

Policy Working Group

MEETING SUMMARY

AUGUST 4, 2025; 5:00 PM – 6:00 PM

VIA ZOOM VIDEOCONFERENCE

Meeting Objectives:

- Federal Policy Update
- Proposed Federal Policy Agenda
- Proposed State Policy Agenda

Meeting Summary:

- I. Welcome: Facilitator Andrés Mantilla, Uncommon Grounds, opened the meeting and covered meeting ground rules.
- II. Federal Update, Eric Schinfeld, POS
 - The One Big Beautiful Bill Act was signed into law on July 4. Major tax cuts, major in investments in defense and Homeland Security, and paid for by eliminating most clean energy tax credits and cuts to SNAP and Medicaid. Passed by Republicans via budget reconciliation process.
 - From the Port perspective, some positives for the airport.
 - One of the only remaining clean energy credits is the clean fuels and Sustainable Aviation Fuel (SAF) tax credits. A broad coalition of bipartisan proponents lobbied to keep the majority of the tax credit.
 - Also, 5,000 new Customs and Border Patrol agents will assist the Port with international arrivals
 - \$12.5B for air traffic control and modernization which will benefit the Port by making the system safer and more efficient
 - Appropriations process is mostly proceeding. Likely to have a continuing resolution until December. None of last year's earmarks became law and that could occur again if they continue with the CR.
 - *Question: timelines and end dates on the SAF tax credits?* The tax credits were extended rather than expiring in 2027; now expiring in 2029
- III. Proposed Federal Legislative Agenda, Eric Schinfeld, Port of Seattle
 - First ever shared policy agenda with seven priorities was developed in 2022 which led to our 2023 DC Fly-In. Four of seven policies were included in FAA Reauthorization Act.
 - Remaining items:

- **Sound Insulation Repair and Replacement Act** – federal funding for repair and replacement of federally funded noise insulation
- **Aviation Noise and Emissions Mitigation Act** – empower the EPA to engage in aviation noise and emissions issues
- **Sustainable Aviation Fuels** – seek continued funding for R&D, and implementation of the updated SAF tax credit

Comments:

- *Last trip was successful but political climate has shifted. Will the Aviation Noise and Emissions Act be feasible now? Eric agreed it will be a challenge, but the group should make that decision collectively. But we can still try for it even if it's a long shot if we still believe it's a good idea.*
- *Agree that our likelihood of success is low, but this is still important to community members even if it is unlikely to succeed; would prefer it remains*
- *Had been thinking about what is feasible, can we prioritize one or two things that we really want to push? Can we also say what we stand for? Would like to be strategic and practical.*
- *Votes from others to keep the item in*
- **We can adjust the formatting to reflect these comments.**
- *Eric is feeling optimistic for the Sound Insulation Repair and Replacement; SAF as well should still be somewhat feasible in the short term*
- **What we were able to pass but we will need to make sure they are implemented**
 - Need to ensure the studies are done and that FAA adheres the deadline for the 65DNL review.
- *Question: \$12.5B for air traffic control how will this be spent? Finally investing in what they want to do; they've long wanted to modernize.*
- **Fly-In: include community members along with elected officials and staff. That will be the focus on our next meeting: logistics, recruitment, etc.**
- *Question: concerns about SAF having too small an impact on emissions. Should we expand SAF to include alternative power sources (e.g., hydrogen or electric) where there are clear benefits to emissions? Agreed to include the additional technologies as well.*
- *The particles study that is supposed to be done will include the measuring of SAF.*
- *FAA administrator was confirmed, Brian Bedford. Now that they have a leader, they may have a chance to move forward*
- *Question: Do you know anything about the new administrator? Number one issue for FAA is Boeing and safety. Planes are waiting to be certified and overseeing their production. He would not commit to the 1,500 pilot training hours rule and therefore did not receive any support from Democrats. He has an airline background. But we don't know what his airport priorities will be besides Boeing and air traffic controllers*

IV. Proposed State Legislative Agenda, Eric Schinfeld, POS

- State level repair and replace program
 - Tweak the program if needed
 - \$1M funding is restored – still have \$5M from Port and working on federal resources
 - *Question: not a budget year so is this mostly a funding issue?* There is a supplemental budget in the off year – could be cut or add. If we tie to an existing funding source, could be more powerful. Very tough budget year: more defense than offense. Government departments are all being asked to make additional cuts.
 - *Comment: A lot of money has gone to transportation; this could be considered a transportation issue?*
 - *Comment: can we provide a timeline for the spending the \$1M for repair and replace?*
- Regional airport capacity
 - Continue to push on the Commercial Aviation Working Group (CAWG); need to make progress. Director of WA DOT aviation will be at next StART meeting
- Air quality
 - Programs through Ecology and OSPI (for schools). Address and reduce emissions.
- SAF
 - Good progress made last year. Bigger efforts to get production and supply chain in the state, still away to go. **Need to list out more specifics in the agenda.**
 - **Expand to alternative fuels as well.**
- Reduce ground transportation emissions
 - Variety of options here including high speed rail – doing a demand study
 - *Question: what is the current usage for light rail? Is there a way to increase ridership?* Eight percent of travelers use light rail to get to the airport. **Opening more stations will make a big difference.** Less issue of train cars and more about building out the network. We will specifically call that out as well.
 - *Question: How many people work at the airport?* Doing a transit study of the 26,000 workers.
- Lobbying trip for 2026 session
 - Short session, February might be too late. Mid-January would be better.
 - We will plan this at the next meeting: will set a date.

V. Wrap Up/Next Steps

- Reach out with any additional comments for the agenda
- Next meeting is October 6, 2025, 5-6 pm.

MEMBER	INTEREST REPRESENTED	PRESENT
ADOLFO BAILON	BURIEN	-
AMY ARRINGTON	NORMANDY PARK	✓

ANTHONY HEMSTAD	DES MOINES	✓
ARIF GHOUSE	PORT OF SEATTLE	-
BILL VADINO	FEDERAL WAY	✓
BRANDON MILES	TUKWILA	-
GARMON NEWSOM II	BURIEN	-
JASON WOYCKE	DES MOINES	-
JEFF HARBAUGH	BURIEN	✓
JOE DUSENBURY	DES MOINES	-
MIKE BRUGATO	FEDERAL WAY	✓
MOIRA BRADSHAW	NORMANDY PART	✓
REBECCA DEMING	DES MOINES	-
ROGER KADEG	SEATAC	✓
NON-MEMBER		
CHIRAG VEDULLAPALLI	OFFICE OF CONGRESSMAN ADAM SMITH	-
JOSIE MCKINLEY	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 McMULLAN	PORT OF SEATTLE	-
SARAH COX	PORT OF SEATTLE	-
CONSULTANT		
ANDRES MANTILLA	UNCOMMON BRIDGES	✓
CHERYL SWAB	UNCOMMON BRIDGES	✓

NEXT MEETING: OCTOBER 6, 2025, 5:00 PM - 6:00 PM

LOCATION: ZOOM VIDEOCONFERENCE