

SENATE BILL REPORT

HB 1198

As Reported by Senate Committee On:
Transportation, March 30, 2021

Title: An act relating to the state commercial aviation coordinating commission.

Brief Description: Concerning the state commercial aviation coordinating commission.

Sponsors: Representatives Dent and Orwall.

Brief History: Passed House: 2/12/21, 96-0.

Committee Activity: Transportation: 3/15/21, 3/30/21 [DPA].

Brief Summary of Amended Bill

- Extends reporting deadlines and the work of the Commercial Aviation Coordinating Commission (Commission) by two years.
- Allows the Commission to consider expanding existing airport facilities, except those located in counties with populations of more than 2 million with the highest number of deplanements.
- Requires the Commission to explore using community benefits agreements when making its final recommendations.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended.

Signed by Senators Hobbs, Chair; Saldaña, Vice Chair; King, Ranking Member; Cleveland, Das, Fortunato, Hawkins, Lovelett, Nguyen, Nobles, Padden, Randall, Sheldon, Wilson, C. and Wilson, J.

Staff: Daniel Masterson (786-7454)

Background: [Commercial Aviation Coordinating Commission and Recommendations for](#)

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

Commercial Aviation Facility Needs. In 2019, the Legislature created the Commercial Aviation Coordinating Commission (Commission) to initiate a broad review of potential aviation facility sites, review existing data, and conduct research as necessary. The Commission must make recommendations on future Washington long-range commercial facility needs. A shortlist of six sites must be recommended by January 1, 2021, narrowed to two sites by September 1, 2021, and a single preferred location for a new commercial aviation facility must be recommended by January 1, 2022. Options for a new primary commercial aviation facility in Washington may include expansion of an existing airport facility, except those located in counties with populations of more than 2 million. The Commission must project a timeline for developing an additional commercial aviation facility that is completed and functional by 2040.

Commission Membership. The Commission is made up of 15 voting, and at least 11 nonvoting members. The voting members include representatives of the Department of Commerce and the Division of Aeronautics of the Department of Transportation, and 13 voting members appointed by the Governor including:

- four representatives of a port located in a county with a population of 2 million or more, a port in eastern Washington with an airport runway of at least 13,500 feet in length, a commercial service airport in eastern Washington located in a county with a population of 400,000 or more, and an association of ports;
- three as representatives from the airline industry and the private sector;
- two citizen representatives with one appointed from eastern Washington and one appointed from western Washington;
- a representative from the freight forwarding industry;
- a representative from the trucking industry;
- a representative from a community organization who understands the impacts of a large commercial aviation facility on a community; and
- a representative from a statewide environmental organization.

Nonvoting members represent the Washington State Department of Transportation (WSDOT) Aeronautics Division, the Washington State Aviation Alliance, the Department of Defense, metropolitan planning organizations, regional airports, and members of the Legislature. The Governor may appoint additional nonvoting members as deemed appropriate.

WSDOT provides staff support as necessary.

The relevant sections of state law expire July 1, 2022.

Summary of Amended Bill: Reporting deadlines and the work of the Commission are extended by two years. The final report on the findings and recommendations of the Commission is due to the Legislature by January 1, 2024.

The Commission may consider expanding existing airport facilities in counties with

populations of more than 2 million, if those facilities do not have the highest number of deplanements in the county.

The Commission must explore using community benefits agreements when making its final recommendations.

The requirement that WSDOT provide staff support as necessary is subject to the availability of amounts appropriated.

The relevant sections of state law expire July 1, 2024.

EFFECT OF TRANSPORTATION COMMITTEE AMENDMENT(S):

The following provisions of the bill are subject to the availability of amounts appropriated:

- WSDOT must provide staff support for coordinating and administering the Commission and provide technical assistance requested by commission members; and
- WSDOT is authorized to hire a consultant to assist with the review and research efforts of the Commission.

Appropriation: None.

Fiscal Note: Available.

Creates Committee/Commission/Task Force that includes Legislative members: Yes.

Effective Date: The bill contains an emergency clause and takes effect immediately.

Staff Summary of Public Testimony on House Bill: *The committee recommended a different version of the bill than what was heard.* PRO: We do need to look forward to expanding airport capacity to another airport to take pressure off of Sea Tac. It is nearing the saturation point. During the pandemic, the commission got behind on the study. We were not able to do any field trips to look at possible greenfield sites. We also wanted to open up the search to allow airports in King County, other than SeaTac, to be considered.

The proposed changes in this bill are needed. The time extension to 2024 will allow the commission to better understand how demand will return following the pandemic. It will allow the commission to conduct meaningful outreach to the public, which was restricted during the pandemic. It also allows the commission to take advantage of the upcoming Aviation System Plan update in 2022. One of the ways we will mitigate some of the cost is by rolling some of the technical support into the Aviation System Plan. It is reasonable to look at King County airports given the future demand in the Puget Sound region. Incorporating community benefit agreements will allow the commission to consider airport needs, as well as local industry and community needs.

Persons Testifying: PRO: Representative Tom Dent, Prime Sponsor; David Fleckenstein, Washington State Department of Transportation.

Persons Signed In To Testify But Not Testifying: No one.