

Commercial Aviation Coordinating Commission (CACC) Update

December 15, 2022

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Acting Chair

Background

- The CACC was created in 2019 by Substitute Senate Bill 5370, and its timeline extended in 2021 by SSB 5165
- The Commission consists of fifteen voting members and twelve non-voting members appointed by the Governor's Office
- The Commission is charged with recommending a single preferred location for a new commercial aviation facility by June 15, 2023
- WSDOT Aviation was tasked by the legislature to provide administrative support to the Commission

Commercial Aviation Coordinating Commission (CACC)

VS.

WSDOT Aviation System Plan (ASP)

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

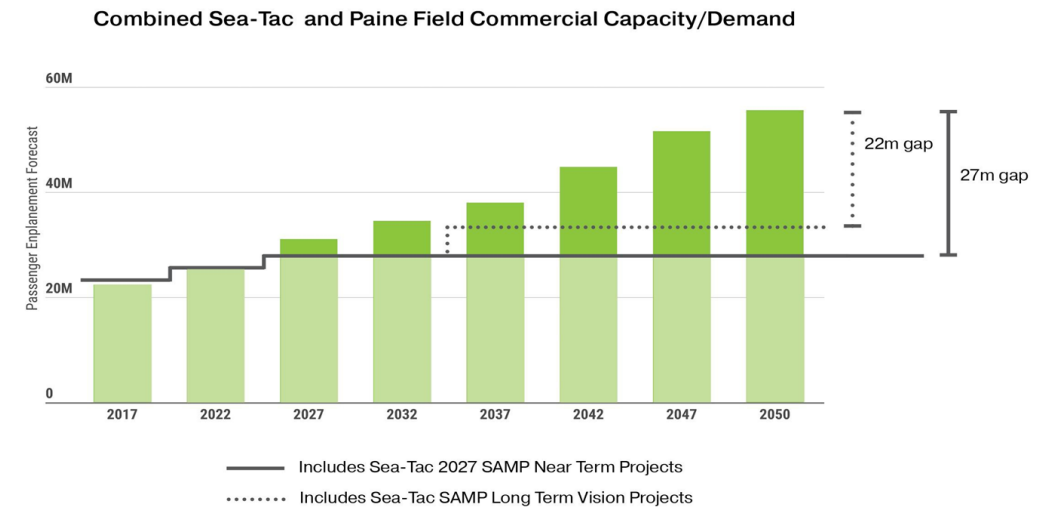
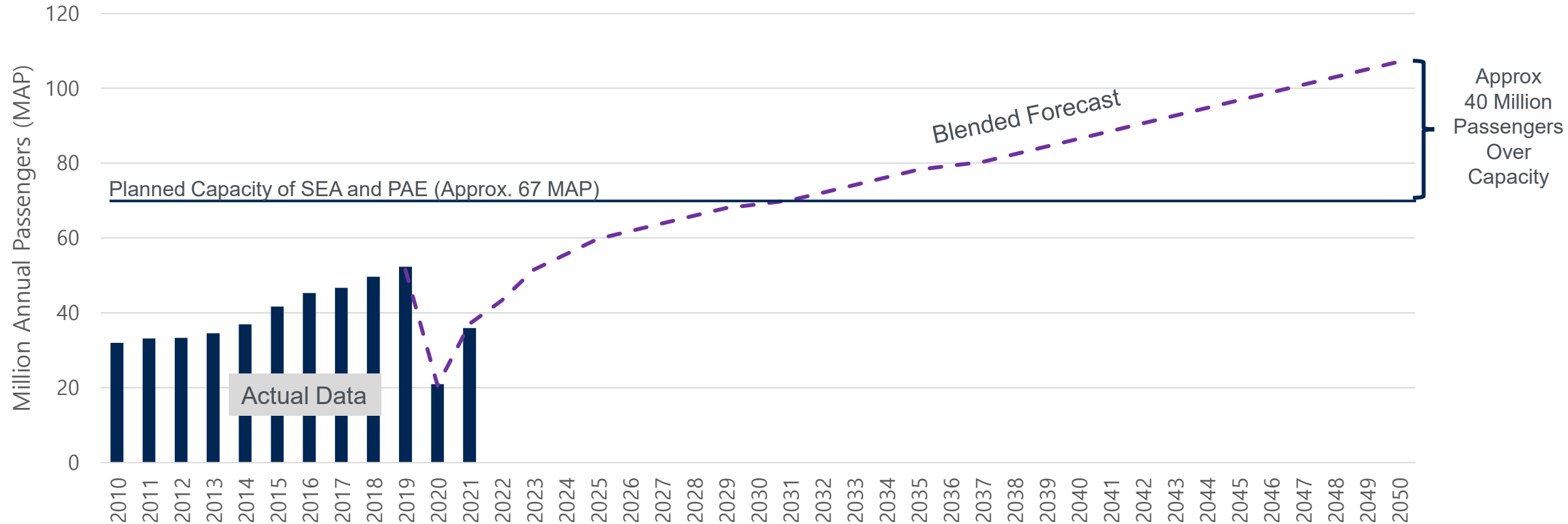


Table 6-2. Projected Demand Accommodating Scenarios

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

Forecast Demand



Guiding Principles

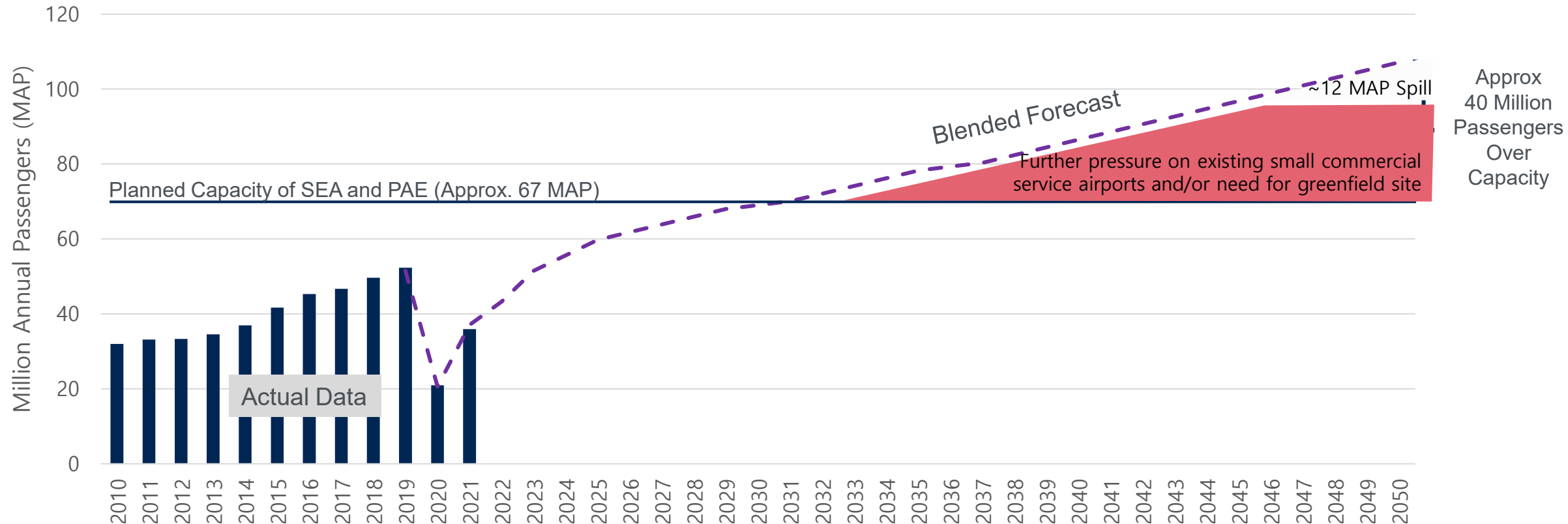
- Public benefit: Defined as benefiting the greater good, or the broader public, over an individual entity or group.
- Economic feasibility: Defined as the degree to which the economic advantages of something to be made, done, or achieved are greater than the economic costs: Can we fund it?
- Environmental 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 and to reduce environmental and health disparities in Washington state to improve the health of all Washington state residents.
- Social equity: Defined as fair access to opportunity, livelihood and the full participation in the political and cultural life of a community.

Progress to Date

- Throughout 2020 the CACC explored the possibility of expanding existing airports to meet the forecasted need.
- The “Top 6” – Paine/Bremerton/Arlington/Tacoma Narrows/Shelton/Lewis County
- Greenfield Sites Screening Criteria
 - Operational Capability and Capacity Potential
 - Ground Access
 - Development Costs
 - Potential Environmental Impacts
 - Market Factors
- The “Top 2” – Paine Field + Greenfield Site (Pierce East/Pierce Central/Thurston Central)

Can Capacity Needs Be Met Without a New Airport?

No Action Alternative

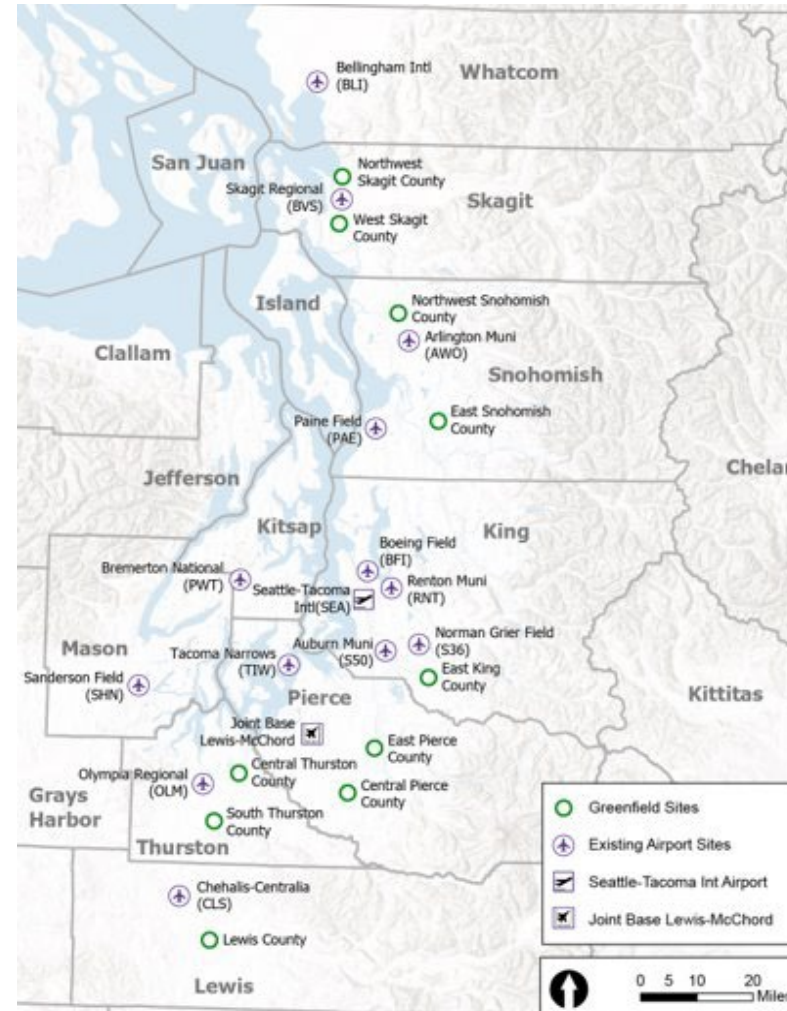


No Action Alternative

- “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

Greenfield Sites

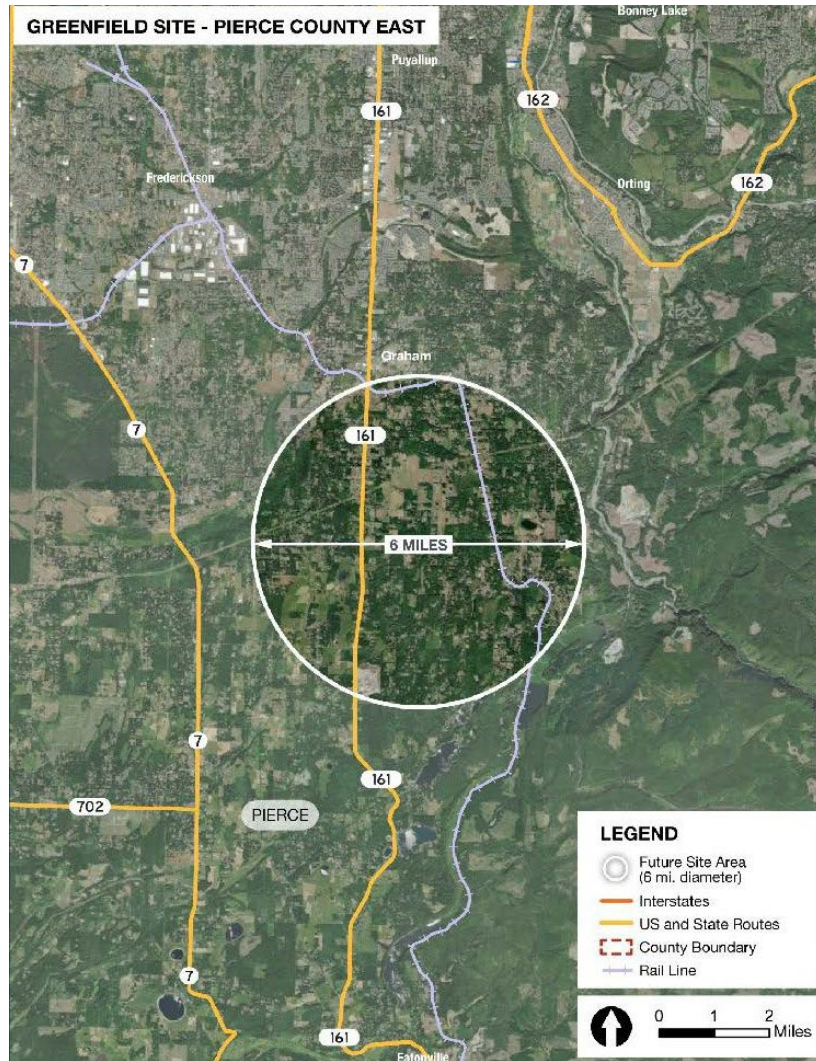
- Skagit County Northwest
- Skagit County Southwest
- Snohomish County Northwest
- Snohomish County Southeast
- King County Southeast **
- Pierce County East
- Pierce County Central
- Thurston County Central
- Thurston County South
- Lewis County



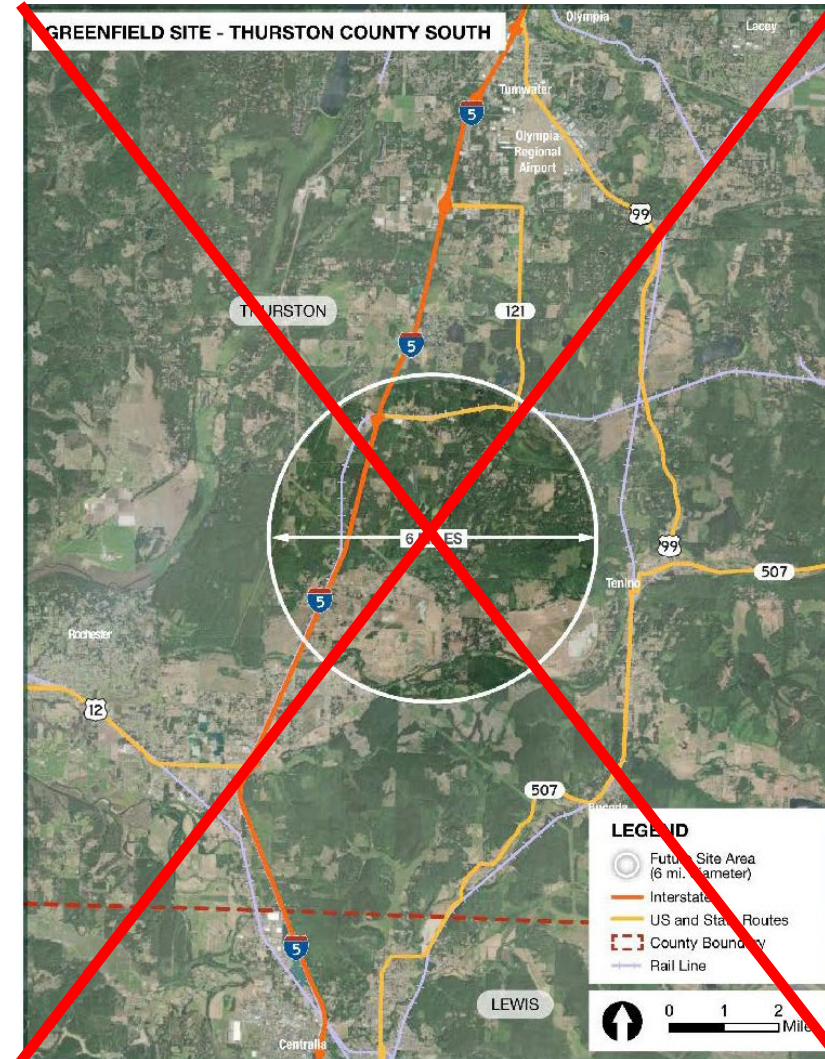
Narrowing the Options

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

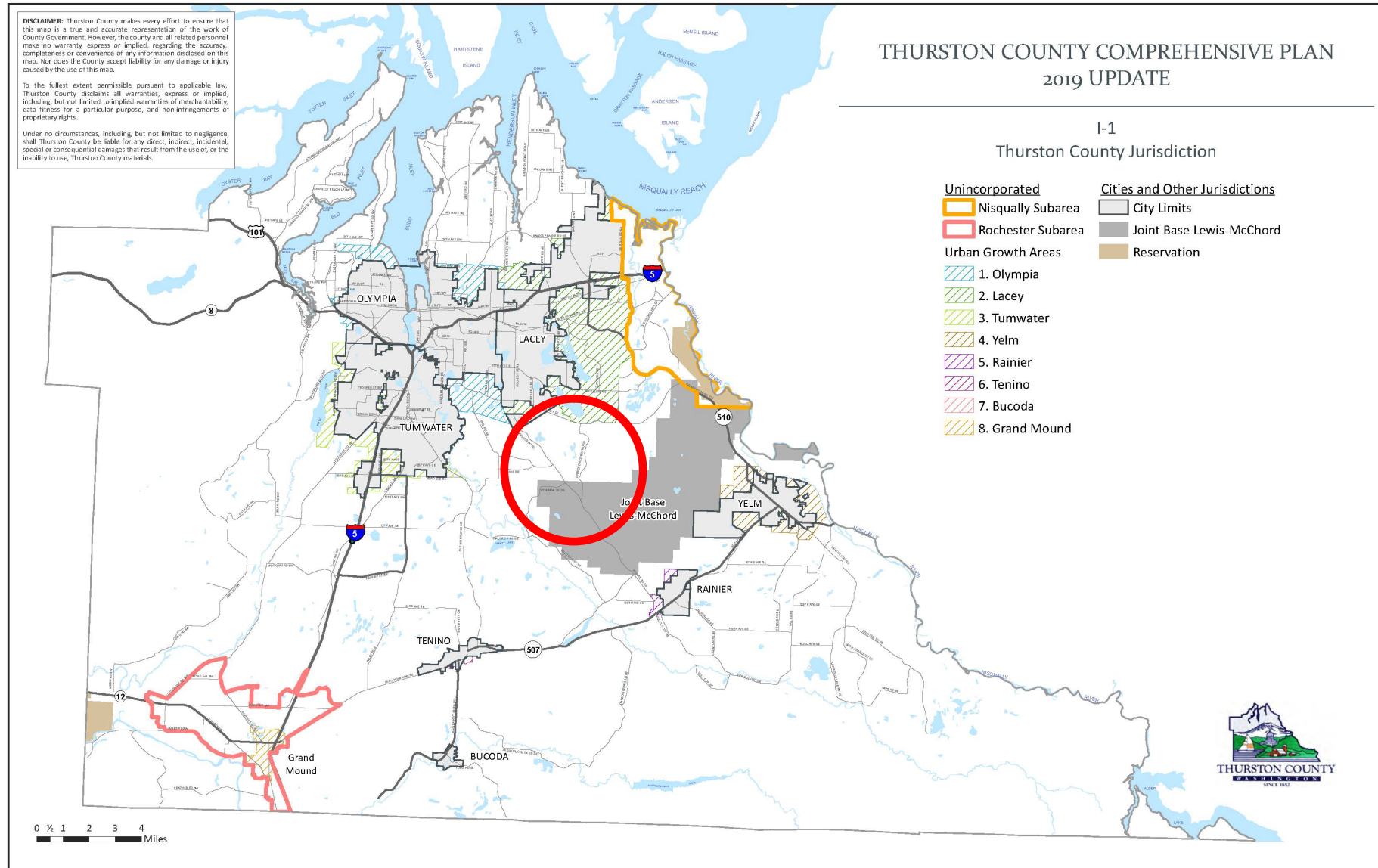
CACC Update



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Next Steps – Technical Analysis

- Airspace Review – with assistance from the FAA
- Air Cargo Analysis
- Environmental Review
- Transportation/Access Analysis
- Infrastructure Analysis
- Rough Order of Magnitude (ROM) Cost Estimates

Public Engagement

- Initial outreach initially focused on existing airports
 - Outreach to airport sponsors (counties, cities and port districts)
 - Outreach to the public for the reduce list of six existing airports (initially considered 19 existing airports)
 - Online surveys
 - Online open house
- Second round of outreach focused on the ten initial greenfield sites
 - Outreach to community-based organizations, County Executives and Public Works Directors
 - Outreach to the public
 - Online surveys
 - Online open house
 - Virtual public meetings
- Planning team currently refining third round of outreach

Given Widespread Public Opposition...

- It is clear what is opposed...
- Are there other options?
- What do you or would you favor?
- How do we collaboratively solve this?

What Else?

- Airport Sponsorship
- Airport of the Future
- TVW Interviews
- Additional Legislation Needed?

Questions ???



Thank You...

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