

A **RESOLUTION** of the Port of Tacoma Commission regarding the proposed siting of a new commercial airport in Western Washington.

WHEREAS, the Washington State Legislature in 2019 established the Commercial Aviation Coordinating Commission (“CACC”); and

WHEREAS, the CACC is charged with providing recommendations to the Legislature for how to solve the forecasted shortage of capacity for commercial air passenger service, air cargo, and general aviation; and

WHEREAS, CACC’s enabling legislation prohibits it from recommending any new commercial airport location in King County; and

WHEREAS, no representative of the Port of Tacoma is a member of the CACC, and the Port has not participated in the process to date; and

WHEREAS, the CACC has narrowed choices down to two options: Option #1 proposes adding capacity to Paine Field according to its Airport Master Plan (with potential for additional capacity), under the assumption the Port of Seattle executes its Sustainable Airport Master Plan (SAMP) for SeaTac Airport and assists other airports interested in pursuing regional commercial service (distributed air service supported by emerging technology); Option #2 is to develop a greenfield site option with a two runway configuration, with three sites under consideration: Pierce County Central, Pierce County East and Thurston County Central; and

WHEREAS, any new airport will need an evaluation of a comprehensive transportation support system, including mass transit, which is integrated into the regional transportation system; and

WHEREAS, any new airport will need to be in the proximity to the North-South corridor of Interstate 5; and

WHEREAS, none of the preliminary listed greenfield locations in Pierce County are in proximity to Interstate 5 or served by mass transit; and

WHEREAS, the Port of Tacoma is a federally designated Strategic Port intended to serve as the primary load center for Joint Base Lewis McChord (JBLM), therefore any new Pierce County airport must not impede or interfere with operations at JBLM; and

WHEREAS, a discussion of aviation capacity will also need to include a thorough study of governance and financing options for a new airport.

NOW, THEREFORE, be it resolved by the Port of Tacoma Commission that:

1. The Port of Tacoma supports the CACC recommendation of adding capacity to Paine Field according to its Airport Master Plan (with potential for additional capacity), and assuming the Port of Seattle executes its Sustainable Airport Master Plan (SAMP) for SeaTac Airport;
2. The Port of Tacoma is not interested in sponsoring, owning nor operating an airport in the Port District and is also not interested in purchasing property using eminent domain or other means to do so;
3. The Port of Tacoma believes the proximity of the Pierce County sites to JBLM and its strategic operations, the lack of infrastructure to support transport to and from I-5, and the

potential devastating impact on rural farm and residential lands make the identified Pierce County sites poor choices for an airport the size that is needed to alleviate the overcrowding at SeaTac Airport;

4. The Port of Tacoma believes the Washington State Legislature should revisit the enabling statute creating the CACC and establish a more integrated public transportation system criteria for potential locations. Revisiting the enabling statute should also include criteria that considers both governance and financing options.

ADOPTED by a majority of the members of the Port of Tacoma Commission at a regular meeting held on the **17th day of January, 2023**, a majority of the members being present and voting on this resolution and signed by its President and attested by its Secretary under the official seal of said Commission in authentication of its passage this 17th day of January, 2023.

Deanna M. Keller, President
Port of Tacoma Commission

ATTEST:

John McCarthy, Secretary
Port of Tacoma Commission