

SEA Stakeholder Advisory Round Table
Shared Policy Priorities - 2025 State Legislative Session

The growth of operations at Seattle-Tacoma International Airport (SEA) has provided significant benefit to the region, however near-airport communities also face elevated levels of aircraft noise and emissions from transportation. Meanwhile, the airport will reach its capacity within the coming decades, meaning that the region must identify additional capacity to move people and goods, or else risk increased congestion and a chokepoint on economic growth. To help address these issues, the Port of Seattle and near-airport communities suggest passage and implementation of the following state-level policy and budget items. We hope to partner with the State Legislature and State Government to create these new tools, resources, and approaches that can make a tangible difference in our communities.

- 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.
- 2) Make tangible progress toward identifying additional regional airport capacity in the next three years
 - Either administratively or via legislation, assign near-term deadlines for the Commercial Aviation Working Group (CAWG) to identify and achieve clear, substantive, recommendations for action.
 - Secure adequate resources for the CAWG to achieve the abovementioned work within the identified timeline; for 2025, this should be at least \$XXXX.
 - As part of its work, direct the CAWG to explore opportunities to provide incentives to sites of future commercial air service development.
- 3) Sustain existing State programs to enhance air quality
 - As appropriate, request additional resources for existing air quality mitigation programs at the Dept. 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.
- 4) 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.
- 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;
 - Clean trucking incentives;
 - Continued investments in multi-modal networks, active transportation facilities, and transit;
 - Active engagement in state and federal efforts to create a regional high-speed rail network;
 - Identification of, or a legislative directive to create, a body at the State level tasked with coordinating public and private sector investments in electric aviation and other zero-emission technologies;
 - General support for funding and legislative action that will help facilitate Washington as a leader in transportation innovation.