



# AGENDA

## Burien Airport Committee

Tuesday, September 21, 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 the August 17, 2021 Burien Airport Committee (BAC) meeting minutes.** 3 - 4  
[August 17, 2021 BAC Draft Minutes](#)

**4. BUSINESS AGENDA**

- a) **Presentation on Burien Zoning/Land Use near the Airport. (Susan McLain, Community Development Director and David Johanson, Senior Planner) (30 min)** 5 - 7  
[Burien Zoning Maps](#)
- b) **Update on StART (SEA Stakeholder Advisory Round Table) activities. (5 min)**

- |    |   |         |
|----|---|---------|
| c) | <b>Appointment of Deputy Mayor Krystal Marx to King County's Joint Aircraft Emissions Technical and Community Task Force. (5 min)</b><br><a href="#">Task Force Appointment</a> | 9 - 10  |
| d) | <b>Review August 2021 Federal Update. (5 min)</b><br><a href="#">Federal Update-Aug21</a>   | 11 - 25 |
| e) | <b>Potential Future Presentation: Update on Ambaum and Boulevard Park Community Plans. (5 min)</b>  |         |

**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, 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)



# MINUTES - Draft

## Burien Airport Committee

Tuesday, August 17, 2021  
Zoom Webinar

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### 1. CALL TO ORDER

The meeting was called to order at 6:04 p.m. by Councilmember Schilling, acting Committee Chair.

### 2. ROLL CALL

Members Present:

Councilmember Kevin Schilling  
Mayor Jimmy Matta  
Holly Mouser-Guerra  
Javier Tordable  
Jeff Harbaugh  
Karen Veloria  
Savannah Sly  
Stephen Wydick  
Brian Wilson, City Manager, Ex-Officio Member  
Lori Fleming, Staff Liaison

Members Absent:

Councilmember Sofia Aragon

Guests Present:

Dave Kaplan, Port of Seattle  
Michael Wolcott, WSU/ASCENT  
Carol Sim, WSU/ASCENT

### 3. APPROVE MINUTES

The minutes for the July 20, 2021 Burien Airport Committee (BAC) meeting were approved.

### 4. BUSINESS AGENDA

a) **Presentation by ASCENT (from WSU) on Alternative Jet Fuels.**

Michael Wolcott and Carol Sim from Washington State University (WSU)/ASCENT, provided an overview of ASCENT - the Aviation Sustainability Center. ASCENT is a cooperative aviation research organization that includes other universities and numerous industry partners to help the FAA, NASA, Department of Defense, EPA, and others to create science-based solutions for aviation challenges such as Sustainable Aviation Fuel, emissions, and noise.

The briefing included information on sustainable aviation fuel, combustion, molecules, particulate matter, emissions, naphthalene removal, and development of international aircraft engines. Noise project information included abatement, modeling, delayed deceleration approaches, flap configurations, sonic boom, and monitoring.

The presenters encouraged supporting the Port's efforts on sustainable aviation fuel,

which helps address air quality, health impacts, and climate change. Additional information about ASCENT and their projects is available at [ascent.aero](http://ascent.aero). Councilmember Schilling offered to assist Committee members with questions to ASCENT.

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

Due to time, the update on StART activities will be provided at the next Burien Airport Committee meeting.

**e) Upcoming Presentations:**

- September 21st BAC Meeting: Tentative Presentation on Burien Land Use and Zoning around the airport.

**5. PUBLIC COMMENT**

No public comment.

**6. ADJOURNMENT**

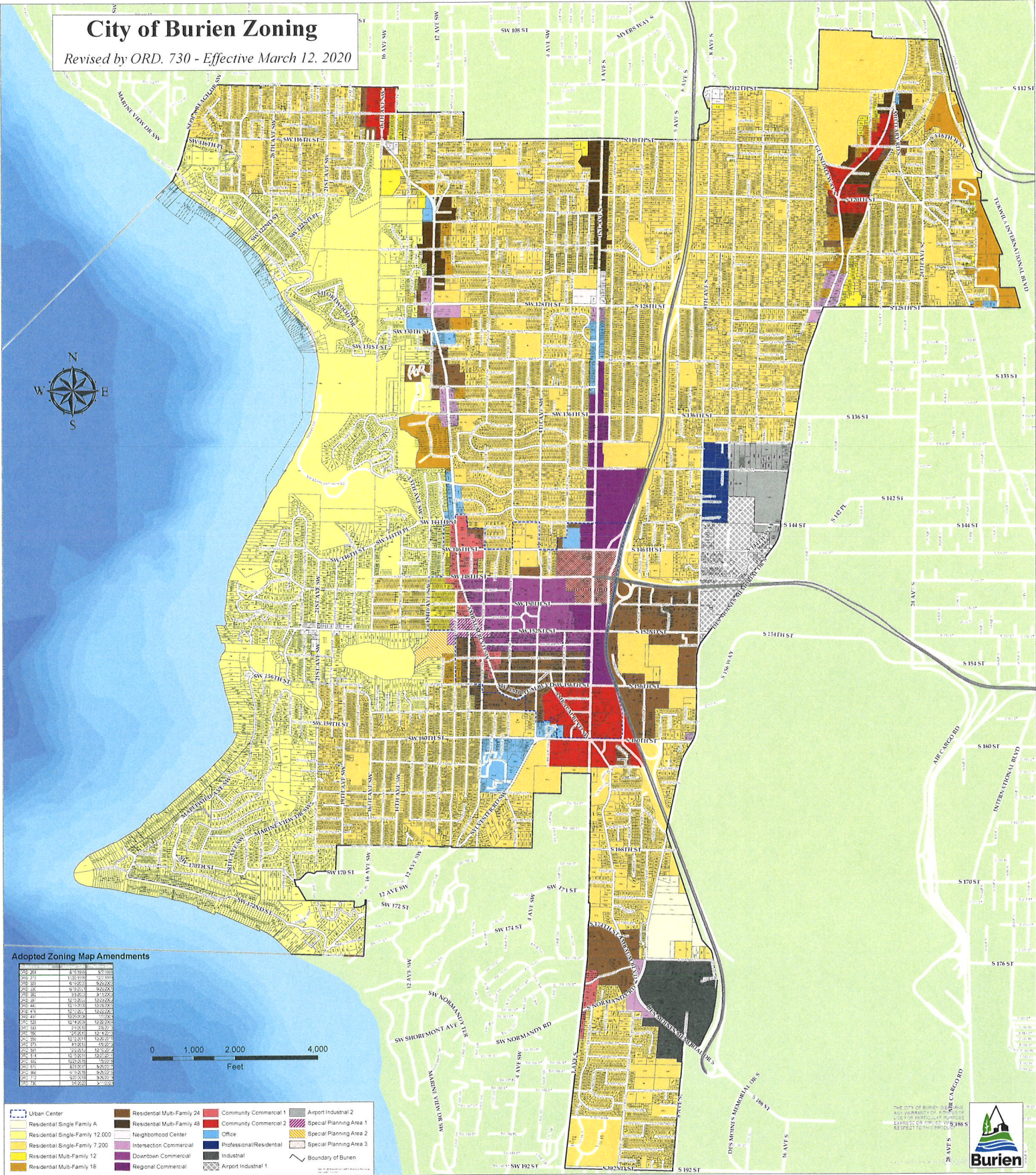
Meeting was adjourned at 7:02 p.m.

The next Burien Airport Committee meeting is scheduled for Tuesday, September 21, 2021 at 6:00 p.m. via Zoom Webinar.

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

# City of Burien Zoning

Revised by ORD. 730 - Effective March 12, 2020



### Adopted Zoning Map Amendments

Ordinance	Effective Date	Map Sheet
205-264	8/21/10	6/1/10
205-265	8/21/10	6/1/10
205-266	8/21/10	6/1/10
205-267	8/21/10	6/1/10
205-268	8/21/10	6/1/10
205-269	8/21/10	6/1/10
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205-290	8/21/10	6/1/10
205-291	8/21/10	6/1/10
205-292	8/21/10	6/1/10

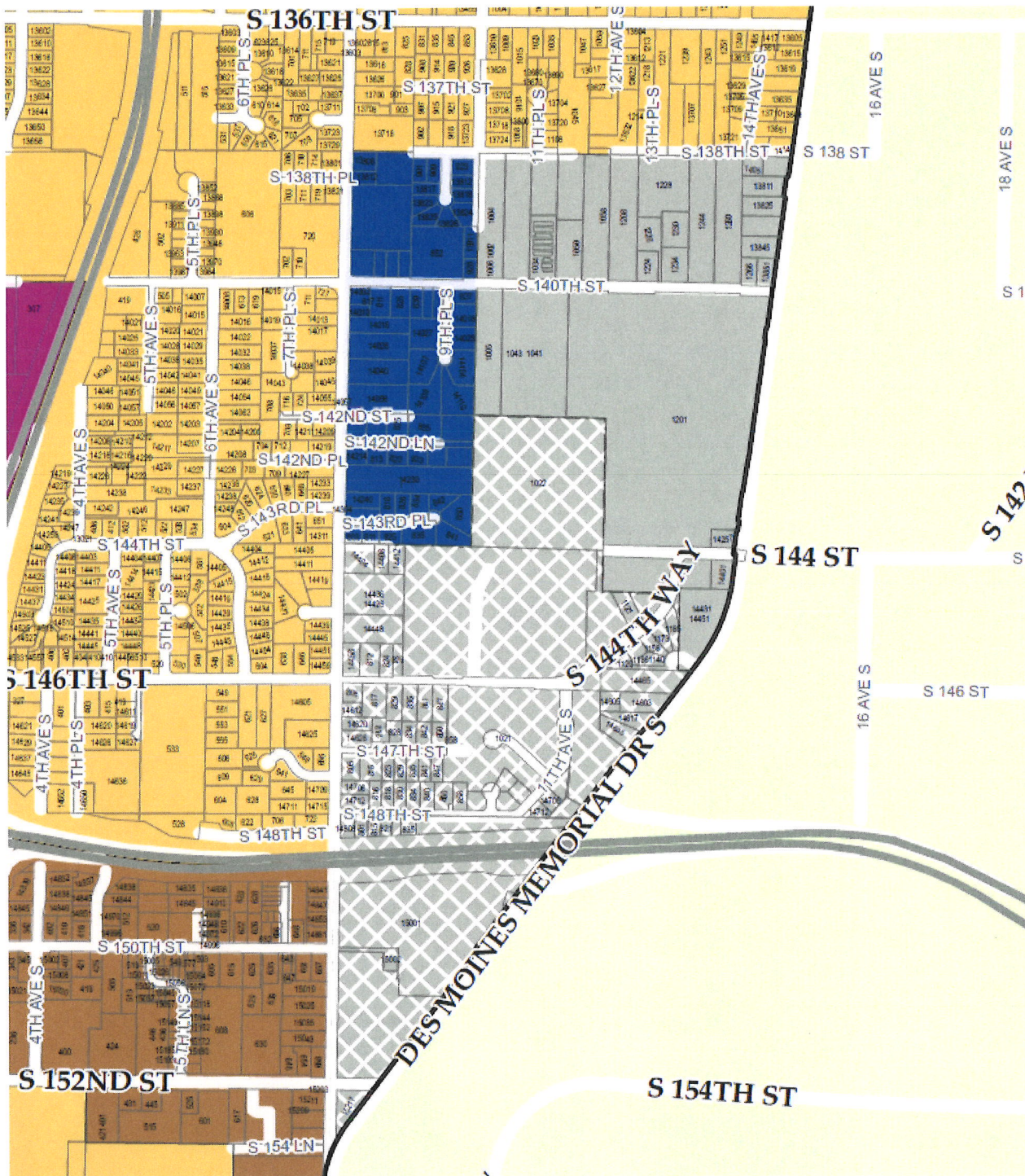


- Urban Center
- Residential Single-Family A
- Residential Single-Family 12 000
- Residential Single-Family 7 200
- Residential Multi-Family 12
- Residential Multi-Family 16
- Residential Multi-Family 24
- Residential Multi-Family 48
- Neighborhood Center
- Intersection Commercial
- Downtown Commercial
- Regional Commercial
- Community Commercial 1
- Community Commercial 2
- Office
- Professional/Residential
- Industrial
- Airport Industrial 1
- Airport Industrial 2
- Special Planning Area 1
- Special Planning Area 2
- Special Planning Area 3
- Boundary of Burien

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# City of Burien Zoning

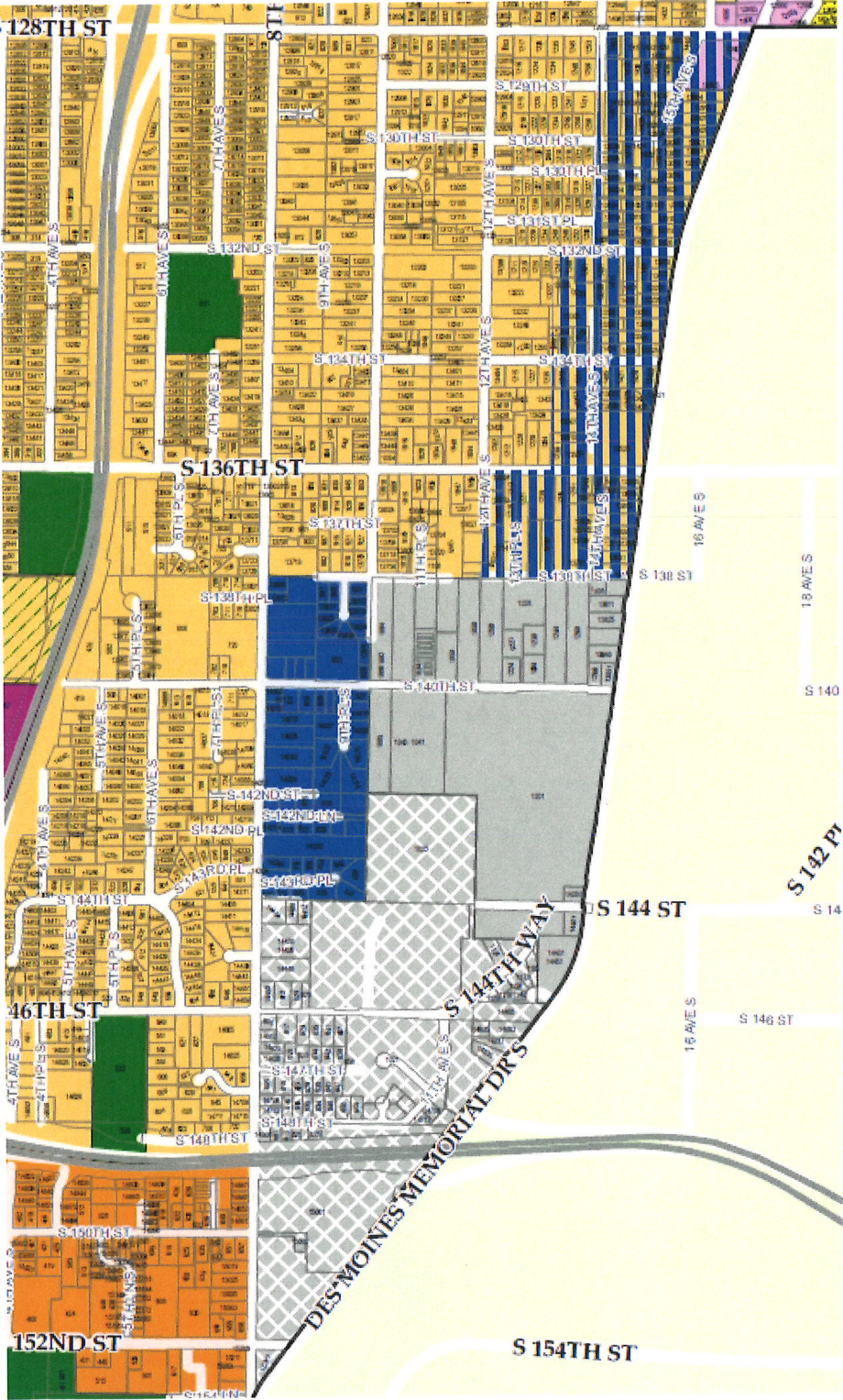
Revised by ORD. 730 - Effective March 12, 2020



Path: E:\GIS\MapServer\Projects\APR20\Planning\april20\april20.aprx  
Date Saved: 3/12/2020

# City of Burien Comprehensive Plan (Map LU-1)

Revised by ORD. 730 - Effective March 11, 2020



- Professional/Residential
- Industrial
- Airport Industrial with Auto Mall/Commercial Retail
- Airport Industrial





**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**

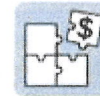


Convene

**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)

**Lori Fleming**

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**From:** Brian Wilson  
**Sent:** Friday, September 3, 2021 4:07 PM  
**To:** Lori Fleming  
**Cc:** DL - Burien Airport Committee (BAC); 'Diana Smith'  
**Subject:** FW: August federal update  
**Attachments:** August 2021.docx

Lori:

Please add this report and e-mail summary to the Airport Committee packet for our next meeting on 9/21.

Thanks,

Brian J. Wilson  
 City Manager

**City of Burien**

(206) 248-5503 office  
 (206) 376-7102 cell  
[BrianW@burienwa.gov](mailto:BrianW@burienwa.gov)  
**Burienwa.gov**

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**From:** mikedoubleday@earthlink.net <mikedoubleday@earthlink.net>  
**Sent:** Tuesday, August 31, 2021 11:13 AM  
**To:** Brian Wilson <BrianW@burienwa.gov>  
**Cc:** City Manager Assistant <cmassist@burienwa.gov>  
**Subject:** August federal update

**CAUTION:** This email originated from **outside** of the City of Burien. Do not click links or open attachments unless you recognize the sender and have verified the contents are safe.

Hi Brian –

Attached is my August federal update. A number of issues I would take note of:

- Take a look at the House FY 2022 federal budget Reports beginning on page 4 of the update; there is a lot of House direction to the FAA among them:
  - On page 4, an acknowledgement that the conversation between the FAA and communities re: noise issues is inadequate. Additional funding for outreach is provided in the House budget – if that helps.

- On page 5-6, another acknowledgement that the FAA is indeed undertaking a review of their DNL noise metrics; I don't know the timeline on this.
- On page 6, discussion of the ASCENT effort (led by WSU and MIT) on aviation fuels; I would think STaRT would want to have the ASCENT people in Pullman present to them about what they are doing and timelines.
- On page 7, urging the FAA to conduct research on sleep deprivation from airport noise, etc.

**I think the House is really embracing this whole airport noise/emissions issue.**

- I still think we have a shot at some earmark money for the Youth services request.
- Page 10; there is \$25B for the Airports in the infrastructure package. I've listed what some of that money can be used for, but you might press the POS a little on this – can it be used for SAMP mitigation, and if not, why not? (or should they request help from Jayapal and others to use it for this).

August 31, 2021

TO: Brian Wilson, City Manager, Burien

FM: Mike Doubleday, Federal Relations

RE: **August 2021 Federal Update**

On August 24, the House passed a \$3.5 trillion “Build Back Better” Plan blueprint that sets up a vote on a detailed plan this fall. The vote was 220-212, along party lines. This Plan was originally called the “American Families Plan” or the “Human Infrastructure bill” advanced by the Biden administration. Now, House committee chairs, supposedly in conjunction with their Senate counterparts, will write the Plan, filling out the details while remaining within the fiscal caps established by the August 24 vote.

As of late August, the House has set a September 15 deadline for House committees to write and pass their respective portions of the Plan. Speaker Pelosi intends to vote on the Plan by October 1.

In the same August 24 vote, the House agreed to pass the Senate-passed infrastructure bill (roads and bridges) by September 27. A group of House progressives, led by Congresswoman Jayapal, have stated that the “Build Back Better Plan” and infrastructure bill votes must occur together.

The Senate took a similar vote in early August, allowing the \$3.5T Plan to be passed by “reconciliation” meaning the bill can be passed with a simple majority without being stopped by a filibuster, a maneuver requiring 60 Senate votes to end. **The Build Back Better Plan is often called a**

“budget” in the national media: so-called because it will be passed in the Senate by the budget reconciliation process.

The “Build Back Better Plan” is separate from, and in addition to, the Fiscal Year (FY) 2022 federal agency budgets; many of those budgets were passed out of committee in July in the House. The federal fiscal year ends September 30, so as usual, the FY 2022 federal budget likely will require a continuing resolution or CR to continue the FY 2021 appropriations past September 30.

In this report, I summarize at a high level, what is likely to be part of the \$3.5T “Build Back Better” plan, although it is unclear whether the Senate has the 50 votes +1 to pass a bill of that size. The “pay-fors”, how to pay for a \$3.5T spending package, is a work in progress, and may well determine the size of this package.

Both chambers are now recessed until about the middle of September, although committee work in the House is ongoing.

### 1. The Build Back Better Plan

This Plan will be written in the House in the next two weeks. The Biden Administration’s “American Families Plan”, the plan this bill is modeled after, contained the following according to the Biden Administration:

- Add at least four years of free education. The American Families Plan from the Biden administration provided universal, high-quality **preschool to all three- and four- year-olds.** It provided Americans,

**including DREAMers, two years of free community college.** It invested in making college more affordable for low- and middle-income students, through PELL Grants, including students at Historically Black Colleges and Universities (HBCUs), Tribal Colleges and Universities (TCUs), and institutions such as Hispanic-serving institutions, Asian American and Native American Pacific Islander-serving institutions, and other minority-serving institutions (MSIs). It invested in teachers as well as our students, improving teacher training and support.

- Provide direct support to children and families. The American Families Plan provided direct support to families to ensure that low- and middle-income families spend no more than seven percent (7%) of their income on childcare, and that the childcare they access is of high-quality. It provided direct support to workers and families by creating a national **comprehensive paid family and medical leave program** that will bring America in line with competitor nations that offer paid leave programs. It provided critical nutrition assistance to families who need it most and expanded access to healthy meals to our nation's students – dramatically reducing childhood hunger.
- Extend tax cuts for families with children and American workers. The American Families Plan extended key tax cuts in the American Rescue Plan that benefit lower- and middle-income workers and families, including the Child Tax Credit, the Earned Income Tax Credit, and the Child and Dependent Care Tax Credit. The American Families Plan also extended the expanded health insurance tax credits in the American Rescue Plan. These credits provide premium relief that is lowering health insurance costs by an average of \$50 per

person per month for nine million people and will enable four million uninsured people to gain coverage.

Other possible inclusions in the Plan are:

1. immigration provisions supported by Democrats,
2. adding dental, vision and hearing benefits to Medicare,
3. investments in combating climate change, and
4. increased taxes on wealthy individuals and corporations,

## 2. Earmarks

Burien still has a shot at a grant for the Youth Services request that Congresswoman Jayapal has put forward in the FY 2022 federal agency budgets (separate from the “Build Back Better” Plan). My understanding is that Senator Murray did not advance any of Burien’s requests.

## 3. Budget Reports – Direction to the FAA

One of the most important parts of the Congressional FY budget writing are the budget **Reports** that accompany the actual budget language. While the Reports are not actual law, it is common and expected that federal agencies will follow their instructions. The House has already published some their FY 2022 budget Reports, and I have copied a few germane sections to Burien below.

The first discusses “community engagement and noise.” It asks other federal agencies to be part of the community aircraft noise discussions, it lauds the FAA for undertaking a comprehensive noise policy review including a review of noise metrics and directs the FAA to update the Committee on their work 90 days after the enactment of the budget.



**Community engagement and noise** page 27 of the House Transportation Budget Report) –The (House Transportation and Infrastructure) Committee recognizes the need for a higher caliber of transparency and participation in discussions about airport and aircraft noise, as evidenced by the multiple lawsuits brought on by metroplex projects. Conversations between the FAA and community residents alone are wholly inadequate. Airports, airlines, pilots, state and local officials, residential developers, and real estate agents also bear some responsibility for preventing and resolving community noise concerns, such as compatible land use, construction methods and materials for noise reduction, disclosure of existing and future noise issues, voluntary noise abatement operating procedures, and equitable enforcement of noise ordinances. The FAA may not have jurisdiction over all these matters, but it does have the ability to convene and the technical capability to collect, analyze, and distribute information about civil aviation activity.

The Committee encourages the FAA, when appropriate, to invite Federal agencies that operate military, law enforcement, or rescue aircraft, such as the Departments of Defense and Homeland Security, to participate in community noise events. In furtherance of this goal, the Committee provides an increase of not less than \$8,000,000 in the Operations account to support regular engagement with communities affected by noise. These funds are primarily to be used to provide on-line, real-time, authoritative information to the public about airport operations and aircraft position and altitude, respond to questions and complaints from public, make aggregated information from the FAA noise portal available to the public, and ensure FAA participation and technical analysis at roundtables, workshops, and other public forums about noise.

After publishing the results of a nationwide survey on aircraft noise annoyance, the FAA is undertaking a comprehensive noise policy review which includes, but is not limited, to a reexamination of noise metrics. The Committee is pleased that

the FAA is challenging its own long-held beliefs about noise, including whether the day-night average sound level (DNL) is the appropriate metric and whether 65 decibels (dB) is the appropriate threshold for noise tolerance. Since the regulation of noise is rooted in the National Environmental Protection Act, the Committee directs the FAA to consult with the Federal Interagency Committee on Aviation Noise and the Council on Environmental Quality on the implications that this noise policy review may have on fields and industries outside of aviation.

The Committee further directs the FAA to provide an update on the noise policy review process, participants, and timetable not less than 90 days after the date of enactment of this Act. The Committee looks forward to the report on activities undertaken by the Regional Ombudsmen, who serve as the regional liaison on issues regarding aircraft noise, pollution, and safety.

The second budget note in the House Committee Report supports FAA efforts to reduce GHG from aircraft with funding attached, provides further funding to **ASCENT**, the WSU/MIT effort to research sustainable and less polluting aircraft fuels, and urges further research into the health effects of aircraft noise exposure:

**Aviation climate and noise research** (page 34 of the House Transportation and Infrastructure) Committee budget Report) —The Committee supports the FAA’s research to reduce greenhouse gas emissions from aviation and strongly encourages the FAA to coordinate its activities with other Federal agencies. The recommendation provides \$50,000,000 for this endeavor across multiple existing research programs that strive to advance, among other things, the screening and testing of alternative and sustainable aviation fuels, the development of electric and hybrid-electric propulsion technology, and the design of engine and airframe efficiency to reduce the environmental impact of aviation noise and emissions.

The recommendation provides \$35,336,000 for Environment and Energy, of which not less than \$30,00,000 is for the Center of Excellence for Alternative Jet Fuels and Environment (ASCENT), **ASCENT is co-lead by WSU and MIT**, to analyze, model, and measure technologies capable of reducing noise, improving air quality, increasing energy efficiency, and producing sustainable aviation fuels at commercial scale. Of these funds, not less than \$2,000,000 is for the study of the impacts of aviation noise on community annoyance, sleep, health, and children's learning.

The Committee appreciates that the FAA completed its evaluation of alternative airplane noise metrics and has awarded a grant to the FAA's Air Transportation Center of Excellence for Alternative Jet Fuels and Environment in April 2019 in order to study the health impacts of noise from overflights in accordance with sections 173 and 189 of the FAA Reauthorization Act (P.L. 115–254). Research on the health effects of aircraft noise in the United States is lagging. Studies on sleep disturbances due to a range of noise exposure would be informative for airport and flight operations.

The recommendation provides \$58,476,000 for NextGen-Environmental Research-Aircraft Technologies and Fuels, of which \$46,000,000 is to support the Continuous Lower Energy, Emissions, and Noise (CLEEN) program to reduce noise and emissions at its source—the aircraft engine. The Committee is pleased that the CLEEN program is adding reducing community noise exposure and particulate matter emissions to its goals.

The third note in the House Committee Report directs the FAA to brief the committee on its' aviation GHG emission reduction plan 60 days after the enactment of the budget.

**Emissions reduction plan** (Page 35 of the House Transportation and Infrastructure Committee Report) — The FAA anticipates revising its United

States Aviation Greenhouse Gas Emission Reduction Plan in support of achieving net-zero emissions, economy-wide by 2050. The Committee believes such a plan must be comprehensive (addressing airframe design, engine technology, operational improvements through the NextGen program, and alternative fuels), actionable (resulting in specific policies, standards, measures, and timetables), and defensible (based on peer-reviewed quantitative analysis and modeling). The Committee directs the FAA to brief the House and Senate Committees on Appropriations on its framework for revising the plan not later than 60 days after the date of enactment of this Act.

#### 4. Infrastructure

On August 10, after months of negotiations, the Senate passed a roughly \$1 trillion infrastructure package (this is the roads, bridges, airports, etc. budget) on a 69-30 vote. On August 24, the House said they would pass the infrastructure bill by September 27.

Here is a summary of the infrastructure bill as passed the Senate:

**Historic investment in nation's core infrastructure priorities– including roads and bridges, rail, transit, ports, airports, the electric grid, and broadband.**

- Includes bipartisan Senate-passed water infrastructure bill and surface transportation bills, along with energy infrastructure bill.
- Improves permitting by including enhanced FAST-41 program, which has substantially reduced the permitting timeline for larger infrastructure projects while maintaining environmental standards.
- Makes a down payment on the infrastructure needed for a low-carbon economy and helps to reduce emissions and improve the environment.

- Includes rural infrastructure development and dedicated new funds for major projects.
- Long-term spending for capital assets that will improve economic efficiency, productivity, GDP and revenue, and will not increase inflation.

I have underlined paragraph headings that align with Burien's 2021 federal priorities:

### **\$550 Billion In New Spending Over 5 Years**

**Roads, Bridges, & major projects:** \$110B – Includes surface transportation reauthorization bills. Funds new, dedicated grant program to replace and repair bridges and increases funding for the major project competitive grant programs; the package preserves the 90/10 split of federal highway aid to states.

**Passenger and Freight Rail:** \$66B - Provides funding for the Amtrak National Network for new service and dedicated funding to the Northeast Corridor, which has incurred a severe repair backlog after Hurricane Sandy. Increases funding for freight rail and safety.

**Safety and Research:** \$11B - Funds highway & pedestrian safety and research programs, as well as pipeline safety and repair.

**Public Transit:** \$39.2B - Funds nation's transit system repair backlog, which USDOT estimates is more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems.

**Broadband:** \$65B - Grants to states for broadband deployment and other efforts to close the digital divide. Expands eligible private activity bond projects to include broadband infrastructure.

**Airports:** \$25B - Increases funds for Airport Improvement grant program for runways, gates, and taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections. **A further breakdown of airport funding is as follows:**

- **\$15 billion** for airport infrastructure grants, similar to traditional airport improvement program (AIP) funds. Airports would have flexibility to use funds not only for projects like runways, but for broader needs like terminal and gate construction, multi-modal projects, and low-emission ground service vehicles. The Department of Transportation (DOT) would distribute \$3 billion annually over a five-year period.
- **\$5 billion** for a DOT-discretionary grant program for terminal development projects to improve aging terminal infrastructure. In awarding grants, DOT is specifically directed to consider certain projects, such as those that increase airport capacity and passenger access and those that improve energy efficiency. Like the formula funding above, DOT would distribute the discretionary funds over 5 years or \$1 billion annually.
- **\$5 billion** to upgrade Federal Aviation Administration (FAA) air traffic control facilities and equipment. \$200 million is reserved for FAA-owned contract towers.

**Ports and Waterways:** \$17.4B - Funding for waterway and coastal infrastructure, inland waterway improvements, port infrastructure, and land ports of entry through the Army Corps, DOT, Coast Guard, the GSA, and DHS.

**Water Infrastructure:** \$54B - Includes the bipartisan Drinking Water and Wastewater Infrastructure Act. Provides a historic \$15 billion for lead service line replacement and \$10 billion to address PFAS.

**Power and Grid:** \$65B - Includes the bipartisan Energy Infrastructure Act, which includes funds for grid reliability and resiliency and support for a Grid Development Authority; critical minerals and supply chains for clean energy technology; key technologies like carbon capture, hydrogen, direct air capture, and energy efficiency; and energy demonstration projects from the bipartisan Energy Act of 2020.

**Resiliency:** \$46B - Funding for cybersecurity to address critical infrastructure needs, flood mitigation, wildfire, drought, coastal resiliency, waste management, ecosystem restoration, and weatherization.

**Low-Carbon and Zero-Emission School Buses & Ferries:** \$7.5B - Funds for the adoption of low carbon and zero-emission school buses, including through hydrogen, propane, LNG (liquefied natural gas), compressed natural gas, biofuel, and electric technologies. Provides support for a pilot program for low emission ferries and rural ferry systems.

**Electric Vehicle Charging:** \$7.5B – Funds for alternative fuel corridors and to build out a national network of electric vehicle charging infrastructure to facilitate long-distance travel and to provide convenient charging where

people live, work, and shop. The federal funding will have a particular focus on rural disadvantaged, and hard-to-reach communities.

**Reconnecting Communities:** \$1B – Funds for projects that remove barriers to opportunity caused by legacy infrastructure. The program will provide dedicated funding for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.

**Addressing Legacy Pollution:** \$21B – Funds to clean up brownfield and superfund sites, reclaim abandoned mine lands, and plug orphan oil and gas wells, improving public health and creating good paying jobs.

I'm including the bill's "**pay-fors**" – the revenue package to pay for the infrastructure investments: an interesting mix of revenue (and avoiding a general tax increase):

#### **Spending "Pay-Fors" for the Infrastructure bill**

- \$53 billion from certain states' unused enhanced federal UI supplements
- \$67 billion in unused savings from the COVID-19 employer retention tax credit that CBO (Congressional Budget Office) projected would be utilized and were not, minus the impact of sunseting the credit
  - \$106 billion in unused savings from COVID-19 paid & family leave tax credits that CBO projected would be utilized and were not
- \$51 billion from delaying Medicare Part D rebate rule
- \$21.4 billion in rescissions in unused funding from 2020 COVID bills
- \$10.2 billion from sales of future spectrum auctions
- \$67 billion from proceeds of the February 2021 c-band auction
  - \$53 billion in economic growth resulting from a 33 percent return on investment in these long-term infrastructure projects
- \$28 billion from clarifying the application of information reporting requirements for cryptocurrency



- \$21 billion from extending fees on GSEs (Government-Sponsored Enterprises)
- \$14.5 billion from reinstating certain Superfund fees
- \$8.7 billion from extending the mandatory sequester
- \$6.1 billion in sales from the Strategic Petroleum Reserve
- \$6.1 billion from extending customs user fees
- \$3.2 billion in savings from reducing Medicare spending on discarded medications from large, single use drug vials
- \$2.9 billion from extending available interest rate smoothing options for defined benefit pension plans.