

Item No. 10b supp

Meeting Date: August 8, 2023

COMMERCIAL AVIATION COORDINATING COMMISSION (CACC) FINAL UPDATE

**Port of Seattle Commission
August 8, 2023**

Warren Hendrickson
CACC Chair

Background

CACC's Charge

- Identify a single preferred location for a new commercial aviation facility by June 15, 2023

Membership/Administrative Support

- 15 voting members; 12 non-voting members
- WSDOT Aviation tasked with administrative support role

Substitute Senate Bill 5370 (2019); Substitute Senate Bill 5165 (2021)

Process

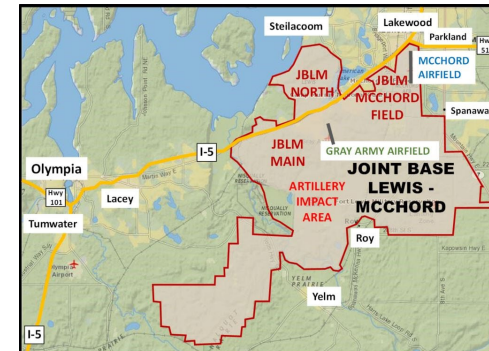
Goal, Timeline, and Funding

- Provide recommendations to the Legislature to solve the forecast shortage of capacity for commercial air passenger service, air cargo, and general aviation
- Three phased deadlines: January 2022, October 2022, June 2023
- Funding made available to the CACC was limited to public outreach/administrative purposes; no specific funding for research and analysis

Process

CACC Restrictions

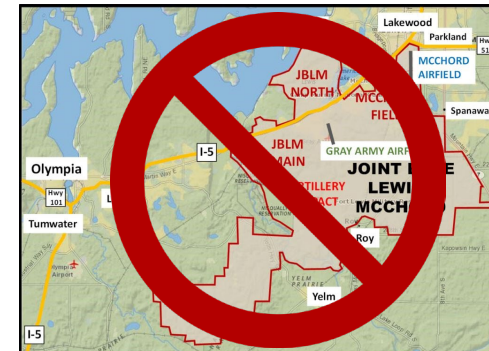
- Recommendations on commercial aviation facility needs must exclude those located in a county with a population of two million or more
- Options for a new primary commercial aviation facility may not include siting a facility on or in the vicinity of a military installation that would be incompatible with the installation's ability to carry out its mission requirements



Process

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The History & The Challenge

- 1992 [‘Flight Plan’ study](#) – A joint effort between Puget Sound Regional Council and Port of Seattle
 - Recommendations:
 - Build a 3rd runway at SeaTac Airport
 - Initiate commercial service at Paine Field
 - Construct a new airport in south Puget Sound
- Puget Sound Regional Council [Regional Aviation Baseline Study](#)
 - Completed in 2021
 - Forecasted
 - 27 million passenger enplanement gap
 - ~ 800,000 metric ton air cargo gap
 - \$31 Billion annual economic impact and 209,000 jobs if demand is met

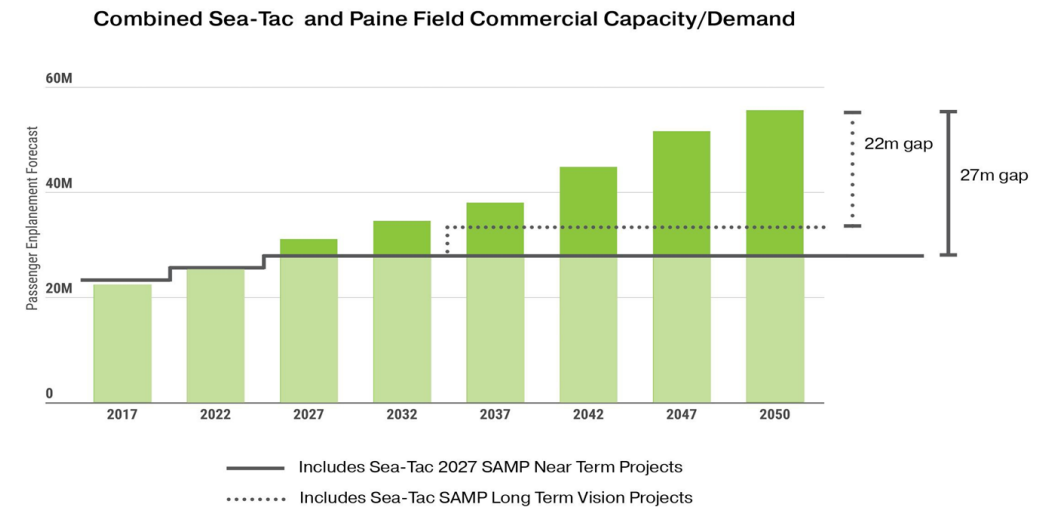
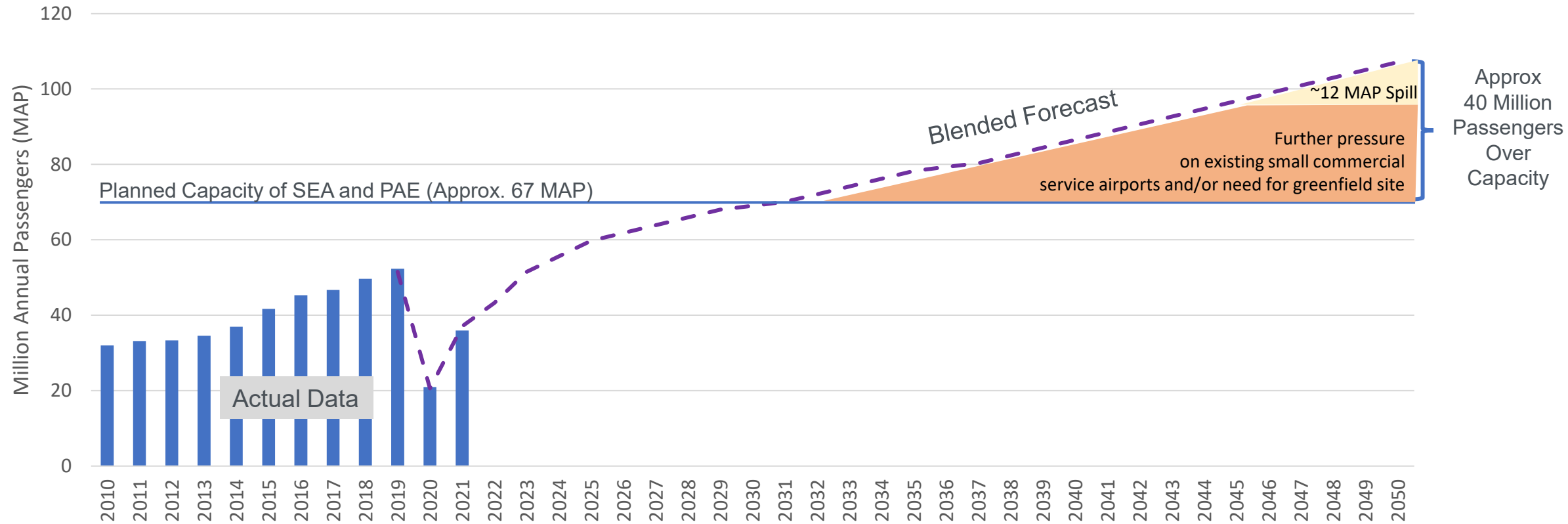


Table 6-2. Projected Demand Accommodating Scenarios

SCENARIOS FOR YEAR 2050 PASSENGER ENPLANEMENT DEMAND (55M)	2050 PASSENGER DEMAND/ CAPACITY MET	RESULTING ANNUAL PASSENGER ENPLANEMENT GAP	ESTIMATED ANNUAL ADDED ECONOMIC ACTIVITY	ESTIMATED ADDED JOBS TO THE REGION
Scenario 1: Baseline, Meet 50% to 60% of 2050 Demand	28,000,000 to 33,000,000	27,000,000 to 22,000,000	~\$4 billion to \$9 billion	~27,000 to 61,000
Scenario 2: Meet 80% of 2050 Demand	44,000,000	11,000,000	~\$20 billion	~135,000
Scenario 3: Accommodate 100% of 2050 Demand	55,000,000	0	\$31 billion	209,000

CACC Update

What Are We Solving For Today?



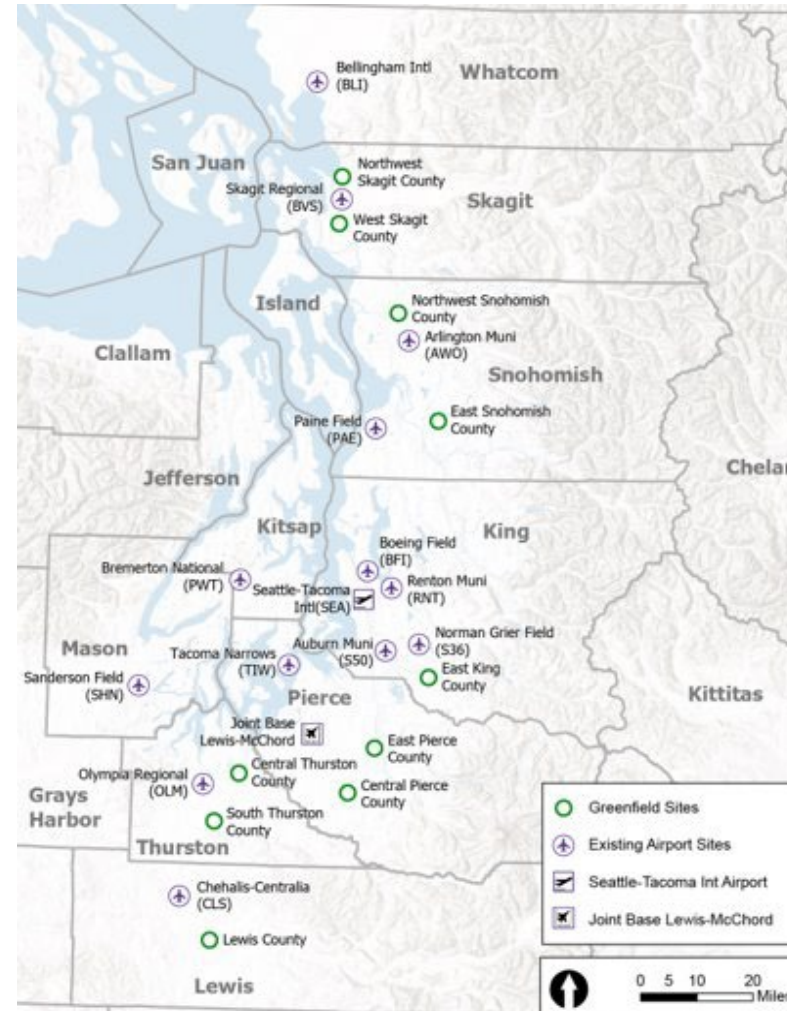
Phase 1 Conclusions

- Can the required capacity be met by existing airports? No
- Only a new airport on a “Greenfield Site” will successfully provide the needed capacity
- CACC was not funded for such technical analysis
- Advent of the Aviation System Plan
 - Separate but parallel effort
 - In-depth technical analysis of statewide aviation system



Greenfield Sites

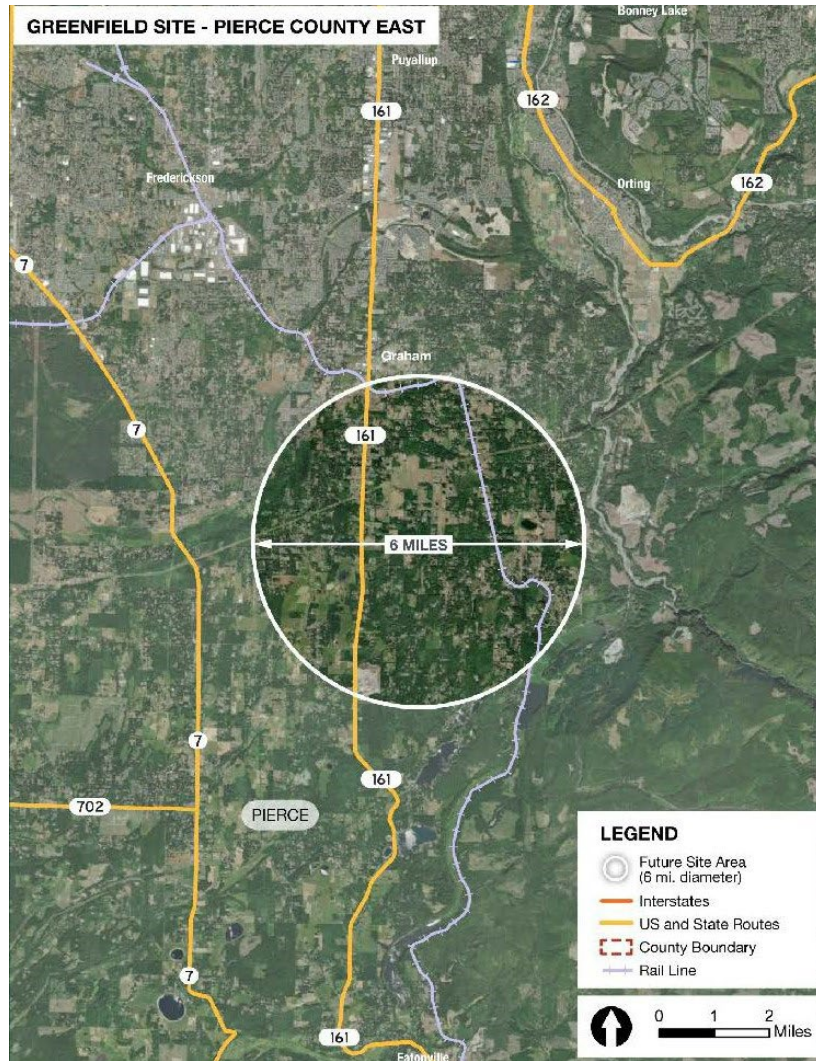
- Skagit County Northwest
- Skagit County Southwest
- Snohomish County Northwest
- Snohomish County Southeast
- King County Southeast **
- Pierce County East
- Pierce County Central
- Thurston County Central
- Thurston County South
- Lewis County



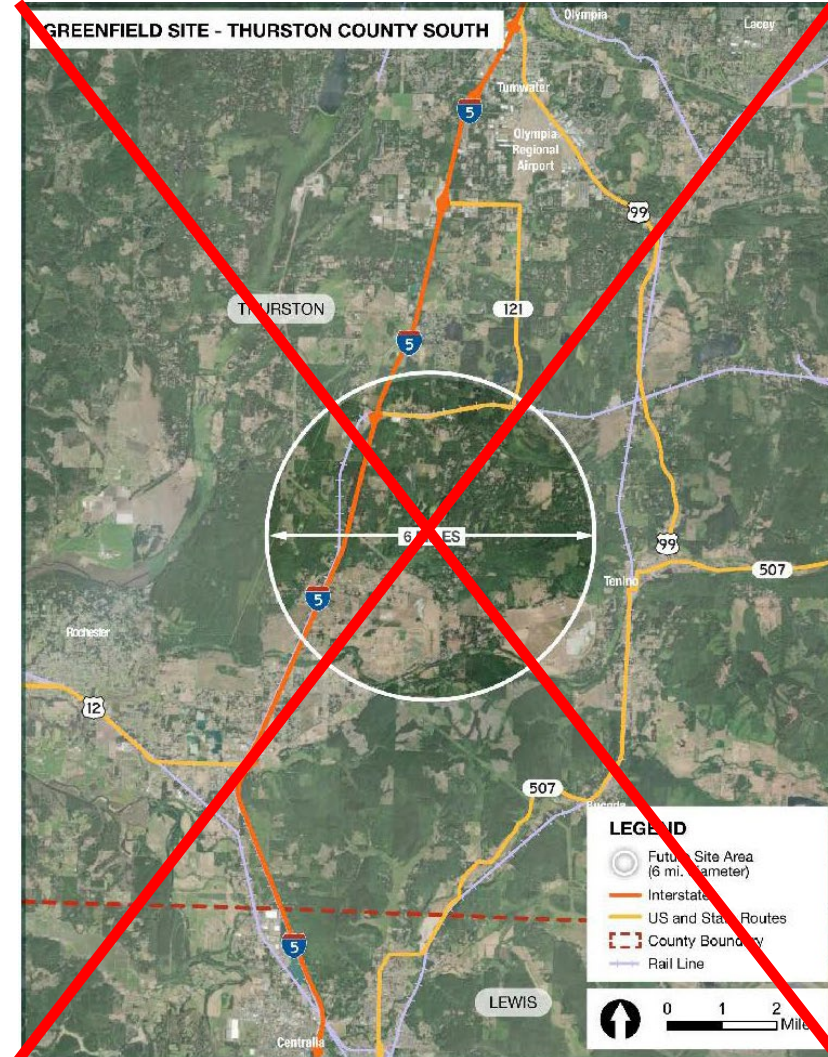
Narrowing the Options

Criterion Category	Essential Factor	Greenfield Sites									
		Skagit County Northwest	Skagit County Southwest	Snohomish County Northwest	Snohomish County Southeast	King County Southeast	Pierce County East	Pierce County Central	Thurston County Central	Thurston County South	Lewis County
	Terrain Impact										
	Property Acquisition										
	Environmental Justice										
	Wetland Impact										
	Floodplain Impact										
	Incompatible Land Use										
	Population Served										
	Unaccommodated Passenger Demand	4.4 MAP	6.4 MAP	19.9 MAP	20.3 MAP	22.2 MAP	20.8 MAP	19 MAP	7.9 MAP	4.6 MAP	1.2 MAP

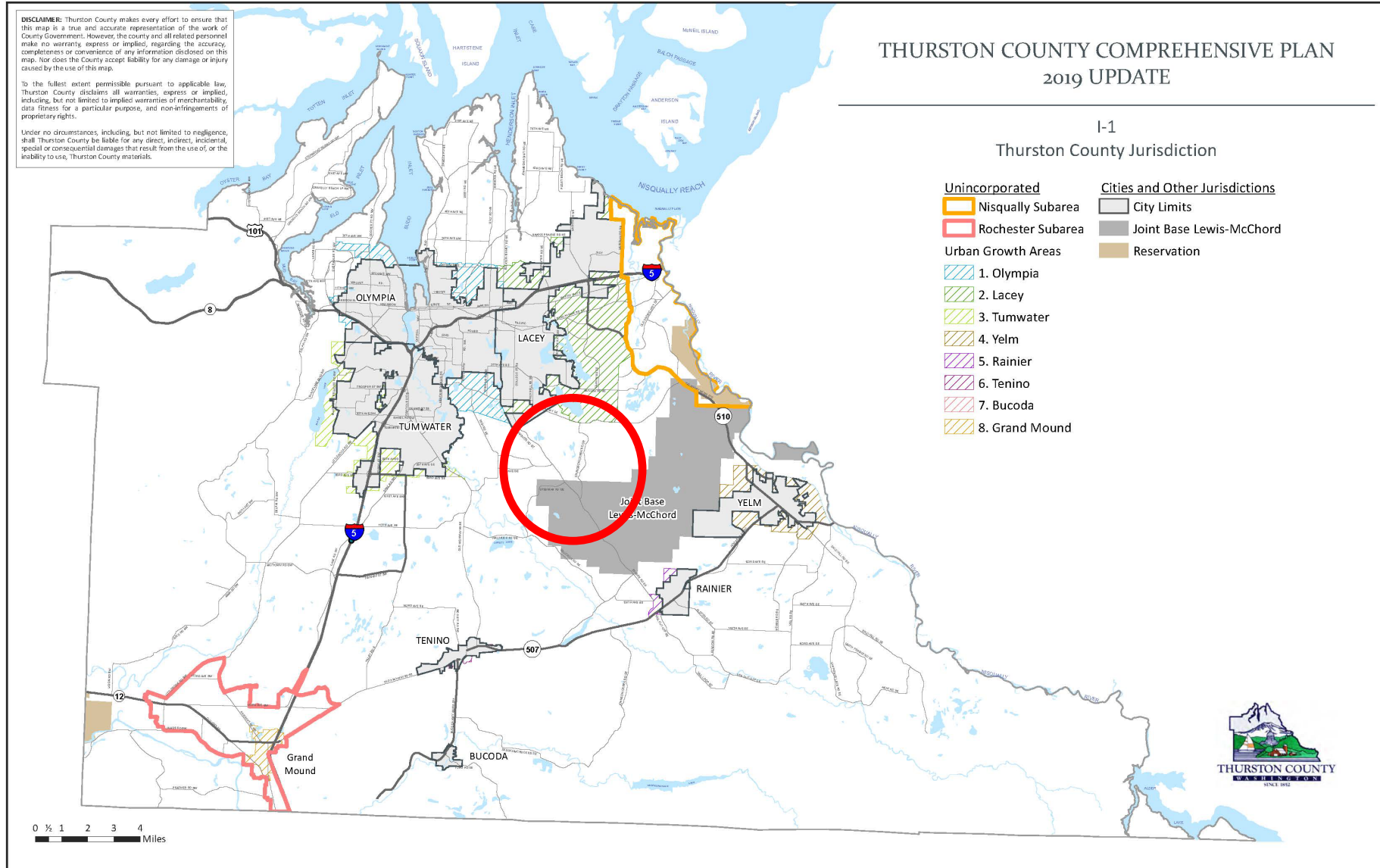
CACC Update



CACC Update



CACC Update



Phase 2 Recommendation

- Add capacity to Paine Field according to its Airport Master Plan
- Continue to develop a greenfield site option with a 3,100-acre, two-runway configuration in Pierce County Central, Pierce County East, or Thurston County Central



Interface with Local Governments/Public Feedback

- Not a single local government entity (city, county, or port) – nor sovereign tribal nations – in Pierce and Thurston County supports a new greenfield site airport
- Universally widespread public opposition
- Transportation/infrastructure limitations
- Environmental concerns

Interface with Local Governments/Public Feedback (cont'd)

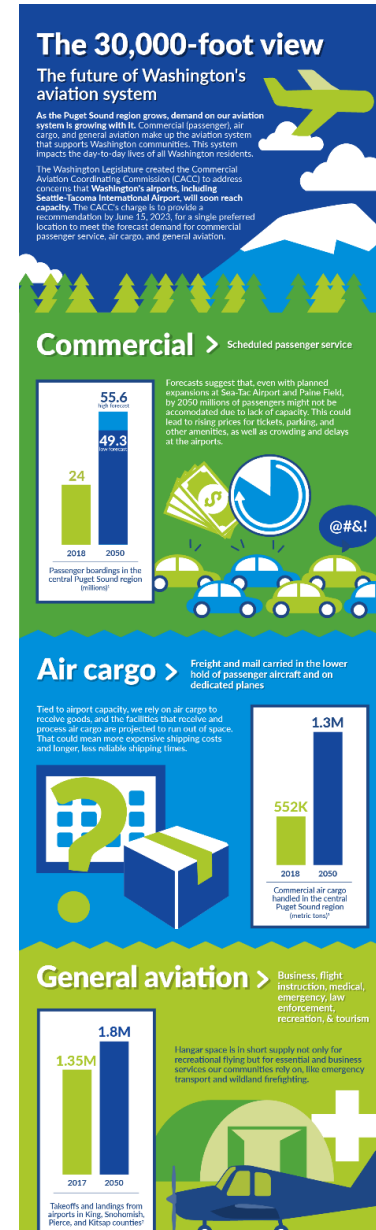
- City of Yakima has formally requested that the CACC choose Yakima Air Terminal/McAllister Field as the single preferred location
- Three consistent responses from the public:
 - Build to meet capacity in an environmentally sustainable way
 - Expand existing airports
 - Maximize travel by rail
- The public outreach challenge

No Action Alternative

- “No action” does not mean “no implications”
- Potential implications of taking no action can include, in general:
 - Economic impacts: congestion raises prices/reduces economic impact
 - Implementation of slot control / demand management techniques
 - Increase in ticket prices / fares become less competitive
 - Overall airfield restrictions / increased delays
 - Decreased passenger level of service (LOS) / less seats available
 - Increased pressure on existing small commercial service airports

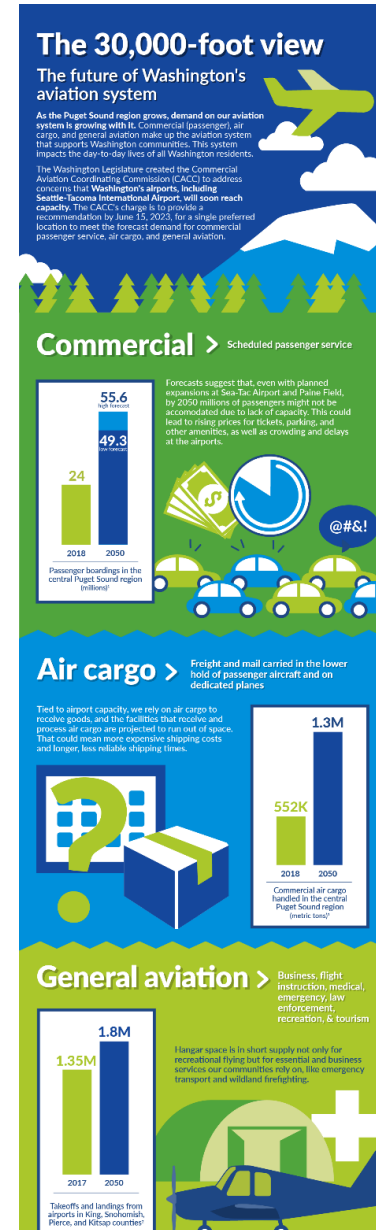
Public Engagement Metrics

- Introductory 1 statistically-representative, random-sample survey mailed to 33,000 households
- 3 online open houses with approximately 50,900 users
- 64,537 multiple-choice question answers received and 14,414 open-ended comments received through online open houses
- 2 series of virtual public meetings with 393 attendees
- 5 virtual drop-in sessions with 419 attendees



Public Engagement Metrics (cont'd)

- 25 listserv messages to 920 subscribers
- 3 infographics
- Dozens of briefings for community groups, media interviews, local governments and elected officials
- 4 meetings of a community-based organization working group
- Over 2,500 emails to the CACC inbox



Recap of ESHB 1791

April 20: Bill Passed, Signed, and Delivered to Governor

May 15: Gubernatorial Action

➤ **Purposes of Bill:**

- Create a new Commercial Aviation Work Group (CAWG)
- Establish new tasking and membership
- Transfer remaining CACC funding to CAWG
- Repeal the statutes creating the CACC, effectively abolishing this Commission
- Place the bill into immediate effect

Recap of ESHB 1791 (cont'd)

- Governor Inslee's Actions:
 - Signed ESHB 1791 into law, became effective July 23
 - Vetoed sections 3, 5, 7, and 8 of the bill
- Vetoed sections that did not become law include:
 - Section 3: CAWG task list
 - Section 5: Funding transfer
 - Section 7: Repeal of the statutes that created the CACC
 - Section 8: Placed the CAWG into immediate effect

Commission Member Survey

Commission Member Survey

Question 2

- Do you believe that future commercial aviation capacity needs (passenger and cargo) can be met with existing airports or that a greenfield site is required?
 - Use of existing airports will be sufficient 1
 - Only a greenfield site can provide the needed capacity 13

Commission Member Survey

Question 4

➤ Shall the single preferred location for a new commercial aviation facility be Paine Field or a greenfield site?

- | | |
|-------------------|----|
| ▪ Paine Field | 3 |
| ▪ Greenfield Site | 13 |

Commission Member Survey

Question 5

➤ Which greenfield site do you prefer?

- | | |
|--|----|
| ▪ Pierce County East | 0 |
| ▪ Pierce County Central | 1 |
| ▪ Thurston County Central | 0 |
| ▪ A yet-to-be-identified greenfield site | 13 |

Commission Member Survey

Question 6

➤ Should Yakima Air Terminal-McAllister Field be selected as the single preferred location for a new primary commercial aviation facility?

- | | |
|-------|----|
| ▪ Yes | 3 |
| ▪ No | 11 |

Commission Member Survey

Question 7

➤ Do you believe it is possible to have a new primary commercial aviation facility complete and functional by 2040?

- Yes 8
- No 8

Commission Member Survey

Question 9

- The following items are ranked in their order of importance, once a commercial aviation facility site is selected:
 - Identification of airport sponsor
 - Commitments of funding to build the facility
 - Airport Master Plan creation
 - Commitment of funding to build the supporting infrastructure (roads, rail, utilities, stormwater, wastewater, etc.) to the facility
 - Industry commitments to operate from the new site
 - Environmental approvals (NEPA, SEPA)

Commission Member Survey

Question 11

➤ Would you prefer a “No Action” alternative be the CACC’s response to the state legislature?

- | | |
|-------|----|
| ▪ Yes | 5 |
| ▪ No | 11 |

Commission Member Survey

Question 14

➤ Has the inability to make any recommendations located in King County been a hindrance to the CACC process?

- Yes 9
- No 7

Commission Member Survey

Question 15

➤ Has the inability to make any recommendations on or near a military installation been a hindrance to the CACC process?

- | | |
|-------|----|
| ■ Yes | 10 |
| ■ No | 6 |

Commission Discussion

Final Recommendations

Commission Discussion

Considerations

- Public Feedback
- Lack of Local Government Support (City/County/Port)
- Lack of Indian Sovereign Nation Support
- Legislative Intent Behind HB 1791
- Governor's Veto Comments
- CACC Member Survey Responses
- Statutory Responsibility

Commission Discussion

Three Recommendations Required

- Single Preferred Commercial Aviation Facility
 - Voting Members Only
 - Nine Votes Minimum Required
- Additional Recommendations for General Aviation, Commercial Passenger Service, and Commercial Air Cargo
- Recommendations for the Single Preferred Commercial Aviation Facility to be Operational by 2040

Final Outcome

Next Steps for the CACC /CAWG

- Final CACC report completed and submitted to the state legislature July 17, 2023
- CACC legally sunsetted on June 30, 2023
- CAWG legally established July 23, 2023
- Recruitment of CAWG members, tasking, meeting schedule TBD
- CACC Chair has offered to assist CAWG with the transition

Next Steps For All of Us

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- Do we agree there is a problem?

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- Do we agree it is worth solving?

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- Do we agree there is a problem?
- Do we agree it is worth solving?
- If so, how do we solve it?

Next Steps For All of Us

- Do we agree there is a problem?
- Do we agree it is worth solving?
- If so, how do we solve it?
- If not, are we willing to accept the consequences of No Action?

Questions???

<https://wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission>

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