

# **Commercial Aviation Coordinating Commission**

## **Online virtual meeting**

DAVID FLECKENSTEIN  
Commercial Aviation Coordinating Commission Chair  
July 22, 2020

# Agenda

## **I. Welcome**

- Introductions/Virtual ground rules
- Review of meeting objectives

## **II. Project update to the public and commission members**

## **III. Adopt strategic approach**

## **IV. Adopt screening criteria**

## **V. Review potential sites**

## **VI. Adopt evaluation criteria**

## **VII. Adjustment to timeline**

# Our Legislative Mandate

Detailed in Substitute Senate Bill 5370, effective 7/28/2019

“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.”

**The impacts from COVID-19 and transportation demand may result in changes to the commissions work. “Have we bought ourselves more time or will people’s preferences truly change?”**

# By Our Charter

The Commission's basic requirements:

1. **Recommend a short list of no more than six airports by January 1, 2021**
2. **Identify the top two airports by September 1, 2021**
3. **Identify the single preferred location by January 1, 2022, by 60% 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 must also 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 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. **How do we ensure underrepresented individuals have a voice?**
4. **Public benefit:** is defined as **benefiting the greater good**, or the broader public, over an individual entity or group.

# Defining the Challenge - Passengers

- **Dissecting the Capacity Gap**

- Growing capacity gap over time.

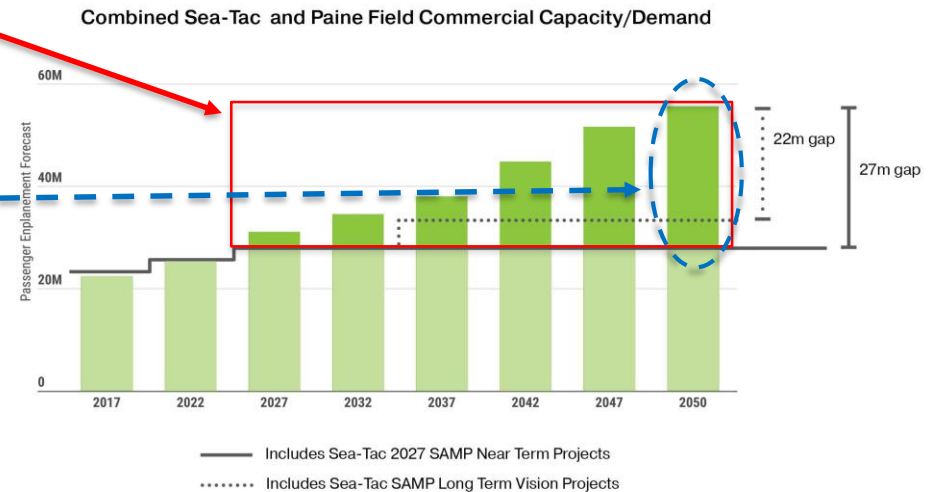
- Future gap in 2050?

- SeaTac 2018 enplanements = 24,024,908

- **2050 gap estimated between 22 and 27 million enplanements**

- Future gap the equivalent of SeaTac demand today

- As of 8 July, enplanements were down 75%



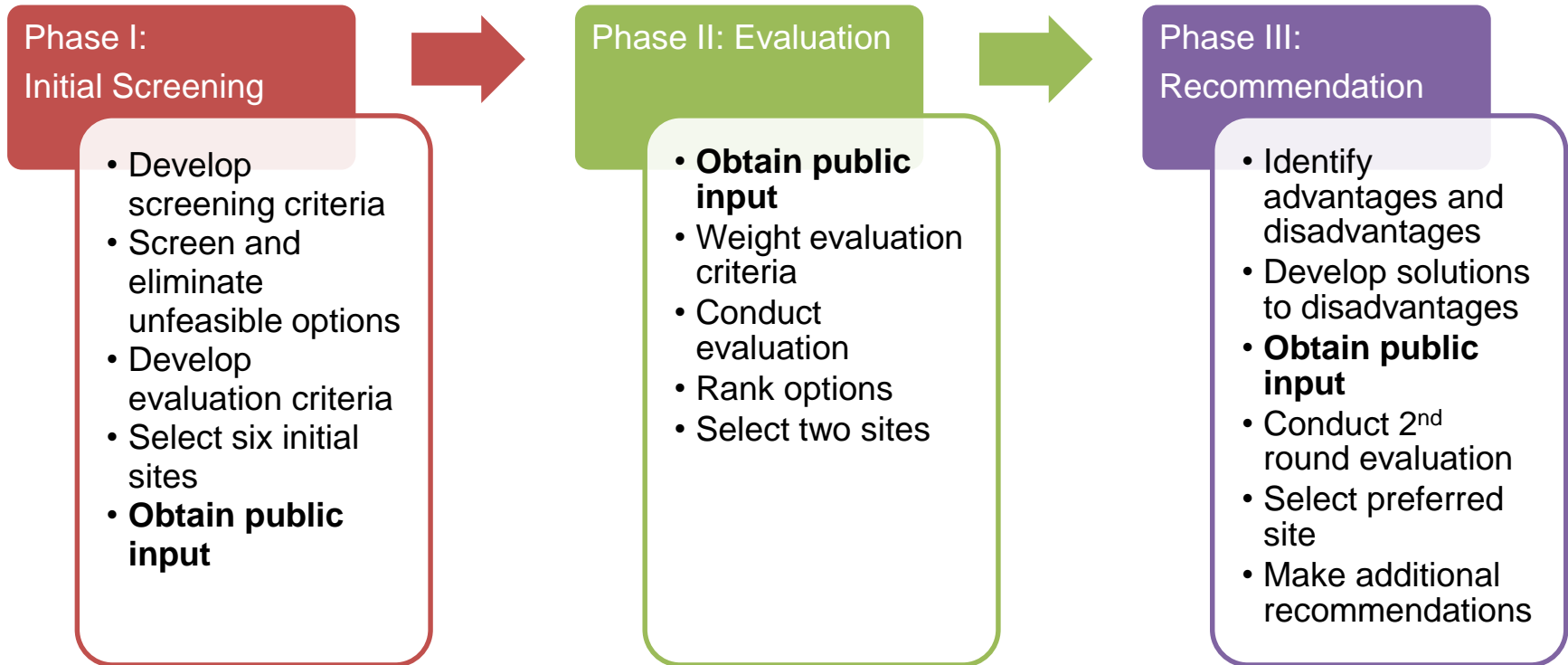
# Defining the Challenge - Growth Projections

- Growth is projected to continue 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

	2020 Population	2040 Population	20-year Percent Increase	20-year Numerical Change
State	7,065,384	7,920,676	12.1%	855,292
1 King	2,110,642	2,439,025	15.6%	328,383
2 Snohomish	766,672	905,221	18.1%	138,549
3 Pierce	819,122	927,797	13.3%	108,675
4 Clark	472,573	540,963	14.5%	68,390
5 Thurston	266,796	312,061	17.0%	45,265

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

# Site Decision Process



We are here

***Legislature and FAA process would follow Phase III***



# 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.
- Multimodal Transportation: Access to roadways, and public transportation.

# Informational Briefings: Conducted to Date

## Used for:

- Informing stakeholders
- Discerning interest among potential sponsors
- Helping inform the public about the CACC's work

## Provided to:

- Port of Olympia
- Thurston County BOCC
- Lewis County BOCC
- Port of Bremerton
- Port of Shelton
- Des Moines Normandy Park Rotary Club
- Thurston Regional Planning Council

## Yet to be Conducted:

- Snohomish County Council (August 11<sup>th</sup>)
- Tumwater City Council (August 11<sup>th</sup>)

# Current Potential Sponsor Level of Interest

- **Lewis County BOCC: Strongly encourage** the Commercial Aviation Coordinating Commission to consider expansion of the Ed Carlson Memorial Airport as an option when evaluating the potential locations and in preparation of the short list of locations.
- **Port of Bremerton: Interested** in continuing to be part of your discussion as you analyze the opportunities of future aviation in this area, and the structure that the Bremerton National Airport may be able to participate in to meet some of those requirements.
- **Port of Olympia: No** interest in being considered as a sponsor of a greenfield site or expansion of Olympia Regional Airport to meet future aviation capacity needs. Potentially interested in partnering with another Port to meet future needs.
- **Port of Shelton: Extremely high level of interest** in Sanderson Field being considered for future expansion.
- **Thurston County BOCC:** Voted unanimously **not to be listed** as a sponsor to explore the development of a green field airport in Thurston County.

# Communications Plan: Goals and Implementation

GOAL	WAYS TO ACHIEVE IT
<p>Provide the CACC with the benefit of public perspectives to inform their decision-making.</p> <p><b>Listen to what people want.</b></p>	<p>Public comment at beginning of each CACC meeting; CACC members at public engagement forums; Formal period of public comment on draft reports of Commission; Survey research</p>
<p>Provide meaningful ways for people who will want to be included and provide input to the CACC.</p> <p><b>Develop ways for people to participate.</b></p>	<p>Public involvement in multiple formats—regional public meetings, presentations, communication partners, on-line open houses, ADA compliance, multi-lingual information; user-friendly graphics; summer fairs and information booths</p>
<p>Provide a logical and factual framework for public understanding the issues that must be addressed by the CACC and for being informed of the decisions made.</p> <p><b>Make information available to the public.</b></p>	<p>Posting of meeting materials and summaries on webpage; clear explanation of decision process; Informational folios; Video to be used at community presentations, at Regional Public Meetings, posted on social media and distributed to community access television stations.</p>
<p>Assure that major stakeholders, such as local governments, the aviation industry, airports, and regional planning agencies have timely information to assure meaningful input.</p> <p><b>Keep major stakeholders informed.</b></p>	<p>Stakeholder email updates Organizational briefings Participation in CACC and Technical Working Group (TWG)</p>

# Public Engagement in the Time of COVID

- CACC Operating Guidelines and Public Involvement Plan stress the need for community engagement, but we neither anticipated the need for “social distancing” nor were we able to predict how long it would last
- Our intention is to set aside a portion of each meeting of the Commission to allow for public comment—at this meeting we will be summarizing comment received to date, and at future meetings we will try to have a way for members of the public to comment in real time

# Recent Public Input

- Emails expressing support for the concept of the CACC
- Emails requesting improvements at specific airports or service to specific areas
- Support for airport expansion at specific airports (Bremerton, Everett)
- Suggestions about transportation improvements necessary if there is an airport expansion (rail, highway)
- Questions about whether a new airport is needed
- Recent media coverage resulted in several emails expressing concerns about a new airport in Thurston County, and one supporting the idea. The Aviation Division's responses include a clarification of the CACC decision process and the role of the CACC in making recommendations related to the aviation system

# Moving Forward

- Aviation Division has prepared a folio that outlines the Commission's decision process and encourages community engagement
- The Division has also prepared a *Frequently Asked Questions* document that answers common questions about the CACC and its deliberations
- Both are posted on the Commission website, which is regularly updated [www.wsdot.wa.gov/aviation/commission/home.htm](http://www.wsdot.wa.gov/aviation/commission/home.htm)
- In the coming months we will be sponsoring electronic town-halls and on-line surveys to help inform and engage members of the public
- We will continue to respond to questions from the public and media
- We will provide commissioners with copies of all public comment

# Recent staff activities

## 1. Reviewed Studies

- Compiled a list of Puget Sound airports that could be considered for a primary commercial aviation facility (20 airports)
- Combined with list from PSRC Baseline Study (28 airports)
- Reviewed the JTC Air Cargo study for possible capacity opportunities
- Reviewed the PSRC Baseline Study for possible airspace constraints
- Considered known environmental concerns at possible airports



# Recent staff activities, cont'd

## 2. Conducted Analysis

- Explored Sea-Tac's east-Cascades catchment and connecting flights data
- Explored emerging aviation technology opportunities
- Considered alternate aviation bio-fuels to help reduce emissions
- Explored aircraft performance data to understand runway length, aircraft load factors and possible destinations
- Examined enplanement potential from expanding existing Puget Sound region airports
- Conducted initial analysis of existing airside and landside infrastructure at possible Puget Sound airports
- Templated possible three-runway airport expansion at Toledo
- Considered the Aviation Trust Fund and possible impacts of COVID federal funding availability

# Recent staff activities, cont'd

## 3. Conducted Outreach

- Conducted outreach to capture General Aviation needs
- Consulted with WSDOT rail colleagues to understand the outlook for high-speed rail options
- Briefed potential sponsors

## 4. Developed Criteria

- Developed preliminary screening criteria and obtain Commissioner informal input
- Conducted preliminary screening to identify seven existing airports with potential to meet legislative directives

# Strategic Approaches

<b>One very large Sea-Tac sized airport</b>	<b>Expand/improve one or more existing airports</b>	<b><i>Both a large airport AND expand/improve existing airports</i></b>
<ul style="list-style-type: none"> <li>• Would likely require a greenfield solution</li> <li>• Would take X years to come on-line, possibly after Sea-Tac capacity threshold is exceeded</li> <li>• Would require a significant sponsor</li> </ul>	<ul style="list-style-type: none"> <li>• Necessitates an existing facility or facilities that can truly accommodate projected demand</li> <li>• Lends itself to a phased solution</li> <li>• Requires coordinated action across several locations</li> </ul>	<ul style="list-style-type: none"> <li>• <i>May require a greenfield solution</i></li> <li>• <i>Lends itself to phased solutions</i></li> <li>• <i>Would require coordinated action across several locations</i></li> <li>• <i>Leverages near term capacity while pursuing a longer-term option</i></li> <li>• <i>Allows more time to identify primary major facility needs while meeting immediate capacity shortfalls</i></li> </ul>

# Initial Feedback on Strategic Approach

Option	Preferences
Develop one large Sea-Tac-sized airport	<b>0</b> commission members said they preferred this option
Expand and/or improve one or more existing airports, to provide commercial and freight service	<b>7</b> commission members preferred this option
Combine these strategies to meet near-term capacity needs from existing airports while conducting the processes necessary for a large new airport	<b>14</b> commission members preferred this option
I don't know	<b>0</b> commission members said they preferred this option
No answer	<b>4</b> commission members did not respond to the questionnaire

# Discussion on Strategic Approach

- What was your reasoning for your strategic choice preference?
- How strongly do you feel about your choice over others?
- Are members of the commission comfortable with Option 3?

# Screening Criteria Feedback

- Derived from Airport Site Selection Factors

Question	CACC Input
Are proposed screening criteria suitable?	95% answered Yes
<p>Are there other screening criteria that should be considered to eliminate a site from further consideration?</p> <p><i>Note:</i></p> <ul style="list-style-type: none"> <li>- <b>Screening criteria</b> are used to eliminate a possible site.</li> <li>- <b>Evaluation criteria</b> are used to rank possible sites.</li> </ul>	<p>Suggestions are a better fit for evaluation criteria:</p> <ul style="list-style-type: none"> <li>- Passenger demand</li> <li>- Proximity to other commercial service airports (not too close to SeaTac)</li> <li>- Land use/zoning</li> <li>- Community support</li> <li>- Economic growth and vitality</li> </ul>

*Discussion: Does this approach make sense?*

# Staff Analysis of Potential Sites

## Airport Sites Feedback Received

Question	CACC Input
Are there any additional sites that should be considered as part of the catalog of potential solutions?	Tri-cities (Pasco) Yakima Spokane

- A specific greenfield site has yet to be identified. Staff recommends that suggested additional airport sites may be more suited to be considered as system airports, rather than primary facilities.
- A system airport could serve as a satellite airport in the Puget Sound region or an additional airport outside the region that could offer passenger service and/or air cargo capacity elsewhere in the state.

### **SSB 5370: Staff Interpretation – System Airports**

*“Recommendations to the legislature on future Washington state long-range commercial aviation facility needs including possible additional aviation facilities or expansion of current aviation facilities... to meet anticipated commercial aviation, general aviation, and air cargo demands.”*

***Discussion: Do you agree with the System Airport approach for airports not considered for the Primary Commercial Aviation Facility?***

# Staff Analysis of Potential Sites

	Travel Time	Land (Acres)	Runway	Agency Lead	Transit Service	Miles to Interstate Exit	Traffic Congestion Issues	Concerns	WSDOT Assessment	PSRC Assessment	Possible List
Arlington	3	1200	5332'	City	No	3	High	North Seattle, Nearing Capacity, Runway length	Unlikely due to runway constraints	Potential to accommodate commercial air service	Possible
Auburn	5	111	3400'	City	Yes	6	High	Runway length, acreage, available off-airport land	Unlikely due to land and runway	Unable to accommodate commercial air service	
Bellingham	1	1200	6700'	Port	Yes	2	High	Proximity to population	Unlikely due to travel time	Not considered	
Bremerton National Airport	3	1172	6000'	Port	No	30	High	Runway length; road congestion	Possible	Potential to accommodate commercial air service	Possible
Chehalis-Centralia Airport	2	438	5000'	City	No	3	Low	Runway length, acreage, available off-airport land	Unlikely due to land and runway	Not considered	
Everett/ Paine Field	4	1250	9010'	County	Yes	4	High	Environmental limitations	Possible	Potential to accommodate commercial air service	Possible
Kent/ Norman Grier	4	66	3288'	Private	No	13	High	Runway length, acreage, available off-airport land	Unlikely due to land and runway	Unable to accommodate commercial air service	
Moses Lake/Grant County	0	4700	13503' and 10000'	Port	Yes	8	Low	Proximity to population	Unlikely due to travel time	Not considered	
Olympia (Black Lake)	4	N/A	N/A	County	No	~5	Periodic	Greenfield	Unlikely due to lack of sponsor	Not considered	
Olympia Regional Airport	4	1385	5500'	Port	Yes	2	Periodic	Runway length, Environmental, Road congestion	Unlikely due to lack of sponsor	Not considered	
Port Angeles	0	800	6347'	Port	Yes	108	Low	Proximity to population	Unlikely due to travel time	Not considered	
Puyallup/ Thun Field	5	200	3651'	County	Yes	13	High	Runway length, acreage, available off-airport land	Unlikely due to land and runway	Unable to accommodate commercial air service	
Renton	5	170	5382'	City	Yes	2	High	Runway length, Acreage, available off-airport land	Unlikely due to land and runway; King county	Unable to accommodate commercial air service	
Seattle/ Boeing Field	4	594	10007'	County	Yes	4	High	Acreage, available off-airport land	Unlikely - King County	Unable to accommodate commercial air service	
Shelton/ Sanderson Field	4	1054	5005'	Port	Yes	22	Low	Runway length	Possible	Not considered	Possible
Skagit	2	761	5478'	Port	Yes	5	High	Proximity to population, runway length, acreage	Unlikely due to travel time	Not considered	
Tacoma Narrows	5	568	5002'	County	No	8	High	Runway length, Acreage, Available land	Unlikely due to runway constraints	Potential to accommodate commercial air service	Possible
Tacoma/ McChord Field	5	3000	10108'	Military	No	1	High	Military use, Governance	Unlikely due to congressional concerns and lack of sponsor	Unable to accommodate commercial air service	
Toledo Airport	2	94	4479'	County	No	5	Low	Runway length, acreage	Possible but restricted by proximity to population	Not considered	Possible



# Airport Site Concerns

## Airport Site Concerns Feedback Received

Question	CACC Input
Do any of the sites that have been identified as possible give you concern?	<p>Respondents shared the following types of concerns:</p> <ol style="list-style-type: none"><li>Multiple sites may not be desirable to airlines</li><li>Multiple sites may not be financially feasible</li><li>Existing sites offer limited expansion due to potential encroachment</li></ol> <p>Specific site concerns:</p> <ul style="list-style-type: none"><li>Arlington is too close to Paine Field and is not a good choice</li><li>Toledo is too far from the population</li><li>JBLM is not supported by the military or congressional delegates</li><li>Bremerton is too far from the population and the Puget Sound is a barrier to access</li><li>Shelton is too far from the population</li><li>Tacoma Narrows has strong community opposition, and the Puget Sound is a barrier to access</li></ul>

***Discussion: Are there any other thoughts regarding these sites?***

# Evaluation Criteria

Commission members indicated strong support for proposed evaluation criteria

<b>Operational suitability</b>	80%
<b>Site suitability</b>	91%
<b>Partners/sponsors/community support</b>	86%
<b>Market factors</b>	66%
<b>Public benefit</b>	72%
<b>Economic feasibility</b>	80%
<b>Environmental stewardship</b>	88%
<b>Social equity</b>	80%

Topics that scored the highest

	High importance
<b>Operational Suitability</b>	
Clear airspace	64.71%
Runway length	76.47%
<b>Site Suitability</b>	
Electrical power	64.71%
Telecommunications	64.71%
<b>Partners/sponsors/community that should be considered</b>	
Airport sponsor support	64.71%
<b>Market factors</b>	
Geographic accessibility for passengers	64.71%
<b>Economic Feasibility</b>	
Potential of federal funding	82.35%
Potential costs	70.59%
<b>Environmental Stewardship</b>	
Noise impacts	64.71%
Air quality impacts	76.47%

# Suggested Additional Evaluation Criteria

**Commission members were asked to provide recommendations for additional evaluation criteria, summarized below:**

- Accessibility of services such as aircraft fuel
- Airside infrastructure to support aviation activities
- Consideration for airspace constraints
- Noise impacts on communities
- Land-use, terrain and soil suitability for infrastructure
- Transportation connections
- PPP, business community, and environmental group support
- Impacts to General Aviation
- Technology advancements and automation
- Air carrier support
- Role in contributing to the transportation system
- Contribution to improving aviation capacity
- Benefit to all segments of communities
- Contribution to meeting each aviation segment; commercial service, air cargo and GA
- Archeological and Historical Preservation

# Proposed Changes to Evaluation Criteria

- **Editorial (spelling and clarification)**
- **Covered as screening criteria**
  - Capacity improvements
  - Drive times
- **Address during Phase III**
  - Terrain/soil
  - Storm water detention
  - Jet fuel storage
  - Public private partnerships
  - Affordability to airport customers
  - Interaction with overall transportation system
  - Demand management
  - Potential revenues
- **Address during environmental process**
  - Potential for mitigation
  - Archeological and historical preservation
  - Sustainable building opportunities
- **DISCUSS TODAY**
  - Regarding measures for Partners/Sponsors/Communities, how should we think about support from various sectors?

# Discussion on Evaluation Criteria

- Are there any other major categories for evaluation criteria that should be considered besides:
  - Operational suitability
  - Site suitability
  - Sponsor and community support
  - Market factors
  - Public benefit
  - Economic feasibility
  - Environmental responsibility
- Are there other measures that should be considered for any of the evaluation criteria besides those proposed by staff? Are there any measured that should be changed or deleted?

# Discussion: Adjustment to CACC Timeline

- Commission Members and the public have expressed a concern about the current timeline
- Issues:
  - Social distancing requirements have made it difficult for the Commission to do its business and for the public to be able to provide input to the Commission's recommendations
  - Disruptions created by the COVID pandemic include:
    - Major economic downturns throughout the economy
    - Changes in travel behavior and work patterns
    - Airline industry disruptions
  - State budget shortfalls may impact the ability for the CACC to do additional technical analysis and public outreach
- Options
  1. Stay the course
  2. Request legislature to delay recommendations by one year to provide more time for CACC and staff to do additional analysis and outreach

# Next steps

- **Next steps in analysis**
  - Community/sponsor engagement on potential primary aviation facility sites
  - Develop a broader understanding of public and industry preferences (traveling public and shippers, air service and air cargo providers, General Aviation)
  - Explore and develop possible *System Airport* roles/contribution to capacity
  - Revise and update Evaluation Criteria
  - Conduct research to support Evaluation Criteria
- **October 2020 CACC Meeting, Potential Dates:**
  - 13th, Tuesday
  - 19th, Monday
  - 20th, Tuesday
  - 21st, Wednesday
  - 22nd, Thursday
  - 26th, Monday

# Questions?

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

The WSDOT Aviation Division

or go to

<https://www.wsdot.wa.gov/aviation/commission/home.htm>