

# **Washington State Aviation Planning Council**

Long-Term Air Transportation Study (LATS)

May 26, 2009

**Museum of Flight**

# Meeting Objectives

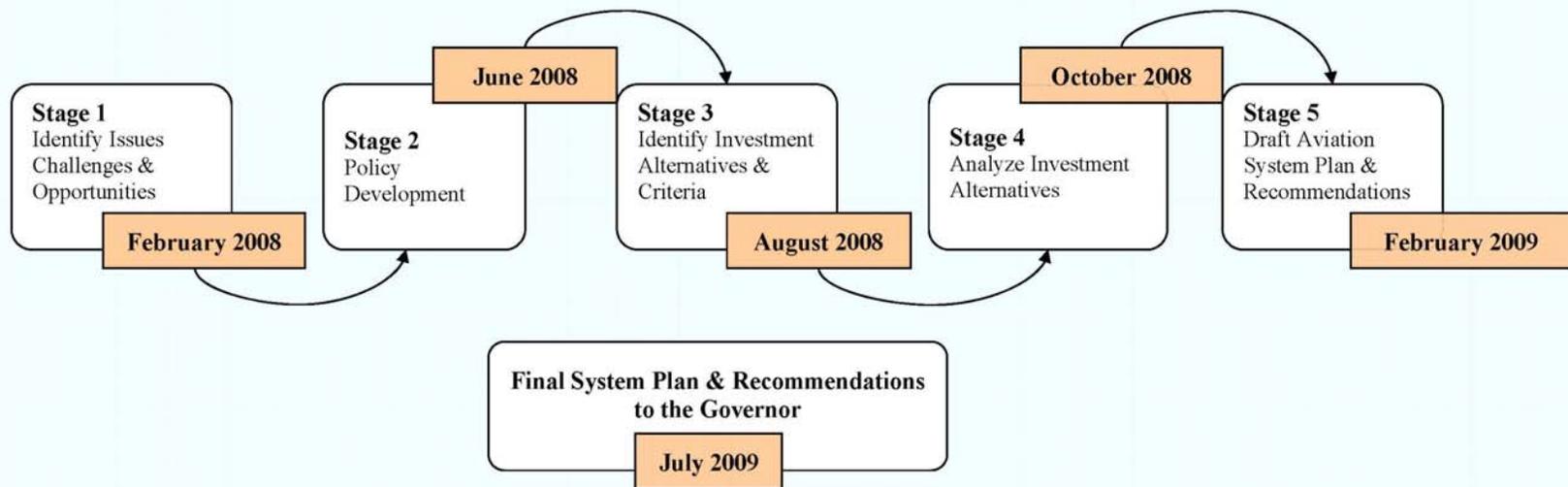
- **Review of work program and state aviation system**
- **Review public input from online survey and regional public meetings and comment period**
- **Adopt final set of Guiding Principles**
- **Adopt final set of policy recommendations**
  - Capacity
  - Land Use
  - Environment
  - Safety
  - Stewardship
  - Economy
  - Mobility
- **Adopt Strategy Recommendations to address the key issues identified by the Council:**
  - Land Use
  - Stewardship
  - Capacity

# Council Work Program

**Project Timeline**

2008													2009					
Stage 1				Stage 2			Stage 3		Stage 4				Stage 5					
Month	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Activity	(1) Meeting	(2) Workshop	(3) Workshop	(4) Workshop	(5) Meeting	*Regional Meetings	(6) Workshop		(7) Meeting		(8) Meeting		(9) Workshop	*Online Survey	*Regional Meeting		(10) Meeting	
Location	Seattle	Seattle	Seattle	Seattle	Spokane	Everett/Wenatchee	Vancouver		Seattle		Spokane		TriCities	Statewide	Vancouver TriCities		Seattle	

**Public Outreach and Participation Throughout the Project**  
 (Media Releases, Web Page, Regional Meetings, Stakeholder Briefings, Electronic Town Hall, Online Survey, E-News Briefings, etc...)



Note: Aviation Council meetings and workshops numbers ( ) listed above correspond with the attached work program. Scheduled regional meetings together with the E-Townhall meetings through Knowledge Network are scheduled to occur twice during the study period. Regional meetings will be held on the east and the west side of the state.

# **LATS Phase III and Aviation System Background**

Sonjia Murray, SH&E

# Three Phase Approach to LATS

<b>Phase I: What we have.</b>	<b>Phase II: What we need.</b>	<b>Phase III: How we meet the needs.</b>
Airport inventory, capacity and airspace assessment.	25 year commercial service market forecast, air cargo forecast, high speed passenger rail assessment; future capacity analysis, system requirements.	Governor appointed planning council to provide recommendations for future airport strategy and investment statewide.
<i>Completed September 2006.</i>	<i>Completed July 2007.</i>	<i>To be completed July 2009.</i>

# Phase III Actions

- **Aviation Planning Council Actions under ESSB 5121:**
  - How best to meet commercial and general aviation capacity needs.
  - Which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities and the long-range capacity needs at airports within the region expected to reach capacity before 2030.
  - Recommendations regarding the placement of future commercial or general aviation facilities to meet the need for improved aviation planning in the region.
  - Include public input in the final recommendations

# Washington State Aviation System

- **Washington has one of the most dynamic aviation systems in our nation**
  - Every year, over 17 million enplaning passengers... 3.7 million aircraft landings/departures... more than 600,000 tons of air cargo...
  - 171,000 jobs, \$4.1 million in wages, and \$18.6 billion in total output
- **Need for long-range aviation planning in Washington**
  - Population in Washington has doubled in the last 30 years and will increase by an additional 2.5 million by 2030
  - Other challenges include limited funding, concentration of activity in key regions, local land use conflicts, and a fluctuating economy

***In 2005, the Governor authorized the Washington State Long-Term Air Transportation Study (LATS) through transportation bill ESSB 5121***

# Washington State Activity Forecast

*Forecasts identify expected demand in commercial passenger traffic, general aviation activity, and air cargo volume in Washington through 2030...*

ACTIVITY	2005	2030	GROWTH
Passenger Enplanements	<b>16.5 million</b>	<b>31.3 million</b>	<b>90% increase / 2.6% per year</b>
Commercial operations	<b>670,000</b>	<b>1,110,000</b>	<b>66% increase / 2.1% per year</b>
GA operations	<b>3.0 million</b>	<b>4.4 million</b>	<b>45% increase / 1.6% per year</b>
GA based aircraft	<b>8,100</b>	<b>11,800</b>	<b>45% increase / 1.5% per year</b>
Air Cargo Volume	<b>600,000 tons</b>	<b>1,407,000 tons</b>	<b>135% increase / 3.5% per year</b>

# Washington is Served by 16 Commercial Airports that Receive Scheduled Passenger Airline Service

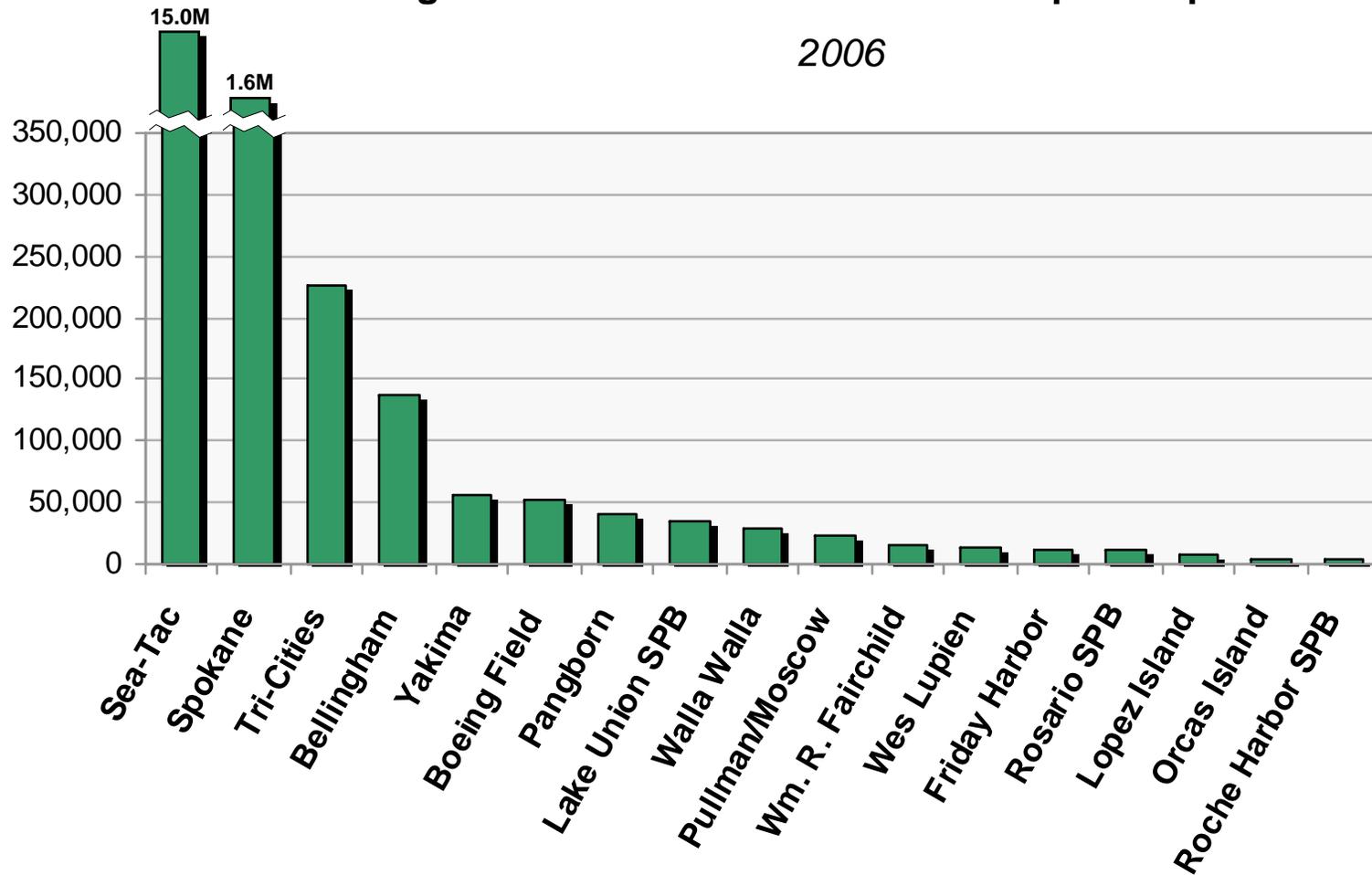


Note: Airports with air taxi and air charter services only not included

# Passenger Traffic Levels Are Highly Concentrated at Sea-Tac and Spokane

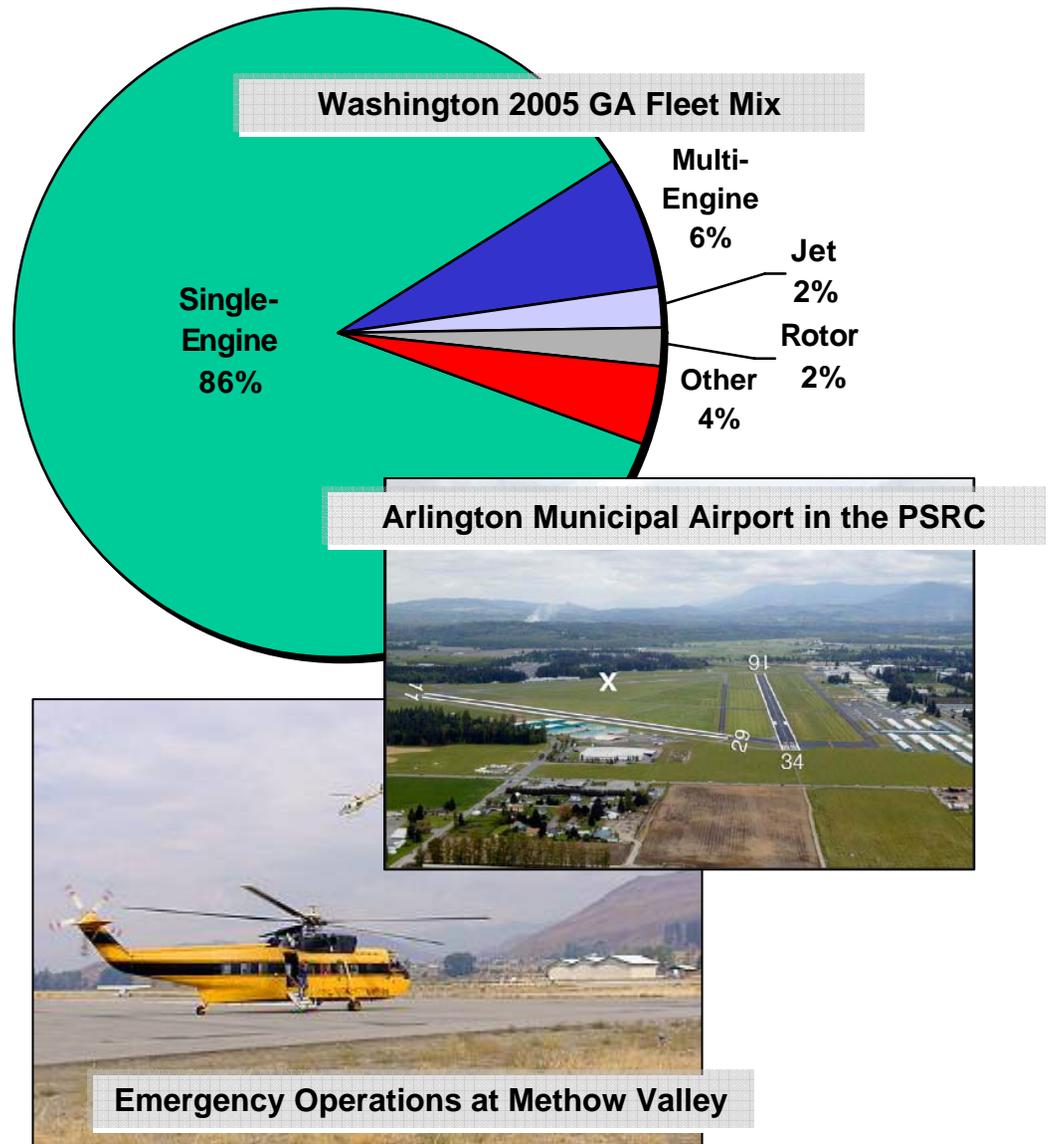
Washington State Commercial Service Airport Enplanements

2006

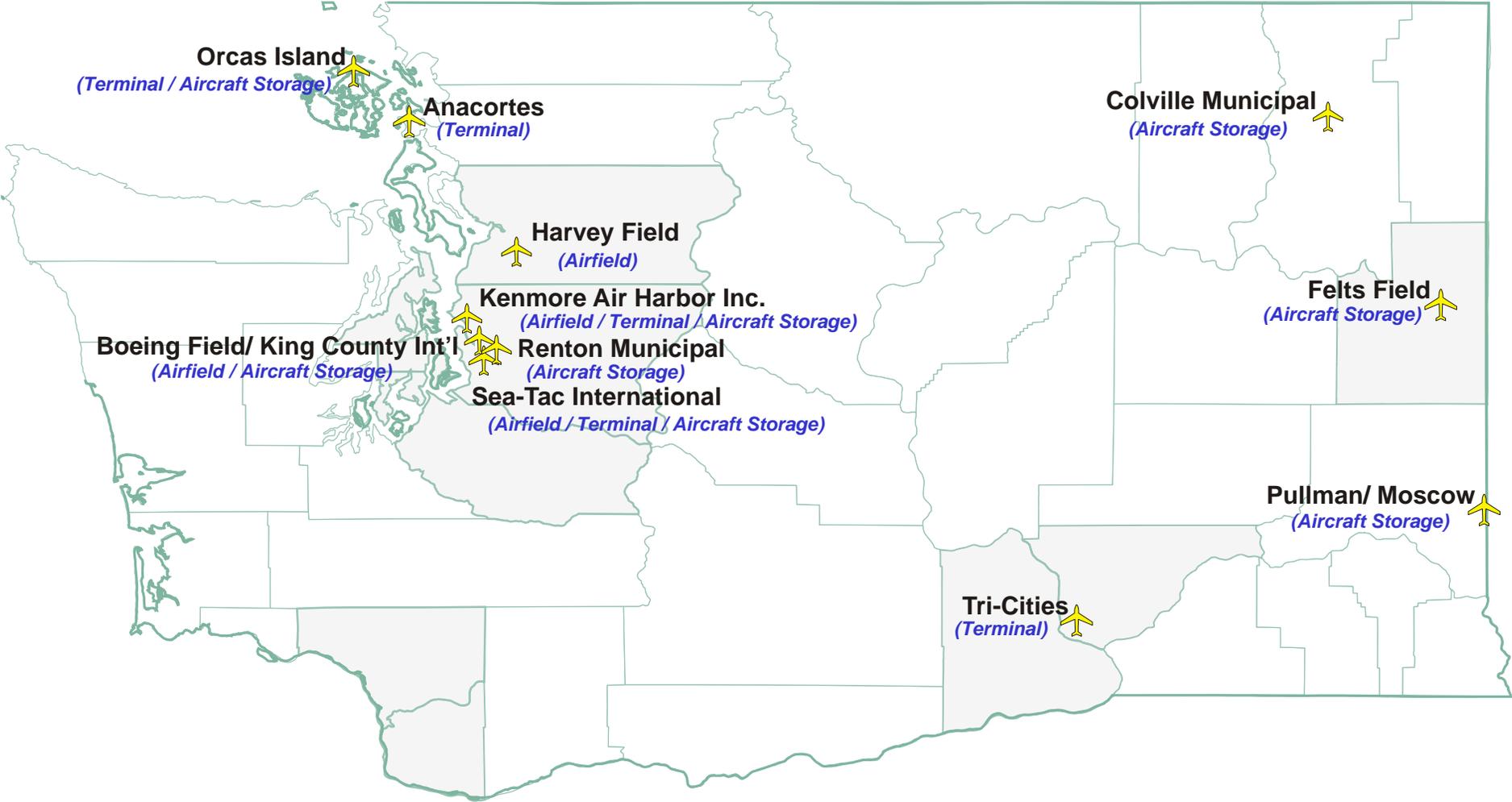


# General Aviation Levels Across the State are Increasing

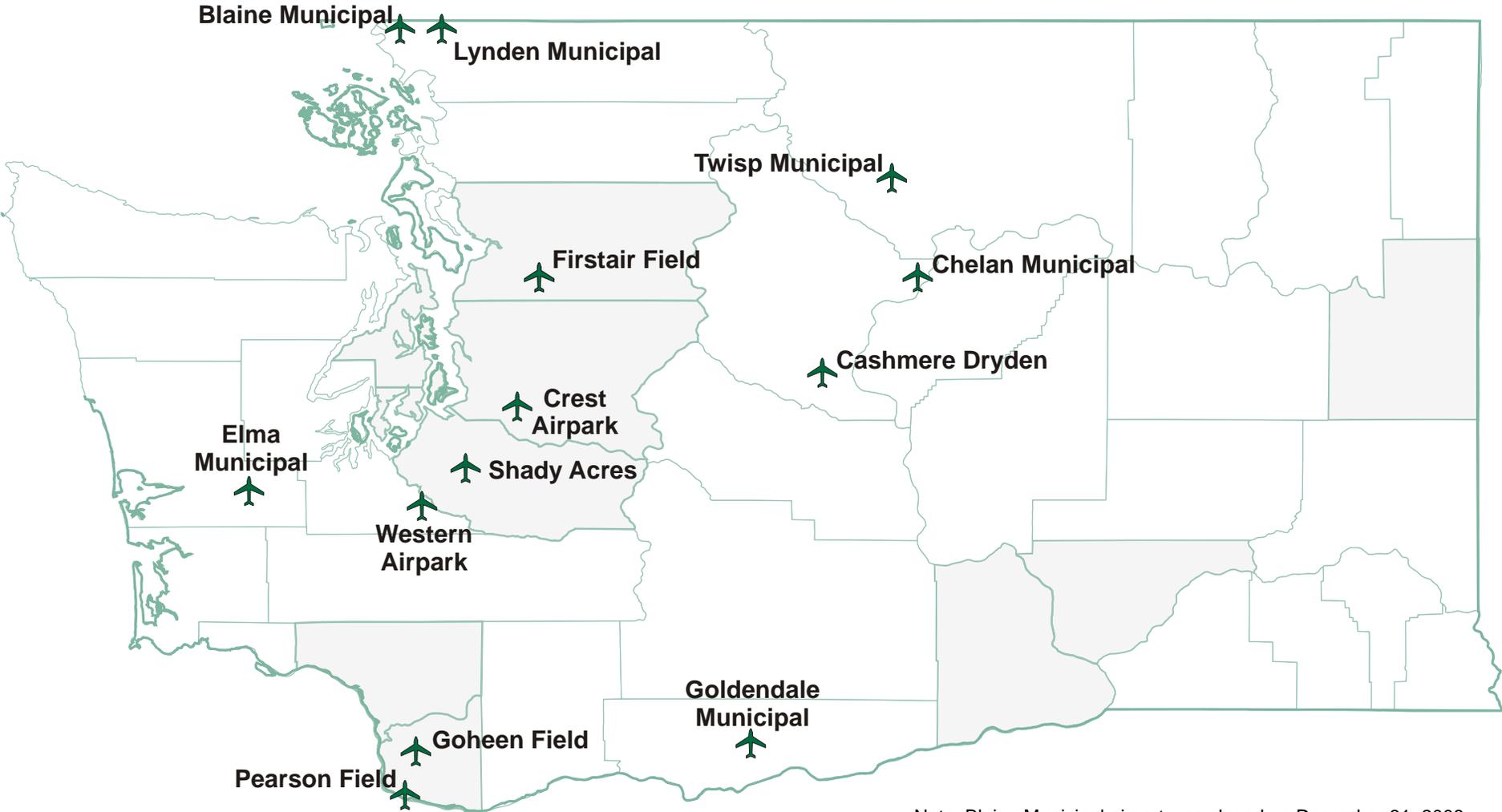
- Over 8,100 general aviation aircraft are currently based in Washington
- GA activity accounts for over 3 million annual operations across the State
- 57% of all GA activity is related to business use
  - *Small to medium sized aircraft account for over 80% of business GA activity*



# Eleven Commercial/Regional Service Airports Will Exceed Capacity Constraints by 2030



# Thirteen General Aviation Airports Will Exceed Their Aircraft Storage Capacity by 2030



Note: Blaine Municipal airport was closed on December 31, 2008

# Special Emphasis Regions

- The Washington State Legislature designated four geographic areas as warranting more detailed analysis than the remainder of the state because they constitute key centers of population, employment and economic activity.

- ***The Puget Sound Region:***

Consisting of King, Snohomish, Pierce, and Kitsap Counties.

- ***Southwest Washington:***

Consisting of Clark and Cowlitz Counties.

- ***Spokane Region:*** Consisting of Spokane County.

- ***The Tri-Cities area:***

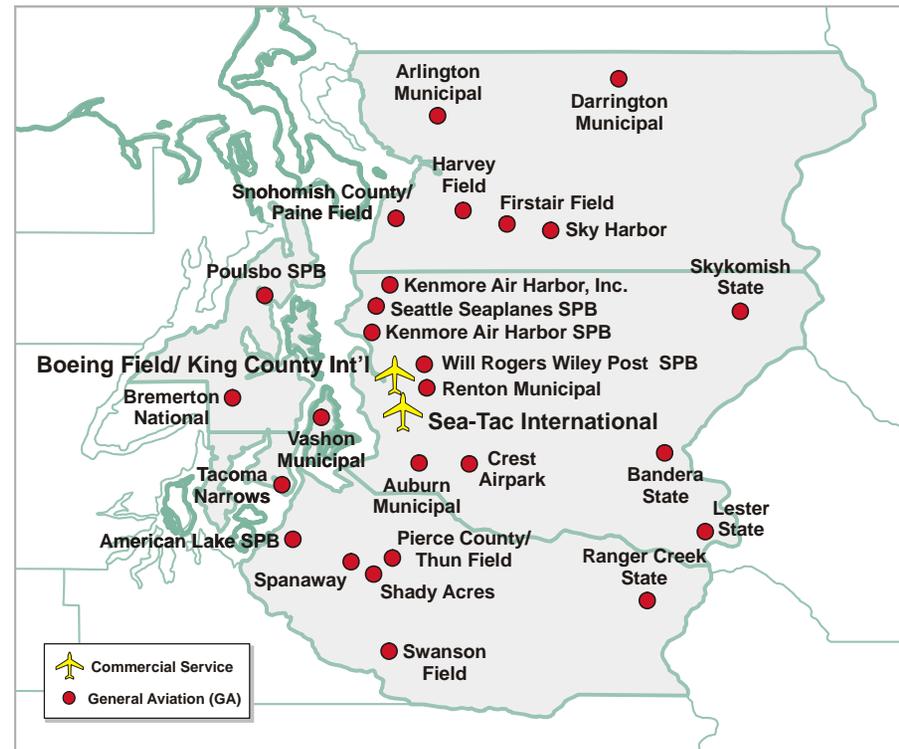
Consisting of Benton and Franklin Counties.



# Puget Sound Special Emphasis Region

*The Puget Sound Region represents the most populated region in Washington State and the busiest aviation area*

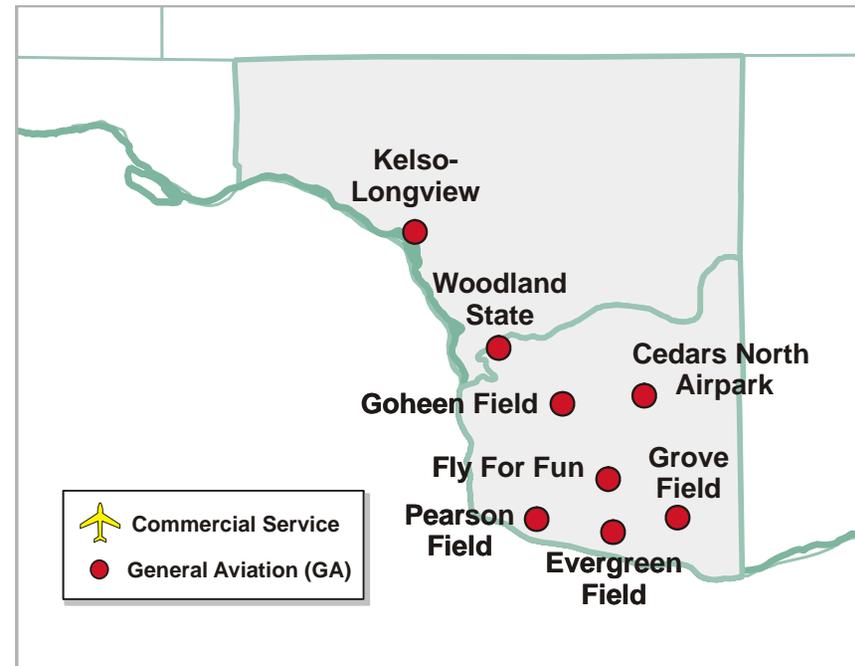
- Total population of 3.5 million (approx. 55% of total Washington population)
- In 2005, the Puget Sound Region accounted for:
  - 14.3 million annual enplanements (87% of the 16.5 million total annual enplanements reported in the entire state)
  - 49% of total operations in the state
  - 47% of Washington’s total GA based aircraft.
  - 83% of state’s air cargo tonnage



# Southwest Washington Special Emphasis Region

*The Southwest Region is one of the fastest growing regions in the state in terms of based aircraft and GA operations*

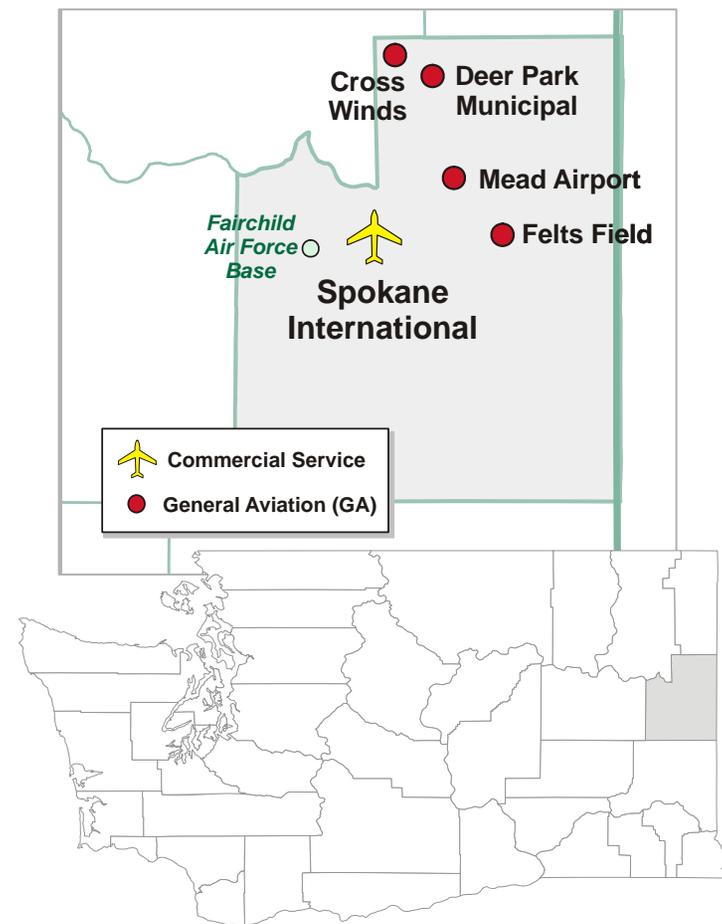
- Total population of 500,000
- Four of the eight airports in this region are privately owned
  - These airports face significant land use encroachment issues
  - Evergreen Field closed in 2006 due to competing land uses
- Of the four publicly owned airports, two airports have limited ability to expand
  - Woodland State Airport and Pearson Airport are both unable to expand in the future



# Spokane Special Emphasis Region

*The Spokane Region accounts for the second largest concentration of commercial and GA activity in the state after the Puget Sound Region. Spokane airports are facing land use encroachment issues.*

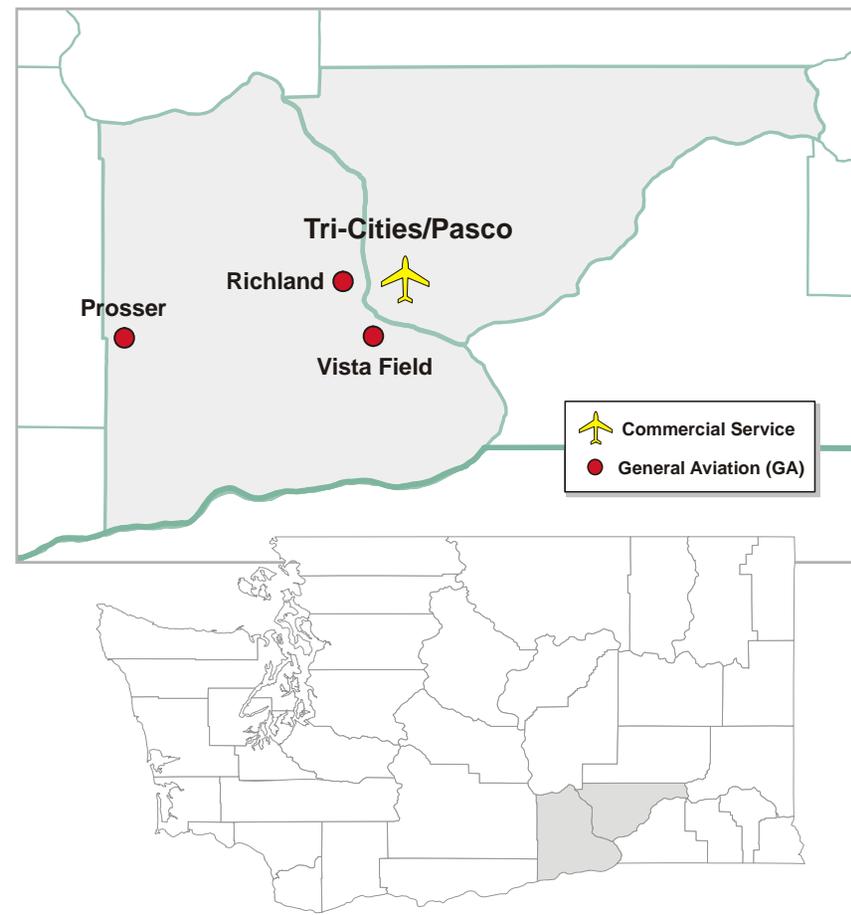
- Total population of 440,000
- In 2005, Spokane accounted for:
  - 7.1 percent of statewide based aircraft
  - 9.4 percent of statewide enplanements
  - 16 percent of state’s air cargo tonnage
- Three airports in the Spokane Region are expected to be at or exceeding aircraft storage capacity by 2030



# Tri-Cities Special Emphasis Region

***Land use encroachment and alternative land use make the airports in the Tri-Cities region vulnerable to closure***

- Total population of 220,000
- The TriCities Region has four public use airports.
  - Tri-Cities is the third busiest commercial airport in the state after Sea-Tac and Spokane
  - Three airports are located within 20 miles of each other and include Pasco, Richland and Vista Field.
- Vista Field may be closed in the future due to alternative land use.





# Summary of Public Input

- Survey (N=938)
- Workbook input (192 completed)
- Written input (46 letters)

# LATS Phase III Public Involvement Activities

- **Public involvement is an important part of LATS; activities structured to support key Council actions:**
  - Public comment period on draft statewide aviation policies – July 10 – 31, 2008
  - Regional Public Meetings (Mukilteo/Wenatchee) – July 2008
  - Electronic Town Hall 1 (aviation policies) – August 2008
  - Electronic Town Hall 2 (alternative strategies) – November 2008
  - Public comment period on draft alternative strategies – March 4 – April 17, 2009
  - Regional Public Meetings (Olympia/Spokane) – March 2009
  - Statewide Online Survey – April 2009
  - Briefings to organizations
  - E-Newsletters
  - LATS Project Website – [www.wsdot.wa.gov/Aviation/lats](http://www.wsdot.wa.gov/Aviation/lats)

Today's presentation will present results of the online survey, regional public meetings, and comment on draft alternative

# Online Survey

- **Survey conducted in partnership with Knowledge Networks**
  - Online consumer and public opinion research tool using randomly pre-recruited panel members
  - Those without computers are provided with computers
  - Methodology supports decisions by reducing survey bias
    - *Coverage: Draws from full population spectrum – those with or without Internet access*
    - *Selection: Respondents selected via random sampling*
    - *Non-response: KN makes repeated attempts to involve non-responders; intensive panel management*
- **Panel members are randomly recruited by telephone and provided with access to the Internet**
- **Panelists are paid for their participation – no volunteers allowed**
- **KN captures the full range of citizens and accurately represents the population**
- **The KN panel is compared to the Census CPS on a monthly basis**
- **The panel is representative of population minority groups**

# Online Survey

- **Survey conducted April 3-17, 2009**
- **1,322 Washington residents invited to participate**
- **938 completed surveys / 71% completion rate**

# Draft Alternative Strategies Public Comment Process

- **Alternative strategies developed to address key issues facing the Washington State aviation system in the areas of capacity, stewardship, and land use.**
- **These key issues represent major long-term challenges to the State's air transportation system and impact both commercial and general aviation users across the state**
- **Public invited to comment on the draft alternative strategies by:**
  - Attending a regional public meeting on March 24 (Olympia) and March 26 (Spokane),
  - 45-day public comment period from March 4 – April 17, 2009. Public encouraged to submit a comment workbook or a general comment letter by fax, email, or mail
- **Comment workbooks presented background information on each of the key issues and asked to indicate their level of support (support, neutral, or against) for each of 26 draft strategies**
- **192 completed workbooks and 46 comment letters or emails submitted by the public**

# 1. CAPACITY

# Alternative Capacity Strategies – 1.1 Capacity Constraints by 2030 [\(Online Survey\)](#)

- **Almost half (45% or higher) support (somewhat to strongly) proposals for meeting future capacity needs:**
  - Look first at ways of making more efficient use of existing airports before thinking about building new ones
  - Move some types of services to other airports
  - Convert a current airport to commercial service without expanding its size
  - Convert a current airport to commercial service through expansion
  - Increase the capacity of existing airports through investments in advanced aviation technologies
  
- **Few (18%) support building one or more new airports as a means to meet future capacity needs**

# Alternative Capacity Strategies – 1.1 Capacity Constraints by 2030

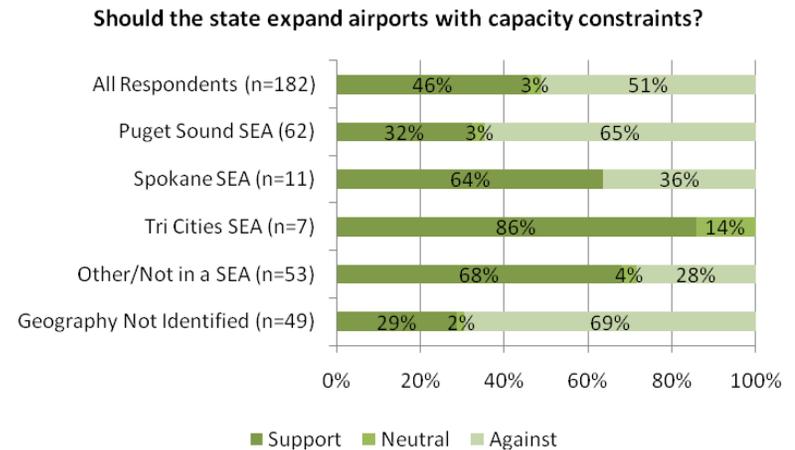
## (Workbook Feedback)

- **There were only three strategies where there was clear consensus for this issue area:**
  - Should the state invest in advanced aviation technology?
    - *86% support, 8% neutral, 5% against*
  - Should the state use demand management techniques?
    - *16% support, 10% neutral, 73% against*
  - Should the state redistribute demand to nearby airports?
    - *22% support, 8% neutral, 70% against*
  
- **Opinion was divided for the remaining strategies for this issue. Results are reported in the following slides.**

# Alternative Capacity Strategies – 1.1 Capacity Constraints by 2030 (Workbook Feedback)

## ■ Should the state expand airports with capacity constraints?

- Divided opinion when looking at all responses
- Opposition greatest in the Puget Sound Region.
- General support outside of Puget Sound.



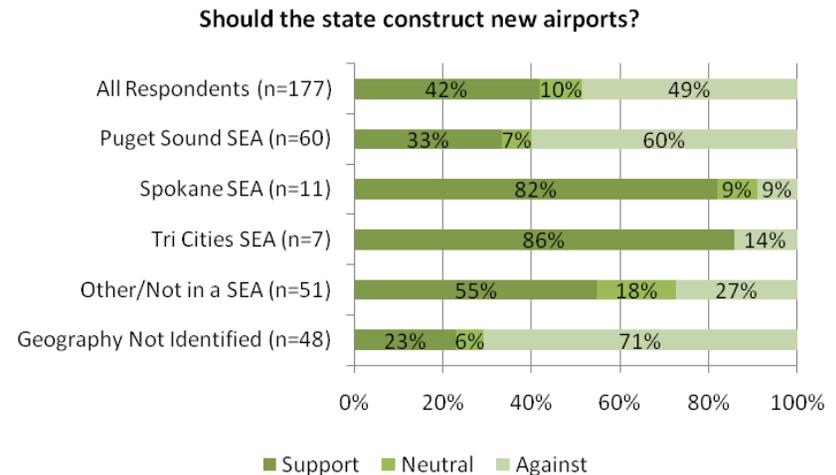
### Comment Snapshot:

- Puget Sound area workbook respondents had questions about the validity of capacity forecasts, especially for SeaTac.
- Those supporting expansion commented that it is important to maximize the existing system first.

# Alternative Capacity Strategies – 1.1 Capacity Constraints by 2030 (Workbook Feedback)

## ■ Should the state construct new airports?

- Divided opinion when looking at all responses
- Stronger support outside of the Puget Sound region



### Comment Snapshot:

- Respondents both for and against this strategy, questioned how the state would obtain funds for new airport construction.
- Those who indicated support noted that new airport construction should be a strategy of last resort.

## Alternative Capacity Strategies – 1.1 Capacity Constraints by 2030 (Comment Letters)

- Several comments, in the workbooks and in letters, had questions about the accuracy of SeaTac capacity forecasts.
- Concern was expressed about expansion of service at Paine Field and the Olympia Airport.
- There is an interest in exploring non-aviation alternatives to relieve capacity and for in-state travel.
- Some expressed concerns that the LATS process and draft alternative strategies are biased toward airport expansion.
- There is an interest in looking at alternatives to airport expansion or new airport construction.
- Concern that the process should be subject to an environmental review process.

# Alternative Capacity Strategies –

## 1.2 Airport Closures (Online Survey)

- **When asked to identify priorities for addressing the issue of airport closures, at least half of respondents agree (somewhat to strongly) that:**
  - Local land use laws should limit development around airports to uses that are compatible with airport operations
  - A funding priority should be placed on airports necessary to assure statewide access to the aviation system, regardless of size
  - Active steps should be taken to identify and protect the most vulnerable airports
  - Projects that provide the greatest economic benefit to the state should receive funding priority
  
- **Almost one-third (28%) of respondents opposed the state purchasing select airports in danger of closing**

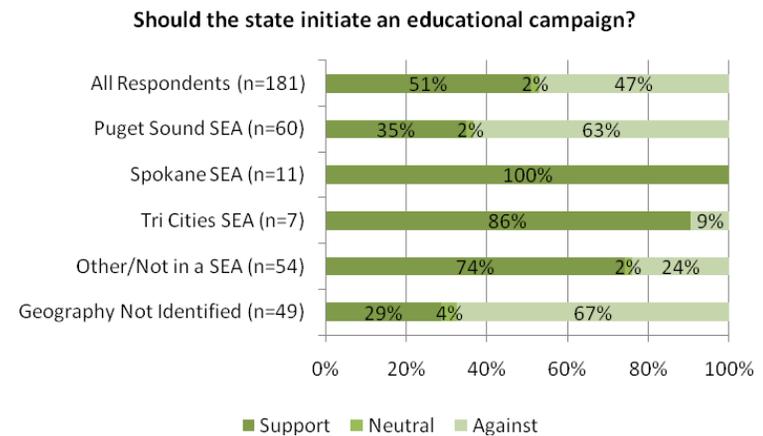
# Alternative Capacity Strategies –

## 1.2 Airport Closures (Workbook Feedback)

- **There was one strategy where there was clear consensus:**
  - Should we authorize expanded state ownership?
    - *80% support, 8% neutral, 12% against*
  
- **Opinion was divided for the remaining strategies for this issue. Results are reported in the following slides.**

# Alternative Capacity Strategies – 1.2 Airport Closures (Workbook Feedback)

- **Should the state initiate an educational campaign?**
  - Divided opinion when looking at all responses
  - Stronger opposition expressed by Puget Sound area respondents.
  - Strong support in other areas of the state.



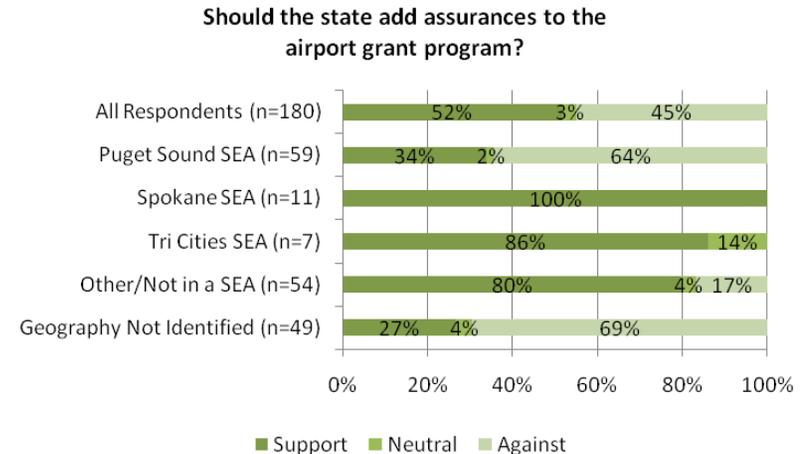
## Comment Snapshot:

Several Puget Sound area respondents expressed concern that the campaign would be a lobbying effort for airports and airplane owners, and would not focus on protecting communities negatively affected by noise and other aviation-related effects.

# Alternative Capacity Strategies – 1.2 Airport Closures (Workbook Feedback)

## ■ Should the state add assurances to the airport grant program?

- Divided opinion when looking at all responses
- Majority of Puget Sound area respondents opposed this strategy.
- Strong support in other areas of the state.



### Comment Snapshot:

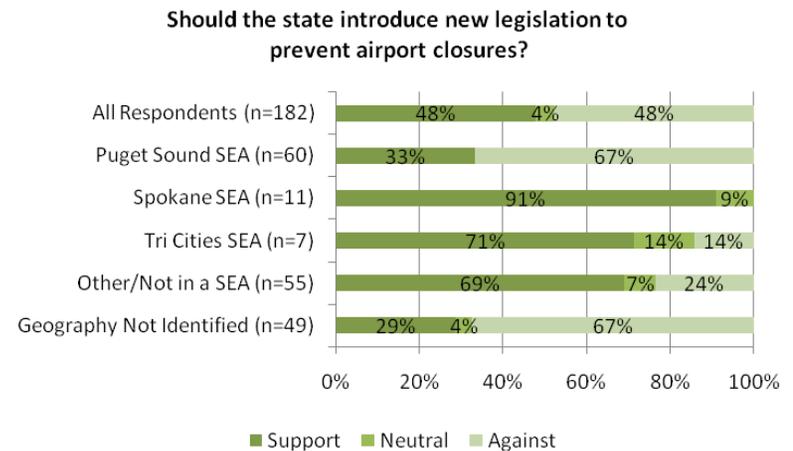
- For those who support it, accountability is a key reason.
- For those who are against this strategy, the most common reason cited is the objection to using state funds to support airports.

# Alternative Capacity Strategies –

## 1.2 Airport Closures (Workbook Feedback)

### ■ Should the state introduce new legislation to prevent airport closures?

- Divided opinion when looking at all responses
- Majority of Puget Sound area respondents opposed this strategy.
- Strong support in other areas of the state.



#### Comment Snapshot:

- Those in support of this strategy commented on the importance of airport preservation.
- Those against this strategy felt that closure decisions should be determined by the owner, that the free market should be allowed to operate.

# Alternative Capacity Strategies –

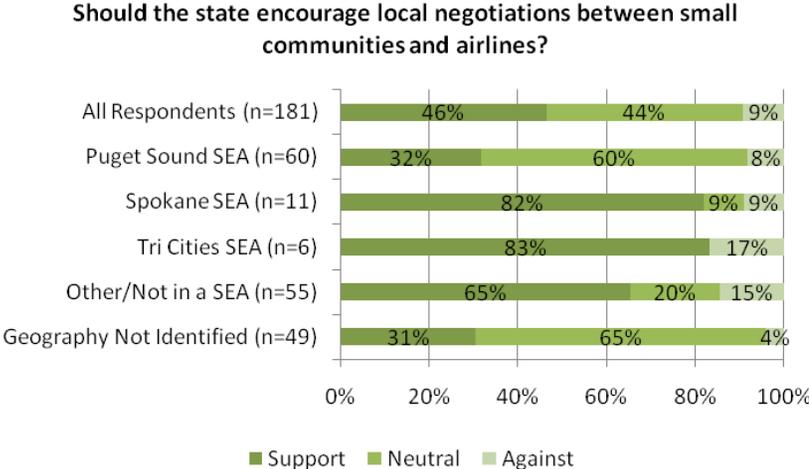
## 1.3 Small Communities (Online Survey)

- At least one-third of respondents (31-33%) indicated a low priority for supporting commercial service to smaller communities and to maintain the condition of smaller airports
- Respondents in the Central Puget Sound region are more likely to give higher priority to ensuring that there is sufficient airport capacity to accommodate passenger demand.
- When asked to identify the highest funding priorities to preserve the aviation system, respondents chose to give the highest priority to supporting emergency services and the lowest priority to maintaining commercial service to smaller communities.

# Alternative Capacity Strategies –

## 1.3 Small Communities (Workbook feedback)

- **Should the state encourage local negotiations between small communities and airlines?**
  - Moderate support when looking at all responses
  - Greater support outside of the Puget Sound region.

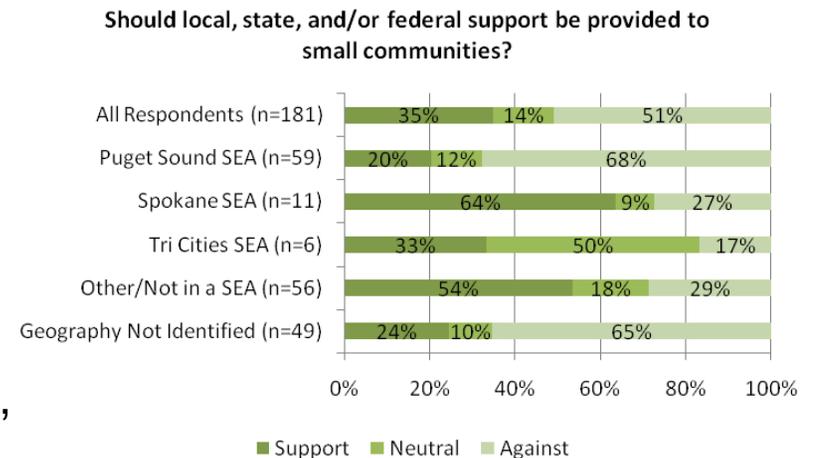


# Alternative Capacity Strategies –

## 1.3 Small Communities (Workbook feedback)

### ■ Should local, state and/or federal support be provided to small communities?

- Half of all respondents opposed this strategy when looking at all responses.
- Strong opposition in the Puget Sound Region.
- Stronger support elsewhere in the state, though support was more limited in the Tri Cities region.



#### Comment Snapshot:

- Common theme for those against this strategy is that the free market should be allowed to work without government intervention.
- The importance of economic development in smaller communities and the state's infrastructure were common themes among supporters of this strategy.

# 2. STEWARDSHIP

## 2. Alternative Stewardship Strategies

### (Online Survey)

- **At least half or more of respondents (somewhat to strongly) supported the following ideas for maintaining Washington’s existing aviation system:**
  - Prioritize spending to preserve our existing system through proper maintenance
  - Expand the use of some airports to include additional, new commercial service
  - Avoid incompatible land uses near airports
  - Develop a revolving loan fund to help airport sponsors finance airport improvement projects
  
- **About 45% agree that a funding priority should be placed on airports that carry the most people, and that the free market should dictate which airports remain in service.**

# Alternative Stewardship Strategies

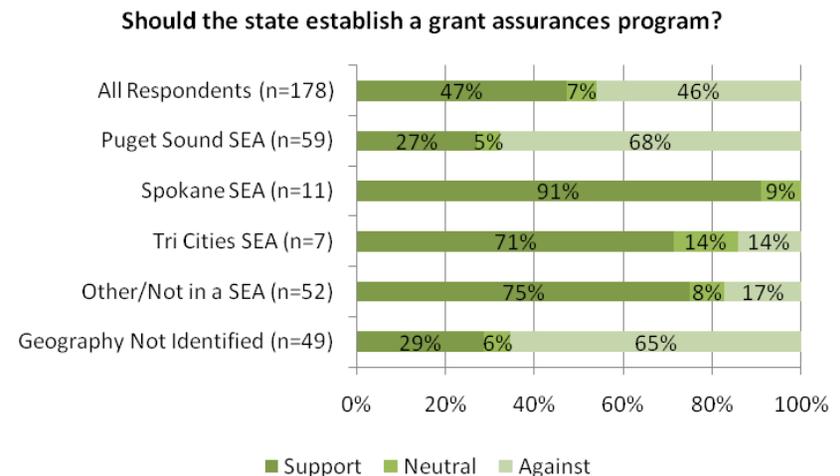
## (Workbook Feedback)

- **There was consensus on several of the stewardship alternative strategies:**
  - Should the state prioritize system investments? (strong support)
  - Should the state improve instrument approach capabilities? (strong support)
  - Should the state establish incentive programs to remove obstructions and enhance safety? (strong support)
  - Should the state install weather reporting equipment? (strong support)
  - Should the state improve management of airport pavement? (moderate support)
  - Should the state establish a program for landing aids and aircraft turnarounds at small airports? (moderate support)
  - Should the state establish a revolving loan program? (moderate support)
  - Should the state focus on having projects “shovel ready” (neutral opinion)
  
- **Opinion was divided for the remaining stewardship strategies. Results are reported in the following slides.**

# Alternative Stewardship Strategies

## (Workbook Feedback)

- **Should the state establish a grant assurances program?**
  - Divided opinion when looking at all responses
  - Majority of Puget Sound respondents opposed this strategy
  - Strong support elsewhere in the state.



### Comment Snapshot:

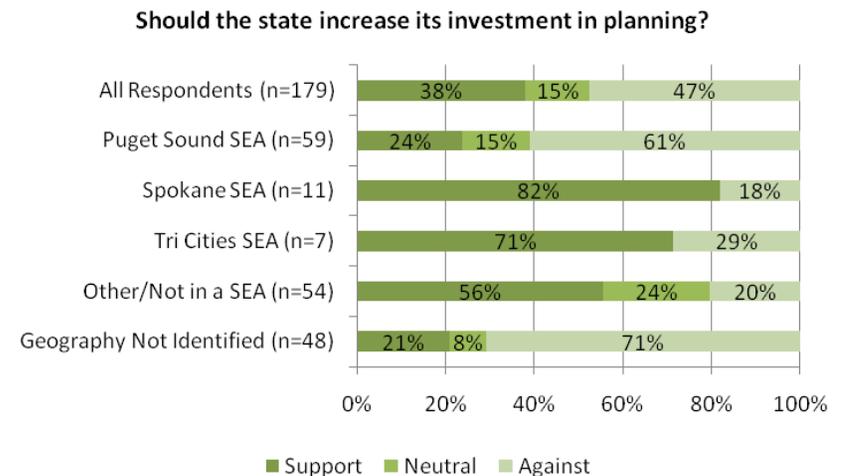
- For those who support it, accountability is the key reason.
- For those who are against it, the most common reason cited is the objection to the use of state funds to support airports.

# Alternative Stewardship Strategies

## (Workbook Feedback)

### ■ Should the state increase its investment in planning?

- Divided opinion when looking at all responses
- Majority of Puget Sound respondents opposed this strategy
- Strong support elsewhere in the state.



### Comment Snapshot:

- For those who support this strategy, they saw it as a way to promote system stewardship.
- Several Puget Sound area respondents expressed concern about the statement in the workbook that this strategy would enable the State to buffer local politicians from controversial projects.

# Alternative Stewardship Strategies

## (Comment Letters)

- Some concern that the alternative strategies are too focused on general aviation issues

# 3. LAND USE

# Alternative Land Use Strategies

## (Online Survey)

- Nearly 70% supported or strongly supported local land use laws limiting development around airports to uses that are compatible with airport operations.
- When asked what type of role state government should play in protecting the long-term air transportation needs of Washington State, nearly 70% supported discouraging incompatible land uses near airports.
- Approximately 66% of supported or strongly supported avoiding incompatible land uses near airports as a means to maintain Washington's existing aviation system.
- Online survey results are consistent with E-Town Hall 2 results - 70% of E-Town Hall 2 participants were supportive of limiting incompatible land uses around airports.

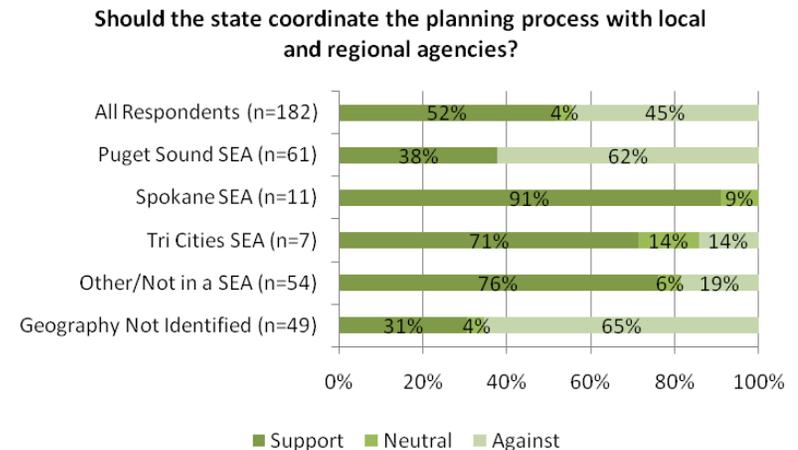
# Workbook Feedback on Alternative Land Use Strategies

- Opinion was divided on all of the land use strategies; Puget Sound area respondents had a strong impact on responses to all land use strategies.
- In other areas of the State, responses were more similar to what we learned from the online survey and E-Town Halls with regard to land use.

# Alternative Land Use Strategies

## (Workbook Feedback)

- **Should the state coordinate the planning process with local and regional agencies?**
  - Divided opinion when looking at all responses
  - Greater opposition in the Puget Sound region
  - Strong support elsewhere in the state.



### Comment Snapshot:

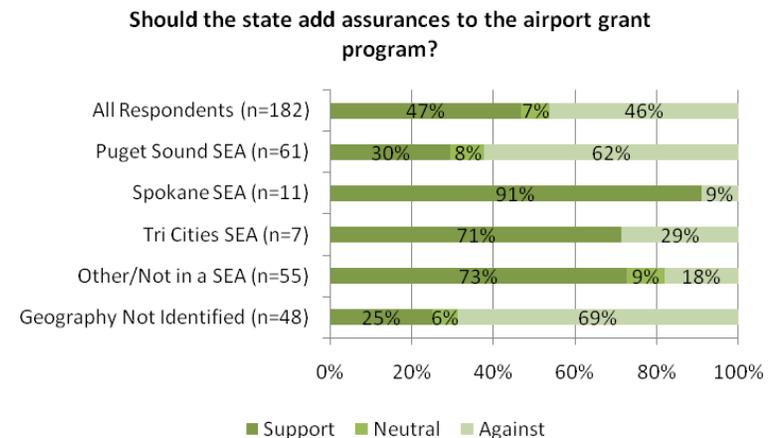
- Those supporting a state role said local government has a poor record when it comes to addressing land use/airport issues. Others stated that coordination leads to better decisions.
- Those opposing a state role are concerned that this strategy is biased toward protection of the aviation system and against community interests. Others said local government should be in charge of land use decision-making

# Alternative Land Use Strategies

## (Workbook Feedback)

### ■ Should the state add assurances to the airport grant program?

- Divided opinion when looking at all responses
- Greater opposition in the Puget Sound region
- Strong support elsewhere in the state.



#### Comment Snapshot:

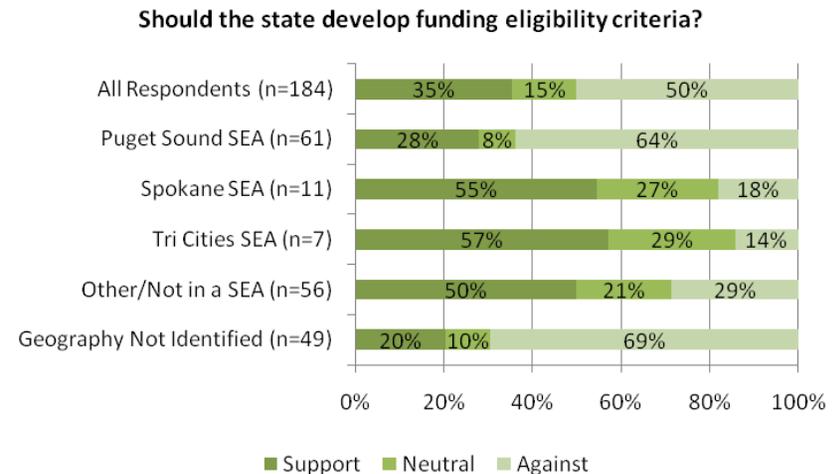
- For those who support it, accountability is a key reason.
- Helps insulate airports from local political pressure.
- For those against this strategy, the most common reason cited is the objection to the use of state funds to support airports.
- Assurances need to be reasonable, enforceable, and permanent.
- Local government should be in charge of land use decision-making – specifically mentioned in City of SeaTac and Snohomish County Council comments

# Alternative Land Use Strategies

## (Workbook Feedback)

### ■ Should the state develop funding eligibility criteria?

- Divided opinion when looking at all responses
- Greater opposition in the Puget Sound region
- Strong support elsewhere in the state.



### Comment Snapshot:

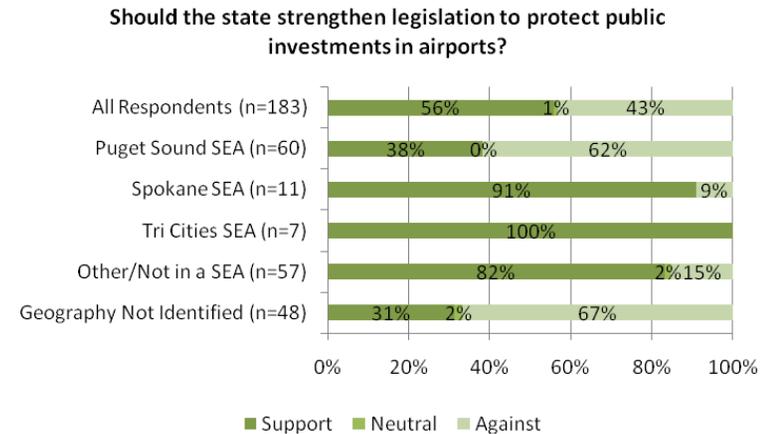
- A state role is needed - local government has a poor record when it comes to addressing land use/airport issues.
- Concern expressed that funding typically favors airports and airlines, and not communities who may oppose an action.
- Local government should be in charge of land use decision-making

# Alternative Land Use Strategies

## (Workbook Feedback)

### ■ Should the state strengthen legislation to protect public investments in airports?

- Divided opinion when looking at all responses
- Greater opposition in the Puget Sound region
- Strong support elsewhere in the state.



#### Comment Snapshot:

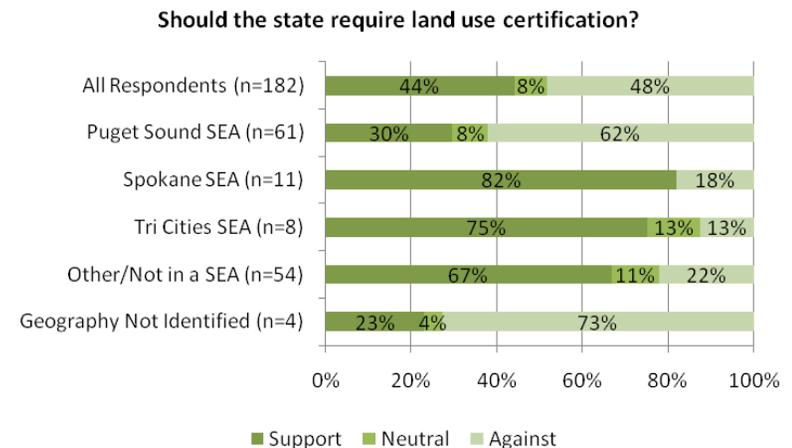
- This is an important role for the state as airports are essential public facilities and there is a need to protect public investment.
- This strategy favors the needs of airports over community concerns.
- Local government should be in charge of land use decision-making

# Alternative Land Use Strategies

## (Workbook Feedback)

### ■ Should the state require land use certification?

- Divided opinion when looking at all responses
- Greater opposition in the Puget Sound region
- Strong support elsewhere in the state.



#### Comment Snapshot:

- Those in support of this strategy commented that language should be stronger – “prohibit” not “discourage”
- Those against this strategy commented it favors the needs of airports over community concerns.
- Others commented that this strategy adds too many layers of bureaucracy.

# Comment Letters – Land Use

- Too much emphasis on needs of airports
- Concern about neighborhood impacts of airport expansion

# **RECOMMENDED CHANGES TO PRINCIPLES AND POLICIES**

# Review of Policy Development Process



# Council Purpose and Need Statement

- Maintaining a healthy aviation system is in the interests of the nation and the citizens of Washington State.
- Washington's aviation system provides intrastate, national and international access for passengers and goods and is an important component of our national defense capability. Washington State's aviation system is an essential function of our overall transportation system, because it:
  - Moves people and goods
  - Supports business, employment, and commerce
  - Promotes quality of life
  - Provides access for critical emergency and disaster management services that other transportation modes cannot accommodate.
- Airports in the system range from large airports that serve major population centers to small community airports that are a critical link to sparsely populated expanses and local economies. Although Washington's airports are diverse, with different roles and needs , they must function together as a healthy, balanced system.
- The Washington State Aviation Planning Council was established by the Legislature and appointed by the Governor to develop recommendations to the Governor and Legislature for policies and capital investment strategies needed to maintain a healthy aviation system.
- The Council's recommendations will be based upon current State policy goals, the analysis presented in the Long-term Air Transportation study (LATS), public input, and additional technical research. As directed by the Legislature, technical and administrative support will be provided by the Washington State Department of Transportation (WSDOT) Aviation Division and a technical consultant team.

# Recommended Changes to Guiding Principles

## Guiding Principle #1

In order to offer a more forceful statement of the importance of the aviation system within the state, we propose switching the sentences in principle #1. Thus:

- *Washington's aviation system is an essential component of local, state and national economies and must be sustained. Washington's communities depend on their ability to access Washington State's aviation system to move people and goods safely throughout the state, nation, and world.*

**Action: Concurrence on recommended changes**

# Recommended Changes to Guiding Principles

## Guiding Principle #2

### Current

Washington State's aviation system should be considered in terms of commercial aviation, general aviation and aviation support facilities (landside and airside) as well as airspace. Furthermore, decisions about Washington's aviation system should be considered in the context of national and international aviation.

### Proposed

*Washington State's aviation system includes commercial aviation and general aviation airports and supporting businesses and facilities, the aerospace industry and airspace. Furthermore, decisions about Washington's aviation system should be considered in the context of state, national and international impacts.*

**Action: Concurrence on recommended changes**

# Recommended Changes to Guiding Principles

## Guiding Principle #5

### Current

Washington's aviation system currently suffers from a significant funding shortfall that is leading to deferred maintenance that will cost even more to address over the long run. Without adequate maintenance, Washington's aviation system will deteriorate. Needed revenue for maintenance and preservation of airports should be collected and distributed in an equitable manner.

### Proposed

*Though Washington's aviation system provides significant economic benefit to the State, it currently suffers from a significant funding shortfall leading to deferred maintenance that will cost even more to address over the long run. As a component of the overall transportation system within the state, funding mechanisms must be considered and funding sources identified which equitably take into account the revenue and benefit derived from aviation activities.*

**Action: Concurrence on recommended changes**

# Recommended Changes to Guiding Principles

## Guiding Principles 6 and 8

### Current

- To maximize value and impact of public investment in the aviation system statewide will require strategic and targeted investment that looks first to making the best use of our current assets. We must preserve the system we have in place, and then enhance the capacity of existing facilities with technological innovation and system management best practices. In doing so, we must take into account different roles of airports, serving Washington's diverse communities.
- Capacity investments must be considered in the context of environmental and social impacts such as noise, air quality, water quality, impacts on adjacent communities, and climate change.

### Proposed

*The public investment in the aviation system can be maximized by first making the best use of our current assets. Enhancement and expansion of the system must consider environmental and social impacts upon communities and the state.*

**Action: Concurrence on recommended changes**

# Action: Adopt Guiding Principles

## (Council Packet Page 74)

1. Washington's aviation system is an essential component of local, state and national economies and must be sustained. Washington's communities depend on their ability to access Washington State's aviation system to move people and goods safely throughout the state, nation, and world.
2. Washington State's aviation system includes commercial aviation and general aviation airports and supporting businesses and facilities, the aerospace industry and airspace. Furthermore, decisions about Washington's aviation system should be considered in the context of local, state, national and international impacts.
3. It will take strong partnerships to effectively address the challenges facing Washington's aviation system between airports, the aviation industry, business community, local, regional and tribal government, educational institutions, Washington State, and the Federal Aviation Administration.
4. To safeguard Washington State's aviation system for future generations, the state must address multiple challenges in a timely manner including: capacity exacerbated by growing demand, delayed maintenance, incompatible land use, funding, work force, and the special needs of small communities.

# Action: Adopt Guiding Principles

## (Council Packet Page 74)

5. Though Washington's aviation system provides significant economic benefit to the State, it currently suffers from a significant funding shortfall leading to deferred maintenance that will cost even more to address over the long run. As a component of the overall transportation system within the state, funding mechanisms must be considered and funding sources identified which equitably take into account the revenue and benefit derived from aviation activities.
6. The public investment in the aviation system can be maximized by first making the best use of our current assets. Enhancement and expansion of the system must consider environmental and social impacts upon communities and the state.
7. The decision-making about the expansion or siting of airports should be made through an open and public process, taking into account the ultimate need to serve the broadest long term interest of the residents of Washington State and our national security.
8. Washington's aviation system should be planned to coordinate with other transportation modes to assure effective, efficient, and complementary transportation options for people and goods.

# Recommended Changes to Environment Policy

## Current

- Airport facilities and operations plans should use best management practices e.g. energy conservation, alternative fuels, and waste reduction.
- Incorporate state and federal greenhouse gas reductions associated with air transportation to minimize the adverse health and environmental impacts on air quality and the climate while promoting jobs and economic development in a sustainable manner.

## Proposed

- Washington State should encourage sustainable environmental and energy best management practices in design and operation of airport facilities, consistent with state and federal law.

**Action: Concurrence on recommended changes**

# Recommended Changes to Stewardship Policy #3

## Current

- Update the Washington Aviation System Plan (WASP) to include the following:
  - Incorporate economic development studies...to keep the system plan up-to-date to meet changing conditions in the air transportation system.
  - At each update cycle, reevaluate...Classification System designations ...
  - Maintain a relational database...

## Proposed Amendment

- *During each System Plan update, review the progress toward achievement and relevance of the policies recommended by the Aviation Planning Council.*

**Action: Concurrence on recommended changes**

# Recommended Changes to Stewardship Policy #5

## Original

Provide technical assistance to airports and promote methods that optimize the net public benefit, as consistent with the WASP, airport master plans, and state and federal assurances and guidelines.

## Proposal

*This concept should be addressed as part of the system plan recommendations.*

**Action: Concurrence on recommended changes**

# Recommended Changes to Stewardship Policy #6

## Original

Support joint public-private partnership and private sector initiatives to provide transportation facilities and services that protects the public's best interest, such that....

## Proposed clarification

W1

*In order to provide funding for preservation and necessary development of the aviation system, the State shall return a portion of the general fund revenue generated by aviation system activity to the Department of Transportation –Aviation Division for support of such improvements.*

**Action: Concurrence on recommended changes**

**Slide 66**

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**W1**

this proposed new language was seen to be a substantive recommendation rather than a clarification, and will be addressed as part of the financial recommendations of the system plan

WSDOT, 5/26/2009

**Draft Language for Strategy Recommendations**

# **CAPACITY**

# Original Strategy Concepts for Capacity Constraints

1. Should the State invest in advanced aviation technology?
2. Should the State use demand management techniques?
3. Should the State redistribute demand to nearby airports?
4. Should the State expand airports with capacity constraints?
5. Should the State construct new airports?

# Original Strategy Concepts for Airport Closures

1. Should the State initiate an educational campaign?
2. Should the State add assurances to the Airport Grant program?
3. Should the State introduce new legislation to prevent airport closures?
4. Should we authorize expanded State ownership?

# Original Strategy Concepts for Loss of Private Airports

1. Should the State encourage local negotiations between small communities and airlines?
2. Should local, state and/or Federal support be provided to small communities?

# Proposed Capacity Recommendations

It is recommended that the State take a lead role in addressing aviation capacity needs and place a priority on funding and planning the state's air transportation system, including general aviation, to meet future needs. The Legislature and WSDOT will take measures to:

- Enact legislative policy to use existing capacity in the air transportation system before considering constructing new airports.
- Invest in advanced aviation technologies for Automatic Dependent Surveillance-Broadcast (ADS-B) systems, instrument approaches, and other pertinent technologies to address safety, capacity and access for all commercial, regional and community airports identified in the state's system plan.
- When additional aviation capacity is forecast to be needed, and no feasible airport capacity is available within the region, the legislature should fund a site selection study for the placement of new airport(s) if no sponsor is available.

**Draft Language for Strategy Recommendations**

# **LAND USE**

# Original Strategy Concepts for Land Use

1. Should the State coordinate the planning process with local and regional agencies?
2. Should the State develop funding eligibility criteria?
3. Should the State add assurances to the Airport Grant program?
4. Should the State strengthen legislation to protect public investments in airports?
5. Should the State require land use certification?

# Proposed Land Use Recommendations

The Aviation Planning Council recommends the State reaffirm and strengthen land use legislation to protect public use airports from encroachment of incompatible land uses, and safeguard the public's investment in the air transportation system.

Legislation should specifically be designed to:

1. Amend the Growth Management Act ( RCW 36.70A.510 General Aviation Airports and RCW 36.70A.200 - essential public facilities -), and planning enabling statutes (RCW 36.70.547 – General Aviation Airports), to require “protection” of airports from encroachment of incompatible land uses, as well as providing for the “siting” of such uses as Essential Public Facilities.

2. Prohibit the placement of noise sensitive uses within the traffic pattern of public use airports. Examples of such uses include but are not limited to residential, schools, hospitals, and adult care facilities. Where such uses exist, require they be considered non-conforming and further require local governments to amend or update their land use plans to prohibit expansion of such uses and, preferably, phase them out. Similar protections should be extended to contiguous jurisdictions where the airport areas involve more than one city or county.

*Continued...*

# Proposed Land Use Recommendations (Continued)

3. Revise Washington Administrative Codes (WACs) and or Revised Codes of Washington (RCWs) governing the siting of public schools to prohibit new construction of schools in areas impacted by the airport traffic pattern. Work with the Office of Superintendent of Public Instruction (OSPI) to ensure public schools in Washington State are notified of these recommendations.
4. Revise WACs and or RCWs to prohibit structural, visual, electrical and wildlife hazards that interfere with critical airspace surfaces, negatively impact airport operations or endanger the public's safety.
5. Strengthen the authority of the Washington State Department of Transportation (WSDOT), regional transportation planning organizations (RTPOs) and metropolitan planning organizations (MPOs) to certify that transportation and land use elements of comprehensive plans and development regulations provide sufficient protection to airports. Transportation funds provided by these organizations (WSDOT, RTPOs and MPOs), should be provided to Jurisdictions that protect these resources.
6. Require local jurisdictions and airport sponsors to coordinate land use planning, site master planning, and permitting so as to protect airport operations and avoid conflicts.
7. Provide standing for airport operators and the State of Washington to take such actions as necessary to enforce measures intended to protect airports from encroachment.

**Draft Language for Strategy Recommendations**

# **STEWARDSHIP**

# Original Strategy Concepts for Stewardship

1. Should the State prioritize system investments?
2. Should the State improve instrument approach capabilities?
3. Should the State establish incentive programs to remove obstructions and enhance safety?
4. Should the State install weather reporting equipment?
5. Should the State improve management of airport pavement?
6. Should the state establish a program for landing aids and aircraft turnarounds at small airports?
7. Should the state establish a grant assurances program?
8. Should the State increase its investment in planning?
9. Should the State focus on having projects “shovel ready”?
10. Should the State establish a revolving loan program?

# Proposed Stewardship Recommendations

The State should enact legislation and other measures to preserve the existing capacity of the air transportation system and to ensure that adequate measures are in place to fund airport facility infrastructure that are necessary to meet the needs of intra-state commerce, national mobility, access to communities, access to economic development and provide for emergency services. Measures should include:

- Enact legislation to conduct an assessment of state aviation taxes and fees derived from aviation activities conducted within Washington. Prepare a report to the Governor that identifies recommendations to fund investments in public airport infrastructure.
- Enact legislation to provide tax incentives to encourage owners of public use, privately owned airports to maintain and develop their facilities for the benefit of Washington's citizens.
- Enact legislation to establish an annual statewide air transportation 5-year capital investment program consistent with the aviation system plan to assist in identifying airport infrastructure needs and prioritizing system investments. The capital investment program should be supported by contractual considerations and closely coordinated with airport sponsors and the Federal Aviation Administration.
- An annual report to the Governor, Legislature, Transportation Commission and RTPOs shall be prepared evaluating the attainment of aviation performance objectives.

# Additional Recommendation on Airport Classification System Terminology

Change “Recreation/remote” to “Rural Access” or “Rural Essential”

# Next Steps

- **Draft Council Report and System Plan prepared and circulated to Council Members by June 4**
- **Council comments by June 15**
- **Council Report goes into production**
- **Final Council Report and System Plan submitted to Governor by July 1**
- **Media event (TBD)**

**Thank you!**