



# AGENDA

## Burien Airport Committee

Tuesday, October 19, 2021 – 6:00 p.m.

Zoom Webinar

Public Access Link: <https://bit.ly/3fcykmg>

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**NOTE:** In accordance with Governor Inslee's [Proclamation 20-28.15 - Open Public Meetings Act and Public Records Act Proclamations](#), the City is required to provide a remote meeting public attendance option, and requirements for in-person meetings have been suspended. In an effort to encourage our community to continue to view and participate in Council meetings, we request that you visit our website for more information regarding [Virtual Meeting Access](#).

**1. CALL TO ORDER**

**2. ROLL CALL**

Councilmember Sofia Aragon, Chair  
Mayor Jimmy Matta  
Councilmember Kevin Schilling  
Holly Mouser-Guerra  
Savannah Sly  
Javier Tordable  
Stephen Wydick  
Jeff Harbaugh  
Karen Veloria  
City Manager Wilson, Ex-Officio Member

**3. APPROVE MINUTES**

- a) **Approve September 21, 2021 Burien Airport Committee (BAC) meeting minutes.** 3 - 4  
[September 21, 2021 BAC Draft Minutes](#)

**4. BUSINESS AGENDA**

- a) **Review of Burien's 2022 Federal Legislative Priorities. (Mike Doubleday, Federal Relations) (40 min)** 5 - 18  
[2022 Burien Federal Legislative Priorities 1stDRAFT Federal Update - September 2021](#)
- b) **Appointment of Deputy Mayor Marx to King County's Joint Aircraft Emissions Technical and Community Task Force. (5 min)** 19 - 20  
[Task Force Appointment](#)

c) **Update on StART (SEA Stakeholder Advisory Round Table) activities. (City Manager Wilson) (5 min)**

d) **Future Items: November 16th BAC Meeting:**

- **Presentation by City staff on Boulevard Park and Ambaum Corridor Community Plans.**
- **Presentation from the Port of Seattle on the noise insulation program, status of program, and specific areas that qualify.**

## 5. PUBLIC COMMENT

**NOTICE to all participants: Pursuant to state law, RCW 42.17A.555, campaigning for any ballot measure or candidate in City Hall and/or during any portion of a council, board, committee, or commission meeting, including the audience comment portion of the meeting, is PROHIBITED.**

There are three ways to provide public comment: Email (preferred) Text, or Online. Public comment shall be limited to two minutes per speaker.

1. **Email (preferred):** You can provide a public comment in advance by sending an email to [AirportCommittee@burienwa.gov](mailto:AirportCommittee@burienwa.gov). The Staff Liaison will read your comment aloud during the meeting. Cutoff for emails will be at 4:45 p.m. on the day of the meeting.
2. **Text:** Send a text to [AirportCommittee@burienwa.gov](mailto:AirportCommittee@burienwa.gov) (simply enter the email address in the "To:" line of the text) and the Staff Liaison will read your comment aloud during the meeting. Cutoff for emails will be at 4:45 p.m. on the day of the meeting.
3. **Online (Zoom):** If you are unable to provide public comment via email or text, and would still like to provide public comment during the meeting, you will need to login to the Zoom meeting that begins at approximately 6:00 p.m.

The City of Burien offers interpretation at virtual meetings upon request. If you need an interpreter for this meeting, please contact the City Clerk at [CityClerk@burienwa.gov](mailto:CityClerk@burienwa.gov) at least two business days prior to the meeting date.

## 6. ADJOURNMENT

The next Burien Airport Committee meeting is scheduled for Tuesday, November 16, 2021 at 6:00 p.m. via Zoom webinar.

Staff Liaison: Lori Fleming, Phone 206-248-5518 | Email [Lorif@burienwa.gov](mailto:Lorif@burienwa.gov)



# MINUTES - Draft

## Burien Airport Committee

Tuesday, September 21, 2021

Zoom Webinar

### 1. CALL TO ORDER

The meeting was called to order at 6:03 p.m. by Councilmember Aragon and agenda was confirmed.

### 2. ROLL CALL

Members Present:

Councilmember Sofia Aragon, Chair  
 Holly Mouser-Guerra  
 Jeff Harbaugh  
 Karen Veloria  
 Savannah Sly  
 Stephen Wydick  
 Brian Wilson, City Manager, Ex-Officio Member  
 Lori Fleming, Staff Liaison

Members Absent:

Councilmember Kevin Schilling  
 Mayor Jimmy Matta  
 Javier Tordable

Guests Present:

Dave Kaplan, Port of Seattle  
 David Johanson, Burien Senior Planner

### 3. APPROVE MINUTES

The minutes for the August 17, 2021 Burien Airport Committee (BAC) meeting were approved.

### 4. BUSINESS AGENDA

a) **Presentation on Burien Zoning/Land Use near the Airport.**

David Johanson, Burien Senior Planner, provided an overview of the Northeast Redevelopment Area (NERA) in Burien near the airport. The presentation included the history, economic development, redevelopment strategy, rezoning, redevelopment, and private/public investment of the area. The Committee discussed how the area was determined and mitigation efforts.

b) **Update on StART (SEA Stakeholder Advisory Round Table) activities.**

City Manager Wilson provided an update on StART activities, which included Burien's approval of additional funds for joint consultant review of the SAMP and delay of the Port's Sustainable Airport Master Plan (SAMP) until first quarter 2022.

c) **Appointment of Deputy Mayor Krystal Marx to King County's Joint Aircraft Emissions Technical and Community Task Force.**

Due to time constraints, this item was moved to next month's Burien Airport Committee meeting.

**d) Review of August 2021 Federal Update.**

Due to time constraints, this item was not discussed.

**e) Potential Future Presentation: Update on Ambaum and Boulevard Park Community Plans.**

The Committee agreed to have a presentation of this item at next/future meeting.

**5. PUBLIC COMMENT**

No public comments.

**6. ADJOURNMENT**

Meeting was adjourned at 7:01 p.m.

The next Burien Airport Committee meeting is scheduled for Tuesday, October 19, 2021 at 6:00 p.m. via Zoom webinar.

Staff Liaison: Lori Fleming, Phone 206-248-5518 | Email [Lorif@burienwa.gov](mailto:Lorif@burienwa.gov)



## 2022 FEDERAL LEGISLATIVE PRIORITIES – 1<sup>ST</sup> DRAFT / OCTOBER 4, 2021

### KEY:

**CROSSED OUT SECTIONS FROM 2021 LOOK LIKE THIS**

**RED LANGUAGE IS NEW**

**BLUE LANGUAGE IS EXPLANATORY AND WON'T BE INCLUDED IN FINAL PACKAGE**

### Federal Coronavirus Relief

Like many cities, the City of Burien and the Burien community are facing unprecedented challenges as the coronavirus pandemic continues. If another federal coronavirus relief package is needed in 2021~~2~~, and the following issues have not been adequately addressed in a previous package, these concerns should be included in a 2021~~2~~ federal coronavirus package:

- Help with rental payments
- Homeless shelter funding
- Small business assistance
- Childcare support
- Unemployment funding
- School meals and school nutrition services
- Food security, including culturally appropriate food
- Workforce development retraining for employees who have lost jobs during the pandemic
- Help for local community banks that work with underserved communities
- Personal Protective Equipment (PPE) for medical facilities and workplaces
- City funding to avoid unnecessary layoffs and service cutbacks
- Ensure that funding secured for transportation and infrastructure projects comply with Minority Business Enterprises (MBEs), Disadvantage Business Enterprises (DBEs), and women-owned businesses, rules, and regulations.

### Reduce Airport Noise and Emissions

Work with our Congressional delegation, neighboring communities, the FAA, and the Port of Seattle, **Burien's Airport Committee, and the StART Committe** to reduce SeaTac Airport noise and emissions by **the following actions**:

- ~~Work with the FAA regional ombudsperson to address issues raised by Burien and other airport cities,~~
- Encourage the Port to complete another Part 150 aircraft noise study,

- Support **HR 6038**, sponsored by Rep. Adam Smith, known as the **Aviation Impacted Communities Act** that creates Aviation Impacted Community Boards to help citizens to better and more productively engage with the Federal Aviation Administration (FAA).
- Support **HR 4068**, sponsored by Rep. Adam Smith, and co-sponsored by Congresswoman Jayapal, known as the **Protecting Airport Communities from Particle Emissions Act**, that directs the FAA to enter into an agreement with an institution of higher education to conduct a study examining airborne ultrafine particles and their effect on human health.
- Support the **Aviation EPA Grants bill**, sponsored by Rep. Adam Smith, that would create two new pilot grant programs at the Environmental Protection Agency (EPA) for new local studies of air quality and noise in aviation adjacent communities, and for mitigation projects focusing on neighborhoods found to be subject to highest concentrations of emissions and/or noise.
- Support the FAA’s comprehensive noise policy review which includes, but is not limited to, a reexamination of noise metrics and whether the day-night average sound level (DNL) is the appropriate metric and whether 65 decibels (dB) is the appropriate threshold for noise tolerance.
- Support the FAA’s work to revise its United States Aviation Greenhouse Gas Emission Reduction Plan in support of achieving net-zero emissions, economy-wide by 2050. Burien supports a revised plan that addresses airframe design, engine technology, operational improvements, and alternative fuels. Burien also supports the study in this plan re: impacts of aviation noise on community annoyance, sleep, health, and children’s learning.
- Encourage the FAA to complete the studies in the 2018 FAA Reauthorization Act including:
  - Measuring the ambient lead concentrations around airports, identifying mitigation measures, and identifying existing non-lead fuel alternatives (USDOT led study);
  - Evaluation of the health impacts of aircraft noise on residents around airports: Seattle is one of the cities to be studied;
  - Implementing the pilot programs at six (6) “public use” airports to establish environmental mitigation projects.
- Support House Congressional efforts, including the support of Congresswoman Jayapal and Congressman Smith in their September 20, 2020 letter to the FAA, requesting the FAA to re-examine alternative metrics to the DNL 65 noise standard and include the potential for the use of such metrics in the United States.

### Climate Action

If bold climate action legislation has not been enacted by December 2021, Burien encourages and supports a national climate action plan. ~~Burien is aware that in 2020, the House Select Committee on the Climate Crisis released a report entitled “Solving the Climate Crisis, The Congressional Action Plan for a Clean Energy Economy and a Healthy, Resilient, and Just America.”~~ Burien and neighboring cities are working on local climate action plans.

- Burien opposes efforts to weaken the National Environmental Policy Act (NEPA).
- Burien supports appropriate federal forest management in Washington’s and other western federal forests, to minimize large forest fires and the accompanying poor air quality that has affected our region in recent summers.
- Burien supports strengthening aviation greenhouse gas emissions legislation.

### Sustainable Airport Master Plan (SAMP) Mitigation Funding

Work with the federal delegation, the Port of Seattle, and neighboring cities to identify traffic, environmental, and other appropriate mitigation funding for Burien due to SAMP impacts.

### Support Federal Funding for Housing and Homelessness Programs

- **CDBG:** Maintain or Increase Community Development Block Grants (CDBG); the King County Consortium (of cities) uses CDBG for housing stability/homelessness prevention, affordable housing development and many other human services. The federal government funded CDBG at \$3.365 billion in FY2019, and at \$3,425B in FY2020, and \$3,475B in FY 2021.
- **HOME Program:** Maintain or Increase the HOME Program: HOME funds provide funding for affordable housing. Each HOME dollar invested leverages an additional five dollars for housing. The federal government funded HOME at \$1.25 billion in FY2019, and at \$1.35B in FY 2020, and \$1.35B in FY 2021.
- **McKinney-Vento:** Maintain or Increase McKinney-Vento Homeless Assistance Grants; McKinney grants help provide shelter and services to homeless families and individuals. The federal government funded McKinney at \$2.636 billion in FY2019, and \$2.777B in FY2020, and \$3.0B in FY 2021.
- **Section 8 Vouchers:** Support Funding for Section 8 Vouchers: Support funding for Section 8 Tenant-Based and Project-Based Housing Choice Vouchers: funded at \$11,747B in FY 2019, and at \$12,570B in FY2020, and \$13,465B in FY 2021.
- **VASH:** Support Funding for VA Supportive Housing Vouchers (VASH): Support funding for the VASH program that has been a vital source of homelessness services for low-income veterans in King County; funded at \$40M in FY2019, and FY2020, and FY 2021.
- **Low-Income Housing Tax Credit (LIHTC) Program:** Support amendments to LIHTC by supporting the bipartisan Affordable Housing Credit Improvement Act (**H.R. 3077/S.1703**) sponsored by Senator Cantwell in the Senate (**S.1703**) with 40

cosponsors. **S.1703** increases the annual housing credit allocation authority by 50%, phased in over five years, and would target resources to families who need it most.

- **SKHHP:** Seek competitive grant funding or other federal funding for a Housing Trust Fund for the South King Housing and Homelessness Partners (SKHHP). South King Housing and Homelessness Partners (SKHHP) is a coalition formed by an interlocal agreement among the jurisdictions of Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Normandy Park, Renton, Tukwila, and King County. The agreement allows South King County jurisdictions to work together and share resources in order to effectively address affordable housing and homelessness.

### **Federal Gang Prevention and At-Risk Youth Funding**

Congresswoman Jayapal submitted our earmark request for funding this program in the FY 2022 federal budget. If the At-Risk Youth Funding request is not included in the FY 2022 federal budget, Burien will resubmit this request in 2022 for the FY 2023 federal budget.

Support federal funding for gang prevention and at-risk youth programs.

### **Infrastructure**

Burien supports legislation creating transportation grants for medium-sized cities (populations between 50,000 and 100,000). The House created a “Community Transportation Investment Grant Program” that was not included in the Infrastructure Investment and Jobs Act (IIJA). Medium-sized cities have never been awarded TIGER or BUILD grants in the life of either grant programs.

- Support the following amendments included in the House passed “Moving Forward Act” (reauthorization of the 6-year transportation funding bill):
  - Rep. Larsen’s amendment that makes grants in the “Community Transportation Investment Grant Program” to projects in urbanized areas with populations greater than 49,999 and less than 200,001. This is a long-supported grant program for smaller/mid-size cities.
  - Rep. Smith’s amendment adding a national study of the health effects of “ultrafine particles” from aircraft exhaust around airport communities. (included in the Reduce Airport Noise & Emissions section)

Congresswoman Jayapal’s amendment increasing funds for airport emission reduction projects.

- Burien supports expediting the already funded Sound Transit study for light rail extension to Burien.
- Burien supports the as-needed federal funding to extend Sound Transit light rail to Burien.



**Burien Public Works Projects**

Work with potential regional partners in applying for federal grant money for two projects:

- The Burien Public Works and Parks Shared Maintenance Facility; Burien has set aside \$7.5M. **This project may be included in a Fall 2022 ballot measure; if so, and it passes, “finishing funding” may be requested of the federal government.**
- The SR 518 Westbound On-Ramp to Des Moines Memorial Drive.

**Gun Violence**

Support continued federally funded studies treating gun violence as a public health issue. The federal government funded \$25 million in studies on gun violence as a public health issue in the FY 2020<sup>1</sup> federal budget. **Numerous federal sources have said that the FFY 2022 budget, at least from the House side, will increase funding for gun violence research as a public health issue from the current \$25 million total to Center for Disease Control (CDC) and National institute of Health (NIH) to \$25 million to each agency, for a total of \$50 million; Burien supports that increase.**

Support the King County Prosecuting Attorney’s Office Crime Strategies Unit’s (CSU) efforts to address gun violence through a public health approach by collecting and sharing illegal gun shooting data from throughout King County.

Research has consistently shown that firearm violence is intensely concentrated within small, identifiable social networks. Firearms violence spreads within these networks, meaning that the closer a person is to a victim of firearm violence, the more likely they are to be a victim of firearm violence themselves. Along with law enforcement partners, CSU is using data to understand the networks of firearm violence in King County and to identify those individuals who are most at risk of victimization.

The Crime Strategies Unit was initially funded by a federal grant from the Bureau of Justice Assistance, an office within the U.S. Department of Justice. Burien supports continued federal funding of this Unit as needed.

- Support federal funding of the Crime Strategies Unit efforts.

**Police Reform**

~~Support comprehensive police reforms statewide and across the country including consideration of the following reforms:~~

- ~~• Bar choke holds,~~
- ~~• Bar no knock entrances,~~
- ~~• Establish a federal system to report police misconduct.~~

**The State of Washington passed a police reform bill in 2021 (HB1054) that banned neck restraints and chokeholds and prevents officers from seeking a “no-knock” warrant.**

**Burien continues to support a federal comprehensive police reform bill that should include a federal system to report police misconduct.**

**Immigration**

If comprehensive immigration reform legislation has not been enacted by December 2021,

Support comprehensive immigration reform with an emphasis on ensuring that families stay together and enhancing community and economic stability for Burien’s residents and citizens.

**Financial Services**

“De-risking”, also known as “de-banking” is a bank’s termination or restriction on bank accounts that it deems “high risk” for the supposed purpose of preventing “remittances,” the payment or transfer of money, frequently by a worker to his or her family in their country of origin, to prevent the financing of terrorism.

Federal actions have discouraged large financial institutions from participating in remittances to certain countries, including Somalia, because of diminished capacity to implement financial controls in those nations that would prevent remittances from falling into the hands of terrorist organizations. State and local financial institutions have also excluded remitters from being able to open bank accounts.

Far from improving security, bank de-risking is believed to increase the risk to the U.S. financial system by driving businesses into un-regulated channels. The World Bank has declared that keeping individuals and businesses in regulated financial systems is a precondition to mitigate banking risks and combat financial crimes.

To date, Congressional staff have said that technology start-up companies, and Fintech (tech companies’ financial services arms) are working toward remitting funds to countries that were deemed “high risk” and therefore subject to “de-risking.”

~~Therefore:~~ However, Burien continues to advocate for Congressional review of this issue: therefore,

- Burien supports Inclusion, in a financial services package, language supporting “remitters” – businesses that transfer funds to so-called “high risk” countries – to hold and maintain bank accounts in Washington.

**Local Broadband Enhancement**

~~Broadband access is integral to communities, small and large, to support basic services like healthcare and education and to drive economic growth. Partnering with the National League of Cities and the Association of Washington Cities, Burien support efforts to:~~

- ~~build and/or upgrade broadband infrastructure,~~
- ~~Fund expansion of broadband access in underserved and hard-to-serve communities,~~

- ~~take steps to address broadband affordability through implementation of a digital equity grant program that would support state and local efforts to increase broadband availability,~~

I propose taking out this issue if the infrastructure bill (IIJA) passes; here is how NLC summarizes the broadband sections of the IIJA:

#### *Broadband Infrastructure*

- \$42 billion for the Broadband Equity, Access and Deployment Program. This program would provide formula grants to state governments to award subgrants for broadband planning, mapping, deployment, and adoption programs, prioritizing unserved areas, underserved areas, and anchor institutions. States would be required to coordinate with local governments when drafting plans for approval by the National Telecommunications and Information Administration (NTIA) prior to receiving funds.
- \$1 billion for Enabling Middle Mile Broadband Infrastructure. This program would create a competitive grant program administered by NTIA for construction, improvement or acquisition of middle mile broadband infrastructure. Local governments are among the eligible awardees.

#### *Digital Equity and Broadband Affordability*

- \$1.3 billion for the Digital Equity Act, establishing two categories of digital equity grants: state formula grants and competitive grants, which local governments and nonprofits could access directly. These funds are to be used for digital inclusion work, such as connecting residents in need to devices, subsidized broadband subscriptions, and skills training.
- The Affordable Connectivity Program, to extend and modify the Federal Communications Commission’s (FCC) Emergency Broadband Program for an additional five years, dropping the monthly discount to \$30 per household.
- Policy changes:
  - Consumer Broadband Labels – Directs FCC to promulgate regulations for consumer broadband labels providing standardized information on pricing and performance.
  - Broadband Speed Study – Directs GAO to provide a report to Congress evaluating the FCC’s process for establishing broadband speed standards.
  - Digital Discrimination – Directs FCC to promulgate rules to facilitate equal access to broadband, prohibiting broadband deployment discrimination (also known as “digital redlining”) based on an area’s income, race/ethnicity composition, or other factors. Also directs FCC to develop model state and local policies to ensure broadband providers do not engage in digital discrimination.

### **Opportunity Zones Extension**

The City of Burien is seeing significant interest from investors in our Opportunity Zones. A new \$82M mixed-use redevelopment that has recently started construction was made possible by participation in the Opportunity Zone program, and interest from job creators and housing developers in our local zones has been accelerating in the past 12 months. The City supports, and would benefit from an extension of the Opportunity Zone program beyond the present end date of December 31, 2026. Currently, funds had to be invested by December 31, 2019 in order to be held for the seven (7) year period required to receive the maximum capital gains tax benefits before the program ends. Burien has two opportunity zones, which would benefit from an extension of the program to encourage development in these zones and help drive additional jobs and housing in the community.

### **Salmon Recovery Funding**

Support ongoing efforts to secure appropriations ~~funding~~ for the Army Corps of Engineers to construct a downstream Fish Passage Facility at the Howard Hanson Dam without additional costs to local governments and regional ratepayers. Howard Hanson Dam is on the Green River in King County. A downstream fish passage system at Howard Hanson Dam is essential to the recovery of Puget Sound Chinook salmon, a primary food source for the endangered Puget Sound southern resident killer whales (orcas).

~~Support an appropriation to implement capital projects authorized by Corps of Engineers Green/Duwamish Ecosystem Restoration Project.~~

Burien is located in Water Resource Inventory Area 9 (WRIA 9), one of the watersheds in the state of Washington, each composed of the drainage areas of a stream or streams, as established in the Water Resources Management Act of 1971. WRIA 9 is in the Green/Duwamish and Central Puget Sound Watershed.

### **Marijuana Laws**

Reform marijuana laws at the federal level so that local marijuana businesses in Burien can operate legally.

In 2020, the House passed the Marijuana Opportunity Reinvestment and Expungement Act (MORE Act) H.R. 3884. The bill, which decriminalized marijuana and expunged records, passed the House but failed to make progress in the Senate.

In July 2021, Senate Majority Leader Schumer and others, introduced the Cannabis Administration and Opportunity Act, a bill that would end federal cannabis prohibition. As currently drafted, the bill would make the following changes to federal cannabis policies:

- De-schedule cannabis by removing it from the Controlled Substances Act.
- Allow states to craft their own cannabis policies, just as states do with alcohol.
- Expunge federal records of arrests and convictions for non-violent cannabis offenses and allow for resentencing.
- Create a regulatory framework and federal tax structure for cannabis.

**September 30, 2021**

TO: Brian Wilson, City Manager, Burien

FM: Mike Doubleday, Federal Relations

RE: **September 2021 Federal Update**

Congress returned from summer recess in mid-September with a daunting month or two of work to be completed. The most urgent list includes:

- The federal government runs out of money at midnight on September 30. The usual Continuing Resolution (CR), to extend funding to early December needs passage by this date,
- The federal debt limit needs raising by October 18 according to Treasury Secretary Janet Yellen, or the U.S will default on its debt payments,
- The \$1 trillion (T) infrastructure bill passed by the Senate earlier in the summer is, or will soon be, on the House floor. The news has extensively covered the House Progressive Caucus' (led by Congresswoman Jayapal with close to 100 House members) refusal to vote for this bill until the larger \$3.5T "reconciliation" infrastructure bill is passed simultaneously.

**As of this writing – early September 30 – the House and Senate appear poised to pass the budget CR. Speaker Pelosi said this morning that the House will vote today on the \$1T infrastructure bill.**

## 1. Federal Infrastructure Bills

As is the case with most cities around the country, we are waiting on the disposition of the Congressional \$1 trillion infrastructure bill, and the larger \$3.5 trillion “reconciliation” bill (“reconciliation” meaning the bill can pass the Senate with 50 votes as opposed to the usual 60 votes needed to break a filibuster). We have some idea of what the \$1T bill infrastructure bill contains – I summarized that last month and have added it as an attachment to this report – but the size and content of the larger “reconciliation” bill is unknown.

However, I’m listing here, per Congressional staff and federal websites, in mostly general terms, items in Burien’s 2021 federal legislative agenda that could be in the larger \$3.5T bill.

### Federal Coronavirus Relief

The bill may contain substantial childcare subsidies and housing money.

### Reduce Airport Noise and Emissions

Congressional staff sent aircraft fuel emissions reduction language that is in the larger draft bill now along with staff comments: “there should be a sustainable aviation fuels blenders tax credit in the (big) package, as well as some additional funding for sustainable aviation fuel infrastructure.”

### **Sec. 110011. Alternative Fuel and Low Emissions Aviation Technology Program.**

This section provides \$1 billion for the Department of Transportation to support investments for projects that develop, demonstrate, or apply low-emission aviation technologies or produce, transport, blend, or store sustainable aviation fuels.

**Sec. 110012. Implementation of the Carbon Offsetting and Reduction Scheme for International Aviation.**

This section provides \$6 million to help the Federal Aviation Administration fully implement the provisions of the Carbon Offsetting and Reduction Scheme for International Aviation, the system adopted by the International Civil Aviation Organization to reduce aviation's international carbon emissions.

**Sec. 136203. Sustainable aviation fuel credit.**

Beginning in 2023, this provision provides a refundable blenders tax credit for each gallon of sustainable aviation fuel sold as part of a qualified fuel mixture. The value of the credit is determined on a sliding scale, equal to \$1.25 plus an additional \$.01 for each percentage point by which the lifecycle emissions reduction of such fuel exceeds 50%. Taxpayers may elect to claim this credit as an excise tax credit against section 4041 excise tax liability.

### Climate Action

There is reportedly a substantial section on climate action in the bill including:

- Fines and subsidies that would give power companies incentives to stop burning fossil fuels, and
- Expanded tax credits for various forms of clean energy, including the purchase of electric automobiles.

### Federal Funding for Housing and Homelessness Programs

There may be language amending the Low-Income Housing Tax Credit increasing the annual housing credit allocation allowance. Unclear if other housing funding is included.

### Immigration

The Congressional parliamentarian ruled last week that immigration provisions cannot be included in this bill, as it is a reconciliation bill that requires a budget impact. Senate Democrats revised this section, but on

September 29, the parliamentarian again ruled the provision outside the scope of the bill. It is unclear what will happen to these provisions.

## **2. Climate**

The next international climate summit, the United Nations Climate Change Conference (COP 26) is scheduled for October 31- November 12, 2021 in Glasgow, Scotland. The purpose of the conference is to accelerate actions agreed to by almost 200 countries at the December 2015 Paris Climate summit.

Numerous commentators have noted that President Biden wants to show the world the U.S. and his administration are serious about global climate change, but he risks showing up empty-handed if Congress fails to pass infrastructure legislation or the \$3.5 trillion “reconciliation” package.

Commentators have noted that without the “reconciliation” package, President Biden will wield less leverage to extract concessions from other emitters like China, the world’s largest contributor of greenhouse gases. China has recently pushed back on U.S. attempts to pressure it to raise its climate ambition. And while President Biden has pledged to double climate aid relative to fiscal years 2013 through 2016, it is still less than what developing nations consider a fair contribution from the world’s largest economy.

### **A. Methane Gas Reductions**

In early September, the U.S. and the European Union (EU) launched a common goal to reduce methane emissions by 30 percent below 2020 levels by 2030. Methane is the second most responsible greenhouse gas for climate change behind carbon dioxide, with Environmental Defense Fund



estimating that methane is responsible for one quarter of human-caused global warming. During the rollout at the Major Economies Forum, President Biden invited the 17 participant countries to join in. Estimates are that the participants account for 80 percent of global greenhouse gas emissions.

### **3. Immigration**

As noted above, in late September, the Senate parliamentarian rejected Democrats' push to include a pathway to legal status in the reconciliation bill. The parliamentarian determined that the Democrats' proposal is "by any standard a broad, new immigration policy" and that the policy change "substantially outweighs the budgetary impact of that change."

According to federal sources, in their arguments to the Senate parliamentarian, Democrats made the case that providing green cards to an estimated 8 million Dreamers, farmworkers, Temporary Protected Status recipients and essential workers during the pandemic had a budgetary impact because it would make more people eligible for certain federal benefits. That, in turn, would increase the deficit by more than \$130 billion, according to Democratic estimates.

But the parliamentarian stated in her ruling that providing legal status through reconciliation would also lead to "other, life-changing federal, state and societal benefits" that can't be meaningfully reflected in the budget.

### **4. Police Reform**

Also in late September, police reform negotiations led by Senators Cory Booker (D- New Jersey), and Tim Scott (R – South Carolina) ended without

a resolution. There has been little reporting on what led to the failure or no indication of what's next for this issue.

**Lori Fleming**

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**Subject:** FW: Joint Aircraft Emissions Technical and Community Task Force

**From:** McDermott, Joe <[Joe.McDermott@kingcounty.gov](mailto:Joe.McDermott@kingcounty.gov)>  
**Sent:** Wednesday, September 1, 2021 11:48 AM  
**To:** Krystal Marx <[krystalm@burienwa.gov](mailto:krystalm@burienwa.gov)>  
**Cc:** Levy, Susan (Susie) <[slevy@kingcounty.gov](mailto:slevy@kingcounty.gov)>; Nguyen, Lan <[Lan.Nguyen@kingcounty.gov](mailto:Lan.Nguyen@kingcounty.gov)>  
**Subject:** RE: Joint Aircraft Emissions Technical and Community Task Force

Krystal,

Congratulations! I will happily appoint you. You will hear more from Lan Nguyen of my staff on what happens from here.

-Joe

Joe McDermott  
 King County Councilmember, District 8  
 Chair, King County Board of Health  
 (he/him/his)

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**From:** McDermott, Joe <[Joe.McDermott@kingcounty.gov](mailto:Joe.McDermott@kingcounty.gov)>  
**Sent:** Wednesday, August 25, 2021 5:42 PM  
**To:** Zahilay, Girmay <[Girmay.Zahilay@kingcounty.gov](mailto:Girmay.Zahilay@kingcounty.gov)>; Tammy Morales <[tammy.morales@seattle.gov](mailto:tammy.morales@seattle.gov)>; Krystal Marx <[krystalm@burienwa.gov](mailto:krystalm@burienwa.gov)>  
**Cc:** Levy, Susan (Susie) <[slevy@kingcounty.gov](mailto:slevy@kingcounty.gov)>; Lewis, Rhonda <[Rhonda.Lewis@kingcounty.gov](mailto:Rhonda.Lewis@kingcounty.gov)>; Turla, Alexis <[Alexis.Turla@seattle.gov](mailto:Alexis.Turla@seattle.gov)>  
**Subject:** Joint Aircraft Emissions Technical and Community Task Force

Dear Board members,

The Board of Health has the opportunity to appoint a representative to the Joint Aircraft Emissions Technical and Community Task Force, created in the 2020 King County Strategic Climate Action Plan (SCAP).

Given your interest in this issue and the proximity of local airports to your districts and cities, I am asking if you would be interested in serving as a representative of the Board of Health. If so, please let me know by Friday, August 27.

This Task Force will collect and share data on aircraft emissions levels and create recommendations on potential mitigation measures to address affected communities. In addition to BoH, members will include technical experts and representatives of climate action organizations, impacted communities, government agencies, public health, and the three airports in King County (Renton, King County International Airport, and SeaTac). Staff working on this effort have shared that their goal is to identify members of the Task Force this month with a first meeting occurring shortly after. Further details, such as time commitment and duration, are being determined. Susie Levy is working with staff assigned to this effort to obtain more information, please let her and me know if you have specific questions on which she can follow up.

Below is an excerpt of the SCAP about the Task Force:

**Priority Actions**

GHG 1.2.3 **Convene Joint Aircraft Emission Technical and Community Task Force.** The purpose of this task force is to centralize and disseminate data that will aid King County in effectively measuring aircraft greenhouse gas emissions and creating policies that may reduce aircraft greenhouse gas emissions in impacted communities. The task force will consist of technical experts, climate action organizations, impacted communities, local government agencies, public health and Board of Health representatives, airport representatives from King County International Airport, Renton Airport, and SeaTac Airport.

By the end of 2022, the task force shall complete the following:

- 1) Review various methodologies to accurately account for aircraft emissions in King County's GHG emission inventories and recommend a baseline aircraft emission level to include in King County's GHG emission to be reported in the 2023 biennial SCAP progress report.
- 2) Evaluate effectiveness and feasibility of strategies to reduce aircraft emissions, including but not limited to:
  - a) Sustainable aviation fuels and technologies such as electric battery and hydrogen powered planes;
  - b) Pollution mitigation strategies and funding options;
  - c) Travel policies for county workforce;
  - d) State and federal carbon pricing that includes regulation of aviation section GHG emissions; and
  - e) Directing solid waste from County facilities to the Port of Seattle sustainable for conversion into sustainable jet fuel and other fuels.
  - f) The task force shall report its findings and recommendations in the 2023 Biennial SCAP Progress Report. *(Climate Action Team, Executive Office, Public Health)*

**King County Role**



Convene

**Connections and Considerations**



Public Priority



Resource Need



Fast Start

Joe McDermott  
 King County Councilmember, District 8  
 Chair, King County Board of Health  
 (he/him/his)