"The legislature finds that with the increase in air traffic operations, combined with the projections for the rapid expansion of these operations in both the short and the long term, concerns regarding the environmental, health, social, and economic impacts of air traffic are increasing as well.

The legislature also finds that advancing Washington's position as a national and international trading leader is dependent upon the development of a highly competitive, statewide passenger and cargo air transportation system.

Therefore, the legislature seeks to identify a location for a new primary commercial aviation facility in Washington, taking into consideration the data and conclusions of appropriate air traffic studies, community representatives, and industry experts."  

SSB 5370
Charter

The commission’s goals are to recommend a short list of no more than six airports by January 1, 2021; identify the top two airports by September 1, 2021, and identify the single preferred location by January 1, 2022, by sixty percent majority vote. Research for each potential site must include the feasibility of constructing a commercial aviation facility in that location and its potential environmental, community, and economic impacts.

The Commission is also charged to project a timeline for developing an additional commercial aviation facility that is completed and functional by 2040. The Commission must also make recommendations on future Washington State long-range commercial facility needs.

…take into consideration data and conclusions of prior aviation policy documents, air space studies, and case studies of best practices. It will also consider the input of community representatives and industry experts. Options for a new primary commercial aviation facility in Washington may include expansion or modification of an existing airport facility.

…delivery of the final report to the legislature, no later than January 1, 2022
Guiding Principles

1. **Environmental responsibility**: defined as the responsible interaction with the environment to avoid depletion or degradation of natural resources and allow for long-term environmental quality. The practice of **environmental sustainability** helps to ensure that the needs of today's population are met without jeopardizing the ability of future generations to meet their needs.

2. **Economic feasibility**: defined as the degree to which the economic advantages of something to be made, done, or achieved are greater than the economic costs. **Can we fund it?**

3. **Social equity**: defined as fair access to opportunity, livelihood and the full participation in the political and cultural life of a community.

4. **Public benefit**: is defined as **benefiting the greater good**, or the broader public, over an individual entity or group.
Proposed Goals:

• Provide a logical and factual framework for understanding the issues that must be addressed by the CACC and for being informed of the decisions made.

• Provide meaningful ways for people who will want to be included and provide input to the CACC.

• Assure that major stakeholders, such as local governments, the aviation industry, airports, and regional planning agencies have timely information to ensure meaningful input.

* Draft Public Involvement Plan is available for the commission to review for discussion at the next meeting.
Airport Site Selection Factors

- **Available Land**: A supplemental airport would require 1,000-2,000 acres, and a replacement, or more likely a SeaTac-equivalent sized airport could require as much as 4,600 acres.

- **Existing Facilities**: Runway length, available land on one or both ends of the runway, adequate space to add a runway.

- **Environmental Constraints**: Known concerns or protections for habitat and species, wetlands, weather patterns and similar topics.

- **Proximity to Population Centers**: Travel time calculations that demonstrate good access for citizens.

- **Airport Sponsor**: Governance; Local government commitment for both development and operation, and liaison with the public, local governments, industry and others.

*Airspace deferred item TBD at a later date.*
Technical Working Groups Overview

1. Land Use and Transportation
2. Physical Assessment of System
3. Market Demand
Defining the Challenge - Projected Growth

- Demand is increasing for commercial service, air cargo and general aviation
- The fastest aviation growth region is Puget Sound (King, Pierce, Snohomish, Kitsap, Thurston counties)
- Some aspects of aviation in the region are nearing capacity
- Measures of Capacity:
  - Commercial Aircraft Operations (take-offs and landings)
  - Passenger Enplanements
  - Air Cargo sorting facility square footage
  - Air Cargo aircraft parking
  - General Aviation storage (hangars)
Defining the Challenge - Growth Projections

- Growth over the next 20 years
- Top five counties all exceed statewide growth projections
- Four of the five fastest growing counties are in the Puget Sound region

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>7,065,384</td>
<td>7,920,676</td>
<td>12.1%</td>
<td>855,292</td>
</tr>
<tr>
<td>1    King</td>
<td>2,110,642</td>
<td>2,439,025</td>
<td>15.6%</td>
<td>328,383</td>
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<tr>
<td>2    Snohomish</td>
<td>766,672</td>
<td>905,221</td>
<td>18.1%</td>
<td>138,549</td>
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<tr>
<td>3    Pierce</td>
<td>819,122</td>
<td>927,797</td>
<td>13.3%</td>
<td>108,675</td>
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<tr>
<td>4    Clark</td>
<td>472,573</td>
<td>540,963</td>
<td>14.5%</td>
<td>68,390</td>
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<tr>
<td>5    Thurston</td>
<td>266,796</td>
<td>312,061</td>
<td>17.0%</td>
<td>45,265</td>
</tr>
</tbody>
</table>

*Source: WA State Office of Financial Management; High, Medium and Low estimates available - Low-estimate numbers displayed*
Defining the Challenge - Passengers

• Dissecting the Capacity Gap
  – Growing capacity gap over time.
  – Future gap in 2050?
    • SeaTac 2018 enplanements = 24,024,908
    • 2050 gap estimated between 22 and 27 million enplanements
    • Future gap the equivalent of SeaTac demand today
    • Another SeaTac size airport?
      • Will this one airport fulfill the capacity gap?
  – Do we plan to meet forecasted demand?
‘Flight Plan’ Expanded List

- A quick review of these sites by WSDOT Aviation reveals the following preliminary assessment of the airports identified in the Flight Plan for the purposes of a PRIMARY AIRPORT only.

- Several of these airports could fulfill other roles.

<table>
<thead>
<tr>
<th>Airport</th>
<th>Runways</th>
<th>Acreage</th>
<th>Concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington Municipal Airport</td>
<td>5332’</td>
<td>1200</td>
<td>North Seattle, Nearing Capacity, Runway length</td>
</tr>
<tr>
<td>Auburn Municipal Airport</td>
<td>3400’</td>
<td>111</td>
<td>Runway length, acreage, available land</td>
</tr>
<tr>
<td>Bellingham International</td>
<td>6700’</td>
<td>1200</td>
<td>Proximity to population</td>
</tr>
<tr>
<td>Boeing Field (King County Airport)</td>
<td>10007’</td>
<td>594</td>
<td>Acreage, available land</td>
</tr>
<tr>
<td>Bremerton National</td>
<td>6000’</td>
<td>1172</td>
<td>Runway length</td>
</tr>
<tr>
<td>McChord Air Force Base</td>
<td>10108’</td>
<td>3000</td>
<td>Military use</td>
</tr>
<tr>
<td>Moses Lake Airport (Grant County)</td>
<td>13503’ and 10000’</td>
<td>4700</td>
<td>Proximity to population</td>
</tr>
<tr>
<td>Olympia Airport</td>
<td>5500’</td>
<td>1385</td>
<td>Runway length, Environmental</td>
</tr>
<tr>
<td>Paine Field (Snohomish County Airport)</td>
<td>9010’</td>
<td>1250</td>
<td>Environmental limitations</td>
</tr>
<tr>
<td>Port Angeles Airport (Fairchild International)</td>
<td>6347’</td>
<td>800</td>
<td>Proximity to population</td>
</tr>
<tr>
<td>Renton Municipal Airport</td>
<td>5382’</td>
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<td>Runway length, Acreage, available land</td>
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<tr>
<td>Seattle-Tacoma International Airport</td>
<td>11900’, 9426’ and 8500’</td>
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<td>Capacity</td>
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<td>Skagit/Bayview Airport</td>
<td>5478’</td>
<td>761</td>
<td>Proximity to population, runway length, acreage</td>
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<tr>
<td>Tacoma Narrows Airport</td>
<td>5002’</td>
<td>568</td>
<td>Runway length, acreage, available land</td>
</tr>
</tbody>
</table>

Key
- No significant concerns
- Possible to overcome concerns
- Unlikely overcoming concerns
Strategies

Strategies to consider:

• One very large SeaTac-size airport

• One or more existing airports, expanded and improved to provide commercial and freight service

• Expanding air service and air cargo capabilities to more locations across the state

• Incorporating aviation innovation into long-term strategies

• Providing recommendations for GA aircraft storage

• A combination of these
Solution Sets – Topics to Consider

- Commercial Passenger Service Solutions
  - International
  - Domestic
  - Regional

- Air Cargo Solutions
  - Belly Cargo
  - All Cargo (Freight)
  - Integrator Cargo

- General Aviation Solutions
  - Aircraft Storage

- Sustainability Solutions
  - Environmental factors
  - Future Technologies
What Are Our Predictions?

By 2050, we predict there will be a service gap of 27M passenger enplanements per year.

What assumptions drive that forecast?

- Existing capacity
- Environmental factors
- Airport infrastructure
- Aircraft technology
- Markets – freight and passenger
• Predicting the future is .....difficult.
• What we think may happen in the future may not last or even occur at all
• If this is today…how will travel by air change by 2040?
A Sustainable and Resilient Strategy

- Technology
- Markets
- Environment

How will these uncertainties affect the work of the commission?
Questions?

For additional information regarding the Commercial Aviation Coordinating Commission, please contact:

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(360) 709-8020 or FleckDa@wsdot.wa.gov.