

This document is a text-only reovery of the original PDF file. Any graphics that were in the original PDF are not included here. If you need the original document, please contact the Commission Clerk at the Port of Seattle.

Item No. 8i_supp
Meeting Date: January 24, 2023
Draft Federal Legislative Agenda for 2023
January 24, 2023
Eric Schinfeld, Sr. Manager, Federal & International Government Relations, Port of Seattle

1

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
 - Seek Commission adoption
 - Pursue implementation

2

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 IJA 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: Secured 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

3

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 • Congressional Progressive Caucus Chair Pramila Jayapal
 - Farm Bill • Democratic Congressional Campaign Committee Chair Suzan DelBene
- 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
4

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 Puget Sound restoration and SRKW recovery

III. Community and Equity

- 8) Federal policies, funding & partnerships to address sound insulation as well as 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

5

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 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

6

Decarbonization & Sustainability

- Expanded Sustainable Aviation Fuel (SAF) Deployment: • Puget Sound Restoration:
 - a. Pursue Grant Funding a. Invest in Puget Sound Restoration
 - 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. Support SRKW Recovery
- 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. Attract a Center for Maritime Innovation

7

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. Address Regulatory Barriers

- Sound Insulation/Aircraft Noise and Emissions Policies: e. Support “Reconnecting Communities”

a. Pursue Grant Funding

b. 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

c. Address Indoor Air Quality

8

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 Offshore Wind Development

c. Support New Trade Opportunities c. Support Drayage Drivers

d. Support the North Pacific Fishing Fleet

e. Promote Tourism

9

Next Steps

- 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?

10

Appendix

11

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

12

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

13

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.

14