depth summary of the two previous meetings if he is unavailable.
- Eric: we don't want them to start a square one. We'll add language
- Arif Ghose is on the CAWG as a technical advisory member. He is the COO at SEA. Good to get his perspective.

6. From the document: "Encourage the Governor's Office, WSDOT, and other relevant State-level authorities to take a more active leadership role within the CAWG. Feedback: I think this does not tell people anything. I think we need to figure out what we want their active leadership to do.

- John: This is intentionally vague in the name of advocating for something in terms of leadership from the Governor's office on this issue. The current administration does not support the work of the CAWG and will not take an active role. The incoming

administration needs to be invited into this discussion in a way that will encourage them and their leadership rather than scaring them off from the issue.

- John: An initial idea could be to request that the Governor or their designee participate in the work group.
- Eric will add specific language.
- Feedback: finessing this will be tricky. Perception is that no one is opposed to finding another airport they just don't want it in their backyard. Public supports another airport and that needs to be communicated to the administration.
- Eric: Great feedback about what we need to tweak. We'll send this out in a day or two. And get your feedback. Goal to have this finalized by October 23rd for full StART approval.
- First day of session is January 13th.

IV. Wrap Up

- Next meeting is December 2, 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	-
<b>NON-MEMBER</b>		
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	-
<b>RESOURCES</b>	<b>TITLE</b>	
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: DECEMBER 2, 2024, 5:00 PM - 6:00 PM  
LOCATION: ZOOM VIDEOCONFERENCE