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Meeting Date: January 10, 2023
Draft Federal Legislative Agenda for 2023
Briefing to Port of Seattle Commission
January 10, 2023
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Overview

- 2022 Key Accomplishments & 2023 Outlook
- Overview of Draft 2023 Policy Priorities
- ?Infrastructure and Transportation
- ?Decarbonization and Sustainability
- ?Community and Equity
- ?Trade, Economic Development and Workforce
- Next steps
- Incorporate Commission feedback
- Seek Commission adoption at 1/24/23 meeting

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2022 Successes

- Passage of the Inflation Reduction Act: \$300 million for SAF and other emission reduction aviation projects, \$3 billion for maritime decarbonization projects, SAF Blender's Tax credit among \$370 billion in climate and energy investments.
- Pursuit of IJJA funds: \$10 million awarded for the SEA Restroom Modernization Project; \$90 million allocated to SEA by formula so far.
- Passage of NDAA SAF Pilot Program: National Defense Authorization Act includes pilot program at two or more military bases to develop a plan for 10% SAF by 2028
 - "at least one facility should be located near a major commercial airport that is also seeking SAF"
- Passage of WRDA, MARAD Reauthorization & Coast Guard Reauthorization:
 - 2023 Water Resources Development Act: Tacoma Harbor Navigation Improvement Project, ability to fund US Army Corps mitigation banking permit staffing
 - MARAD: maritime decarbonization and underwater noise funding, PIDP for cruise
 - Coast Guard: underwater noise grants for ports, Seattle Cetacean Desk
- Engagement & Partnership on Green Corridor: State Department sponsored passes to COP27. Ongoing conversations with key agencies (State, DOT, DOE, DOD) about partnership opportunities to advance green corridor efforts.

Impactful Progress on Current Port Priorities

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2023 Outlook

- Divided government Washington Congressional Leadership Roles
 - Limits potential for legislative progress • Senate Appropriations Chair Patty Murray
- Senate Commerce Chair Maria Cantwell
 - Agencies have significant rulemaking authority • House Armed Services Ranking Member Adam Smith
- Potential areas of Port-relevant legislative progress: • House Transportation & Infrastructure
 - Appropriations Committee Ranking Member Rick Larsen
 - FAA Reauthorization Act • Democratic Congressional Campaign Committee Chair Suzan DelBene
 - Farm Bill
- Potential areas of Port-relevant executive/agency progress:
 - Grant funding
 - Clean energy/Climate/Green Corridor
 - Trade
 - Immigration

– Workforce development
Potential Opportunities for Progress on Port Priorities
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Top Policy Priorities

I. Infrastructure and Transportation

- 1) Federal funding for infrastructure projects
- 2) Federal staffing of our aviation and maritime facilities
- 3) Address regulatory issues that impact infrastructure development

II. Decarbonization and Sustainability

- 4) Federal funding & partnerships, particularly green corridor
- 5) Transition from PFAS firefighting foams
- 6) Address regulatory issues and backlogs that impede environmental mitigation work
- 7) Federal funding & partnerships to support SRKW, including underwater noise

III. Community and Equity

- 8) Federal policies, funding & partnerships to address aircraft noise and emissions
- 9) Federal policies & partnerships to address equity priorities, including immigration and human trafficking

IV. Trade, Economic Development and Workforce

- 10) Federal funding for economic development, tourism promotion, and workforce development programs

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Infrastructure & Transportation

- Sufficient Infrastructure Funding:
- Efficient and Safe Port Operations:
 - a. Pursue Grant Funding
 - a. Expedite the Federal Transition from PFAS
 - b. Maximize Harbor Maintenance Tax
 - b. Maximize TSA & CBP Staffing
 - c. Increase Passenger Facility Charge Flexibility
 - c. Support T46 Planning
 - d. Move Forward on Army Corps Projects
 - d. Limit Federal Requests for Port Funding
 - e. Fully Fund the Locks
 - e. Maximize Passenger and Airfield Innovations &
 - f. Build Toward Domestic Content for Port Capital Projects
 - f. Efficiencies
 - g. Support Transit & High-Speed Rail
 - f. Maintain TSA LEO Reimbursements
 - h. Support EV infrastructure
 - g. Improve UAS Integration and Detection
 - h. Support UAM Integration
 - i. Support the Jones Act

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Decarbonization & Sustainability

- Expanded Sustainable Aviation Fuel (SAF) Deployment:
- Puget Sound Restoration:
 - a. Pursue Grant Funding
 - a. Invest in SRKW Support
 - b. Increase Airport Revenue Flexibility
 - b. Pursue Grant Funding
 - c. Fully Fund Federal SAF Investments
 - c. Fully Staff Federal Environmental Permitting
 - d. Implement DoD SAF Pilot
 - d. Expedite Federal Environmental Permitting
 - e. Engage Federal Agencies in SRKW Support
- Maritime Decarbonization
- f. Oppose Unvetted Permitting Changes
 - a. Pursue Grant Funding
 - g. Invest in Kelp
 - b. Develop Green Corridor Partnerships
 - c. Shape International Maritime Policy
 - d. Promote Hydrogen/Clean Marine Fuel Infrastructure
 - e. Fully Fund DERA
 - f. Support Offshore Wind Development
 - g. Attract a Center for Maritime Innovation

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Community & Equity

- Welcoming Immigration Policies:
- Other Equity-Related Policies
 - a. Promote Immigration Reform
 - a. Promote Biometric Policy Changes

- b. Support Realistic REAL ID Transition
- b. Prevent Human Trafficking
- c. Make DACA Permanent
- c. Support Policing Reforms
- d. Support "Reconnecting Communities"
- Aircraft Noise and Emissions Policies:
 - a. Support StART Priorities
 - i. Protecting Airport Communities from Particle Emissions Act
 - ii. Sound Insulation Treatment Repair and Replacement Program Act
 - iii. Aviation Noise and Emissions Mitigation Act
 - iv. Process and deadline for review/action on the FAA's 65 DNL noise contour metric
 - v. SAF
 - vi. FAA Environmental Mitigation Pilot Program
 - vii. FAA support for new regional airport capacity
 - b. Address Indoor Air Quality

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Trade, Economic Development & Workforce

- Competitive Trade Policies
- Economic & Workforce Development
 - a. Promote Trade and Lower Barriers
 - a. Pursue Grant Funding
 - b. Re-evaluate Tariffs
 - b. Support Drayage Drivers
 - c. Support New Trade Opportunities
 - c. Support the North Pacific Fishing Fleet
 - d. Promote Tourism

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Next Steps

- Today – Commission briefing in public session
- Now through January 24, 2023 – Incorporate feedback received
- January 24, 2023 – Ask Commission for adoption in public session
- January 26 – Commission President Cho in DC for meetings with Congressional delegation
- February 2023 – Virtual meetings with Congressional offices to distribute agenda and share priorities
- March – December 2023 – Commissioners participation in DC advocacy, such as:
 - March: ACI/AAAE, PNWA & AAPA DC Fly-ins
 - April: Port-Airport Cities Noise & Emissions Priorities Fly-in
 - December: AWB DC Fly-in

Questions?

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Appendix

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Major Federal Investment in Infrastructure

- On Monday, November 15, 2021, President Biden signed an 8-year, \$1.2 trillion investment (\$550 billion in new money) in a wide variety of areas:
 - Roads and Bridges – \$110B
 - Power and Grid – \$65B
 - Passenger and Freight Rail – \$66B
 - Resiliency – \$47.2B
 - Safety – \$11B
 - Addressing Legacy Pollution – \$21B
 - Public Transit – \$39.2B
 - Western Water Infrastructure – \$8.3B
 - Broadband – \$65B
 - Clean School Buses and Ferries – \$7.5B
 - Ports and Waterways – \$16.6B
 - Electric Vehicle Charging – \$7.5B
 - Airports/FAA – \$25B
 - Reconnecting Communities – \$1B
 - Water Infrastructure – \$55B

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IIJA Port-specific provisions

- \$20 billion for airports

- \$5 billion for FAA Facilities and Equipment
- \$5.225 billion for seaports
- \$27.1 billion for "Port eligible" transportation investments that other jurisdictions can apply for as well, like \$12.5 billion for RAISE and \$3.2 billion for INFRA

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Inflation Reduction Act

On August 16, 2022, President Biden signed the Inflation Reduction Act, which would invest approximately \$370 billion over five years in a wide variety of climate and clean energy priorities. Port-specific provisions:

- \$3 billion for an EPA grant program to install electrified equipment and reduce emission at ports
- \$60 million to the Diesel Emissions Reduction Act (DERA) grant program
- \$2.6 billion to NOAA for the protection of marine habitats and resilience for coastal communities
- \$1 billion for the replacement of 'class 6 or 7' heavy-duty vehicles with zero-emission alternatives
- \$300 million for a Sustainable Aviation Fuel and Low-Emissions Aviation Technology Grant Program
- Over \$60 billion in environmental justice priorities including:
 - \$3 billion in Environmental and Climate Justice Block Grants
 - \$3 billion in Neighborhood Access and Equity Grants
- A Sustainable Aviation Fuel Blender's Tax Credits, as well as additional tax credits for offshore wind and hydrogen energy.

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