



# **COMMERCIAL AVIATION COORDINATING COMMISSION (CACC) UPDATE**

**Washington State House Transportation Committee  
January 9, 2023**

***Warren Hendrickson***

*CACC Chair*

***Larry Krauter***

*Voting Member*

## *Presentation Topics*

- Background/Process/Guiding Principles
- History & The Challenge
- Analysis of Existing Airports/Phase 1 Recommendation
- Need for Greenfield Site Locations/Aviation System Plan Assistance
- Phase 2 Recommendation
- Interface with Local Governments/Public Feedback
- Phase 3 Analysis In Process
- Questions & Discussion

## *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 2021, 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

## *Guiding Principles*

- Public benefit
- Economic feasibility
- Environmental responsibility
- Social equity

## *The History & The Challenge*

- 1992 [‘Flight Plan’ study](#) – A joint effort between Puget Sound Regional Council and Port of Seattle
  - Recommendations:
    - Build a 3<sup>rd</sup> 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

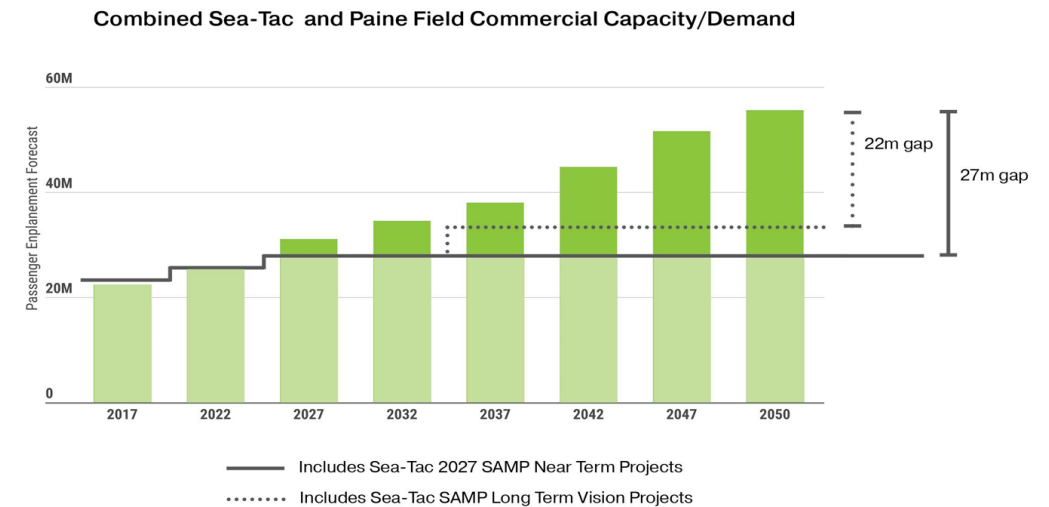


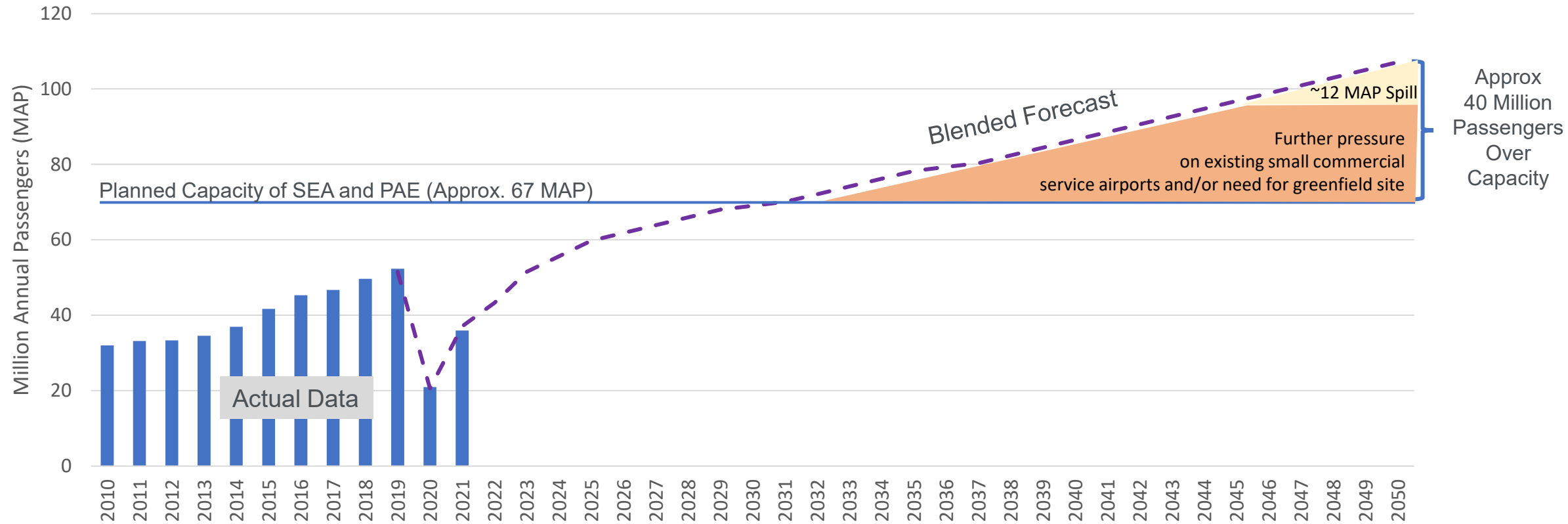
Table 6-2. Projected Demand Accommodating Scenarios

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?*





## *Analysis of Existing Airports/Phase 1 Recommendation*

- 18 Airports Initially Identified
- Reduced to 6 for the Phase 1 Recommendation
  - Paine Field (Everett) – Commercial Passenger & Cargo Potential
  - Bremerton National – Commercial Cargo Potential
  - Arlington – General Aviation Potential
  - Tacoma Narrows (Gig Harbor) – General Aviation Potential
  - Sanderson Field (Shelton) – General Aviation Potential
  - Ed Carlson Memorial (Toledo) – General Aviation Potential

## *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 Identified by Aviation System Plan*

- Within 100 miles of Seattle and west of the Cascade Mountains
- Representative locations
- 10 sites, 6 counties
- 8 essential factors evaluated
  - Terrain, property acquisition, wetland, floodplain, incompatible land use, environmental justice, population served, unaccommodated passenger demand



## *Identified – But Not Evaluated – Challenges with Greenfield Sites*

- Impacts on communities and neighborhoods
- Airspace
- Environmental impacts (water, habitat, air quality, noise, etc.)
- Tribal interests
- Infrastructure requirements
- Uncertainties associated with Growth Management Act
- Airport sponsorship

## *Phase 2 Recommendation*

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



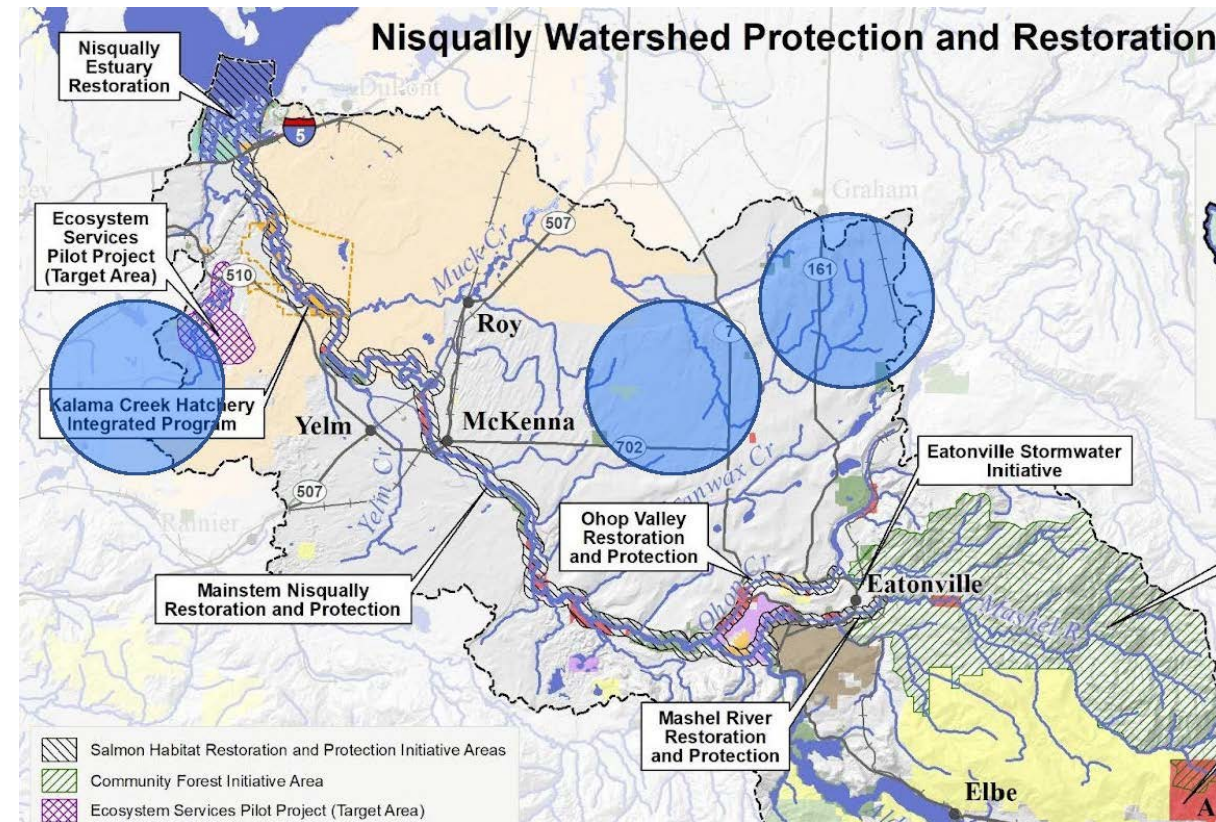
## *Interface with Local Governments/Public Feedback*

- 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)*

- Nisqually Tribal Council
  - December 5, 2022
- Nisqually River watershed, Medicine Creek Treaty rights, usual and accustomed fishing areas, salmon habitat deterioration
- All three greenfield sites are likely to impact watershed water quality and tribal treaty rights





## *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

## *Phase 3 Underway to Final Recommendation*

- Airspace review (with assistance from the FAA and Military)
- Air cargo analysis
- Additional environmental factor analysis
- Transportation/access analysis
- Infrastructure analysis
- Rough Order of Magnitude (ROM) cost estimates

## *Initial Airspace Evaluation*

- Puget Sound airspace is extremely congested
- Greenfield site airspace is extremely challenging
- Three sites with airspace potential already eliminated
- Paine Field airspace has limited expansion potential



## Initial Rough Order of Magnitude Cost Estimates

- 3100 acres; 2 runways
- Airport only 2023 pricing:  
*\$13.8 Billion*
- Airport only at 2043  
construction midpoint with  
anticipated cost escalation:  
*\$24.6 Billion*

WSDOT Aviation Systems Plan

### SUMMARY

DESCRIPTION	TOTAL SF AREAS	COST PER SF	TOTAL 1st Quarter 2023	ESCALATION	TOTAL 1st Quarter 2043
<b>Airport Layout Option 1</b>			<b>\$ 10,751,100,000</b>	<b>\$ 8,428,900,000</b>	<b>\$19,180,000,000</b>
Terminal Building	2,000,000	\$ 2,319.65	\$ 2,577,400,000	\$ 2,061,900,000	\$ 4,639,300,000
Concourse Building	1,000,200	\$ 2,415.85	\$ 1,342,500,000	\$ 1,073,900,000	\$ 2,416,400,000
Terminal Sitework			\$ 633,400,000	\$ 476,900,000	\$ 1,110,300,000
Transit Connection (1 mile long connection)			\$ 2,395,600,000	\$ 1,916,400,000	\$ 4,312,000,000
Rental Car Garage & Customer Service Building	2,436,600	\$ 400.00	\$ 541,500,000	\$ 433,200,000	\$ 974,700,000
Rental Car QTA (Washes, Fueling, Maintenance )	1,200,000	\$ 638.23	\$ 476,600,000	\$ 289,300,000	\$ 765,900,000
Air Traffic Control Tower	68,860	\$ 2,749.35	\$ 105,200,000	\$ 84,200,000	\$ 189,400,000
Airport Rescue and Fire Fighting Facility (ARFF)	49,010	\$ 1,863.09	\$ 50,800,000	\$ 40,600,000	\$ 91,400,000
Cargo Facility	1,000,000	\$ 1,551.55	\$ 862,000,000	\$ 689,600,000	\$ 1,551,600,000
Airline Maintenance & Support Facility	400,000	\$ 1,571.05	\$ 349,200,000	\$ 279,300,000	\$ 628,500,000
Aeronautical Facility (FBO)	18,300	\$ 1,269.95	\$ 13,000,000	\$ 10,300,000	\$ 23,300,000
Airfield Layout Option 1			\$ 1,403,900,000	\$ 1,073,300,000	\$ 2,477,200,000
<b>Airport Layout Option 2</b>			<b>\$ 13,816,300,000</b>	<b>\$10,844,300,000</b>	<b>\$24,660,600,000</b>
Terminal Building	2,500,000	\$ 2,319.65	\$ 3,221,800,000	\$ 2,577,400,000	\$ 5,799,200,000
Concourse Building	1,400,000	\$ 2,415.85	\$ 1,879,000,000	\$ 1,503,200,000	\$ 3,382,200,000
Terminal Sitework			\$ 764,500,000	\$ 575,700,000	\$ 1,340,200,000
Transit Connection (1 mile long connection)			\$ 2,395,600,000	\$ 1,916,400,000	\$ 4,312,000,000
Rental Car Garage & Customer Service Building	3,120,000	\$ 400.00	\$ 693,400,000	\$ 554,600,000	\$ 1,248,000,000
Rental Car QTA (Washes, Fueling, Maintenance )	1,560,000	\$ 638.23	\$ 619,600,000	\$ 376,100,000	\$ 995,700,000
Air Traffic Control Tower	68,860	\$ 2,749.35	\$ 105,200,000	\$ 84,200,000	\$ 189,400,000
Airport Rescue and Fire Fighting Facility (ARFF)	49,010	\$ 1,863.09	\$ 50,800,000	\$ 40,600,000	\$ 91,400,000
Cargo Facility	1,400,000	\$ 1,551.55	\$ 1,206,800,000	\$ 965,400,000	\$ 2,172,200,000
Airline Maintenance & Support Facility	700,000	\$ 1,571.05	\$ 611,000,000	\$ 488,800,000	\$ 1,099,800,000
Aeronautical Facility (FBO)	31,600	\$ 1,269.95	\$ 22,300,000	\$ 17,900,000	\$ 40,200,000
Airfield Layout Option 2			\$ 2,246,300,000	\$ 1,744,000,000	\$ 3,990,300,000
<b>Airport Layout Option 3</b>			<b>\$ 17,485,400,000</b>	<b>\$13,718,700,000</b>	<b>\$31,204,100,000</b>
Terminal Building	3,500,000	\$ 2,319.65	\$ 4,510,500,000	\$ 3,608,300,000	\$ 8,118,800,000
Concourse Building	1,570,000	\$ 2,415.85	\$ 2,107,200,000	\$ 1,685,700,000	\$ 3,792,900,000
Terminal Sitework			\$ 803,100,000	\$ 604,800,000	\$ 1,407,900,000
Transit Connection (1 mile long connection)			\$ 2,395,600,000	\$ 1,916,400,000	\$ 4,312,000,000
Rental Car Garage & Customer Service Building	4,056,000	\$ 400.00	\$ 901,400,000	\$ 721,000,000	\$ 1,622,400,000
Rental Car QTA (Washes, Fueling, Maintenance )	2,028,000	\$ 638.23	\$ 805,400,000	\$ 489,000,000	\$ 1,294,400,000
Air Traffic Control Tower	68,860	\$ 2,749.35	\$ 105,200,000	\$ 84,200,000	\$ 189,400,000
Airport Rescue and Fire Fighting Facility (ARFF)	49,010	\$ 1,863.09	\$ 50,800,000	\$ 40,600,000	\$ 91,400,000
Cargo Facility	2,000,000	\$ 1,551.55	\$ 1,724,000,000	\$ 1,379,100,000	\$ 3,103,100,000
Airline Maintenance & Support Facility	980,000	\$ 1,571.05	\$ 855,400,000	\$ 684,300,000	\$ 1,539,700,000
Aeronautical Facility (FBO)	22,400	\$ 1,269.95	\$ 15,900,000	\$ 12,600,000	\$ 28,500,000
Airfield Layout Option 3			\$ 3,210,900,000	\$ 2,492,700,000	\$ 5,703,600,000

## *Next Steps for the CACC*

- March 2, 2023 CACC meeting: Presentation of technical analysis findings
- Through final recommendation in Spring: Continued community engagement
- Final recommendations to the legislature by June 15, 2023
  - Public input received will impact the CACC's recommendations

## *Not Addressed Today*

- Implications of a No Action Alternative
- The CACC's assigned task has been to answer where, not how
- Should there be a decision to proceed:
  - Collaboration among all levels of government (local, state, federal, agency) and tribal nations
  - Identification of an airport sponsor
  - Determination of funding sources
  - Creation of an Airport Master Plan
  - Implementation of required environmental studies

*How Do We Collaboratively Solve This?*



*Questions???*