

## Committee charge

The advisory committee for the Washington Airport Investment Study is a diverse group of aviation-related stakeholders and interests from across the state. The committee's charge is to act as a sounding board to improve the project's quality of analysis and communication.

## Committee member responsibilities

- Attend advisory committee meetings and contribute constructively to committee discussions.
- Understand and articulate the advisory committee's purpose and responsibilities.
- Communicate and coordinate with the member's constituent group to (a) represent the group's perspective on key issues; and (b) convey information from the advisory committee back to stakeholders.
- Review and provide comments on specified drafts and inputs throughout the process.
- Provide feedback to the project management team on the committee's process and progress.

## Committee operating principles

- All members' positions will be respected and considered. The committee is not; however, being asked to reach consensus or make decisions.
- The advisory committee will communicate issues and suggestions to the project management team, who will coordinate actions and responses among WSDOT Aviation and the consultant team.
- Advisory committee meetings will start and end on time.
- Meeting summaries will be prepared following each meeting, summarizing the discussion of the analyses. A list of members present will be included in the meeting summary.

- E-mail communication protocols. E-mails should be used for: (1) logistics and coordination purposes and (2) to share agendas and materials in advance of Advisory Committee meetings. Substantive issues are best discussed in the meetings, rather than through e-mail dialogue.

## Committee meetings schedule

- Wednesday, Oct. 30; 9 a.m. to noon  
Boeing Field, Seattle
- March 2014 (to be announced)  
Yakima, WA

## Key advisory committee tasks

- Act as a sounding board for understanding of project research and analyses.
- Share perspectives and expertise in areas including: the state's aviation system, current funding levels, short-term and long-term needs, and consequences.
- Provide advice on how best to present and communicate project findings.
- Be a conduit for external project communications to their respective stakeholder groups.

## Contact us:

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[www.wsdot.wa.gov/aviation/AirportInvestmentStudy.htm](http://www.wsdot.wa.gov/aviation/AirportInvestmentStudy.htm)

ADA information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

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Washington State  
Department of Transportation

# Airport Investment Study Advisory Committee



Thank you for serving as an advisory committee member for the Washington Airport Investment Study. WSDOT Aviation and consultant CH2M Hill look forward to your participation in this important study.

The Airport Investment Study will evaluate the need for preservation, safety, and other capital projects at the state's 136 public-use airports.

## The study will accomplish these major objectives:

- Evaluate current funding levels for airport preservation and safety projects
- Assess short-term and long-term airport improvement needs
- Determine consequences of doing nothing in terms of economic and aviation system impacts

## Evaluate current funding levels

- State aeronautics account
- Federal funds (FAA)
- Local funds (County, City, Port District)

## Assess short-term and long-term airport needs

- Incorporate data from the Statewide Capital Improvement Program (SCIP), Airport Master Plans, 2012 Pavement Study, 2012 Economic Impact Study
- Develop short-term (0-5 years) and long-term (6-20 years) airport investment needs
- Determine if there is a significant gap

## Determine consequences of doing nothing

- Economic impacts on jobs, wages, total economic activity, and tax revenue

- Impacts to airports in safety, operations, capacity, and sustainability
- Determine if there are significant consequences

## Why is the state's aviation system important?

Washington's transportation system and economic vitality are directly linked to a healthy and sustainable aviation system. Its diverse aviation system is comprised of 136 public-use airports, ranging in size from large, commercial airports to small, backcountry grass strips. Each year the system serves over 34 million passengers arriving and leaving in planes with 3.7 million aircraft landings/ departures and more than 600,000 tons of air cargo. The system directly generates 248,500 jobs, \$ 15.3 billion in wages, \$792 million in tax revenue (\$548 million credited to the general fund) and \$50.9 billion in economic activity.

## Why is this study necessary?

- In 2005, a WSDOT-sponsored airport pavement study estimated a backlog of nearly **\$163 million** in essential pavement maintenance in our state.
- In 2009, the Governor's Aviation Planning Council determined that Washington's aviation system **suffers from a significant funding shortfall stating that \$600 million** is needed to bring all public use airports into compliance with performance objectives.

- In 2012, WSDOT conducted an updated pavement study- released July 2013. Study findings: Pavement conditions **have declined** statewide; with current funding the backlog will increase to **\$257 million** and pavement conditions will decline to 71 by 2020.
- In 2012, the FAA Modernization and Reform Act increased the required state and local match from 5% to 10%. This placed a **greater financial burden** for airport investments on **state and local governments**. This change alone could require an additional **\$1.7 million biennially** in state matching funds.
- In 2012, WSDOT's Airport Aid Grant program, which typically has \$1 million available per year, fell far short of funding the \$4 million requested.
- In 2013, initial, unrefined SCIP data indicates airports identifying nearly **\$500 million** in projects during 2014-2018.

