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## Transportation Committee

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### SSB 5370

**Brief Description:** Creating a state commercial aviation coordinating commission.

**Sponsors:** Senate Committee on Transportation (originally sponsored by Senators Keiser, Warnick, Saldaña, Hasegawa, Wilson, C. and Honeyford).

<p style="text-align: center;"><b>Brief Summary of Substitute Bill</b></p> <ul style="list-style-type: none"><li>• Creates the Commercial Aviation Coordinating Commission to determine Washington's long-range commercial aviation facility needs and the site of a new commercial aviation facility.</li></ul>
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**Hearing Date:** 4/1/19

**Staff:** Patricia Hasan (786-7292).

**Background:**

Past Studies.

The 1990 Supplemental Transportation Budget (Senate Bill 6408) created the Air Transportation Commission (AIRTRAC) with a broad mandate to study the state's air transportation needs. The AIRTRAC concluded the addition of a third runway at Seattle-Tacoma International Airport (SeaTac) was the only viable solution to meeting regional air service needs. In 1994 the Legislature dissolved AIRTRAC and a moratorium on Puget Sound airport expansion correspondingly expired.

The 2017-19 Biennial Transportation Budget (Engrossed Senate Bill 5096) directed the Joint Transportation Committee (JTC) to conduct a study on air cargo movement at airports in Washington. The study, completed in December 2018, concluded that while airside capacity is adequate, landside capacity—such as cargo buildings—is inadequate to meet the cargo needs of the main air cargo airports in the state, particularly at SeaTac. The landside capacity deficit could be worsened by the rapid growth of passenger demand at SeaTac. The JTC study further concluded that access is restricted to SeaTac and to King County International Airport (Boeing

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Field) because Interstate 5 is rapidly becoming congested, which increases costs to shippers and trucking companies. The study recommended a number of strategies to address air cargo congestion in Washington, including developing non-hub airports into regional logistics centers, establishing an air cargo development program, and marketing Washington air cargo.

#### Current Studies.

SeaTac is the ninth busiest airport in the nation when measured by passenger boardings, which were 22.6 million in 2017, and nineteenth in air cargo volume in North America, which was 425,000 metric tons in 2017. The airport offers daily, non-stop service to 90 domestic and 25 international destinations. Both passenger and cargo traffic are forecast to continue to grow. SeaTac Airport is currently in the environmental review phase of a master plan to address growth at the airport.

In 2018 the Federal Aviation Administration (FAA) funded the Puget Sound Regional Council (PSRC) to complete a regional aviation baseline study. The study will build on individual airport master plans and set a regional stage for future aviation planning. The PSRC study is not a siting study, and its goal is to provide a comprehensive view of the regional aviation system.

#### **Summary of Bill:**

The state Commercial Aviation Coordinating Commission (Commission) is created.

#### Commission's Role.

The Commission must initiate a broad review of potential aviation facility sites, review existing data, and conduct research as necessary. A shortlist of six sites must be recommended by January 1, 2020, narrowed to two sites by September 1, 2020, and a single preferred location for a new commercial aviation facility must be identified by January 1, 2021. Options for a new primary commercial aviation facility in Washington may include expansion of an existing airport facility. The Commission must project a timeline for developing an additional commercial aviation facility that is completed and functional by 2040. The Commission must also make recommendations on future Washington long-range commercial facility needs.

#### Commission's Membership.

The Commission is made up of 13 voting and two nonvoting members. Nonvoting representatives are from the FAA and the Washington State Aviation Alliance. The Governor may appoint additional nonvoting members as deemed appropriate.

The voting membership includes the following nine members appointed by the Governor:

- one representative of commercial service airports and ports;
- one representative of a port located in a county with a population of 2 million or more;
- one representative of a port in eastern Washington with an airport runway of at least 13,500 feet;
- one representative of an association of ports;
- three representatives of the airline industry and the private sector;
- one representative from an eastern Washington metropolitan planning organization; and
- one representative from a western Washington metropolitan planning organization.

The remaining four voting members are:

- one member from the Department of Commerce;
- one member from the Washington State Department of Transportation (WSDOT) Aeronautics Division;
- the Governor or a designee; and
- one member from the Freight Mobility Strategic Investment Board.

Commission Administration.

The WSDOT must provide staff support as necessary. The Governor, or designee, must convene the initial meeting as soon as practicable. Commission members are not entitled to reimbursement for travel expenses if they are elected officials or are participating on behalf of an employer, governmental entity, or other organization. The Commission must select a chair from among its membership. The Commission ends July 1, 2021.

**Appropriation:** None.

**Fiscal Note:** Available.

**Effective Date:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.