

The Airport Investment Study is Comprised of Representatives From the Following Groups and Organizations:

- Washington Airport Management Association (WAMA)
- Washington State Community Airports Association (WSCAA)
- Seattle Tacoma International Airport
- Washington Public Ports Association (WPPA)
- Aerospace Futures Alliance of Washington (AFA)
- Alaska Air Group
- Kenmore Air
- Pacific Northwest Business Aviation Association (PNBAA)
- Airlift Northwest (UW Medicine)
- Northwest Medstar
- Association of Washington Aerial Applicators
- Washington Pilots Association (WPA)
- Aircraft Owners and Pilots Association (AOPA)
- Washington Seaplane Pilots Association (WSPA)
- Recreational Aviation Foundation (RAF)
- Washington Aviation Association (WAA)
- Governor's Office of Aerospace
- Association of Washington Business (AWB)
- Washington State Association of Counties
- Department of Revenue
- Puget Sound Regional Council
- Washington State Association of Cities



Airport Investment Study Phase II: Solutions

June 2014



Airport Investment Study Phase II: Solutions

The overall goal of the solutions phase of the study is to identify and analyze potential implementable solutions to address the airport preservation and improvement needs of Washington state's aviation system.

Background

In 2013 the Washington State Department of Transportation and consultant CH2M Hill spearheaded Phase I of the Airport Investment Study to evaluate the need for preservation and safety projects at the state's 134 public-use airports. The study also:

- Assessed short-term and long-term airport improvement needs.
- Determined consequences of doing nothing in terms of economic and aviation system impacts.

Some Key Phase I Findings Include:

- Washington state airports, across all categories rely on state and federal grants to accomplish preservation and capital improvement projects.
- The Airport Investment Study estimates that the state's 134 public-use airports will need \$3.6 billion in eligible projects during the next 20 years.
- The Washington State Department of Transportation's Airport Aid Program provides an average of \$1.1 million in state airport grants per year. During the 20-year study period the state grant program is forecasted to average \$1.4 million per year. WSDOT's share of the overall program need of \$3.6 billion is more than \$240 million, resulting in an average annual need of more than \$12 million. At forecast funding levels WSDOT will recognize a 20-year gap of approximately \$212m.
- The 20-year capital needs for Washington state's airports, also includes nearly \$1.7 billion in ineligible projects, not included above.

Contact the Project Manager:

Robert Hodgman
Phone: 360-596-8910
Email: HodgmaR@wsdot.wa.gov

Sign Up to Receive Email Alerts:

Contact Nisha Marvel,
WSDOT Aviation communications at:
marveln@wsdot.wa.gov

Learn more about the Airport Investment Study: www.wsdot.wa.gov/aviation/AirportInvestmentStudy.htm



Americans with Disabilities Act (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 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.

Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonte' Sultan at (360) 705-7082.

WSDOT formed an advisory committee to provide feedback throughout the Airport Investment Study. Based on the study's findings, the advisory committee recommended that WSDOT and CH2M Hill initiate a second phase to the study. The Airport Investment Study Solutions Phase began in May 2014.

Phase II Key Objectives:

- Seek solutions that produce the greatest benefit to the aviation system capital and preservation needs.

- Seek solutions that yield scalable and appropriate impact to users.
- Seek solutions that support the Governor's "Results Washington" initiatives and support Washington state "Priorities of Government."
- Seek solutions that improve the aviation system benefit to Washington state's economy.

Phase II Study Process

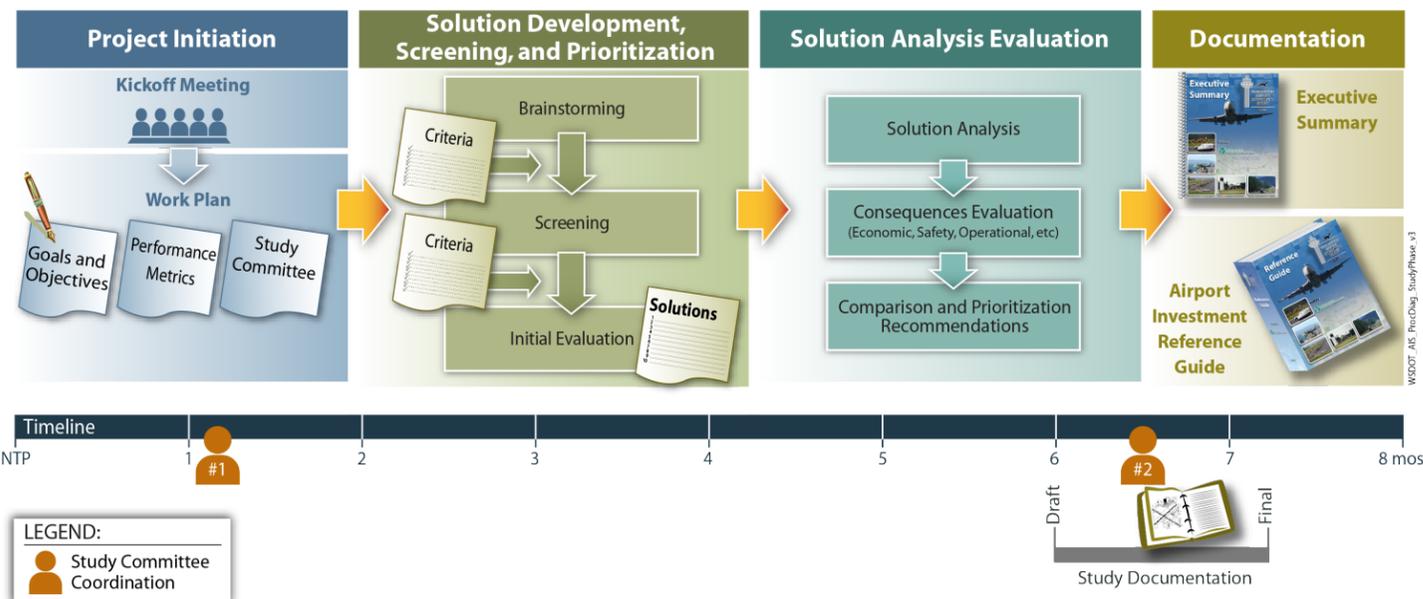
The four-step study process is planned to take approximately seven months, and is summarized as follows:

Project Initiation – Developing key work planning elements such as the project goals and objectives, success factors and metrics, risk register, and quality management plan. Initial goals and objectives are presented to the Advisory Committee in Meeting #1 and refined as needed.

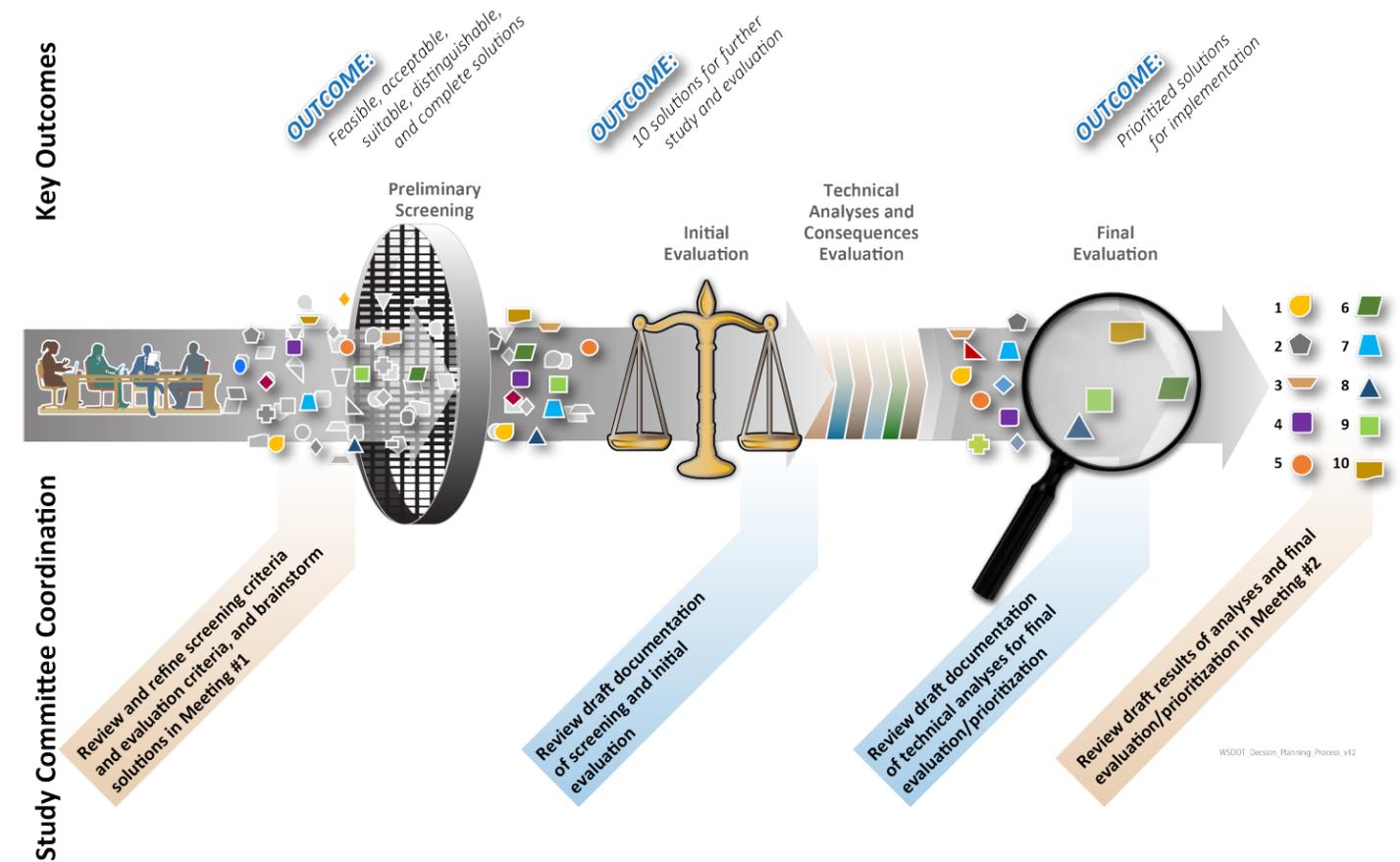
Solution Development, Screening and Prioritization – Brainstorming solution ideas and affirming screening and evaluation criteria with the Advisory Committee in Meeting #1. Initial solution ideas are screened to ensure they are feasible and acceptable. Solutions that pass the initial screening are initially prioritized to determine solutions to be further analyzed.

Solution Analysis & Evaluation – Analyzing up to ten solutions to determine solution pros, cons, issues, and implementation strategies. Vetted solutions are prioritized for implementation.

Documentation – Study process is documented as an update to the Airport Investment Reference Guide.



Decision Making Process



Initial solution ideas are brainstormed with the Advisory Committee. Solution ideas are screened to ensure that feasible and acceptable solutions move forward. Feasible solutions are initially prioritized to identify ten solutions for further study and evaluation. Once the ten solutions have been studied, they are evaluated and compared once more for implementation.

Advisory Committee

The study advisory committee is comprised of representatives from commercial and general aviation; airport associations and organizations; airport sponsors; federal, state, and local agencies; and the airline, aerospace, emergency medical air transport and aerial agricultural industries. During the Solutions Phase, the advisory committee will provide feedback at various touch points. Two advisory committee meetings occurred in the first phase and two are planned in the Solutions Phase:

Solutions Phase II - Meeting #1

May 28, 2014
9 a.m. to 1 p.m.
King County International Airport/Boeing Field
7277 Perimeter Road
Seattle, WA 98108

Solutions Phase II - Meeting #2

November 2014 (TBD)
Spokane, WA (TBD)