

Commercial Aviation Coordinating Commission

March 2023 Online Open House and Virtual Public Meeting report

PREPARED MARCH 29, 2023

Executive Summary

Overview

Learning more about what is important to communities across Washington state is a crucial step for the Commercial Aviation Coordinating Commission (CACC). To help learn about aviation priorities, the CACC held an online open house from March 1 to March 22, 2023. The online open house was available in English and Spanish, with information about the CACC, the online open house, and how to receive a full translation in Amharic, Arabic, Chinese (simplified and traditional), French, Japanese, Korean, Russian, Somali, Tagalog, Thai, Tigrinya, and Vietnamese. Additionally, there was a call-in option for people who wanted the open house read to them, and two virtual public meetings held via Zoom on March 8 and 9, 2023.

Share your thoughts about the future of aviation in Washington!

As the Puget Sound region grows, demand for air travel is growing with it, and some existing passenger, cargo, and general aviation facilities are running out of space.

The Commercial Aviation Coordinating Commission (CACC) is working to identify existing airports or new sites to help solve the aviation capacity problem in Washington.

We want to hear from you!
Visit our online open house from March 1-22:
engage.wsdot.wa.gov/CACC
Join us at a virtual public meeting March 8 or 9.

Questions?
Contact: CACC@wsdot.wa.gov

WSDOT

Promotion

The primary audience for notification of the online open house was Washington residents west of the Cascades. The intent was to reach communities around the three greenfield locations and Paine Field. Residents in the rest of the state were a secondary statewide audience.

To promote the online open house, WSDOT distributed a press release in English and Spanish to statewide media; distributed partner toolkits to CACC members; published several listserv emails; sent direct emails to community-based organizations (CBOs); and published organic and paid social media posts.

Input

The online open house received 16,485 page views from 13,802 users. Of users, 406 provided their zip codes. Most users were from Washington state, with one participant from outside of Washington. The highest

number of participants was from Pierce County (108), followed by Thurston (92), King (67), Spokane (21), and Snohomish (20) counties.

Users shared input through a comment form; 349 comments were received. Most comments were about the sites currently being studied by the CACC, with 35 comments of support and two of opposition for Paine Field, nine comments of support and 25 of opposition to the Pierce County sites (almost all comments combined the two Pierce County locations), 22 comments of support and 35 of opposition to Thurston County, and 25 comments opposing all three greenfield locations. Other common comments were support for a Yakima (47) or Olympia (12) location, support for high-speed rail (18), opposition due to environmental concerns (17), and frustration with the process or support to re-start with new legislation (13).

The virtual public meetings were attended by 89 people. Meeting participants submitted 146 questions or comments during the meetings. Questions and comments were split across many topics, with large numbers in support of a Yakima location and questions and process and the capacity forecast.

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Online Open House Report

March 2023

Background

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) to address concerns that Washington's airports, including Seattle-Tacoma International Airport, will soon reach capacity. The CACC's charge is to provide a recommendation by June 15, 2023, for a single preferred location to help meet the forecasted demand for commercial passenger service, air cargo, and general aviation.

The increased air travel demand means that even with planned expansions at Seattle-Tacoma International Airport (Sea-Tac) and other regional airports, there will be 27 million unmet passenger boardings each year. Similarly, by 2050, air cargo demand is expected to more than double, and general aviation, which includes private and recreational flights, chartered flights, and emergency medical and fire services, is expected to grow throughout the state as well.

This is an opportunity for the state to consider the future of its aviation system and its growth potential, which includes innovations such as clean energy production at airports and use of aviation technology that reduces emissions and reduces noise from airplanes.

Learning more about what is important to communities across Washington state is a crucial step for the CACC. To help learn about the public's aviation priorities, the CACC held an online open house and two virtual public meetings between March 1 and March 22, 2023.

Format and notification

Online open house format

The online open house was hosted as part of WSDOT's Engage platform with the following pages: a welcome and overview page, a page with current locations under consideration, information about an upcoming CACC meeting and legislative and city government activities that could influence Commissioners' deliberation, a page collecting open-ended comments and demographic information, and a page outlining ways to keep informed about the CACC's work. See [Appendix A](#) for a copy of the online open house in English.

The online open house was available in English and Spanish, with short summaries and information about how to request translation in:

- Amharic
- Arabic
- Chinese (simplified)
- Chinese (traditional)
- French
- Japanese
- Korean
- Russian
- Somali
- Tagalog
- Thai
- Tigrinya
- Vietnamese

Telephone hotline

WSDOT also had a telephone hotline option to accommodate users who could not access the online open house due to technology limitations. Phone users were able to call the hotline and leave a message in one of the 15 languages listed above; their call would be returned in their preferred language. The hotline did not receive any calls.

Virtual public meeting format

To provide another option for users who wanted to hear information from the project team and/or share questions or comments in real time, the team hosted two virtual public meetings using Zoom Webinar. The meetings were held over the lunch hour on March 8 and in the evening on March 9; 89 people attended the webinars. Webinar reports are available in [Appendix D](#) and [Appendix E](#).

Notification

The project team prioritized using notification methods that would maximize limited funds, focusing on online ads and collaboration with project partners. The team applied lessons learned from previous open houses, which showed little reach from newspaper advertisements, and overwhelmingly showed that online ads were the most effective driver of users to the open house. The primary audience for notification of the online open house was Washington residents west of the Cascades to reach communities around the three greenfield locations and Paine Field. Residents in the rest of Washington state were a secondary audience.

WSDOT distributed a press release in English and Spanish to statewide media (press release is available in [Appendix F](#)). Articles about the open house ran in:

- Eatonville Dispatch
- Snohomish County Tribune
- My Edmonds News

On March 1, 2023, WSDOT provided a partner toolkit to CACC members, which included an overview of the CACC and the online open house, online open house reminder message, social media posts and images, and a printable poster. All materials were provided in English and Spanish.

The partner toolkit is available in [Appendix G](#).

On March 2, the project team contacted individual representatives for 85 community-based organizations (CBOs) by email. The list of organizations contacted is available in [Appendix H](#). The email included a reminder about the project, explained the upcoming online open house and other opportunities to share input, and invited further discussion with the CBOs.

On March 15, the project team contacted individual representatives for an additional 120 CBOs, as provided by WSDOT's Office of Equity and Civil Rights. That list is also available in [Appendix H](#).

WSDOT posted organic Facebook posts on March 1, 8, 16, and 20. The posts reached more than 49,000 Facebook users and had more than 1,000 engagements. WSDOT also posted paid (boosted) Facebook and Instagram ads throughout the duration of the open house. The statewide posts in English had more than 282,000 impressions and the statewide posts in Spanish had 55,000 impressions; English posts west of the Cascade Mountains had more than 65,000 impressions, and Spanish posts west of the Cascades

had nearly 11,000 impressions. The Facebook and Instagram ads and organic posts were the largest driver of users to the online open house. The posts are available in [Appendix I](#).

Results

Online open house

Users

The online open house was available from March 1 to March 22, 2023. During that time, there were 16,485 page views from 13,802 users. One user used the Spanish version of the site.

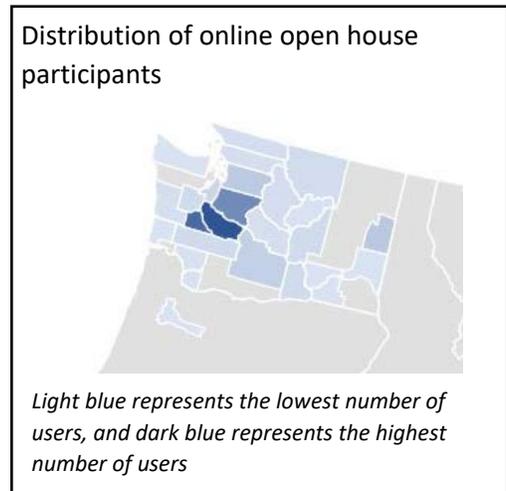
Of users, 406 provided their zip codes. Most users were from Washington state, with one participant from outside of Washington. The highest number of participants was from Pierce County (108), followed by Thurston (92), King (67), Spokane (21), and Snohomish (20) counties.

Users provided a total 364 comments.

View the full online open house traffic report in [Appendix B](#) and comments in [Appendix C](#).

Open-ended feedback

Users had the opportunity to provide open-ended feedback through a comment form in the online open. Most comments were about the locations currently being studied by the CACC.



Location	Support	Oppose
Paine Field	35	2
Pierce County *Note that almost all comments combined both Pierce sites in one comment	9	35
Thurston County	22	35
All greenfield sites	n/a	25

Comments about sites not being studied by the Commission were primarily about Yakima Air Terminal/McAllister Field (47 support, 3 oppose) and Olympia Regional Airport (12 support). Other locations users supported include Spokane (1), Lewis County (6), Moses Lake (6), Joint Base Lewis-McChord (5), Sea-Tac (2), Grant County (2), McNeil Island (2), Boeing Field (1), Duvall (1), Ellensburg (1), Shelton (1), and Wenatchee (1). Locations users opposed include King County (2) and Tacoma Narrows (1). Users also wrote in general support for options in the south end (3), north end (3), eastern Washington (2), and central to the Seattle area (1). Users also wrote in general opposition for options in Western Washington (1).

Additional comments included support for high-speed rail (18), opposition to expanding aviation due to environmental concerns (17), notes that the process was flawed or support for re-starting the process with new legislation (13), general opposition (8), support for using existing airports (5), support for

including transit to any new airport (5), questions (4), encouragement not to listen to “NIMBYs” (2), encouragement to listen to the community (2), general support (2), and one comment each about airline-related issues, light rail-related issues, encouragement to distribute flights at regional airports, opposition to demographic questions, encouragement to focus on customers and business, support for siting an airport further away, encouragement for prioritizing car access at any new airport, opposition to any military airspace conflict, opposition to adding new pavement, encouragement to remove cargo operations from Sea-Tac, encouragement to require larger planes be used at Sea-Tac, comment about Paine Field operations, and encouragement to prioritize new housing.

Virtual public meetings

Attendance

Two virtual public meetings were held using Zoom webinar. The first webinar was noon to 1 p.m. on Wednesday, March 8. There were 55 participants. The second webinar was 5:30 to 6:30 p.m. on Thursday, March 9. There were 34 participants.

Participants were required to pre-register using their first and last name and an email address but were not required to share demographic data. Note that some users registered with “Anonymous” in the name field.

Questions and comments

At the March 8 webinar, 61 questions and 46 comments were submitted.

Of those, the greatest number (9) were questions or comments about whether Yakima would be a good option for a new airport, with many (7-8) making comparisons between non-Washington and Washington state airports, asking when and how a decision will be made, and suggesting that the state consider how rail infrastructure can be used to support capacity needs. Several commenters had questions about a photo in the presentation showing people standing in line in the Sea-Tac parking lot during a busy holiday.

Question/comment topic	Number
Yakima (desire for more public outreach, support, opposition)	9
Making comparisons to other cities and airports	8
When and how the decision will be made	7
Paine Field (questions, opposition)	7
High-speed rail (connecting to airports, reducing need for airport)	7
Questions about a photo of people standing in line at Sea-Tac used in the presentation	7
Population growth (complaints)	6
Environmental concerns (climate change, pollution)	5
Commission members’ financial interests in a new airport	5
Airport size comparisons (comments)	5
Pierce County greenfield site (support, opposition, questions)	5
Desire for more robust public outreach	5
Cargo (in Moses Lake, cargo-only airports)	5

At the March 9 webinar, 21 questions and 18 comments were submitted. Of those, 15 were questions or comments about the CACC process (i.e., how members are picked, upcoming milestones, how the public can affect the process). Additional comments and questions had to do with how the CACC came to understand the state’s capacity needs (7), general support for Olympia Regional Airport to become the next airport (5), and questions about the greenfield sites (5).

Question/comment topic	Number
Question about CACC process	15
Capacity needs	7
Support for Olympia Regional Airport	5
Greenfield sites	5
Request for public process	3
Environmental concerns	3
General opposition	3
Health concerns	2
Thanks	2
Interest in rail	1
Join Base Lewis-McChord	1
Consider other locations (Vancouver)	1

Appendix A: Online open house content

Commercial Aviation Coordinating Commission online open house

Welcome to our online open house!

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) to address concerns that Washington's airports, including Seattle-Tacoma International Airport, will soon reach capacity. The CACC's charge is to provide a recommendation by June 15, 2023, for a single preferred location to help meet the forecast demand for commercial passenger service, air cargo, and general aviation. You can [learn more about the capacity problem on our website](#).

The CACC completed [a Phase 1 Report](#) of its work in February 2022 and [Phase 2](#) in October 2022. Thank you to all who shared input during earlier phases of work!

Alternate ways to participate

Accessibility is important to us. You may use this open house in English and Spanish – use the links at the top of the page to access different language options. If you prefer to have this information by phone, call 253-948-5870 and someone will read the online open house content to you.

Additionally, we will host two public meetings over Zoom to share the same information we've provided in this online open house. You may join through your computer or by phone. Recordings of both meetings will be posted to the [project website](#).

If you need interpretation, please let us know by emailing CACC@wsdot.wa.gov.

Wednesday, March 8, noon to 1 p.m.

Thursday, March 9, 5:15 to 6:15 p.m.

Note that the same information will be presented at both meetings. Comments received through the meetings and through this online open house will all be shared with Commission members through a summary report.

Language assistance services

Request language assistance services by calling (360) 705-7090, or emailing us at: TitleVI@wsdot.wa.gov

Title VI notice 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, or national origin, 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 Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at 360-705-7090.

Americans with Disabilities Act (ADA) information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights 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.

What's new

During Phase 1, the Commission studied the potential for existing airports to expand and take on additional passenger and air cargo capacity. During Phase 2, the Commission and the Washington Aviation System Plan consultant identified 10 potential greenfield sites and narrowed that list down to three sites for further study, two in Pierce County and one in Thurston County.

[Legislation was introduced in February](#) that would form an aviation working group for future study of aviation capacity issues and potential solutions in Washington state. With that new legislation and a lack of new technical information, it is possible that the CACC may finish Phase 3 in March or April 2023, earlier than anticipated.

At the CACC's March meeting, Commissioners could decide to:

- Defer decision-making to the new aviation working group, depending on the status of the legislation at the time of the meeting
- Make a recommendation to be delivered to the Legislature based on the technical information and community input received so far
- Continue CACC work and make a recommendation closer to the June deadline

The locations still being considered by the CACC include:

- Paine Field: Add commercial and air cargo capacity to the existing airport; this option would not meet the full demand for air service
- Pierce County Central: Construct a new airport to provide commercial and air cargo service
- Pierce County East: Construct a new airport to provide commercial and air cargo service
- Thurston County Central: Construct a new airport to provide commercial and air cargo service

To date, the Commission is aware that not a single local government (city, county, or port) – nor any sovereign Indian tribe – supports the development of a greenfield site in Pierce or Thurston counties. The Commission is also aware of widespread public opposition to further consideration of these three sites.

The City of Yakima has requested that the Commission consider its airport, Yakima Air Terminal (McAllister Field), as the single preferred alternative to provide commercial and air cargo service. Technical analysis has not been conducted for this option.

Share your thoughts

As this iteration of the CACC wraps up its work, we want to hear from you. We will share comments received through this online open house with Commission members before they vote on a recommendation in March and include your input in a report for the legislature.

Please help us make sure we are hearing from a representative group of people.

What is your home zip code?

How old are you? [select one]

- Under 18
- 18-24
- 25-34
- 25-44
- 45-54
- 55-64
- 65-74
- 75+

How do you identify? [select one]

- Female
- Male
- Non-binary
- Not listed here

What is your race or ethnicity? Please select all that apply. [select multiple]

- American Indian or Alaska Native
- Asian or Asian American
- Black or African American
- Hispanic or Latinx
- Middle Eastern or North African
- Native Hawaiian or Pacific Islander
- White
- Other [fill in the blank]

What is your country of birth?

- Canada
- China
- Korea
- Germany
- Japan
- Philippines
- Mexico
- England
- USA
- Other [fill in the blank]
- Prefer not to disclose

What language do you use at home?

- Amharic
- Arabic
- Chinese, simplified
- Chinese, traditional
- English
- French
- Japanese
- Korean
- Russian
- Somali
- Spanish
- Tagalog
- Thai
- Tigrinya
- Vietnamese
- Other [fill in the blank]
- Prefer not to disclose

What was your total household income in 2022 before taxes? [select one]

- Less than \$15,000
- \$15,000 to \$24,999
- \$25,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 to \$199,999
- \$200,000 to \$249,999
- \$250,000 or more

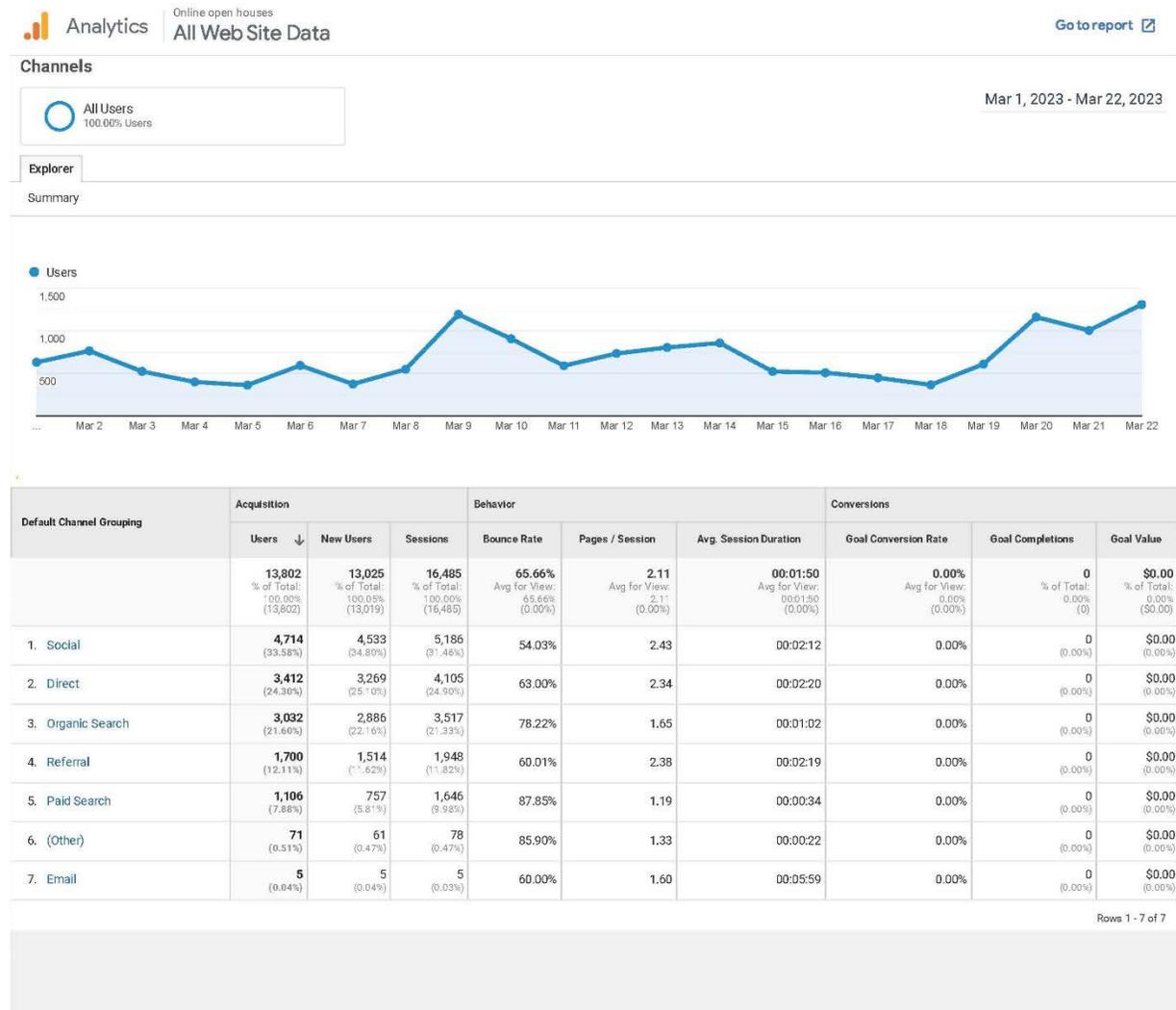
Next steps for the CACC

The CACC will make an advisory recommendation this spring. Before any recommendation moves forward, it will be necessary to conduct detailed financial and environmental analysis, and funding sources and airport governance will need to be identified to implement the recommendations. Additionally, the FAA and an airport sponsor (governing body of the airport) will conduct a similar process once a clear direction to expand airport capacity is identified that also includes public participation.

Stay involved

Keep up to date on the CACC's work on our [website](#) and/or [sign up for email updates](#). We will share a summary of all input received with the Legislature. The public is welcome to observe the CACC. There is a 20-minute formal public comment at the beginning of each CACC meeting.

Appendix B: Online open house traffic data



Appendix C: Online open house comments

**All comments are included exactly as submitted by the user*

<p>It's ludicrous that the we are considering a new airport in the region instead of investing in high speed rail. High speed rail is much more environmentally friendly and much more equitable than additional air traffic options would be, this alone should be enough to make it a preferred choice over another airport. It would also drastically reduce the need for the roughly 25 daily flights between Seattle and Portland and the roughly 12 daily flights between Seattle and Vancouver that currently take place (in addition to other benefits).</p>
<p>This is like putting the shortsighted highway expansion projects on steroids. There is no way an additional airport would provide net benefits to our region, the environmental and social costs are simply too high.</p>
<p>PERMANENTLY REMOVE PIERCE COUNTY AND THURSTON COUNTY GREENFIELD SITES FROM FURTHER CONSIDERATION FOR A NEW AIRPORT. STOP POLLUTING!</p>
<p>The further south, the better.</p>
<p>Love the idea of utilizing the east side of the state instead of the west side, which has lots of resistance. Yakima has the space to grow, with lots of support from the local community.</p>
<p>I live in quaint Eatonville, WA, quite close to both proposed Pierce County airfield sites, after growing up in Tacoma. The peace, quiet, and natural beauty of this area is quite literally a breath of fresh air. It was a wonderful place to come to after living in Tacoma until I was 12, and I now enjoy raising my 5 children in a friendly town with God's flora and fauna all around us and spectacular views of Mt. Rainier before us. It would be such a shame to destroy any of this by paving over such a large area and bringing in so much noise and pollution. The sites being considered may not be in the National Park limits, but they are worthy of protecting too.</p>
<p>Thank you for your time and consideration as you go about such a monumental task!</p>
<p>I oppose a new airport in Pierce Country, though I do agree that there is a need for air travel expansion. Yakima is an interesting idea though the fact that it is east of the Cascades could be a complication especially in winter if the goal is to address Puget Sound area population needs. What about options further south? Or north of Seattle? As for Pierce County, limited road systems are already making cross-county travel difficult and congested and it is important to consider water and air sheds in this important corridor approaching Mount Rainier.</p>
<p>Please get Paine field flights and airlines increased before planning other new expansions. Bring back another airline as planned.</p>
<p>High speed rail would be more sustainable than expanding air travel. Please consider high speed rail instead.</p>
<p>The logical location for a second airport is Olympia. There's already a regional airport there and lots of land for expansion</p>
<p>I find it a bit absurd that the CACC managed to come up with these three sites which clearly have airspace issues and affect the workings of JBLM. To anyone living in Pierce County from Puyallup to the Nisqually River that is obvious. Doesn't seem like much thought or due diligence was put into the narrowing of these sites. It also appears that these may be the recommendations in order to get some sort of shared use out of McChord and that's just the wrong approach. I welcome a decision to NOT make a recommendation of any of these sites.</p>

In my observation, a significant element of the overcrowding problem at SeaTac airport is that it is used as a hub for all of the nearby airports. If the airlines offered more direct flights out of Spokane, yakima, Pasco and Portland to other destinations, it seems like a significant reduction in traffic in and out of SeaTac could be realized. I live in ellensburg and if I choose to fly out of yakima, which is only 45 minutes away, I am going to be routed to SeaTac and likely experience at least a 3 or 4-hour layover at SeaTac one or both ways of my trip. Therefore, I choose to drive two hours to SeaTac and eliminate this layover.

There used to be direct flights between yakima and Portland, but no more, those flights are also routed through SeaTac, I choose to drive 4 hours from ellensburg to Portland if I have to go, flying would take significantly longer with existing routes.

Similarly, friends who live an hour north of Spokane recently flew to Washington DC. They drove to Spokane the night before their early morning flight, only to be notified at 1:30 am that their flight out of SeaTac was cancelled. They made the decision to fly from Spokane to SeaTac and rebook the next leg out of SeaTac to Washington DC from there. Again, they had to fly from Spokane, west to SeaTac, in order to fly across the country to Washington DC. I would expect multiple direct flights from Spokane to the east coast that did not require a stop at SeaTac. Please consider working with the airlines to expand their routes out of the existing airports and not route them through SeaTac.

I oppose the construction of an airport in any of the Pierce county greenfield sites. I have lived in one of the Pierce county sites for 36 years and my husband and I are 70 yrs old.

Please oppose the building on any of these sites. Infrastructure, cost, severe negative environmental impact, people's homes and the direct opposition from JBLM are but a sampling of reasons to take these sites off your lists.

Yakima, Ellensburg area.

It seems like it's unlikely that a new large airport site exists on the west side of the state. my preferred option would be to identify a location in Ellensburg and connect it to the population centers of the state with a quality passenger rail route. Ellensburg is closer to Puget Sound than other options (Yakima), notably for passenger rail connections the track between ellensburg and yakima is slow because of the windy yakima canyon so a rail to plane connection between Puget Sound and Ellensburg is more practical than to Yakima.

Since JBLM has already informed the CACC that the potential greenfield site in Thurston County would interfere with its operations, why is the Thurston County site still being considered?

You need to reevaluate your choices for a new airport. Our rural area is not meant for this type of commercial enterprise and the businesses that follow. Yakima has opened their door to a new regional airport. Lets take them up on it.

I can't find anywhere in your data the number of pass thru passengers. Those passengers only utilizing SeaTac as a connecting flight. Are the pass thru passengers being used in the total departures figure?

Please PERMANENTLY remove Pierce County and Thurston County from the list of sites for an airport. It has already been determined that these three "Greenfield" sites are not suitable for an airport.

Delaying confirmation that these sites are removed is abusive to our community members. Thank you.

I agree with the Yakima location. They are very interested in having it there. I understand there is potential for passengers to travel by high speed rail as well as driving themselves. An alternate greenfield option could potentially be near Winlock. Again add high speed rail to Winlock.

It's time for the state to actually do something. SeaTac is nearing capacity. Need to expand Paine Field, and enter into a joint use with McCord. That would solve the issue without building new airports.

Why is the Thurston site still being looked at? It will obviously interfere with military operations and is completely within the 2 mile buffer of JBLM. Please announce that it is being permanently removed from consideration already.

As part of the Coalition Against these airports sites, we have done extensive research to prove none locations are suitable for an airport. Yet, your group has claimed that covid limited your abilities to do the same.

You claim that your group is full of experts but allowed these choices to move forward even knowing each site is tied to JBLM.

This whole process was ridiculously flawed.

KYKM or KMWH combined with high speed rail to the greater Seattle area would be an excellent solution. The on average the better weather and options for longer runways would allow for greater takeoff loads (fewer bumped passengers due to weight restrictions) and fewer diversions due to weather.

I support thurston county as the new site. The current battle of "do we allow for a hour and a half drive or 3 hrs to get to SeaTac is overwhelming. Traffic NB I5 to get there is always questionable and often requires too much time to make the drive, not to mention the impact air travelers put on regular traffic delays. The current number of commuters from Tacoma to north of Seattle needs to lessened. It will bring more people from south of thurston county back into TC economy since many from Lewis county south often fly out of Portland because it's easier to get in/out of.

Only plan airport improvements only at Paine Field.

I think either OLM or a new purpose built South sound airport would be the best option for the area.

Both Pierce East and Pierce Central are unviable options from a flight path perspective. Proximity to air traffic SeaTac, and McChord AFB would cause serious separation issues for safe flight operations. Additionally, the rising terrain to the immediate east and south of both sites present safety hazards to the safe operation of heavy commercial aircraft that do not have the maneuverability of general aviation aircraft.

The location process so far is flawed beyond saving. I ask that they be removed from consideration. The sites in Pierce and Thurston counties would change the face of my home town beyond recognition. Despite being outside of the circles, I am close to all three sites. The infrastructure needed to support an airport would wipe out the rural landscape I live in.

I live in the Pierce County area and will be impacted by this stupidity. The last time I was on a plane was 2008 and I don't plan on flying ever again. I don't care about King County and their tourist money. I DO NOT SUPPORT this airport and will protest/sue to keep it out of OUR hometown!!! Give that mess to Yakama

Please expand the already existing commercial field at Payne Field in Everett.

We need more flights in and out of Wenatchee please.

Don't ruin Pierce County. There is no infrastructure!

The CACC has spent 3 years, and thousands of taxpayer dollars, to narrow their focus on 3 'greenfield' areas would be 'best' for a new airport, without remotely considering the ramifications or impacts of ruining that land. The pandemic has been exhaustively used as an excuse for the poor outreach to impacted residents - the vast majority of impacted residents were completely unaware that their homes and businesses would be in jeopardy if any one of the 3 sites were approved until 2+ years into the CACC's work. Further, the 3 greenfield sites are all contradictory to what this state 'seems' to want - salmon spawning streams, clean air, and clean water. Destruction of the existing properties for a grotesquely polluting airport would be a travesty. Pinning hopes on future 'clean' technology is naive and ridiculous.

I want an explanation as to how these sites were selected when the CACC was not to consider sites overlapping or near military bases. King County was removed from initial 10 due to the legislation behind the CACC but the rules can be broken as long as not KC? How can it be justified to even consider an airport being over the aquifer that supplies water to 60% of Pierce County? It's an environmental hazard to human, wildlife and nature and finally the lack of outreach to the people that live in or around these was appalling and feels deliberate.. COVID is no excuse to not send letters and contact reporters.

My neighbors and I plus businesses are currently filling suits against the state, we have stopped investing in our homes, properties, and businesses, resulting in lost revenue for taxes, businesses and improvements.

Thank you for your work CACC.

Forget Payne Field; that airport capacity will not support future requirements.

1. East Pierce
2. Central Pierce
3. Thurston

I commented previously about environmental concerns and the answer was if it went as far as the FAA they would bring in the EPA for environmental concerns.

I am so off put by an answer that turns over an issue involving our region, our state and my home to the EPA.

The news is full of so many reasons the environment has to be a concern we don't leave until it is too late.

I have watched the mitigation of dams for salmon, the property I am building on sit on the area around Muck Creek, salmon habitat. Mitigation costs are crazy.

I have watched the EPA take care of the clean up in Ohio where people are afraid to plant crops and drink water. Not what I want to see happen to Pierce County.

I then watched the news reports on the shrinking tree canopy in Seattle and that will need mitigated.

I know little about airports, I don't even use one often but I do know about quality of life and my own budget. I want to live where people breath fresh air, drink healthy water and salmon can thrive. This has described the PNW for years. However, we cannot afford to mitigate many more problems so why do we create them knowing full well they will need mitigated. My own budgeting for a 2-person household tells me that doesn't work so why would it work for a county, state or nation?

Please use common sense and do not let the environment be handled by mitigation!

I am opposed to a new airport in Pierce County. Our traffic infrastructure doesn't even support the current traffic load. We chose to live here for the rural character, peace and quiet. Our quality of life will be severely impacted by s new airport.

Yakima or Tri Cities would provide greater access for the INW and reduce the need for INW citizens to travel to SeaTac. As of now most of us either drive to SeaTac or connect from Spokane to Seattle then to the next destination. Many desired flights from Spokane connect through SeaTac, making Spokane pointless for most trips as a departure/arrival location.

McNeil Island could be turned into a massive airport with capacity for the 24th century, probably at less expense than building the transportation links to eastern Washington being contemplated now. Carr Inlet would take the brunt of northbound takeoff noise. Southbound takeoff patterns could route over JBLM. Bridge to McNeil Island would need to be built along with rail. There appears to be very little private property on McNeil Island which would simplify land acquisition for building the new airport.

Opposed to the Thurston County and Pierce County sites. Excited for the study of Yakima and potential expansion since they welcome it.

If Governor Inslee is the environmentalist he claims to be he should not allow an airport like this to be built with this impact to our environment.

For multiple reasons, (JBLM, prairie habitat, noise, lack of infrastructure, loss of rural lifestyle) I oppose the proposed airports in Thurston and Pierce Counties. WE DON'T WANT AN AIRPORT HERE

Expand Paine Field , Oppose Thurston County and Pierce County , let Yakima have expansion, they have money and support it.

Grant County international airport should be considered in my opinion. The area is growing and has cheaper power costs. 2nd Yakima would be my choice. Grant County is 2 1/2 hours from Seattle. Yakima is 2 hrs 18 minutes a miniscule amount. i fly frequently and feel my opinion is valid. from my home it's 1 hr 40 minutes to yakima lots closer than Spokane or Seattle
Support airport site in Thurston county. Would need major road improvements as part of plan to accommodate the airport.
The reality is Yakima is too far to help w the amount of traffic if it's driven by Seattle metro. Consider how to expand in Olympia or elsewhere along 5
Is there a need for an airport to just fuel, consolidations which might reduce volume by removing some cargo and maybe some passenger not needing Seattle. Moses Lake might work for something like that.
Paine Field is first, Ellensburg #2 after widening the rest of I90 to the proposed new site or how about the Stanwood area with vast amounts of open spaces with an open plateau overlooking the Skagit Valley especially during Tulip time
Paine Field would work.
No airport in Thurston County!
I think Pierce county will be better option since it has one of the most populated areas around puget sound and also will be accessible for other near counties with high population, Snohomish county already has the option to go either Paine field or Bellingham international airport.
I do not think all options have been considered nor the extremely negative and long-term consequences and implications of choosing these sites in regards to environmental, noise pollution, infrastructure, cost, loss of homes, farms and businesses that would be difficult to recover from and/or restart or find similar value and property. Many have spent their lifelong savings for their forever property and would find it extremely difficult to replace because there is no replacement. The process has been executed horribly and haphazardly. We need to look at less negatively impacting options that can be more efficient for the goals it is to be accomplished. Also, if more companies are backing out of Seattle and more people leave then will we truly have this need or as big of a need?
Please consider our environment, wildlife and water here in Thurston County. Please consider how often jets dump fuel prior to landing. Battery operated planes are not anywhere close to being a reality! We need to cut CO2 not increase. Choose high speed trains. Please no mega airport!
It is better to use current resources and expand than build new. Paine Field or Boeing Field need to be used fully. Yakima sounds like a great option that should be pursued.
Please consider YAKIMA AIRPORT! This option needs to highly looked into and researched as a viable option. Eastern WA airport access needs to be expanded to allow greater/easier access to the west side and other areas. Western WA already has this and multiple airports and DOES NOT have the support to expand or bring more air services to the area as Yakima does and currently/desperately needs.
Phone field, Moses Lake, or Wenatchee should be explored before the south puget sound areas. These other sites would reduce traffic in the already exceptionally bad Seattle to Olympia corridor. Many flights out of state require an overnight stay due to travel distances and traffic. This puts an undue burden on lower income families to travel.

Hello, I am a homeowner and resident of Graham, not far from one of the greenfield sites. I strongly oppose our small town being destroyed by a commercial airport. Not only is it inhumane to steal people's land from them to serve your own travel interests, it will cause severe environmental damage. This will also negatively impact the surrounding schools and traffic. Meridian already cannot support the current traffic flow. It takes 30 minutes to go 9 miles into Puyallup and that's not during peak traffic. My husband is an air quality engineer and we are dedicated to preserving Rainier and it's surrounding beauty. Building the airport here is raping the land and the mountain. You do not have our support.

I am a resident and small business owner in the area of Pierce County being considered. For environmental, infrastructure, financial ,personal and other reasons I am very opposed to an air port in this area.

A location more accessible to the I-5 corridor just south of Olympia would be a much more practical choice.

I am a long-time Thurston County resident and support a location between Seattle and Portland. If local residents had more opportunities to ask questions and get a better sense of the size of the airport it would be helpful. A few loud voices don't represent everyone. They are scared about personal and traffic impacts.

The most logical and strategic site in Western Washington, close to I-5, Highway 12, rail and power would be the South County Airport at Toledo, Washington! Least expensive of all airports to expand.

We don't want it in Thurston County! Not to mention it would be inefficient.

Support expanding Paine but as part of a larger approach with an additional, new airport.

Do not support new airports at either of the other locations. Support working with governments/tribes of those counties for alternative areas.

Support due-diligence research and reporting on viability, or lack thereof, of high-speed rail to PDX and Bellingham to offset expected increase.

An alternative would be to begin using existing abounded rail ROWs to connect airports in the East and West sides of the state to needed locations. Standard or high-speed corridors could be created for passenger and freight service to Moses Lake, Yakima, Pasco, and Spokane as feeders, particularly for freight.

I can't imagine a good place for such an airport in Pierce or Thurston Counties. However, I would propose considering a location south of Chehalis and to the west or east of I-5, where it is less populated. This way fewer residents would be impacted, and you could have more of a blank slate with which to work. This location could serve Southwest Washington--from Thurston County south. Payne Field seems to be a good location for those coming from Northwest Washington.

Stay out of Pierce county. King county is bad enough. You have a willing airport/city within the state wanting to expand. Granted, I don't support expansion at all. If you follow through with an entirely new airport I want my straws and grocery bags back. Because the consumer is far from the problem here.

Expand service at Yakima, this would reduce traffic into Seattle, Portland, and Pasco. The service out of Yakima is less than what it was in 2000. Why have we gone backwards on growth?

We live in Thurston County and strongly SUPPORT an airport in Thurston County. The South Puget Sound region desperately needs a commercial airport! It's ridiculous that there is no airport anywhere between Seattle and Portland, and the proposed Thurston County site would be perfect for it, especially since it is right by the Amtrak station.

If a new major airport cannot be put in Thurston or Pierce counties, can you PLEASE at the very least make the Olympia Regional Airport a REAL airport? It's already in a perfect location and is right off I-5. Why can't the existing Olympia Airport be turned into a small commercial airport? That is something that could be done quickly with immediate benefits to the entire region and would also take some pressure off of the demand at SeaTac. The existing Olympia Airport should absolutely be a real, small commercial airport regardless of where and when the new major airport is built.

Thank you.

No airport in Pierce or Thurston county. Please explore the Yakima location if that's what their residents want.

western Washington, specifically thurston and pierce counties, do not need additional congestion. spread out the congestion and wealth, and build in yakima or mores lake.

Neither of the pierce county sites should be considered, there is too many wildlife and wetlands. People move out here for the land and the views and there is no infrastructure to support an airport. I have known many people out here who have purchased land and built their lives here. My family has owned property in both pierce county sites for over 60 years. An airport if this size needs to go near an existing freeway, or where it wouldn't disturb this many families. I myself had no idea about this airport until after we put \$100k into our house to renovate. Please reconsider somewhere where you wouldn't be disrupting so many families and wildlife.

I am a resident of Thurston County and I would not object to the building of a new airport here. However, I don't think that is the most logical choice. Wouldn't it be far more logical to work with the federal government and the Pentagon to try to get a dual use situation with McChord Field? Perhaps move all McChord operations to the Army Airfield? Wouldn't it be less expensive to do that than try to build a whole new airport?

I am a pilot working on becoming a commercial pilot so the potential for there to be a new airport close to my home would be great for me. Though I do understand the objections. If a new airport is built in Thurston County I think the most important thing is to properly build the infrastructure that will connect it to I-5. This means cross town highways that focus on moving trucks and cars, not bikes or pedestrians. Additionally, I-5 would probably need to be widened to accommodate more traffic in this area, and that does not mean shoe-horning an HOV lane in that doesn't help relieve congestion.

I feel that a airport would not make sense because our traffic is already bad enough, if you add the airport it will only make it worse !! Not to mention environmentally wrong. I know that there has to be some land between pierce/ thurston and lewis counties that won't impact both residents and environmental. Yakima has Lot's of open spaces as well as Ellensburg check there ? If it's wetland, then leave it that way. We already have thun field as an airport pierce county does not need another one !! What ya'all need to be working on is more roads to accommodate the influx of people's coming out here to pierce cty. It's damn near 1 and a half hours to get from renton to south hill is absolutely ridiculous !! And if there's a accident, well you might as well forget because then your looking at 2 hours just to get home, I want to know if anything on Thun Field could be expanded or maybe that's only for commercial ? We don't want the airport in our back yards...Find a big piece of land somewhere else Not Pierce county

Thank you for time

Please don't burden Yakima with a big airport. It would overwhelm our limited infrastructure and clog our streets like Seattle's. It would hurt the quality of life that local residents enjoy, much more than it would help the few local businesses that might hope to benefit.

As an Eastern Washington resident, an airfield with greater reach, centrally located makes sense. I respect it serves a smaller percent of the population of the state. But there is more room and will be less impactful. The added benefit for cargo is they will be less impacted by closures of Snoqualmie pass if they can have their terminal east of the pass.

As a lifelong resident in Washington, I cannot believe this is even an idea! The current CACC needs to be dissolved, and more representative group needs to be formed. I understand nobody wants this in their backyard. But much smarter people than the ones on the current committee can come up with better solutions than putting a major airport in south Pierce County. Some of the other cities that have voiced their availability for an airport should be looked at! There should be some solution to move cargo out of a smaller airport, like Yakima, and adding traffic to some of the other airports in the area. I invite you to hold some Townhall meetings in the Pierce County area and listen to the people.

We are always going to have NIMBYs pick a spot and quit waiting time and money.

South Thurston County would be ideal. Also would help take away from the JBLM Tacoma mess. Honestly also add more to Paine field as well.

The cost to build the necessary infrastructure to get passengers to either identified site in Pierce County is cost prohibitive. These areas are rural for a reason, following the state's guidelines for Growth Management. There is no sewage treatment in these areas and ground water is already limited for drinking water as last summer one of Eatonville's wells went dry for the first time. The area cannot support additional draws on the aquifer. This area is home to working farms, hobby farms and homes belonging to people that want the rural lifestyle. Adding an airport and all of the hotels and restaurants etc that would follow would completely destroy the rural areas. Also, why on earth do you need to know how much money we make for this survey? How does it impact our answers when the information is totaled? It doesn't seem appropriate at all.

I oppose the proposed a new airport locations in Pierce County. It makes no sense to eliminate rural land necessary to combat climate change. There is no infrastructure available in these proposed locations so the cost to create everything necessary for a major airport will be exhorbitant.

No more encroaching on wildlife habitat

Build an airport on McNeil Island.

No new airports in Thurston or pierce counties

I think an airport in Pierce county is absolutely narrow-minded and lacks ANY rational thought. The proposed "Green" site in south Pierce county (Graham/Orting) lacks any infrastructure necessary for a MEGA airport (don't tell me it will only be 2 runways, as that is the pile of shit that was fed to residents of SeaTac before they expanded that airport from 2 runways to much larger). Highway 161 (Meridian Ave) is already a traffic gridlock nightmare. How is this area to support 25 MILLION annual travelers? On top of the already choked arterial roadways? How many homeowners/landowners are you going to displace via Eminent Domain? How many additional waterways/watersheds are you going to pollute? How much wildlife will be displaced and/or killed as a result of your MEGA airport? NO AIRPORT IN PIERCE COUNTY. TAKE THIS SHIT AND SHOVE IT UP YOUR ASS, you political whores. As long as you line your pockets with dirty corporate handouts, it's fuck the citizens. Am I right? Or am i right.

Paine field already exists and is very under utilized. Plus it is located in a dense population. Improvement would be far cheaper than starting from scratch with a new property. It only makes common sense to use this sight.

Would love to see Paine Field and Bellingham airports grow so they are more affordable to fly out of and get some competition. We still have to drive to Seattle for decent fares.

Hi my name is Lorri Ann Dean. My husband and I live 3 miles south of the proposed Pierce County central possible future airport location. My boss , my son's girlfriend and countless of his friends live on the location that you have chosen for this future Pierce County Airport. And also numerous people live on this proposed site I don't know them all but I do know one thing none of them would want to move nor will they be able to find a new location that would fit their needs there are numerous wildlife that live on this proposal site and it is the majority of it is a wetland. The two roads that border this proposed location are one lane highways. There is nothing out here that would support this airport and putting a new airport in this location would totally ruin the environment. I am not trying to be rude about your choice I honestly don't think you really came out here and looked at this location honestly. For the future of Washington state don't think Governor Inslee would approve of any of the locations you have chosen Thurston or Pierce county. The furthest thing from being an environmental friendly project would be putting this airport in any of those locations of the tree three Greenfield sites. Please consider putting the future airport at a location that is already built such as Paine Field or the Yakima they are closer to Seatac national Airport there is nothing out here not even Uber delivers out here. The location of these three Greenfield sites are actually designated rural so to be honest with you it would be illegal to put that out here. Please consider my recommendation.

I live in the Thurston City. Greenfield site. Very opposed to airport being located here...it would damage water quality, wildlife, military operations and farm production

A new airport anywhere near Seattle will never happen. Why? The same reason that we have trouble with big infrastructure projects: the Seattle area always thinks--and subsequently acts--too small and too late. Other cities may do the same, but some (like Denver and Dallas-Fort Worth) have vast acreages of nearby land--flat land--to build huge new airports. We don't have that luxury. If only the airport authority back in the 1940's had thought ahead that maybe, just, maybe, they would have to eventually expand the airport and bought all the land for miles around. Now it's simply too late. Any such airport, even if room could be found, would cost multiple billions of dollars and would need to take many acres of productive farm land and untold amounts of forest lands. We we need to do is twofold: MAKE BETTER USE OF PAINE FIELD and built high-speed rail between Seattle and Portland. Paine Field has much more room to "expand" what is already in place, in other words more flights in the existing footprint of the airport. Delta was supposed to add flights. So why are there just a small number of small-sized plane Alaska flights in and out of Paine? There are hundreds of thousands of area residents of the metropolis who live closer to Paine that they do to Sea-Tac. Force the airlines,

as much as is legally possible, to add more flight to Paine. And why do all those monster cargo planes need to land at Sea-Tac? Why can more of those not land at Boeing Field. It belongs to King County, correct?

General comment on WA Transportation: I believe we need to do far more with public transit, and get people out of their single-passenger car travel frame of mind. Reliable, high-speed rail, with frequencies that will allow people flexibility in moving from, say, Portland, OR to Seattle and Seattle to Spokane. More light rail options in cities, connected to transit hubs with environmentally clean buses (hydrogen or electric powered). If it's clean, reliable, not too expensive, and fun people will use it! Cars and air travel are killing our planet.

The Thurston county site makes sense for the south sound and Portland. This area will see tremendous growth over the next 20 years.

Yakima is a very viable facility but it's geographic location would not probably provide much relief to the current traffic, both passenger and cargo that currently goes through SeaTac

I strongly recommend a new airport be built in Olympia/Tumwater/Lacey area largely because it would be located somewhat midway between Portland and Seattle and in an area that has capacity to absorb newcomers based on WA projections for needed housing. I am assuming the intent is to enlarge the existing airport and can direct traffic away from city/ town centers and residential areas. I assume the Tacoma Narrows Airport is also being considered and either decision, would want reassurance that air traffic would be directed away from city/town centers and residential areas.

I'm against any new airport that encroaches on military air space.

Another airport would not be beneficial in my opinion. I am an airline pilot based out of SeaTac and I don't think the airspace would support it either. Is Olympia an option for expansion?

Our home is in the middle of the proposed site in Thurston county. We moved here to enjoy the beautiful quiet, natural landscapes, and abundant wildlife. Our 5 acre property has at least one fawn born every spring - sometimes two. To destroy the wonderful homes and businesses in this area for an airport would be tragic. As it is, there are several species endangered species here including the Manama Pocket Gopher, Streaked Horned Lark and the Taylor's checkerspot butterfly. Very close to our home is JBLM Training areas that contain the largest remaining areas of historic glacial outwash prairies. Please do not destroy the habitats and landscapes of Thurston County. We need to preserve this land while we still can.

We need another airport. !!!!! Pierce county would be a good place to build it. Proximity is very good. Under stood that infrastructure would need to be built. Needed now.

I do not think that building a new airport in the proposed Thurston County location is advisable. That location is in a very rural area far from major highways such as I-5. In order to service the huge volume of traffic that an airport will generate, it will be necessary to build new roads or expand the existing roads. This would be cost prohibitive and not likely to be built in time causing major traffic problems. In addition, the rural nature of the location will be disruptive to wildlife and have significant environmental impacts. The rural homes/farms that will be displaced will be difficult for the owners to find replacements for - they have unique features that lend them to the rural lifestyle. Even worse, the area will no longer be rural in a true sense. The JBLM land is a preserve for wildlife and foliage, and is enjoyed by recreationists such as hikers, hunters and horseback riders. Losing that area for recreation will mean that those people will be forced to recreate on other lands that are getting more and more well used as people enjoy the great outdoors that this state has to offer. For these and other reasons that other folks have presented to you, please do not designate rural Thurston county as the site of a new regional airport.

I think existing airports should be expanded to meet needs vs developing an entirely new site for an airport. Please look further into existing airport properties.

Before looking for another airport site, we should rather improve rail connections within WA/OR/BC and connect SeaTac to the Tukwila station (via gondola or people mover)

the idea of the area east of JBLM/Olympia is a bad idea. It has farm and ranches. We need to have local food. Making it so it is hard or impossible for food to be grown is a very, very bad idea.

Why not consider Moses Lake with fast commuter connections?

Why not Moses Lake? They already have an airfield. Yakima would give an alternative having minimal environmental impact if Cascadia hits. Also, it has more room to expand. A high speed rail to connect the airports would be great!

The importance of building a new airport should not have to include the destruction of low- to middle-income single-family housing.

Work with airlines and cargo companies to expand services in some of the underutilized regional airports. Many of us fly from those airports to Seatac to connect elsewhere because it's the only good option. Yakima is relatively central, Ellensburg is as well. With a complimentary high speed rail option between Seattle, Ellensburg, Yakima, Spokane, Tri-Cities, Vancouver/Portland, etc it could spread the load and open flight options.

I believe Yakima would be the preferable site. It increases access for Eastern Washington. I do believe that a greenfield in Pierce County will take away valuable open space and farm land that is needed to maintain the ecology as well as the more rural home that we all came here for. Finally, locating in Pierce County will increase risk of overlap/risky air traffic with JBLM.

Don't build a new airport. There are quite a few airports already built that should be considered for expansion before WA ever thinks of building a brand new airport.

Your previous work was a waste of public funds. The reasons the greenfield sites are unacceptable (environmental, military, and infrastructure) were common knowledge and should have thrown those sites out before all the public input was requested. The next time, use good problem solving strategies, including limitations, restraints, and potential consequences before publishing possible solutions.

Air travel should be expanded in Eastern Washington before considering another airport near Seattle. Either Yakima or Pasco airports should be expanded to accommodate the population moving to the region and move the burden from Western Washington.

<p>I am disappointed in the not in my backyard people. I have lived between SeaTac and Paine Field most of my life, and dealt with the traffic getting to either. We all like to travel, or have to travel, we need to make it less of a chore, by having airports with sufficient space to process the people, let planes arrive and depart safely, and be within a reasonable travel distance to and from home.</p>
<p>No new airport site for landing fossil fueled airplanes. No new airport that will eliminate existing green space and increase development impact to new areas. Focus on using existing facilities and creating more clean, efficient ways of moving people and freight such as Electric airships and high speed electric trains and electric/sail driven cargo ships.</p>
<p>Use Paine. No need to build new.</p>
<p>Yakima needs to be seriously considered as an option to expand the new airport. Even though it is outside the scope of the commission, high-speed rail across the Cascades should be recommended for study to the State DOT or legislature.</p>
<p>This was studied before with Moses Lake and there are a lot of similarities with this study and the ML study. Surface transportation is one of these similarities. From I-5 congestion to displacing thousands of suburban families and farmers doesn't make sense. Listen to the people and build on what is already in place. The expansion of SEA needs to be completed with a new terminal, relocation of the cargo facilities, existing terminal, south terminal, and C concourse. King Co Intl can accept some passenger flights, and Everett can accomodate many more flights to replace those already canceled. There are ways to incorporate B'ham Intl in the plans as well. Be bold and creative with facilities that already exist. The topography of Puget Sound presents limits unlike Denver and Dallas with flat lands as far as the eye can see.</p>
<p>Consider Yakima airport for freight and passenger. Eastern Washington needs this closer option.</p>
<p>1) work with carriers to shift shorter flights to western states to only fly out of smaller airports, leaving further destinations and international flights only from Sea-Tac.</p> <p>2) open another smaller airport in Pierce County.</p> <p>3) increase (shorter destination) flights out of Paine, Boeing, and the new smaller Pierce County airport.</p>
<p>The only option I support is Paine Field. The study should also consider ways to reduce the number of regional flights by making investments in regional rail to locations like Portland, Spokane, Ellensburg, and Yakima</p>
<p>Paine Field air traffic needs to establish and enforce flight path minimum altitudes for approach and departure</p>
<p>Put it between Tumwater and Centralia, The best place to start would be with flat bare land, create a exit off the freeway for just the Airport, no business aloud to be build within a mile off the airport so a future expansion could be accommodated.</p>
<p>I think this entire search for a site needs to be scrapped and begun from scratch. This time with proper transparency. This was very much lacking, and people who would be seriously negatively affected by the decision knew nothing about this at all until relatively recently. As well as... just no to the greenfield sites in Pierce county. The con list is very long, with absolutely no pros to those locations. I won 't bother going over them here, as I have no doubt you've heard them all by this point. But a few examples: breaking treaty with Natives, interfering with the operation of the bases, harming our plant and animal species, destroying homes, legacy farms, businesses and schools, destroying the ways of life for all of the people in the area and surrounding areas, destroying even more businesses, homes, lives, in the needed expansion of roads that at this point do not exist,</p>

contamination of an aquifer that provides water for a vast area, and so many more reasons those places are a horrible idea to build an airport.

We should be expanding regional rail connections instead of destroying local communities, increasing air pollution, and killing our kids from asthma due to increased commercial aviation.

Wherever we place an airport, we need to make sure that we have solid mass transportation options. The current highway systems through Pierce and Thurston counties are woefully inadequate to support the traffic of a major airport. It would be preferable to have an easy direct connection between the new airport, SEA and PAE for easy in-region connections.

I prefer a more northern airport. Perhaps the best solution would be to boost the infrastructure in existing airports.

For the record: I do not care about cheap plane tickets. The free market is the free market, and there should be an economic penalty for those who trash the environment so gratuitously with airplane travel. Stakeholders need to be more resourceful with what they already have, instead of seeking politically unfeasible options like building a new airport. Airlines need to pull their wide-body jets out of storage (or acquire new ones-talking to you Alaska) and start flying them on domestic short-haul routes to SEA so that the pavement that we already have, is used more efficiently. SEA and PAE are not busy in the middle of the night - make better use of this slow time of day by creating a quota and slot-time system for carriers to bid on at both airports. (Nobody wants to fly in/out at 2am, but that's what needs to happen). It's way more favorable to building a new airport, and will create demand for much less carbon-intensive modes, such as Amtrak, for their travel.

Please seriously consider Yakima!

Increasing the Narrows Airport for the location is not a smart option. It will negatively affect a large percentage of the population of Gig Harbor (which is small), but the huge number outlying residents in the outlying area.

For some reason, a small percentage of the houses near the airport are not in the city of "Gig Harbor" (including us). We cannot handle the increase in air noise and traffic on the small roads.

Please choose a less populated site for the airport. Do not ruin this lovely community. We already are highly affected by the air traffic. The noise is terrible as the planes land and take off.

If you intend to increase air traffic to more and cut all the trees, then please compensate us for the decrease in the value and quality of living.

Yakima and Everett are what need to be considered and need to be built up. Students at Central Washington would also really benefit if Yakima was upgraded and expanded.

Electric High speed rail to connect existing airports should be explored including w.wa connections to Yakima, Moses Lake, and eventually Spokane. Freight already has existing corridors and they have no incentive to electrify or make passenger rail viable. Bypass those dinosaurs. Better utilization of Yakima is a great idea.

I beg you not to place a new airport in Pierce or Thurston counties. There is so little rural space left in these areas and a new mega airport would be devastating to our way of life. Please consider options in areas that are already developed.

Thank you for taking this into consideration.

Sincerely,

Annie Stockton

Humans should not have to move for this !

Find a spot for it - expand Bellingham or something else .

Do not build in Pierce county - you will tax people out of their homes

I am opposed to putting a new airport in Thurston County as it will degrade the quality of life for residents. If Yakima is welcoming this type of development, every effort should be made to locate the new airport in Yakima.

Thurston County is unsuitable for more air traffic. So is Pierce County. If there is no suitable place to develop more air traffic, alternatives to more air traffic will be found, which would be the solution kindest to the people who live in Washington. Just say no.

There is a lot of money being spent on this discussion, and the proposals I've seen are in excess of \$15 billion to complete. Greenfield sites in the middle of nowhere aren't realistic, primarily because there isn't highway/rail access (plus, as the commission has discovered, no-one wants a new international airport in their back yard).

The project solutions need to be more economically realistic, and we need to look a lot harder at expanding existing facilities. First, reconfigure/better use Paine field for cargo and passenger service. Second, move non-airline cargo from SEATAC to Boeing Field. Finally, convert McChord to a joint use field--cargo and passengers on the east side. If the Army doesn't want to play--pursue federal BRAC authority to force them to (not to close McChord, merely to realign to joint use). Ultimately the Army has two runways (and Gray field has expansion ability to the southeast), plus becoming joint use at McChord is a win-win for all--it makes use of unused space on the east side, and the cost of the runway is shared/taken over by the FAA/Commercial users. Oh...and the runway already exists including instrument approaches and airspace analysis. The alternative to McChord is to convert the Olympia airport--realign the runways, build a terminal, etc--the benefit here is to have commercial passenger service in the state capital. Any choices should include the cost of rail/freeway access.

My final point is the airlines need to be consulted. I doubt the airlines really want to support international flights into multiple airports all located within 50 miles of SEATAC. More likely they will have regional service at the outlying airports (like Paine field does now) that is intended for people in the local area to be able to fly essentially in the western US. This means that if people fly into the reliever airport, they will need to connect up to SEATAC to go international, and vice-versa coming back to the US. Customs probably won't be excited about the multiple locations either.

It really feels like this is a project where the state is trying to spend money to create jobs, hoping the airlines will come. Cargo might because they may not have a choice, but as we have seen with Paine field, demand isn't proving to be that high other than local residents for regional travel. Maybe the state should take a more reasonable approach and attempt to conserve some of that money.

As the state capitol, a new airport should be in Olympia. Yakima would be ok.

I honestly feel that the state should consider Yakima as they are acceptable to increasing the air port they have. We have way to much traffic now getting back and forth to places. We also already deal with massive amounts of air traffic from joint base Lewis McChord. Why push a airport on community's that clearly do not want it. Our way of living would be severely impacted by this thank you for your time

More leg room between seats.To many seats close together on a plane.Over weight people need more room.Families need to be able to sit together.

Baggage fees are to high priced.Need more space for carry on luggage.

Airfare prices are to high & going up more in price.I see a 2hr flight is high priced.They should be cheap,like from Spokane to Las Vegas,and other places that are within a 20hr drive.

We need to find which would be cheaper for people.If they fly then find a place to stay,that can expensive.Now to drive & a hotel can be expensive,because you stop to eat.It depends on how far you are traveling in a car on the cost.If we take our truck & travel trailer that can run \$1,000 to go to Vegas just in gas.

Fuel costs need to drop.I know the cost of everything is very high.

Put this airport somewhere that it's actually WANTED! NOT in Pierce County! Displacing families, that for generations have called Eatonville home, {when there are other much better suited locations} is just pure greed. It's callous and cold-hearted and will destroy MY family's homes, and Pierce County as we know it.
If a community wants it, build it there. If community does not want it, respect the majority and build it elsewhere.
Increase usage of Paine Field and Bellingham. Add airport services in Moses Lake or Yakima or both.
It has already been acknowledged that the sites in Pierce and Thurston counties don't work due to issues like wetlands, proximity to JBLM, etc. why are we still having this conversation. It needs to move to other locations or options. It is ridiculous to waste these resources for sites that will never work.
Any proposal of an additional airport in these areas that are already heavily populated areas for many single family homes, businesses and wildlife is unacceptable. The two Pierce County and Thurston County sites, in addition to the above reasons are within proximity of JBLM, illegally disrupting their operations. Both JBLM and the Nisqually Tribe have come out in opposition to the siting of the airport in these locations. These are environmentally sensitive areas, with the Thurston County site being on top of the McAllister aquifer. The State of Washington has a housing shortage now that is not projected to be resolved for many years. Condemning and destroying the homes in these areas would make it difficult or impossible for people to find new housing, creating more homelessness for some. On a personal note, I worked until I was 74 to save enough money to sell the family home and relocate to a smaller home for my retirement. My perfect retirement home is several blocks from the circle designated for the runway, in Thurston County! The stress and the threat that I may lose my home and have to relocate haunts me! It is time to look into alternatives, eliminating the three proposed greenfield sites from the list.
Thurston county LittleRock area makes the best sense to me the freeway is right there and is almost halfway between Portland and Seattle and there is a ton of hotels nearby in a short 15 minute drive. Lots of backroads are also alternating routes instead of just one in and out kind of scenario
What about a commercial airline near Chehalis?
I live in the Pierce East site that is being considered for a new airport. we sit on an aquifer, and an airport would cause a threat to the main water source in Pierce County. all 3 sites under consideration also conflict with JBLM for air space. I don't understand why any of these sites are still being considered
Why haven't they done a study on Yakima Airport? It makes sense. I don't want an airport in Pierce County. But yes, Yakima does make sense as a cargo hauler. Look into it, please.
I live in the pierce east site that is being considered for a new airport. this site sits on an aquifer that supplies water for 60% of pierce county. an airport would threaten our water source. all 3 of these sites conflict with JBLM for airspace. why are they still being considered ?
You need to show the costs, capabilities, and needs. Paine field might be cheap. How long would it be before we need more capacity?
I think the site in Thurston county is a great idea. The area has grown and continues to grow rapidly. We need an airport even if many who live here don't recognize it.
Complaints of additional noise and flyovers seem overblown. We already experience these things from JBLM
Utilize airports we already have. You write Paine Field will not have the capacity. So expand the field. It would require less time and money than building a new airport further south.

We do not need to build an all new commercial airport. What we need to do is utilizes the airfields we have, and improve the transportation network between these.

For instance: Expand and improve Olympia airport, and Payne field, and improve rail connection between these and SeaTac. Look at London area and their airports as an example. you can land at Heathrow, and get to any of the other nearby airports by rail, easily.

I live in Pierce county, the noise and traffic from JBLM and SeaTac is already oppressive another airport so close would make it intolerable along with the excessive traffic. Look somewhere else maybe Olympia?

First of all, your use of the term "Greenfields" is an intentional attempt to mislead the public. The term "Greenfield sites" which are denoting or relating to previously undeveloped sites for commercial development or exploitation is hardly accurate as you are talking about peoples homes, farms and businesses. They are most assuredly not undeveloped.

Rest assured, we will not allow this to continue.

Maximize commercial flights out of PAE please. Expand destinations and nonstop options instead of by way of Seatac

I do not want the Commercial Air terminal in Yakima, WA. We already have problems with our air quality. Our valley holds in heat, smoke, and other air pollutants. Plus noise pollution would would be terrible because of the ridge's that enclose our valley. Our roads are not set up for commercial trucking to carry the loads that would be sent out from our airport. I can't believe our commissioners would volunteer degrading our quality of life without having discussions with our population. I'm so disgusted with them.

The area down near Roy is perfect!!!

If there is no local support for the proposed green fields let's dump those and consider communities that are interested. It seems that air cargo and or passenger service to some place on the other side of the cascades would be beneficial during the winter months. Also when the Cascadia fault ruptures there may be significant damage in western Washington; additional air field facilities in central and eastern Washington could serve any relief efforts. Although not the cure all we should maximize the utility of Bremerton, Bellingham and Paine Field.

We really need PAE to have more flights and expansion. The location is great, Snohomish county is very populated and to save on traffic to SeaTac is a must. Don't build a new airport out in the middle of nowhere and waste more tax payer dollars and travel time. The light rail would make it perfect option too.

The farther out from manufacturing and warehousing you build the new facility, the worse the traffic will be on the already overburdened highway system.

Use the Olympia airport. It's close to I5. But I understand that the socialists in Oly /Tumwater won't let it happen.

Omitting JBLM from consideration is a major mistake. Please examine other joint use airports with both public sector and private sector components to evaluate the suitability of JBLM. Thank you.

Stop wasting our taxes on "transportation". Help PEOPLE first!

An airport in Pierce County makes absolutely NO sense. Washington is losing its 'natural reserves' Isn't Wa supposed to be a eco friendly place??People live here because we love the land. PLEASE DONT RUIN OUR LAND!

Has the green space north of Duvall been considered? There is a lot of undeveloped land there that would accomadate a large airport, and it would be out of the flight path of JBLM, and Paine Field.

Randy Wagner

Yakima, WA

I am a homeowner in Thurston county. I know opposition here is significant, but I personally would be interested in an airport closer to home than SeaTac, but only if it commits to quiet, environmentally friendly, advanced technologies that do not worsen air and noise pollution and allow for wildlife to maintain their natural and necessary migrations. If you can do this, and I've heard that may be the plan, then lead with this information!

I am a retired USAF pilot of 22 years. I have a commercial, multi-engine, instrument license, flew B-52s and FB-111s, and retired with a Command Pilot rating. I then became a Northrop platform and simulator instructor for the B-2 initial cadre. I have lived in Pierce County since 2012. I first learned to fly at Palo Alto Airport, where the traffic patterns for NASA-Ames/Moffett Field flew over the top of our traffic pattern. Later, I was at Plattsburgh AFB, where our FB-111 traffic pattern had airspeeds to initial for overhead patterns at a minimum of 300KCAS and overflow patterns at Clinton County Airport.

At first, I was a big fan of the Thurston County idea. Then I considered road access and the damage I found out it would do to the wetlands near DuPont. Using JBLM is an idiotic idea. That is a critical base for military crises, and getting into a turf battle in a time of military emergency would be unbelievable.

Paine Field is the obvious place to do it. It already has some airline operations, Boeing is scaling down and has a lot of building infrastructure and hangars there, there are perfectly good IFR runways suitable for large aircraft...and FAA has full-up ATC facilities. I-5 is close, as is (I believe) AmTrak-that is critical for future access to air travel. The airport is far less involved with competing air traffic as Pierce or Thurston Counties, with JBLM competing immediately nearby. Paine is far enough north and west to be competing with SEA and the Navy, respectively.

I suggest you see if Paine Field makes sense to you. It certainly does to me.

Sincerely,

Roger T Martin, Lt Col, USAF (Ret)

The CACC should not refer to and promote the current capacity forecasts. They are not substantiated by independent science and reviewers. Remove the Thurston County Greenfield site immediately. The CACC violated their legal authority by naming this site due to interference with military operations.

It can be helpful to have an airport in Pierce County but not in East Pierce county

I FAVOR siting an new airport in Thurston County.

I have watched the effect of airports across the nation as they bring jobs, stable pay and local tax revenue. An airport in a 100 year community boost.

I didn't see any information regarding FAA's input on the feasibility of putting in a new airport under SEA's Class B airspace for the two Pierce County alterntives. I also didn't see any information on traffic analyses for access to/from a new airport. SR 161 already experiences LOS F traffic, and there are few opportunities to improve traffic without very expensive solutions such as widening or converting it to a limited access facility.

Regional service at OLM has come and gone. Commercial service at PAE has been reduced. What would be different with a new airport or expansion at PAE? Has any consideration been given to military training/operations at NUW, especially in light of homeland security concerns with China, North Korea, and Russia?

How will aviation conflicts and very expensive highway improvement needs be taken into account in to the decision-making by the CACC?

I'm opposed to the Thurston County location. I live in Olympia and we already have a fair amount of noise from military helicopters. Also, our Port Commission is planning to expand the use of the Olympia airport to include larger planes, more flights and freight movement. This will disrupt our sound environment and is causing the destruction of forests, not to mention increase road traffic in the area. It would be pretty hard on our area and community to begin to resemble the SeaTac area.

I support a second airport in the Seattle Tacoma area due to congestion at Sea-Tac. As a flight attendant, I witness first hand passenger inconvenience waiting sometimes 1+ for a gate upon landing. I understand tribes and counties do not want another airport. This is "not in my backyard" mentality. While the environmental impacts are undeniable, it is what is good for the general public.

Thurston County Airport would be terrible due to traffic problems already at the base, and will cause problems for the McChord Airforce Base, It makes no sense to put an airport into Thurston county.

If Yakima can be used, why not Moses Lake? It is a logical place in the middle of the state, right off of an interstate highway. It already has an international airport designation. This makes more sense to me than adding another major airport close to SeaTac.

My priority is ensuring that all commercial air fields are located on rail transit lines; it's not fair to people without cars if some options are accessible only via driving or second-tier bus routes. If the state wants to add commercial flights outside SeaTac and Paine, it needs to build new light rail or heavy rail lines to connect them

Please focus on Paine Field (as an existing airport that will have a light rail station) and high-speed rail instead of investing pointless time, money, and energy into another greenfield airport.

None of these options should be chosen. In a climate crisis we need to begin reducing the number of air trips taken. To do that, we have to first provide alternatives. Washington State should invest in high speed rail service and expanded Amtrak Cascades service rather than spend any more money on new airports.

<p>This process is stupid. Stop wasting our time. Invest in regional rail, intercity rail, and high-speed rail for passengers.</p>
<p>Not sure that another airport is in the interest of our state. I'm in Okanogan County and would love to see the development of high speed rail connecting the east and west parts of the state instead. And hopefully to other regional hubs. We as a state have a real opportunity to lead here.</p>
<p>The region could so benefit from real investments in high speed rail, a real climate solution, rather than spending billions of dollars on more aviation infrastructure. I would urge the commission to reconsider this project with our state's climate goals in mind and instead focus on sustainable investments that will not actively harm our region.</p>
<p>Expand Paine Field OR consider an Eastern WA site with high speed rail connections to seattle.</p>
<p>We have a lot of airports, but limited access by mass transit to existing airports, and inadequate rail access to reach Portland, Vancouver, or Spokane. High speed rail links should be a bigger priority than a new airport, and could obviate the need for a new airport.</p>
<p>Airports are a dead end. Air travel must be significantly curtailed if we are to avoid the worst of climate-biosphere collapse. Airports also dump all their noise and toxic pollution on poor, black and brown communities--the same communities exploited for cheap labor.</p>
<p>All transportation investments should go into high speed rail, commuter rail, and local transit. Under no circumstances should Seatac be expanded.</p>
<p>In a state context, I think it's important we focus on quality high speed rail as a way to move people around.</p>
<p>We do not need to expand air travel, we need to diversify regional travel. I would much prefer the development of high speed passenger rail and improved cargo rail for our region. I live in Eastern Washington and would take the train to the west side everyday and twice on Sunday. The light rail around Seattle, while not perfect, has eliminated my need to rent a car when I visit the Seattle area.</p>
<p>Put it in eastern wa.</p>
<p>Please focus efforts on high speed rail connections inside WA and to BC and Oregon. High speed rail investment can remove many short-haul flights resulting in more capacity in existing airports. Rail connections to downtown cores are a convenient way to travel and are better for climate and economic benefits than air travel.</p>
<p>It is absolutely insane to me that we're considering adding a new Seattle-area large airport. We should be investing in a future of decarbonized infrastructure, not in more of the classic American carbon-intensive infrastructure. High-speed rail should exist in the I-5 corridor and between the East and West of Washington before we ever consider a new significant airport.</p>
<p>I don't understand how we can be considering a new green field airport during a climate crisis. When I was born we were at 330ppm. We're now almost at 420ppm. A new airport is climate arson, dooming my children to a destroyed world.</p>
<p>Build high speed rail and work to ground all flights under 300 miles. This will free up significant capacity at SeaTac for our long haul flight needs.</p>

A new airport in the Thurston County area would be an incredibly good thing. It would be very convenient to have commercial air service out on this area and not have to go to Seatac or Portland for commercial air travel.

Expand SeaTac by adding new runways to the west and south and a completely new terminal on the west side of the airport. Extend a leg of light rail to the west to this new terminal, including a Burien stop. Have an East and West terminal. Expand Paine Field concurrently.

Note: if you seek community input but then ignore it, that is a form of corruption.

We do not need an airport. We need high speed rail networks regionally and nationally.

We should be working to reduce the number of overall flights and focus on high speed rail instead. I do not support an additional Seattle airport in any location.

SeaTac is one of the worst airports in the US. I avoid it all costs. The lack of planning is evident with SeaTac. I'd recommend transitioning SeaTac to a cargo hub and create a better airline facility south and east of Seattle. The new site will feel like it is a long way away from the population but that is what will allow for proper planning. Look it DIA as a great example.

Placing the new site southeast of king county will centralize between the major population hubs in the northwest. For example, placing it at the Grant County-like facility would allow for a DIA level facility to be built. And it would protect it from most every subduction zone models. PDX is far superior when it comes to traveler experience but is destroyed in every subduction zone model

Also plan for UAV aircraft. The future should include me jumping into my Jetson and having it fly me to the airport to fly commercially to wherever.

Why not the Oly/Tumwater airport. Looks big enough and right by I5??????????

Putting a new airport in Yakima would ease traffic congestion on I90, 405 and the surrounding roads. It would also increase the ability of Eastern Washingtonians to get to the airport, especially in winter.

First, I'm still not convinced we need a new airport after to listening to most of the CACC's meetings. Things have changed since the pandemic, so the study the WSDOT consultants completed may not be accurate. Just yesterday, March 11, the Everett Herald reported that Alaska Airlines discontinued the flights out of Paine Field to both Boise and Spokane. Prior to the pandemic, Alaska Airlines had 18 flights in and out of Paine that served over 1 million passengers. Now those numbers have dropped to 14 flights and only 550,000 passengers in 2022. After United Airlines pulled out of Paine Field, a replacement carrier still has not been found almost 2 years later. Where is this supposed demand for air travel? If it really exists, it's obviously not coming from Snohomish County, is it?

Secondly, why is the use of rail being ignored. The plans for high-speed rail between Vancouver B.C. and Portland exist. Those plans just need funding. In the last virtual drop-in session, Warren Hendrickson stated that the Grant County Airport in Moses Lake couldn't be used as a major cargo airport since most of the cargo is destined for the Puget Sound area, so it would add a high amount of truck traffic over our passes. Let's borrow an idea from Europe. I've heard that semi-trucks aren't allowed on the passes through the Alps. Instead, the trucks are loaded onto flatbed rail cars and hauled over the passes. During the trip over the pass, the truck drivers can eat and rest in a passenger rail car. When the train reaches its destination, the truck drivers hop in their cabs and drive their semis off the rail cars and drive off to their destinations. Perhaps that would work here. For more ideas about the use of rail, contact The Climate Rail Alliance. <https://climaterailalliance.org/>

Finally, do we really all need our packages delivered to our homes as quickly as we think we do? It's doubtful. Do we really need to fly as much as some think? I've flown less than ten times in my 68 years. If I decide to fly again, I would be willing to pay more for a ticket if it meant that I didn't have to listen to aircraft flying over my house on an hourly basis or breathe the toxics they still emit. Businesses discovered ways to meet via Zoom that saves thousands of dollars on flights, hotel rooms, and dining. Let's stop and think about what we want our state and world to look like in 2050. Let's start there, and not just try to resolve the "expected demand for air travel".

If a new airport is needed, I believe it should be somewhere in the southern Puget Sound area. A professor at WSU once told me 2/3 of our state's population lives in the circle created when you put a pin in a map at Fife and draw a line from there to Seattle to use as a radius for your circle. That's where your potential passengers live. The rest of us in WA state are more than happy to drive there to catch a flight. Don't even consider siting the airport in the Arlington area. Our community fought and won that fight with the Puget Sound Regional Council in 1992 before the 3rd runway was built at Sea-Tac.

Thank you for all of your work over the last 3 years. You have a tough decision to make as to your final recommendation to the legislature. Thanks for taking the time to read my comments and consider my ideas.

Pierce and Thurston Counties should be off the table. Don't know the issues surrounding Paine Field or Yakima but it seems to me Yakima is the obvious choice. They want it! We should be also looking at ways to expand rail and other transportation methods to relieve SeaTac.

In addition to Yakima the CACC should look at Moses Lake. the runways are existing and the infrastructure could easily be added.

The Thurston Co location would be the most ideal location. Not only would it help relieve the pressure on SEA Airport, but with it located almost halfway between Portland, it will also relieve pressure on PDX, too. One of the biggest benefits is an increase to employment to the area (the construction of the facility, and the eventual employment of people to operate the facility, and the additional business to support the facility.

Also, with the Thurston Co location, this can increase tourism in our local region by placing shorter drive times to the coastal beaches and the Central Cascade Mountain Range (including Mt. Rainier and Mt. St. Helens).

In my opinion they should look at upgrading the airport in either Yakima or Moses Lake. They are on the east side of the Cascades, so it makes for easier travel for east side residents during the winter months.

They might also look at expanding flights at Spokane and Paine. Paine is difficult due to the resistance of the residents near the airport to having increased flights.

No new airports in Western WA. I will not vote for any elected official that votes for a new airport.

I am in favor for Thurston County Central as a viable venue.

The airport expansion should be YAKIMA, not Pierce or King Counties. In addition to the great location, all that will be needed is good, fast transportation between Seattle and Yakima. This would provide for growth with minor impacts.

Spokane would be much easier to build up, is a straight shot for rail and highway to the coast, and is uniquely positioned to flourish if Fairchild doesn't survive the next round of BRAC.

I think that you should very seriously consider Yakima as the location for the new airport.

Yakima is a realistic and underutilized airfield. It is long and there seems to be good space around the airfield for growth. With the undeveloped locations out of play, that would indicate that Payne field and Yakima are the remaining players. Payne is already doing flights for Alaska air, so given resources it will end up being a complimentary airport to SeeTac already. Eastern Washington doesn't have any significant commercial service until you get to Pasco. And post pandemic flight quantity hasn't totally returned to Yakima. But if we go back to regional expansion, Yakima could be highly complimentary. I urge a technical analysis to be done on Yakima before proceeding further.

McChord field would make a good airport

Increased aviation pollution is a huge concern. I have cougars where I live, black bears, minks, elk, deer, coyotes, beavers, and the list goes on. This airport will destroy families (including mine), land, water, habitats, animals, and wetlands. There are better ways. Why are we looking to ruin the lives of families who are actually stewards of the land? We take care of this land which has a butterfly effect. This butterfly effect has no race, sex, or income disparity. It benefits all of us. Why are we looking to destroy MORE forests and MORE wildlife habitats? I fall right outside this airport. My family will not receive compensation, and our property value will significantly decline. We will be forced to move because we refuse to have our children poisoned. We cannot afford to buy a similar property due to inflation. My husband and I came from varying degrees of poverty, and through my husband's military service coupled with my own drive to succeed, we have worked hard to see our dream to fruition. The very dream you will destroy by putting an airport in Pierce county. But this is bigger than my family or the countless families the airport will devastate. Climate change is real. The airport will desecrate MORE forests. Forests that are filled with carbon sequestering trees. If we continue to do the damage at the rate we are causing, we will have more to worry about than business meetings, vacations, and parcels. The argument can be made that climate change is a more pressing issue right now. Make the airport we have more efficient. Invest in rail. Rail carries more passengers, takes less fuel, and produces significantly less carbon dioxide. There will be no future to plan for if we fail to consider the long-term effects of aviation pollution and continued deforestation.

<https://www.nrdc.org/stories/climate-tipping-points-are-closer-once-thought?fbclid=IwAR2wrQgByZmP98izKAheJVPPa7HOyclKQoxNazWDPFlyEWeZ5Ohlks6z70o#:~:text=Mostrecentlyastudypublished,surpassthe1.5degreethreshold>

Thurston county doesn't want this. No local government and no citizens want this. Not here. The area proposed for this is pristine. There is no reason to destroy the environment here for this. Look at the area around SeaTac to see what will become of the area where a new airport is placed.

I do not think expanding PAE is a good option. Very little available land for expansion and considerable disruption and noise to surrounding communities. We already have Bellingham and Vancouver BC as alternate airports which my family has used several times. The south western and east side of the state are under served and should be considered for expansion.

Invest in high speed rail between Spokane and Seattle instead of a new airport in Western Washington.

Yakima and Paine field!

As an airline pilot for one of the major airlines who operates in and out of SeaTac airport I can say that by expanding the current airport you can make more room and capacity. Move the cargo operations to Boeing field or Everett. Expand terminals all the way to north cargo area and ask the ATC to utilize all three runways in SeaTac. There are 3 runways but 2 runways are being utilized nowadays. Build couple taxiways like Atlanta airport "Victor loop" taxiways so it will facilitate the traffics who are landing on the outboard runways to get to terminal side without the need to cross two inboard runways.

Yakima would appear to me to be a MUCH better option than the Pierce/Thurston County locations. Construction and operation of a major airport in Pierce or Thurston counties would be a HUGE destruction and negative impact on Wildlife and their habitat. This would be my primary concern. Massive infrastructure would also be required, further impacting wildlife in those areas. Additionally, the air traffic would be using the same basic air traffic lanes as SEATAC uses, creating further congestion for air traffic, including that of JBLM/McChord. Rail and ground transportation to the East, from Yakima, would mitigate the current needs for Freight traffic to have to cross the Cascades, as well. We humans need to give primary consideration to the welfare of the wildlife and environment and less consideration to convenience for ourselves. Please cease consideration of the Pierce/Thurston county locations!

Keep any new airport out of Pierce and Thurston Counties!! Respect the green space as well as our citizens wishes.

Are you listening yet? We don't care if Seatac exceeds capacity, no more flights, no more sprawl, now more ramming this shit down our throats.

Please spend this money on high speed rail rather than another airport. We need a high speed line from Spokane to Seattle.

Ample infrastructure for single occupant vehicles is a must at any new or expanded airport. Plenty of travel lanes, plenty of parking, and plenty of services for cars, please.

I favor Thurston County. This would make air travel more accessible for those of us on the Olympic and Kitsap Peninsulas and in southwest Washington.

Yakima.

I would like to see the airport expanded to Yakima, WA. It would alleviate congestion at the SeaTac location, and provide access to those East of the Cascades for both personal and commercial use. Not only would it bring jobs and economic growth to the area, it would also reduce the number of large trucks and semitrailers using the passes, in particular, Snoqualmie, to haul goods to and from the airport on the west side. The number of pass closures due to accidents would decrease, and the flow of goods between East and West would not be stopped due to weather, which happens most winters, or accidents, which happens regularly.

Please dont build airport in Enumclaw. Buckley, Enumclaw and Bonney Lake are ideal small towns to raise family in peace and quiet for people who have severe social anxiety and do not wish to live in a big city. None of us have funds to move. Please choose a different location away from here.

As an owner of rural ag land within one of the Pierce sites I am very against any airport in any of the Pierce and Thurston sites. I believe the commission should have considered basic infrastructure; such as roads, water, sewer, before it wasted the money and time choosing these sites. And it certainly should have made the people within the boundaries aware of its consideration of our homes, farms, churches, schools and rural area by sending letters directly to all affected landowners.

This state will not be taking our family farm and paving over it. With a shortage of housing in this state--did the commission even consider how many people would be displaced? We built our dream home here and plan on passing this property down to our children to continue in ag use.

We have also have a business--an owner/operator dump trucking business and a second business (excavation) and without somewhere to park and keep the dump truck, heavy equipment and farm equipment...taking our property for an airport would completely leave us without a means to support ourselves.

Years ago I was involved in the Graham Community Plan. Not by choice, but because I, and the other people who took their time to plan what we wanted for the future of our rural area, wanted to have a say.

We wanted to keep the rural feel, preserve farm/ag lands and try to limit the growth in our area.

The Graham Plan does not allow us to build this property out with all the types of businesses that would come with an airport--so why does the CACC think they can now trample over the growth plan that has been in place for all these years?

An airport in Pierce or Thurston is just not feasible. There are so many things to consider: infrastructure, farm land, homes, schools, churches, roads. Air, water and sound pollution of our rural area.

I will NOT be selling my property and there will be a fight to get it by eminent domain. Every neighbor, friend, fellow business person and farmer I have spoke to in our area says the same thing.

The county does not support it. The military does not support it as it interferes with its required training. The environmental activists do not support it. Farmers don't support it. No tribes support it. People who live here don't support it.

Nobody supports these proposed sites except the CACC. If Yakima is offering--take your airport proposals east, but please be sure to notify the people and landowners it will affect this time.

There was not nearly enough direct contact and communication with the landowners here.

NO TO THE AIRPORT

Dear CACC, Again, I oppose any commercial and/or passenger airport in Pierce or Thurston Co. It would substantially alter the environment in Thurston Co. and the health effects would be unacceptable. I would support a Yakima site bc they offer and spreading the economic wealth seems a positive direction. Thank you.

This is an appeal for your attention regarding the 2023 proposal for a new Thurston County commercial airport in our region.

We were taken aghast when a chance viewing on our local newscast exposed this. Hence, we are beyond concerned and are proactive to prevent this from occurring. This airport proposal made by WSDOT/CACC must never come to fruition here, known as the Thurston County Central Greenfield.

Twenty-two years ago, we found our proverbial "piece of the pie" outside of Yelm. The area offered what seemed to be the last vestige of affordable country life outside of the I-5 corridor, away from the glut of city and suburbia. Yet for two decades of commuting to our federal jobs, the work day traffic only became longer and more snarled. The Yelm area, as you are aware, only has two state routes connecting with Tacoma, Olympia, and Centralia. And in those years, the population has exploded from 3,000 to 10,000. Yet, despite inconvenience, the limited roadways are an acceptable price to pay to call this pristine locale home. As we understand, funding for infrastructure expansion of this nature is not a priority...and that is generally tolerable for most residents. There are more pressing issues for Yelm.

The Nisqually river, tributaries, and aquifers supply glacier melt to several regions in the South Sound. In Yelm proper, this water availability restricts indiscriminate development of certain businesses. It boggles the mind to imagine something as repugnant as a dual runway airfield consuming this precious water supply. How frightening to conceive of pollution from jet fuels contaminating farmland, their runoff seeping toxins into groundwater. And how disturbing to visualize the water consumption utilized in the construction of the site and needed highway connections from airport site to the freeway.

Rural Thurston County supplies agricultural products from both commercial and small enterprises. Groundwater contamination/runoff will yield a higher propensity for aquatic basin pollution, impacting negatively on our local fishing industries. Increase in air pollution from overhead and vehicle congestion will only paint more smudge on this would be filthy canvas. And how would this burden of pollution affect the quality and health of our produce, our grazing animals, our grasslands and our forests? Surely not just flora, fauna and citizens enjoy clean air, water, food and health. Even commissioners who would introduce such a proposal and move to enact it also enjoy these.

Another looming question emerges. What impact will this abysmal proposal have upon property owners in this county? We speculate, in a pending recession, how this unnecessary and unwanted project will be funded. With the approval of this airport, and after our property values plummet, could residents look forward to participating in the finance of this endeavor? We know this answer.

With the existence of established airfields already accessible by infrastructure, expansion for their improvement saves resources, both economical and ecological. With the eventual need for a new airport in Western Washington projected for 2050, these pre-existing sites would conserve time and finances while incrementally meeting developmental improvement goals. The silent assumption is that this projection will still even be applicable in the next thirty years. Speculation cannot account for yet undiscovered technological changes that could make the 2023 perspective obsolete. However, if groundbreaking should begin in Thurston county in approaching years, the destruction that would ensue would be a permanent wound. But this cicatrix on the fragile beauty and relevance of this region would also glaringly reveal the lack of creative implementation on the part of the commissioners. Apparently to them, the inclusion of intelligent planning and ethics offers no

monetary incentive.

Please consider these concerned residents' objections to the WSDOT-CACC Thurston County Central Greenfield proposal. We ask that those commissioners not designate their airport in our region. Not logical, not cost-effective, not ethical.

Thank you for your time.

George and Karol Rabon

No airport in Thurston County. Tribal lands, environmental impact, road congestion, crime, property taxes. You the leaders of this state say they care about the environment but when big business and government wants to build something big and concrete over nature they seem to be fine with it. You want America to care about climate change and nature then don't pave everything over. Use the infrastructure we have. Build a railway for less traffic congestion to sea tac or Portland so it's easier for people to get to and from. We have to take care of the earth we have. The animals. The climate. Do better with the power that is given you.

I vote for Paine field.

I'm in Lakewood and we have plenty of air traffic here due to the military installations. I think the Olympia/Thurston County area makes the most sense.

Working with an existing airport seems the best idea over mowing down acres and acres of habitat, farm land, homes, etc. I support the Yakima idea.

I'm in support of Pierce County

I am a lifelong resident of Thurston County. The farm I live on has been in my family since the mid-1800's and falls within the proposed site for a new greenfield airport. It is home to abundant wildlife, and is fully half wetlands. I oppose a new commercial airport in Thurston or Pierce Counties. The three greenfield sites selected by the Commercial Aviation Coordinating Committee fail to meet many of the stated desired criteria. None of these areas have the infrastructure required to support such a project, and creating it would be cost-prohibitive for Washington taxpayers. The limited resource and environmental assessments done to date vastly underestimate the actual impact of a new airport.

Siting an airport in any of these areas would have devastating effects to drinking water and wildlife habitats. Paving thousands of acres of mature wetlands, forests and grasslands that are significant greenhouse gas neutralizers in favor of gas-emitting air traffic would prevent Washington from meeting its greenhouse gas reduction goals. An airport would displace thousands of families and businesses in a time of documented housing shortages. It would negatively affect the property values of those living near the sites.

An airport at these sites would also likely impact military operations, which the original legislation prohibits. If completed, the rural character of these beautiful communities would be lost forever to noise, pollution and congestion.

Given the many reasons cited here, the CACC's recommendations must exclude the selection of greenfields in Thurston and Pierce Counties.

Please consider the existing Paine Field and Yakima terminal options as the only possible ways to move forward. Pierce county's character and environment are not conducive to the construction of a new airport. Both existing facilities, ESPECIALLY IF USED TOGETHER, should be able to meet expected demands.

Expansion to an existing airport facility similar to what was done at Paine Field seems the logical choice. Perhaps add a civilian airport adjacent to McChord AFB or expand the Olympia Airport. There will always be opposition to any site under consideration, but expanding an existing facility would cause the least amount of disruption.

It only makes sense to expand an existing airport that already has infrastructure to save money. Olympia airport has the room to extend to the south and has two interchange accesses to I-5. I would suggest Shelton's airport except it is a ways from I-5.

Consider a freight airport in the Centralia area near I-5. Relieve some of SeaTac demand, provide access to both Portland and Seattle metro areas for freight.

Another airport is the stupidest idea I ever heard of. Yeah, let's just keep doing the same things and expect a different result. We need to change the mantra of growth to sustainability. Yet another airport is exactly the wrong direction for our times. Continued growth is myopic. We need to think three generations ahead to what we leave as our legacy.

All of the good things about Thurston county would be destroyed. Protected habitats and species of fish, mammals, and birds would be wiped out. Our vulnerable aquifer would be polluted. Trees gone. All the reasons anyone would choose here to live.

This is also an assault on citizen's homes, families, and livelihoods. Many folks out here take that very seriously and will require force to be removed to make room for the new airport. That would not be a good look, if anyone could be found that would even take part in an attack of our own citizens.

I totally oppose the Thurston County site. Why another airport when commercial flights are already causing more global warming? Why not invest in rapid rail? If we have to build infrastructure, make it rail.

The proposed site is a rural area with farms and businesses, and many homes. It's near several protected wetlands and a state park. Flights would disrupt life in the vicinity as well as cities nearby. Building rapid rail with the funds would reduce the contribution of our region to global warming.

people who live here in Pierce County DON'T want an airport and will fight to keep a polluting influence out. We already have the Dump here. NO MORE! Dont ruin the drinking water for the area. What happened to ECO Friendly Washington?

While it would not meet all needs, I would love to see expanded commercial service at PAE. We use it whenever possible to avoid SEA!

I think it makes most sense to choose Thurston County with an already established major freeway system as I know how many years building infrastructure can take including delays in permitting and the amount of lawsuits that will be filed prohibiting progress if the Pierce county locations are chosen. Better yet, please entertain the idea of Yakima!

Respect the concerns of potentially impacted communities.

Get it out of the city - Yakima/Moses Lake seem like ideal locations. We'd rather drive there than deal with I-5 traffic nightmares.

I wanted to come back and share more thoughts on your woke questions. One is male or female. Someone is a specific race, who cares what they identify as. And then you don't have a "prefer not to answer" option on household income. Strange

Not wise to pave over more of western Washington. We need green space to absorb rainwater not solid surfaces to collect toxic waste and wash it off into Puget Sound.

I think considering Yakima as the only option. Many travelers travel from the east side of the mountains to fly out of SeaTac. That would take a lot of pressure off the airport.

Please look south of Olympia/Tumwater. Yakima travel is difficult for several months out of the year unless a new airport includes plans for a train to get there from the west side year round. There is no infrastructure to support a pierce county option.

Yakima, due to proximity between Seattle and Spokane , seems like a logical site for further growth.

Central Washington (Yakima) would be a great location, allowing people in that area the opportunity to have a shorter distance to get access the airport. You should consider this option before closing.

I strongly recommend Yakima Air Terminal (McAllister Field) for consideration. It's close proximity to Puget Sound, ample room for growth and nearby technical educational facilities, as well as widespread community support are compelling factors that warrant further review.

I do not support a new airport in Thurston County. I was born, raised and currently reside in Thurston County and appreciate the fact that our county supports small farmers, ranchers, and a variety of small businesses that rely on open space and affordable land values. People live and move here to get away from the noise and pollution of SeaTac. If workers want a job in the aviation industry they have ample opportunities near current aviation hubs. I do not want to degrade the environment in Thurston County by paving over thousands of acres of land to make it easier to bring in foreign made junk. By not building an airport here we support local small businesses and preserve a high quality of life.

I know all efforts have been put on a new airport, which will be needed. However, just as the POS ignored this when 3rd runway was built, market options need to be looked at.

I worked in Airline industry for 40 years. I also was personally impacted by 3rd runway build. It requires just as much airport resources to land an E175, as it does a 777.

I personally know Alaska at the time got their way with Gina Marie Lindsey, and quashed this thought process. Go to a single landing fee concept. Create less flights, by forcing the operators to use their largest aircraft at SeaTac. This really is no different conceptually, to the good to go pass, or HOV lanes. Same reason WADOT, wants to change way freeways are financed by users?

You need less new runways, per landing over time. I can assure you this is the most efficient way to achieve the ultimate goals you have set.

Bask in the days when there where prop flights every 30 min to PDX, that is why we ran out of space at SeaTac in late 90's. And how Gina Marie got the 3rd runway at SeaTac.

If your not bold using alternate solutions, only lawyers in NYC, will reap the profits before a new airport is built.

The best location of the choices you list, would be Thurston county. It would offer a more open airspace around SeaTac, especially a location that is not prone to fog, and wind issues.

I again ask you to be bold in your recommendations to the legislature, don't get this wrong, like we did when the 3rd SeaTac runway was built!

Sincerely,

Robert Pierce

The focus of this whole assessment should be on serving the northern half of the Puget Sound area, with the current SEATAC servicing mainly King, Pierce, and Thurston counties, while the new airport should be concentrating on King, Snohomish, and points north. This would provide a much better distribution of service across the whole area and better distribute any of the more negative impacts. I would argue a greenfield project in Snohomish county would best accomplish this and serve as an

area for future growth. If this is a truly 100+ year type of project, it has to be placed in an area with expansion opportunity.

Yakima air field seems like the best option available for city and county support of air travel (passenger and cargo) expansion in Washington State.

If you really believe that SeaTac will "reach capacity within a few years", then building a new "international airport" is a non-starter, as you say it would take 40 to 50 years to build one.

Allowing only passenger aircraft (a/c) at SeaTac would reduce the number of a/c landings (ie no cargo-only-a/c and light a/c landings), passenger a/c reduced turnaround time (ie no cargo to unload), improved flight safety (ie cargo a/c crews and light a/c pilots are usually less experienced than commercial ones), reduced truck traffic near airport (ie no a/c cargo to transport), reduced noise levels (ie less truck traffic, fewer aircraft TOs and Landings and lower air pollution levels), and less traffic (ie less truck traffic that slow passenger's in and out goings at airport). Additionally airborne cargo and light a/c could use Boeing Field where much of the needed infrastructure is in place including the land transportation pathways. Significantly less noise-to-population would be expected with incoming and exiting flights over industrial areas and Elliott Bay. Additionally the distance the cargo would have to travel is significantly less than to/from Thurston, Pierce and south King Counties as most of the warehousing is located in south Seattle and Kent valley.

A portion on the cargo traffic could also utilize Paine Field, where again most of the needed runway and roads infrastructure is in place.

A new airport does not mesh with WA's climate goals, and doesn't keep the Puget Sound area livable. I don't want any more air traffic noise and pollution over my Seattle neighborhood. So much air traffic is unnecessary--we saw during Covid that we don't need to travel as much for work, and people don't NEED to take as many leisure trips as they do these days. This is the last thing we need to be spending tax dollars on.

No air port in pierce County! Our roads can't handle the traffic we have now, and we already have to many people in pierce co. as it is.

Fix the escalators please, or just put in stairs. Also please crack down harder on drug use on the light rail. I used to live riding it and am excited about the extension down to Tacoma.

I live in Graham and work in Yelm. There are 2 main ways to get from one to the other. The problem is anytime there are traffic issues on I-5 the traffic gets diverted through yelm and Spanaway (hwy 510, hwy 507, hwy 7) this causes massive gridlock especially through Yelm and McKenna sometimes adding a n hour plus onto the typical commute with no real alternative based on the single bridge over the Nisqually River to get into or out of Yelm. With current infrastructure this does not support an airport located in either of the pierce county sites.

Has any location near Centralia or Chahalis been looked at? Thinking it's closer to I-5 and located close to the middle between Seattle and Portland

Please consider expanding Paine field. It is getting more and more difficult to travel to SeaTac and the lack of options out of Paine Field and Bellingham make travel expensive.

<p>Yakima would be a great alternative if the west side of the state is deemed to not have the space or desire to build a new airport. Increasing rail coverage to yakima would also be important to help move that cargo more efficiently.</p>
<p>I believe that there is sufficient usable land in Pierce County to build a new airport and the infrastructure to support a new airport. There is opposition, however, this opposition has there head in the sand, and I believe also, a bias opinion.</p>
<p>Seems to me that the CACC was a little too timid as far as the proposal made. Many of the passengers that arrive at Sea Tac may be merely planning on going through customs and then progressing to a final destination not in the Pacific Northwest. It would be very easy to have this process in Yakima or Moses Lake and the send the Seattle bound passengers to Sea Tac vÃa a robust commuter plane system that would hub in eastern Washington rather than in the already overcrowded Seattle area.</p>
<p>The Thurston county site makes logistical sense to me, infrastructure would need to be built in the entire region to support it. In turn helping congestion on I-5 through the choke point that is nisqually delta and JBLM. This site would aid expansion happening at PDX as well.</p>
<p>South Western Washington desperately needs better access to air transportation, or a dramatically improved way to get to and from existing options without driving and paying to park, or using the extremely limited and complicated transportation options.</p>
<p>Need a better airport and layout than SeaTac! To many delays in and out.</p>
<p>Thurston county seems like the worst idea, simply because of population in this area and proximity to the capitol. Yakima or Pierce County seem like better options, but if Yakima is requesting an airport, seems far better considering populating is lower over there and there will be less of an effect.</p>
<p>Paine field is the most logical choice to support growth in the region. Having one airport north of the City of Seattle and one south would allow those on the north side of King Co and Sno Co to use this airport. It has strong, convenient vehicular transportation infrastructure already in place. Everett and Snohomish County would be wise to encourage development hotel and convention space around Paine field. They also would be wise to also to reserve space for an additional runway and work to purchase land from Boeing. The sooner you could expand the airport and add a runway you would encourage airlines to add flights and encourage more growth in these areas. Sound transit would be wise to consider or have the ability to put Light Rail to the airport.</p>
<p>Paine field or Thurston county would be better options than going towards Rainier. The Pierce county options are encroaching too much upon an environmentally fragile and invaluable area (which should be protected more). Keep the mountain and forests safe here. Additionally, with working in that area and having lived there, the areas in Pierce county are NOT a good option due to infrastructure already existing. Additionally, it would be such a hassle as a traveler to go to that part pf Pierce county. Paine Field is already used or Thurston county is much easy to access.</p>
<p>I think it makes the most sense to have the airport on the west side of the cascades, due to logistics and transportation, but I would think to put it near Tacoma due to its deep water port and ease of cargo access there. I would be worried about pollution (noise and environmental), as someone who grew up near SEATAC and under the flight path. I would vote for Paine Field expansion for now.</p>
<p>Build a major airport in Yakima or mosses lake open land good airspace. Fly new small aircraft from small airfields around puget sound to the hub Airport. Plenty of small airports in puget sound area to make it happen less driving .New electric aircraft coming online soon no noise no pollution. There is no viable area in the puget sound region for a major airfield. Think 20 years and need for housing ,Jobs and people need to head east to central Washington. New regional airport could serve needs of a vast northwest area. Turn SeaTac into cargo hub less transportation costs to area. Also commuter stop to regional airport. Save land in puget sound for farming and salmon restoration</p>

To Whom it May Concern,

I am writing you today to inform you that I oppose the potential siting of a major airport in Thurston County.

I lived in Houston, TX near Houston Hobby Airport and Ellington Joint Reserve Base for many years after having moved there as a teenager with my family. I never liked it. It was hot, loud, congested and polluted. I knew it would never be my forever home despite the affordability of housing and the fact I had a lot of family in the area. I wanted a place where I could go walking on a nature trail without having to drive hours. I wanted to be able to open my windows on nice days and not have to worry about air quality and whether or not I would be able to hear my conversations over the airplanes overhead.

So it was no surprise that when my husband was headhunted and offered a job in Washington that we jumped at the chance. His office was originally located in Seattle, but we didn't want the hustle and bustle of city life, plus his employer guaranteed that they were relocating to Lacey within the year. So we landed in DuPont and started our search for a place to settle. We needed a good school for our son. We needed walking trails. We needed a good neighborhood. We needed somewhere close to amenities. We found all of that in Lacey.

We bought our first home!

Now, Dear Reader, a series of poorly executed events by the CACC is threatening to destroy this. Make no mistake, if this airport is built, the people that can afford to leave before housing prices in this area plummet, will. Unfortunately, due to the housing market prices skyrocketing in recent years, my husband and I cannot afford to sell our home and buy another comparable one elsewhere. That compounded with the fact that our son is now a few years from graduating high school, is well established in this school district and community, and that my husband's company did, in fact, successfully relocate to Lacey, so moving elsewhere would mean a lengthy commute; no, moving for us is not an option at this time. So we will watch as our more well off neighbors flee. And we will watch as our more helpless neighbors who have the unenviable position of being in the path of the airport building site, lose their homes to eminent domain. And in the end you will have forced us to once again live in a city where we cannot open our windows on nice days due to poor air quality and not being able to hear our conversations because of airplanes overhead.

And so I am begging you, please please vote to build this airport somewhere other than Thurston County.

Respectfully,

Carrie Clay

Please remove thurston county from your list of considerations. Not only would this location shatter a tightly knit community, it would be detrimental for the local ecosystem and wildlife. Please actually consider Yakima, a city that actually wants consideration.

In this day, it is challenging to find a large space for an airfield and surrounding airport / parking / rental cars, etc. that could service communities that currently commute to Seatac for air travel. It is one thing to find space for the airport, but quite another to consider the space to mitigate noise pollution and loss of value to the surrounding communities for 20 miles along either flight path in 180 degree directions from the field. I was very surprised to see the proposed location in Thurston Co has direct fly overs into lower Lacey and SE Lacey communities. We just purchased a house in the area in December moving from Missouri, and are appalled at the lack of consideration for the noise and flight path and loss of home value. That was not mentioned in the committee deliberations, only proximity to JBLM was discussed. Nor did the home sellers or real estate sales people mention this in any presentation of the home. I believe as a basic minimum consideration, the flight paths must be set to avoid established residential areas, and DOT must consider alternatives to another huge airport complex. We should instead consider other smaller or regional options, including high-speed rail. 30 years from now, rail may be everywhere and the preferred mode of transport and thus no need for another airport anywhere near Seatac.

While I can't comment on all the locations, the Thurston county location under consideration is not feasible for many reasons. They include but are not limited to the lack of infrastructure to support the proposed development, the negative impacts to groundwater supply, the negative impacts to endangered species within the proposed site, negative impacts to the nature of the community which is currently rural, lack of proximity to population centers it would serve, and negative impacts to JBLM's ability to conduct its mission. Further, there is no evidence that a new international airport is even needed. The vast majority of traffic at SeaTac is intra- or inter-regional. Expanding needs in that market could easily be served by expanding existing infrastructure. I oppose the selection of the proposed Thurston county site.

I think we all understand that it's time to re-start the Airport expansion studies. This time with full community input and environmental considerations taken into account.

Please consider future regional high-speed rail connections to airports. PDX, SEA, and PAE should all have regional high-speed and local rail connections over the next several decades.

I understand that the planning committee was given very narrow parameters for choosing a location for the new airport. After seeing the overwhelmingly negative responses, it is obvious that a new study should be scheduled with greater input and a wider range of possible locations. The citizens that would be displaced, the lack of infrastructure and the amount of wildlife that would be threatened would prove to be catastrophic to the current locations on the table.

My spouse and I remain firmly opposed to a new airport location being constructed. My spouse and I chose to purchase our forever home 20-acre property as we came toward the closure of our combined 55-years of active military service as a dual military couple in 2014. The location that we selected for rural living with reasonable access to JBLM for our benefits is within 1/2 mile of the southern line of Pierce County Central location. This location has frequent military fixed wing and rotary wing traffic as well as local community airport traffic over it that will be in competition with any new airport plans.

The local and military air traffic over our property though is not the constant traffic a commercial airport would bring that would encompass over 3000 acres of current rural land for the facility alone at any of the proposed locations. Additionally, the CACC reviews did not include the infrastructure support needed to get fuel, electricity, and water to the proposed locations, of which the Pierce County ones sit on our aquifers and affects creeks and wetlands aplenty.

The CACC, although doing the best they can with the resources they were allotted, was given a task they cannot in good conscience complete as full information is not available for such a decision, except to expand Paine Field. FAA reviews were not completed and the military at JBLM finally announced publically that these would conflict with military operations two years into this CACC review. To truly assess an appropriate location one cannot depend on estimated numbers of future travelers and where they will come from. Yes, statistics of current travelers are known, but the economy of the future is not. This means the availability of personal funds available for pleasure travel is not known, and we can surmise work travel most likely will decrease as shown by the COVID travel adaptations to more virtual business connections. We will also not know for sure where these assumed travelers will choose to live and whether travel for pleasure will indeed increase by air. Other information that must be determined are the additional thousands of acres that would be required to bring fuel, electricity, and water to the proposed locations, as well as sewer treatment, and improving the road infrastructure. The Pierce County locations have WSDOT Rated and supporting these proposed locations.

This brings us to the items that will influence the needed infrastructure support at taxpayer costs. These are the multiple wetlands, increased construction costs for the needed high capacity roads with proper drainage support, the penning in of the locations by mature residential and commercial spaces, JBLM and the many Indian resources. Additionally, the airport of the future is touted with the use of low emissions planes using batteries, etc. Yet, we do know currently Lithium production is problematic affecting these electric planes as they do cars, cell phones, and every other battery item. We also know that the R&D for these new electric planes is in the immature stages as are the battery recycling required for all electric vehicles, and the battery production of a safer, more efficient battery system that affect the environment less has not yet been found and may never be found.

This brings me back to what I stated before, we do not support the building of an airport at a new location. Use the airport locations we already have. We do support working with the airline industry for smaller commuter routes that may be able to take advantage of new future electric technology more readily, an item discussed in the CACC website. We support the research and building of effective and efficient rail that could take advantage of our Washington resources over the mountains and help connect Eastern and Western Washington in addition to supporting travel and commercial uses. In doing this the costs that would go toward an airport would go to rail instead and take advantage of an already built infrastructure of the Yakima Air Terminal (McAllister Field) without extra needed infrastructure support required for a new mega-airport location in western

Washington..

In closing, respect our environment and the work done by so many for so long at the individual, local and County governments, military and Indian communities to meet mandates and maintain rural resources, clean air and water, wildlife, and minimize the hustle and bustle of business and traffic congestion.

Hello Commercial Aviation Coordinating Commission Members,

Thank you for your time and effort in trying to prepare for expanding aviation needs in our state. I am sure you are well-intentioned in working to find the best plan for more airport capacity.

This last October 2022, my family was very surprised to hear about the plans for a potential new airport that would sit right on top of our home and those of our neighbors and family. We had no idea this was being considered and we are citizens who do our best to be informed and up on politics and proposals in our state and county. In November, my husband and I watched the CACC presentation to our Pierce County Council. From that presentation and the questions that followed from our council representative, we were dismayed to find out that no environmental studies have been performed on the Pierce County sites and that in fact the CACC presenter said that those would not be conducted until after the site was selected. While it may not be the CACC's responsibility, this is very poor planning and business practice, especially with this state's climate objectives and its governor's focus on the environment. This is not a responsible or proper approach, especially when taxpayer funds are involved.

For some background, I grew up here in the Central Pierce County greenfield site. My immediate family as well as extended family live and work within and on the near edges of this site. We have lived in this area for a large majority of our lives. Our family business of over ninety years is within the 6 mile radius. Our local electric power cooperative, transformer line, and substation, which powers both Central and East sites, as well as the area covered to Eatonville and Alder is within the Central site. We are pretty deeply invested in this circle that you have designated as a potential airport site. Our home as well as most of our neighbors' homes around us are our number one investment. We do not have any confidence that we would truly receive current fair market value for our property if this site were to be selected. Alternately, if the East Pierce County site was chosen instead, it is close enough that all of our property values would plummet to below what we have put into them.

These concerns are of course in addition to an even greater impact on everyone around the area and that is the fact that both Pierce County sites sit atop one of the areas largest aquifers and include numerous wetland areas and creeks. Private citizens are not permitted to use, fill-in, build on, or pave over these environmentally sensitive areas on their own properties. However, may the CACC, the Washington State Department of Transportation, and the legislature deem this acceptable to do in building an airport for the "greater good" of those outside our area? In addition, our area is the gateway to Mt. Rainier. Thinking of it being radically transformed into a commercial zone, after it was decreed to remain a rural area over 30 years ago is mind-boggling and distressing.

One other major downside to either of the Pierce County sites is that the Joint Base Lewis Machord air traffic flies over us frequently and at all hours of the day and night throughout the year. It seems like the military's flights and patterns would be significantly hindered by a commercial airport in such close proximity.

Lastly, as long-time residents of the Central Pierce County site, we know that it is a forty minute drive to get to Highway 512, in order to get to I-5 in South Tacoma and it is a forty-five minute drive to I-5 in Lacey. We are no where near the I-5 corridor and have narrow, one-lane each way, highways with various congestion points with our current levels of traffic. Central and East Pierce sites are not convenient to anyone except those of us who live and work out here.

Thank you for considering my concerns. While I do agree that planning for expanding a current airport or finding a more suitable site for a new one is necessary for the future of our area, please rethink the current sites you have narrowed your focus down to.

Regards,

Jessica Mitchell

Roy, WA 98580

I believe that the Commission needs to look at an option for Paine Field that forces them to have to revise the Master Plan they are currently working on to make the airport larger than the current plan calls for. Arlington Airport should have class D airspace and an ATC tower added along with more GA aircraft space (both hanger and tie down, as there is enough space to do so). That way Paine Field can become an even larger commercial airport with a class C airspace and without having as much GA at the field. If the West Condo Hangers were removed from Paine Field, the commercial airport could be expanded from the current airport all the way through the hanger area that was removed to allow 20-30 gates including space for wide body aircraft international service as well. Also, with moving a few things around(Future of Flight, FedEx, and the hotel, a third parallel runway could be added.

I do not see how Thurston County can be considered with all the FEDERALLY PROTECTED Mazama Pocket Gopher. County residents had to mitigate around this, I think there would be a big law suite against this. Our current infrastructure would not handle this demand. An airport needs to be build in eastern Wa where infrastructure can be built to meet those needs, this would also reduce traffic on I90 as well.

The use of Paine Field has been directed with the 1978 Mediated Role Determination (MRD) agreement. With this MRD in place, many of thousands of homes were built near Paine Field. The state should not be able to say "go ahead and build homes for tens of thousands of people" then come back later and say "just kidding, we are going to upgrade this to be a major commercial air center after all". We bought a house within two miles of the airport, in 1989, after understanding very clearly that it could not become a "SeaTac north". The current maximum of 24 flights per day is not a big deal for the area. However, increasing that number would increase the traffic, noise, and other problems that come with large airports.

Let's also put Paine Field in the context of the needs as described in the October 2022 commission document. It says that the 2050 unmet passenger needs will be 27 million annual passengers. Comparing to the current Paine Field limit of 24 flights per day, $24 \text{ flights} * 150 \text{ people} * 365 \text{ days} = 1.3 \text{ million passengers per year}$. That's a long ways from 27 MAP. Using a guess of 150 people per plane (737's are typical at Paine Field), $27 \text{ MAP} / 365 \text{ days} / 150$ would require 500 flights per day to be added. Even if it was possible, that level would totally destroy the quality of life and house values for tens of thousands of people -- in violation of the 1978 agreement that directed how this area was developed.

I am glad a new bill is being reviewed to reset this process. I hope it passes. Washington needs to have an all encompassing transportation plan. Its oblivious this has not even been considered to date. When it was announced that 3 sites had been selected it was clear consideration for things such as our aquifers, JBLM, the housing shortage, our farms, wetlands, endangered species were not even consider. No plans/cost to build out the roads and infrastructure were provided. Certain airports were able to take themselves off the list. A new group needs to start over and look at all of this and much more. Take the 3 greenfields off this list as by your own criteria, they are not viable. Start over and give our state a real plan.

Yakima is an excellent site location for a new hub. It is centrally located with somewhat the same drive time to Spokane, Seattle, and Centralia. It would enhance the economic development of Central and mid-Western Washington. It would also spur improvement of I90. There are already too many people in coastal Washington along the I5 corridor. It is time to encourage development in strategic locations elsewhere in the state.

I believe the Yakima alternate air field and cargo service request should be considered. Infrastructure costs would be too expensive for the other stated prospective sites.

I'd like to see a summary of why the Snohomish and Skagit County options were abandoned. I think some of them were impacted by train rails, but aren't those the ones Amtrak runs on? Isn't that a potential opportunity?

I think Paine Field should be upgraded to maximum capacity.

Central Pierce County should get a small airport, similar to the size of Paine Field at its current capacity.

Invest in greener transportation infrastructure instead of meeting the full theoretical air depend. Use Paine field to relieve SeaTac to some degree, but accept that building an entire new airport is exactly the wrong thing needed to combat the climate crisis

Thurston County seems to be the best location for the new airport. It would allow swift transportation for cargo while taking the load off the nearby SeaTac.

I respectfully ask that you not recommend any of the three proposed sites. You are already aware of the many obvious reasons that make these areas unviable, so allow me to make this more personal. I was born in Tacoma and raised in Parkland. I have lived here my entire 66 years and my dad was born and raised in Tacoma as well. My husband and I retired and had a custom, one story, home built in Graham in 2019 on one acre with a view of Washington's majestic Mt. Rainier. I love that mountain, I have childhood memories of that mountain, I have backpacked and day hiked, snowshoed and snow climbed, rock climbed and star gazed, and even worked a summer job there at Paradise. Before Graham could even really be called a 'town' my dad took me out on its back roads to teach me to drive. It's changed a lot since then. We used to always refer to Washington as 'God's Country' with its beauty and tranquility. But all of that has been slowly disappearing. Placing an airport in some of the last rural areas of Pierce County would be devastating to this entire region and would be totally lost to future generations. At some point the people and the leaders need to stand up and say "Enough!" How much more can we afford to destroy? Please don't make us move from the home we have planned to spend our retirement years and don't force all of the many other homeowners and business owners to give up their land as well. It's not just my home I fight for it's for this region and the natural beauty we experience every day and all the resources it provides for us. Thank you for this opportunity to share.

Barbara (Hupp) McCulloch

As a concerned citizen living and working in the area under consideration for the Pierce County (Roy) site, I would just like to reiterate concerns raised by my neighbors, fellow business owners, and Pierce County. First and foremost, although this is not considered an urban area, it is home to several businesses that help to support the agriculture needs of this state. Displacing these businesses not only disrupts the the individuals and local communities but impacts the food chain supply for the entire Puget Sound region. This area supplies produce, dairy, meat, and the agriculture products necessary to raise and sustain these ventures. Our business is impacted solely by the sustained discussion regarding this as a potential site. On the precipice of investing significant capital to expand locations and product, we have stalled production and now face the reality of closing due to this potential airport location which encompasses our current home and business operations and our future expansion site.

Furthermore, this location does not have the infrastructure to support the increased traffic that this airfield will bring. Anyone who has traveled this area knows that the current road infrastructure no longer supports the existing growing communities and certainly will not support increased traffic the airfield will bring. Currently, a simple traffic accident on I-5 backlogs these roads in all directions taking well over an hour to travel a 10 mile distance.

Lastly, much of this area is protected wetlands. Everyone who lives here knows this as it greatly impacts the ability of homeowners and businesses to do any construction or renovation. I realize the government is able to bypass environmental regulations, however, your doing so has significant impact on the statewide ecosystem and should not be taken lightly. For a state that wants to lead the nation in climate change legislation, I expect more.

I don t believe all factors were taken into consideration when the 3 sites were chosen. The impact on the environment, wildlife and the beauty that is Mount Rainier National Park. Please reconsider. Yakima would be a wonderful airport site.

Air transportation is not environmentally friendly and should be discontinued. Further investments in such a wasteful system is counterproductive to maintaining a livable planet.

I recently moved to Olympia from Southern California where I lived within an hour's drive of three major airports (Ontario International, San Diego International and John Wayne in Santa Ana). Like SeaTac all of these airports were located right off major freeways. My current home is smack dab in the middle of the proposed Thurston site. To get to my home, I must drive over ten miles on two lane roads. I am opposed to the Thurston site because I do not want to see this beautiful area destroyed, but I really think the cost of widening all the roads from Interstate 5 would make this site cost prohibitive.

The permanent damage that a new airport would inflict upon the residents, communities, businesses, and the environment in Thurston County would be irreparable. Even if this land were not interfering with military land and air space - which it is - this area should have never been considered as a suitable location for an airport. The residents of Central Thurston County and Pierce County - and South King County, although they have been lied to for months - have been put through a kind of hell. We have been demeaned by the lack of transparency in this process, including the source of the statistics used to justify building a new airport. No one wants it except the industry pundits and politicians in Seattle. How is Seattle going to be 'relieved' of noise and pollution by this airport if the population and "demand" for flying - which is very much industry-created - is supposed to SUDDENLY double in the next twenty years? What is REALLY going on? If this airport is to be a replacement for SeaTac, then how about some honesty? And if residents near SeaTac are suffering from the noise and pollution - and I do not doubt that they are - then why is it acceptable to not only displace thousands of residents in Central Thurston County or Pierce County, destroying livelihoods, communities, retirement security, and health - but also to subject them - assuming they are even able to afford to remain in the area - and thousands of others to the noise and pollution of a mega airport? Are the residents of Seattle more worthy than the residents of more rural areas? Are residents of rural areas less deserving of clean air and quiet? Why is the state not aggressively working to improve rail travel statewide - not with a billion-dollar bullet train along the coast that may never be finished, but by improving Amtrak????!!! Why destroy farms, forests, wetlands, and wildlife for this? Do hikers want to see planes flying in front of Mt. Rainier all day long? Does anyone anywhere want that? Apparently the aviation industry does not care about that. The bottom line is that none of these sites - and that includes South King County - should be considered for an airport - military interference or not! And the residents here will fight to the end to defend their homes. There ARE other solutions. The environment and residents of Western Washington should not be the sacrificial lambs for the greed of aviation industry and real estate pundits!

The CACC's mission was doomed from the start. From the assumed "need" (which is simply a 'want' for more tax revenue), to allowing the consultants to choose sites that conflicted with military operations (violating the law that created the CACC), to the exclusion of residents in the targeted sites (when the claimed goal was to reach us)... it was all a waste of our taxpayer dollars.

Look into Yakima. It is a super interesting idea to have a large airport in central Washington.

Firstly, a new "Greenfield" airport would undoubtedly bring some economic benefits to the county, such as new jobs and increased tourism. However, these benefits must be weighed against the potential environmental impact of building a Mega Airport near Thurston County's water sources.

Building airports above pristine aquifers can lead to water pollution, particularly if aircraft fuel and other substances leak and contaminate the surrounding water. Additionally, runoffs from airports, such as de-icing chemicals and cleaning fluids, can also pollute local water sources.

Further, an airport needs a considerable amount of water for irrigation and other operations, which could lead to a strain on local water resources. It's essential that the CACC considers the overall impact on the ecosystem before making any decisions that could negatively impact Thurston County's water quality.

In conclusion, while an airport in Thurston County could bring economic benefits, we must weigh them against the potential environmental cost. It is imperative to conduct thorough environmental assessments and research to ensure that the new airport does not damage the local water quality or have downstream long-term consequences.

Washington needs an international airport east of the Cascade Mountains. With a high speed rail connection to the metro areas of the west side .

You should seriously consider Yakima's request, we do not want the Airport here in Pierce County, or perhaps try expanding existing airports for regional flights to accommodate more service out of SeaTac.

The state should abandon any greenfield location since it would be extremely environmentally damaging.

An airport that is geographically located to serve the south sound population makes sense when coupled with SeaTac in the center and Paine Field to the north.

I support the work of the stoptheairport.com people who have made the case against building another airport on a greenfield site, e.g. central Thurston county or eastern Pierce county, near Graham. This would be unjustifiable, rueful destruction of our dwindling rural areas. If the "psychology of previous investment" prods us to bulldoze, pour concrete, invade neighborhoods with larger roads and strip developments, it is due to an assumption that such type of economic growth will continue. But instead, we need to recognize policy imperatives pointing to a different set of future conditions: reduced resources and consumption, the foreboding financial crisis for which the chosen "solution," printing more money, extending our rope of debt towards Jupiter and beyond -- that image may have a better chance of getting that far than passenger ships, anyway. Other sources of resource depletion, and aviation is heavily resource dependent, begin with the Pentagon as the largest consumer of fuel on the planet, but continue on to civilian air travel. Upgrading trains for smoother travel would be more energy efficient.

Many young people recognize that a reduced-growth scenario is likely, and need planning that increases their chances of making decent lives with less enormous energy inputs and simpler, sustainable livelihoods. Planning should focus on the younger generations, not our ingrained and obsolete thinking. Factories should be rebuilt in the USA, for dependable access to necessary goods and thus lower reliance on air cargo and on our clogged seaports.

Finally, I'll echo comments about the sabotage to our state's initiatives to battle climate change that

a new airport will "accomplish." Let's scuttle this planning mandate and rethink, re-envision. Thank you.

If a new big airport is needed, we already have one in a place where folks probably won't mind. Moses Lake. How about considering that location. It's close to I-90 and has the land needed.

Thurston County makes more sense. Air traffic is already a nightmare up north with class B airspace.

Paine field can NOT handle the extra load. Nor is it geographically equitable to only have a north of Seattle airport. Expansion should take place south of Seattle to better serve that area.

Legislature on ESHB 1791

Move CARGO AIR TRAFFIC at McCHORD - Cargo air traffic would be exchanged for military aircraft training, resulting in essentially equivalent air traffic volume. And/or to use exiting, underutilized McChord runways and facilities to accommodate commercial passenger traffic - as there is no longer available land to site a new airport in East Puget Sound area.

It is ridiculous that there is this massive airport at McChord which is under-utilized, near and accessible to I-5, and can easily be available for cargo traffic, easing the burden on SEATAC. Why not use what we have instead of ruining other lands for the same purpose?

Our roads and airspace are already too congested. Locate new capacity farther away (like South of Olympia or east of the Cascades).

The lack of transparency and public participation in the process leading to this point has been unacceptable. It feels like the "solution" was predetermined and is being shoved down the publics' throat.

Western Washington does not need another major airport hub, especially if we are going to be serious about our climate change goals. Rail is a much better investment, and much better for the environment.

Whatever gets done, the light rail/Sounder/Cascades and/or express busses need to connect to the airports. Any airport built needs public transit built in. Any updates to existing airports should include updating public transit connectivity.

KPAE or KMWH are good locations for another major passenger airport

Please have more direct flights to Spokane (GEG).

Please, please get us direct flights out of Spokane and quit forcing us to fly to Seattle. It's ridiculous to keep forcing us to do that. And Seattle is a royal pain to get in and out of.

<p>There is NO ROOM to put an airport in Peirce County. Adding one here would cause traffic problems and noise pollution that are not needed here.</p>
<p>Yakima seems too far away and would increase highway traffic in both directions. It would be helpful to know what the landing and take off routes will be and their potential impact on noise in residential areas.</p>
<p>Yakima sounds like a great idea. I live halfway between Seattle and Portland, Yakima would be about the same drive.</p>
<p>Please consider a location in untouched rural areas along I-5, like north of Centralia, south of Chehalis. We would be impacted by the current proposed location for Thurston county, along with hundreds of other neighbors and friends. Please don't take our homes :(</p>
<p>No new airport! Recommendations for sites without local government, sovereign tribe, or general public support and without due diligence or reasonable analysis is irresponsible and makes me question whether any further planning could even be trusted.</p>
<p>More direct flights from Spokane would lessen burden on flights that are currently routed through Seattle. A train service for Spokane/Seattle would be beneficial for trips that otherwise take several hours driving or require a flight.</p>
<p>As a home owner and resident of Lacey I wish to add my voice along with the Mayors of Olympia, Lacey, and Tumwater; County Commissioners; and the Port of Olympia Commissioner expressing opposition to the proposed airport -- No mega-airport in Thurston County!</p> <p>We have chosen to live in Thurston County because we enjoy its beauty and the quiet suburban lifestyle. If your studies show an airport is needed it should be in a location that impacts the least number of residents " within the six-mile area and directly adjacent to it.</p>
<p>Please cancel this massive airport in Thurston County. Explore options in eastern Washington!!</p>
<p>I would say Shelton (Sanderson Field) has the best potential for development and expansion with proximity to the South Sound</p>
<p>Spokane International Airport, KGEG, would be an excellent venue to expand cargo operations and commercial airline operations.</p> <p>Depending on the day/season, there are up to 20 direct flights from GEG to SEA alone, many of which feed passengers to connect to other destinations either countrywide or worldwide. By making GEG a hub, just like PDX, it would reduce some of the congestion at SeaTac, and allow passengers from eastern Washington, northern Idaho, and Montana to more easily travel to destinations nationwide. Also, with the efficiency of modern aircraft such as the 737 Max8, it may be possible to feed passengers direct to Hawaii. This is especially prevalent due to the rapidly growing populations of Eastern Washington, Northern Idaho, and Montana.</p> <p>As for Cargo, FedEx, UPS, and the Rapidly expanding Amazon all have a presence in Spokane which is no doubt increasing in volume every year. Not to mention small cargo outfits like Ameriflight and Empire that feed major cargo carrier freight to outlying areas.</p> <p>The GEG airport is not limited by real estate like the urban airports of western WA. There is much room to expand the airport grounds, adding additional runways, terminal space, and cargo ramps.</p>

The best choice is to do nothing. Just like highways, building more airports will just induce more demand. As a highly polluting form of transportation, it is okay for the cost to increase due to capacity limitations. This will create pressure to build sustainable transportation, like improved passenger and cargo rail.

Expand services out of Olympia.

I strongly encourage evaluation of expanding the existing facilities at Paine Field and Yakima. Paine can serve the growing population from Bellingham to Everett, and Yakima can serve all those east of the Cascades who do not use the Spokane airport. I would also recommend evaluating a site in the Shelton area to serve far-western WA.

Enhancement of Paine Field has already begun with the introduction of passenger service. Moreover, it's existing runways can support a very wide variety of aircraft. The combination of these two factors, as well as the continued growth in the north Sound, make this a reasonably priced alternative to starting over with one of the South Sound options. I would also suggest that further development of the Spokane / Geiger site would be a great way to reduce the impact on SeaTac Airport, which presently serves as the exclusive hub for passenger movement throughout the Pacific Northwest. As example, passengers looking to get out of the inland areas must generally fly to SeaTac first, then connect to their long range flights. If Spokane facilities were expanded and improved, GEG could serve as an inland hub for a Idaho, Montana, Eastern Oregon, Wyoming, and even Alberta / Eastern BC.

I do not support the Pierce County options because they will: 1) be inconsistent with and grossly disrupt the location's wetlands, zoning, and rural ecosystem; 2) require extensive revision to local roads or require installation of new roads that will destroy the rural lifestyle and bring extensive additional vehicular traffic, noise and air pollution to the local populace and ecosystem; 3) result in extensive noise and air pollution from the air traffic that would disrupt quality of lifestyles and the natural ecosystem; 4) require additional traffic-related services, emergency response, and law enforcement resulting in higher local tax rates that could displace lower income residents along with additional infrastructure construction doing even more damage to the rural lifestyle and natural ecosystem. There is NOTHING positive about the proposed Pierce County sites to justify a decision to locate this extensive expansion project there. The siting of this proposal should consider the entire state of WA and particularly focus on areas where there is limited residential and industrial development. The benefit to ALL the people in the State of WA should be prioritized, not just the benefit to the West Side of the Cascade Mountains or the population living in counties adjacent to King County.

Economic gain; for who? People being slightly inconvenienced to not be able to fly where ever they want whenever they want? Please don't ruin Thurston County for these reasons. I believe the CACC has been tasked to make recommendations, not necessarily meaning the CACC is pushing for an additional air port, if that's the case, my comment is likely misplaced. For recommending a location, perhaps don't dictate the landscape for an entire area by deciding to place a major airport there. Environmental impacts aside, it just feels wrong to uproot people and change an entire area for all its residents at a drop of a decision. I'd rather not have a second major air port in WA state at all (let that transportation pain slow the population growth, there's too many people already), but if there is going to be one, please choose an area for new development or growth of an existing air port that isn't going to change a rural county into the next Pierce or King County with this decision. People who have chosen to live in the hustle and bustle of city/populated areas will be less impacted by a major air port development than those that have intentionally chosen to live away from that.

Please keep GEG open!

<p>Considering the Aquifer Filters and JBLM are in the Pierce County sites this should definitely put these Greenfield sites out . Our Wildlife is another concern for us . They are being ran out their homes .</p>
<p>JBLM said no. Pierce County Council said no. The Nisqually Nation said no. The Audobon Environmental Society said no. The Emergency Responders said no. The school districts all said no. The mayor and council of Orting said no. We are telling you no.</p>
<p>The problem as I see it is in none of the materials have i seen has explained how much ground would need to be included in an expansion of a current s airport or how much would be required to create a new airport where there isn't one currently.</p> <p>If you need two runways and both need to be 2 miles long you are going to need a minimum of about 2,000 acres. That is a lot of real estate. Where is there any location along the I-5 corridor that is undeveloped enough to allow a 2,000 acre development that wouldn't require displacing thousands of residences?</p>
<p>First I heard of this was 3/21/2023 at 1321 hours. GEG is best situated to meet the needs and standards required for this ongoing effort.</p>
<p>CACC. You did a terrible job at letting people know about your Idea for a mega airport. You All Suck! You did not let the community know. You are liars</p>
<p>The impact to the environment both, but not limited to, the water supply and wildlife will be devastating. Please don't do this!</p>
<p>Direct flights to and from Spokane. We end up paying more for legs on flights to places we're not going. This doesn't feel environmentally friendly either. It's like the difference between highway and 'stop and go' driving. I'd also love more access to Oregon by train.</p>
<p>A mega airport in Thurston County will RUIN life as we know it. Traffic is already problematic along the I-5 corridor, how in the hell would people even GET there? We don't want the health decline, the negative effects on human and animals or the drops in property values - we will sue! What about the building restrictions already in place for the gophers?? Put the airport where it makes more sense, Moses Lake or Rochester and get people there by NEW train systems. Or eliminate major coastal airports altogether (environmental carbon polluters) and switch the high speed rail like Europe did DECADES ago!</p>
<p>Don't destroy any areas that are currently not already in urban areas. The airport is fine where it is. The expansion is not a priority when we have so many other issues that could benefit from that money.</p>
<p>Yakima or Paine field.</p>
<p>What is wrong with using Boeing Field as a cargo field? Use Sea-Tac as passenger only.</p>
<p>Curious as to the reasons that Yakima was not considered as an airport for eastern Washington</p>
<p>STOP the Airport in Lacey/Olympia area. Only monsters who don't live here can plan and propose to build it in this area. STOP IT!!!</p>
<p>The majority of the demand for air travel and freight are in King, Pierce and Snohomish counties. Place the facility in those counties! Placing the facility outside of King, Pierce and Snohomish Counties will create more traffic, more traffic congestion and problems to state highways and rural roads. Placing the facility in Yakima isn't feasible either, especially in winter as it would only add more burden to Snoqualmie Pass which already exceeds capacity.</p>

Good afternoon, I would like to comment again on the selection of the Greenfield sites in Graham. I have participated in multiple virtual CACC meeting, attended in person in Orting and submitted emails regarding the chosen sites. I would like to understand how the Graham Greenfield sites can remain on the list when there is a clear violation of CACC guidelines related to airspace at JBLM. The king county site was removed because of the rules surrounding " no placement of a new site in King county". Why do rules laid out for the CACC apply to some sites and not other.

Also if you look at the other selection criteria that the CACC did preliminary evaluations of, the Pierce county sites have way more issues than the King county site. Issues with placement outside the Urban growth boundary, sole source aquifer that lies under both sites and access due to lack of infrastructure to name only a couple.

Lastly, in regards to volume and need. If there is such a need for additional air travel, why are flights being cancelled and removed out of Paine field? Perhaps there is not as big a need as we are being lead to believe.

Those of us affected by this recommendation want to be removed. We should not have to continue to be "held hostage" by the threat of a new airport being placed when it clearly does not work out here. Put and end to this. Now!

As a property owner living in rural Pierce County for over 30 years I object strongly to your recommendations associated with the two Pierce County sites. We all have moved here to get away from the urban sprawl, to live within the upper watershed of the Nisqually River and it's rivers, Mount Rainier, forests, watersheds, and prairies. The county has followed the Growth Management Act requirements and here you are proposing the most outrageous and contrary action that would turn our homes into an urban disaster. Please keep the urbanization to the urban areas. I strongly object to your recommendations to put a large airport in the rural areas of Pierce and Thurston counties.

I'd prefer that you take a pro-customer, pro-business stance in this endeavor. We've wasted too much of our tax dollars on things that don't work, yet the attitude is that we need to continue the funding. Why? Are you asking the questions: What are the consequences of doing the project? not doing the project? I think trains, and rail in general, is by far the most efficient and environmentally friendly way to move massive amounts of cargo. Moving people? Not so much. Lessons in California abound. Look at the estimates for the bullet train, and still, the state refuses to end it. (The money needs to go to water resources, reservoirs, de-salination plants, for God sake). I'm concerned about the skill level of some of the people in transportation. Hiring based on skin color is illegal, disrespectful to minorities, and dangerous to the public. Merit based works. I love our airport, and hope that as expansion becomes necessary, you remember why it was such a great little airport, and don't just take the funding and build some ridiculously complex facility.

I am writing to express my feelings regarding the proposed airport in Thurston County,

The environmental impact would be extreme. It would destroy wetlands, Sunwood lake and Tempo lake and Spurgeon Creek . It would affect 3 watersheds, wildlife, and rural farms.

There are high wire transformer power lines. JBLM flies over our property every day. Noise pollution. Businesses would be destroyed.

No direct roads to a freeway. These are mostly rural county roads. There are several high hills. This is not flat ground.

Please vote NO AIRPORT IN THURSTON COUNTY

Please do not consider expanding aviation facilities. Instead, everyone on this planet should recognize we are in a climate emergency and react accordingly. That means restricting flying to emergencies only. Use Zoom and FaceTime. Read about faraway places; don't visit them. Official agencies must encourage people to change their paradigms. You can lead this new movement.

Just a few reminders as I know you have heard from many of us in the greenfield sites. I live in the Graham East site. Mt Rainier is an active volcano, Elk herds, aquifer, tree cover for many wild animals and birds, some of the last good soils for farmlands, thousands of animals and people affected. Many fixed income folks that may never be able to replace like for like properties if they can even afford to buy again. No infrastructure to east site, lots of winds along foothills. There is a historic barn on the site, many bird species, fox, coyote, bear, frogs, salamanders, which could be endangered. I do realize some of these things do not matter to you but they do matter to all the residents and surrounding communities. The health of all the local and surrounding population with all the poison that will be put into the air (referring to studies at SeaTac and other International airports) the dumping of fuel could affect the streams, rivers and lakes that hold fish that can sustain everyone and could affect any farmlands that survive. There are water shortages all over the US. Ruining a large aquifer such as occupies the East location, seems like a really bad idea as that water could possibly be shared as necessary.

We are 100% against any airport if any kind being built in either of the two Pierce County sites. Both will destroy the aquifer, destroy a rural way of life, destroy migrating elk herds, destroy protected plants, the list goes on and on. I think these choices are being driven by GREED. Greed of Amazon, greed from shippers (hence the huge new buildings near Tillicum and in Frederickson. And greed from this state. Revenue about people's lives, their homes and their families. These sites were shot down in 1994. The same obstacles still exist today. You CANNOT by law interfere with JBLM which not only the sites in Pierce County do but also the site in Thurston County! And not ONE member has done any due diligence to even WALK these sites which proves to many of us this is 100% only about MONEY! NO AIRPORT HERE!

When taking into consideration for a new airport, please find a location that would not uproot families and change the dynamics of long standing communities. Please take into account what the residents of the area want. People in Thurston County do not want to live next to a massive airport and have their families and way of life uprooted. Thank you.

Thurston County Central is not an ecologically viable location for an airport. The proposed location overlays the McAllister Geologically Sensitive Area and would affect an important aquifer.

In addition, there is not sufficient infrastructure to support the power, water, waste management and road access needs of a major airport. Surface traffic on Lacey main roads is already congested, and I-5 from Olympia to Seattle is worse. Establishing a large airport south of Lacey would require major infrastructure development and additional use of eminent domain to widen busy city roads or build a freeway bypass loop around the perimeter of town. I would anticipate that the lessening of I-5 traffic caused by Olympia/Lacey/JBLM travelers staying in town would be more than offset by Seattle area-bound travelers flying into Thurston County.

We should not be citing another airport, as we know it, anywhere. Not in My Backyard and Not in Anyone's Backyard. Our fossil fuel use is hurtling us towards climate bankruptcy, for which there is no bailout. Changing the parameters to re-think an emissions-free and noise-contained transportation hub, is a better choice. I live under the low and ever present flight path and it is excruciating. I don't want anyone else to experience that and I want some help with sharing this burden, but not at the expense of others. Is it a possibility that you could re-orient your mission towards a truly sustainable and fair for all solution? For the sake of people and the planet, I truly hope so.

Next time, please make this more public by increased press releases. I live smack in the middle of the central Thurston county area. I would lose my house to this and it's crazy I had to learn by Van's Burgers Facebook post. I watch the news and saw nothing until it blew up. We do not want an airport here.

The CACC made recommendations outside of their mandate by recommending sites that impact JBLM's mission. In one of their meetings, they confessed to having an analysis made that was done without sharing the guidelines of their bill. Then the locations provided by this included sites that should never have been considered in the first place. Furthermore, the CACC continues to blame COVID for their unwillingness to involve the public. When we did a search we found that their "outreach" came in small journals and emails that receive little visibility. They also shared their updates in areas that would not be impacted. Their "public outreach" was so abysmal that people who have been living in these communities for years were shocked when they heard the news. The news came by word of mouth through neighbors. In the past few months Thurston County was able to create Stop the Airport and through grassroots efforts were able to quickly inform the area of the CACC's intentions. (Note, you can get information to the people when you want to.) The CACC consists of a majority of airline and shipping industry people who have put their special interests before the people of Washington and the environment of this state. They have put their interests before the bill itself, by choosing locations that they would prefer. The only thing they followed was not picking a site in Seattle. In all, the CACC needs to be disbanded and analysis needs to be made as to what transportation needs are really necessary and how to best address them. On this note, as airfare increases, gas increases, and environmental concerns grow, air travel will suffer as more people will be unable to afford flights and wanting to minimize their travel. The airlines should focus first on improving their systems to avoid meltdowns and supporting their staff before picking sites for new airports. The airport of the future is one that takes into account the health of our planet and citizens. In all, we ask that Washington take a look at what forms of transportation are actually needed and will support the people of Washington, not the special interests of businesses and lobbyists.

Appendix D: March 8 meeting summary and webinar reports

Meeting summary

CACC Virtual Public Meeting

March 8, 2023, 12:00 p.m. – 1:05 p.m.

Staff and Commission members in attendance:

- Warren Hendrickson, CACC Member
- Christina Crea, WSDOT
- Eric Johnson, WSDOT
- Lynsey Burgess, PRR
- Katy Asher, PRR
- Keanna Dandridge, PRR

Community members in attendance: 47 unique viewers

Welcome and project team introductions

Christina welcomed participants and introduced herself and her role. Christina reviewed Zoom tips, and let people know the meeting was being recorded. She reviewed the agenda and asked Warren to share additional information about the CACC's background.

Warren welcomed participants and explained his current role as the acting chair of the Commission. He is a non-voting member of the Commission and is serving until a new chair is appointed in March. The Legislature established the CACC in 2019, determining that the CACC's charge is to identify a single preferred location for a new primary aviation facility in Washington by June 15, 2023. The project has three phases and the CACC has completed phases one and two and will deliver a recommendation no later than June 15 of this year as part of phase 3. In phase 1 the Commission hoped to meet the demand by using existing airports but discovered after studying 18 airports in the Puget Sound area, that it wasn't possible. After that they narrowed it down to two existing sites that had the ability to expand: Bremerton and Paine Field. In phase two, recognizing the need for more commercial capability, the Commission decided to do things differently going forward. Using the Washington Aviation System Plan (WASP) to identify other locations, the CACC focused their process on the South Sound. Basing the decision off of the 1992 Flight Plan study that stated that the Puget Sound area would be best served by a South Sound airport due to the presence of ones in the north (Paine) and middle (Sea-Tac). Though the three Greenfield sites to the south were identified, not a single local government or sovereign Indian tribe were supportive. The feedback received from the public and organizations in the last four to five months has been to not build on any of the sites. We need political and public support for this to move forward. The City of Yakima is the only entity that has expressed interest in being considered but with that there's the challenge of moving 55,000 people per day to Yakima to meet the demand. As of now, there is pending legislation in the House to replace the CACC with a Commercial Aviation Working Group. It isn't clear whether the legislation for the new group will pass so until then the CACC will continue its work until its recommendation or its next meeting tentatively scheduled for March 30. It will be up to members whether the CACC makes a recommendation at that time.

Explanation of meeting process

Christina shared information about how to use Zoom features to raise hands, ask questions and leave comments. Christina requested verbal comments be limited to one minute and shared that comments will be shared to the Commission along with the report from the online open house.

Q&A

**Note that questions are included here exactly as they were typed into the Q&A tool by participants. No participants asked their question aloud. In some cases, multiple similar questions were combined into one question; those are labeled "Question" instead of a participant name.*

Warren began taking questions from audience members.

Anonymous Question: Will there be public meetings in the Yakima area considering this proposal?

Warren: At the present time, there are no plans to do so. All the meetings the Commission has had have been virtual. In recognizing that all Commission members are volunteers, and we are scattered statewide, we can get greater participation by still being virtual. The March 30 meeting will be virtual as well. We have spoken with the City of Yakima, who sent a package of information presenting their proposal, but the CACC is not planning any direct meetings with Yakima.

Anonymous Question: Is the preferred secondary airport going to be named on June 15, 2023?

Warren: I serve as a nonvoting member. We have 15 voting members, the smallest quorum for us to have a motion and a vote is 12 and by the state law that created the CACC, recommendations have to be approved by a 60% majority so we would have to have 9 affirmative votes. I believe that whatever the Commission may choose to do – it could take any direction. Depending on the desires of the voting members and consensus achieved at the next meeting, it could be that they stay with the recommendation of Paine Field, or they could say there should be a Greenfield but not name it. Since the law requires that a recommendation be made, I'm not sure the Commission members would go with a no recommendation alternative.

Jean Shaffer: Is this proposed airport a private commercial enterprise or government program?

Warren: The airport sponsor is the owner/operator of the airport, the entity responsible for the building, planning, maintenance, compliance. Exactly who would be the sponsor is unknown as of now. It could be a government agency, could be a private entity, or a partnership. That would be a future decision to be made and is beyond the scope of the CACC.

Kathryn Sheldon: Why was Moses Lake not part of the conversation?

Warren: It was initially. The primary need for moving passengers – 27 million passengers – primarily resides in Puget Sound. Moses Lake has the physical facilities, but we have no means of reasonably moving people from Puget Sound to Moses Lake within a timeframe that is appropriate for consideration. The normal threshold for studies of this site is population that lives within 60 minutes, and we considered up to 90 minutes. Most of the population would take at least 2 hours, up to 3 hours to get to Moses Lake. Moses Lake certainly has a cargo component but as most cargo is destined for Puget Sound, that does not solve the problem as 30-40% of cargo comes in the bellies of passenger

aircraft, so a cargo-only airport does not solve the need. Moses Lake certainly has a place in the aviation infrastructure especially for agriculture but did not remain on the list.

Lisa Weber: Is JBLM under consideration?

Warren: No. Two restrictions were placed on the CACC by the legislature. First was that CACC cannot make a recommendation for any County with a population over 2 million, which is King County. The second restriction was that the CACC cannot make any recommendation that would site the airport on or near a military installation that would conflict with their operations. There are airports that do engage in joint civil operations, where military and public operating on different sides of airport, but the legislation prevents that here.

Cheryl Wells: What about the sentiment that we need trains, not planes?

Warren: We've heard three big lines of thinking. First, whatever we do, whatever recommendations are made, it must be done in an environmentally sustainable way. The new airport must use all technologies including electronic options. Second is that we should expand existing airports. Right now there is none that can provide the capacity needed. The third piece from the public has been that we should use high-speed rail. That is outside the scope of the CACC, but we know high-speed rail is being discussed by legislators. The issue with rail is that it cannot get passengers to the east side of the state or beyond and there is a limit, or finite distance where it can no longer serve the need. Even in the most densely packed places in America, it provides capacity for 9500 riders at most. At one point in time or distance, rail no longer competes with aviation for efficiency of travel time. Any type of rail along those lines would require heavy subsidies, something that is worth looking at.

Valerie Wade: Why can't the Olympia Airport expand, especially due to the growth in our government due to the phenomenal growth of population mostly in western WA?

Warren: Thurston County is expected to grow tremendously. The Thurston County Board of Commissioners and Port of Olympia Commissioners as well as all other governments in Thurston County have already said that they are opposed to using Olympia Regional Airport. If you're familiar with the six-mile circles that were the Greenfield sites, the concept is that the footprint of the airport is 3,100 acres and would supply the two runways and facilities needed to run a domestic airport. The Olympia Airport is 845 acres, and would need to grow significantly to meet the need. Both political feedback and the physical size of the airport have restricted it from consideration.

Joseph Wells: How much money have you received directly or indirectly from private corporations?

Warren: None. Over the last three years we received \$600,000 in funding from the Legislature for three years for administrative support and public outreach. No funding for research and analysis. CACC members are volunteers and receive no compensation for their roles and expenses are not reimbursed, they are doing this in addition to their day jobs.

Joe Zaichkin: I live in the Pierce County east site and would like to know if a decision is likely and how long we will have to remain?

Warren: As a nonvoting member, who is speaking for myself, I don't see those three sites moving forward. The Thurston County site overlaps a part of JBLM property. The WASP developed by WSDOT Aviation located that site, and the CACC included it so we could learn more about different

considerations, knowing it was unlikely to move forward. We learned that it could only supply 7.8 million passengers and from a passenger capacity perspective, the Pierce County sites could better meet the 27 million needed. However, it is not close to I-5 or other infrastructure. It sits on top of the aquifer, and on the Nisqually Watershed which are both environmentally sensitive. When you put all these factors together, I don't see the likelihood of them moving forward but that will be up to the voting members of the commission at the next meeting.

Kat Simons: Why look so close to the existing airport? Why not put it further south where there's no conflict with JBLM?

Warren: We looked at that too, and initially one of the sites was in Lewis County. It supplied a low capacity of 1.2 mil passengers and the distance of the site was an issue. Industry representatives also said that once we went so far south along the I-5 Corridor, it would compete with Portland International Airport. If there is a site that would be palatable to residents and local governments if we could get people there via high-speed rail, that remains to be seen. We don't have the data to pursue that further.

Question: There are comments about the photo of SeaTac airport and community members in the parking garage. Can you talk about SeaTac capacity issues?

Warren: There are a lot of projects on the drawing board for Sea-Tac and Paine Field. The assumptions are that all the projects planned at Sea-Tac and Paine Field will maximize their capacity. The pandemic pushed that further out but less than a decade from now, Sea-Tac will be at capacity and will be unable to process more cargo and passengers. The expectation would be that prices increase, and smaller flights go away (e.g., Austin, Pittsburgh) because it wouldn't be economically feasible for smaller airlines. So, the use of large airplanes and more connecting flights. Families may need to go to other airports to find affordable prices. The long lines you see at Sea-Tac are on holidays but will become an everyday daily experience.

Valerie Wade: Won't Paine Field, if chosen, crowd the airspace being so close to SeaTac?

Warren: Coordination of airspace will be needed. If you consider the three airports in the San Francisco airport, those three airports form a triangle. If we had three airports in this area, you would have Sea-Tac in the center, Paine to the north and another possibly to the south. Paine Field does hit an airspace limitation at Sea-Tac, and you'd also have to consider Whidbey Island naval base. I'm not sure what the upper limit is, but it is a factor that will have an impact on how much Paine field can grow over time.

Rob Smith: Would another option be to have cargo go to a different airport while building capacity for people at existing airports?

Warren: It could, but 30-40% of cargo is carried in bellies of passenger planes. There are a small number going in all-cargo planes. So all-cargo could help some, but not a lot.

Anonymous Question: The CACC selected three Greenfield sites that intersect with military operations. Can you explain that?

Warren: We have a representative from JBLM on the CACC and have excellent communication with the garrison commander through that member of the Commission. What we had not heard until just recently was an official response from JBLM that all three Greenfield sites would negatively impact JBLM's operations.

Anonymous Question: Alaska airlines: will they make a different decision if there's not a new airport?

Warren: We have two airline representatives on the CACC, one is Alaska, and one is Delta. They have taken part in all deliberations to date, and they bring a great deal of expertise about industry concerns in regard to the development of an airport. What we discovered while looking at existing airports, is even if different smaller existing airports could supply a little bit more capacity, the airlines didn't think there would be enough economic feasibility to spread themselves in that way across the Puget Sound region. They would prefer the South Sound due to demographic growth down there and its proximity to where people live.

Anonymous Question: Why would the Washington legislature not fund the infrastructure if the Pierce County sites make the most sense?

Warren: That was the opinion of one legislator, who also acts as the chair of the House Transportation Committee. He shared this at a town hall meeting in Pierce County that around 500-700 people attended. That was his opinion, and if other members of the legislature disagree and would like to find the funding to build the needed infrastructure – then maybe where there's a will there's a way. Right now, I don't see the will for the political follow-through needed for that level of funding.

Lisa Weber: I'm extremely upset at the prospect of increased Passenger and Commercial flights at Paine Field. My health is suffering already from the noise disturbance from the current number of flights. What is the anticipated increase in the number of daily flights if Paine Field is chosen?

Warren: Paine Field is restricted to 24 operations a day, 24 take offs and 24 landings. Those are the rules the FAA allows. Any attempt to increase that number is going to be subject to significant deliberations and public involvement and environmental assessments with the County and the FAA. Just because the CACC recommends something doesn't mean it's going to happen, there would be a lot of conversation and process before something materializes.

Anonymous Question: Wouldn't Yakima be out of consideration because it is beyond 90 minutes from Puget Sound?

It is not out of consideration, but it is an impediment. They are the only City in the state that has said they want an airport. They did quite a bit of research and the application package they gave to the CACC had the support of major educational institutions and major employers in the Yakima area. They got a significant response in favor of supporting a commercial aviation facility but the disadvantage is whether the public will accept an airport that is a two- to three-hour drive from Puget Sound. That is still unanswered.

Anonymous Question: Has the Bellingham airport ever been considered for possibly helping with the overflow, as it's been reported that it takes as much time to get to Bellingham as it does to Sea-Tac from parts of Snohomish County.

Warren: No. It was outside the range that we originally looked at. It is too far north and does not meet the distance requirements. Does it have potential, yes. The largest barrier was its physical location. It is restricted to single runway operations due to its position near wetlands and our goal was two runways. While it has a great facility, the travel time was excessive, and the population base north of Snohomish drops significantly so you don't have the same capacity achievement as you would in the South Sound.

Question: Can you explain your roles as interim chair and non-voting member vs. role of chair?

Warren: During the CACC's creation, we had our first meeting in person. Ultimately commission members, seeing WSDOT Aviation as the lead administrative agency and due to the nature of the work, thought the Director of Aviation should be a voting member and the chair of the CACC. I became a member as a delegate of the Washington State Aviation Alliance that represents all airport and pilot organizations in the State. As a result of a law that defined the CACC, and the Washington State Aviation Alliances position on the commission, I was placed in a vice chair role. After the WSDOT Aviation Director retired December 1, I stepped into the acting chair role. At the next meeting tentatively planned for March 30, there should be action to choose a new chair.

Jean Shaffer: If people are not willing to travel to Yakima, so what? If there is enough demand supposedly, wouldn't enough support it if there's no other option?

Warren: If there's no movement to expand other airports or develop a Greenfield that may mean developing where we didn't expect to or developing Yakima because it asked for it. An analogy is that when we think about communities, and think about how a new school or hospital gets built, it is driven by demand from the community. They would either expand existing schools or build new ones. The planners who look into the future know when we'll reach capacity. The average person in the public hasn't experienced it yet and we may have to get to that point before a decision is made. Options may be fewer or more expensive by then, but we don't have a consensus to address this right now.

Brian Doennebrink: Bellingham is 90 minutes from Everett and has a larger acreage than Paine Field. Could it be a secondary solution?

Warren: You end up sharing the customer base of Paine Field. Thinking on the fly, if Paine Field cannot grow as much as demand provides, there would be no choice but to have traffic go to Bellingham. One thing that helped Bellingham excel was the exchange rate between US and Canadian dollars. That exchange rate differential is not as significant right now, and Bellingham faces restraints but there's a possibility that Bellingham may have a more important future role than it does now.

Question: SeaTac is one of Alaska Airlines' hub. Hub and spoke system, vs pier-to-pier. If there is no new airport, will Alaska pull out of its hub at SeaTac?

Warren: It is hard for me to envision that. As Delta has grown, Alaska in Seattle has defended its turf. This is their headquarters. I don't see that changing, but I think what will happen is that as slots become more restrictive, as we have seen elsewhere in the industry over five decades, those that believe are willing to pay to defend their turf will do so. What a consequence might be is that players with less frequency or pull may be bid out of the market. So Spirit, Allegiance, Jet Blue, all might be forced to reduce frequency, and you end up with just a few larger carriers with the mass available to maintain operations. Smaller point to point airlines might not retain a place at Sea-Tac.

Lisa Weber: How many more daily flights would Paine Field have if chosen for expansion?

Warren: I don't know how it would equate to the number of flights. Pre-pandemic Paine went from 0 to a million passengers in a year. The master plan shows Paine Field could deliver about 4.3 million passengers per year. It would be a substantial increase from current numbers.

Anonymous Question: There seems to be plenty of unoccupied forest in Kitsap County, why not build there?

Warren: That's where Bremerton came into the mix early on. When you look at existing airports in Kitsap County, it has more undeveloped land than any airport between Vancouver WA to Vancouver BC. There isn't much residential development yet, and it has a 6,000-foot runway that can handle large jets and room to expand. The challenge was its location. While it supplies airspace separation from Sea-Tac, the capacity problem we are trying to fix and the population we're trying to serve is on the east side of the Sound. Neither the Tacoma Narrows Bridge nor ferries are able to meet the capacity needs.

Bennett Butters: Has there been any legal challenges to the CACC through courts or the AGs office?

Warren: No. I think that's public recognition that the CACC doesn't have decision making authority and is not responsible for what may or may not happen. Speaking candidly with my own opinion, if a location is chosen, I would fully expect that there will be legal maneuvers associated with any decision that's made, but that's a long way down the road. Fortunately, the CACC has been able to just do its work.

Anonymous Question: If King County created this problem by becoming so densely populated, why do other counties have to pay for it?

Warren: I do not wish to point fingers at any County or metro area, this is a statewide, regional, and national issue. The conversation should be that we're in this together and that we have a responsibility to figure out if there is a solution. King County has grown because it is the center of the region with a major international airport that provides significant economic impact to the state, but Sea-Tac has grown beyond what it can serve. King County is where the area has grown the most but we have seen that growth throughout the entire Puget sound region. Sea-Tac can only operate at the level it does due to approval by the FAA to deviate from typical airport standards. A new airport will not be able to do that. The airport is a means for supplying infrastructure for all of the region not just King County.

Closing

Warren thanked everyone for their involvement and for providing focused specific questions. It is critical to the CACC's work and the work of the Legislature. Public outreach has been a challenge for the CACC overall but it's having an impact. We will continue to engage, including the session tomorrow. If we choose to tackle the problem, it will take all of us to come up with a workable solution. He invites people to consider whether air capacity is a problem, whether it is worth solving, and if we can solve it together. If not, are we OK with taking no action? If we discuss those questions, we can come up with a solution. I ask you to think about that and provide your input back to the CACC.

Christina thanked everyone for attending and shared that WSDOT Aviation will give these comments and input to the Commission to weigh prior to their upcoming deliberations. We will look at the most asked questions that were not answered and provide answers in upcoming listservs. WSDOT will also post meeting recordings on the CACC webpage soon. Feel free to send comments to the email at CACC@wsdot.wa.gov.

Additional questions from Q&A in Zoom

<p>I'm extremely upset at the prospect of increased Passenger and Commercial flights at Paine Field. My health is suffering already from the noise disturbance from the current number of flights. What is the anticipated increase in the number of daily flights if Paine Field is chosen?</p>
<p>On slide 8 you showed long lines at SeaTac at last x-mas which coincided with sever weather, staff shortages. SeaTac is overwhelmingly empty during most days. Can you provide day by day and hour by hour enplanement data to the public?</p>
<p>Is the CACC on track with a decision?</p>
<p>Has the Bellingham airport ever been considered for possibly helping with the overflow, as it's been reported that it takes as much time to get to Bellingham as it does to Sea-Tac from parts of Snohomish County.</p>
<p>Mr. Hendrickson is CACC interim chair. The chair is a voting member. Why does he say he is not a voting member?</p>
<p>What would happen to main thoroughfares through Yakima such as Washington Avenue and Ahtanum Road because an airport expansion in this area would block off direct access to many parts of the city of Yakima and surrounding areas to which people need to travel to work every day?</p>
<p>Would another option be to have cargo go to a more distant airport while building capacity for people at existing airports?</p>
<p>There are currently only 11 voting members, but you mentioned needing 12. Who will fill the other seats?</p>
<p>That photo shows the line for TSA screening, that seems to be more of the problem than lack of seats/flights. A new airport doesn't fix this.</p>
<p>Wouldn't Yakima also be out of consideration due to not being 90 minutes from Puget Sound?</p>
<p>Why do you keep skipping over questions about the photo of the parking garage? Address our questions please.</p>

As far as passenger travel is concerned, expanding the Yakima Airport would not improve the crowded conditions at SeaTac because passengers would still need to take another flight to Seattle. How would you reconcile that concern?
What is the anticipated increase in the number of daily flights if Paine Field is chosen?
I asked for origin and destination profile information on cargo some months ago. To date no response. So can that be provided?
The public has already said to the CACC in a statistically valid survey, that it only wants another airport, if its environmental impacts are mitigated. They can't be mitigated any time soon. Why did the CACC never report this to local jurisdictions, legislators, and the public. It again was not reported today to the TRPC Transportation Policy board. In reality, the CACC has had its answer for more than a year.
However, you selected the three "greenfield" sites that do interfere with military operations?
It would seem to me that the same situation exists in Yakima as in Moses Lake for which you have concerns. What differences do you see between Yakima and Moses Lake?
Any consideration to having a manmade facility, such as I think it's Osaka in Japan, where as I recall the airport was built on the water (filling in dirt)?
How would traffic be mitigated in the Pierce County rural areas?
Sadly, the use of the misleading photograph from SeaTac as a 'demonstration' of the capacity issues speaks volumes of how this whole matter has been approached. Using the pandemic as an excuse for the lack of public outreach; skewing survey results with leading questions; using a NIMBY approach to those who are opposed to the greenfield sites selected. Sad demonstration of how things are shoved through, regardless of public input

Population in WA is about 8 million, including all ages. The WA OFM forecasts less than 1% population growth annually until 2050. Pop growth = people moving in - moving out + births - deaths. That growth is very moderate and completely manageable. The 27 million so-called capacity growth, therefore, does not have its root in WA population growth.

Obviously it takes longer to take a train across the country. But how many short haul flights would be reduced if there were better rail service? The federal government should DROP the bullet train and invest in regular high-speed rail.

I found that high-speed rail was competitive at 3 hours from Tokyo to Osaka, a 6 hour drive and a 1 hour plane ride. However, when you factor in getting to the airport, going through TSA, etc., it was competitive.

Why look so close to the existing airport? The population in outlying areas is growing - why not put it further south where there is no conflict with JBLM?

Hi Warren, if you count how long it takes to get to SeaTac and waiting in line, they are both about the same as far as time. Please recommend that they investigate that more deeply as I believe that rail is the way to go. Planes causes global warming. We need to act as if this is a global emergency because it is.

Will the massive growth in population be a result of Microsoft and Boeing recruiting millions of workers from California? Is this connected with the Cascadia Innovation Corridor plan?

As far as cargo flights go, Yakima only has one freeway providing transportation options. Do you propose a new freeway for this area in order to handle the extra cargo transport which will be needed?

Interesting that 3,100 acres is being sought when Sea-Tac's footprint is about 2,500 from what I read.

Is this not a viable question for the CACC? Is this not a viable question for this meeting?

What is the anticipated increase in the number of daily flights if Paine Field is chosen?

I asked for origin and destination profile information on cargo some months ago. To date no response. So can that be provided?
Thanks for your service, Mr. Hendrickson. The legislature put the CACC in a bad position.
In the past you have discussed public and private stakeholders. Who are the potential private stakeholders for this airport?
Yet, Sea-Tac handles international air traffic as well. PAE is only 1,284 acres, while Bellingham is 2,190 acres.
ANSWER THE QUESTIONS ABOUT THE MISLEADING PHOTO OF THE PARKING GARAGE!!!
why does the acreage for the proposed airport need to be 3100 acres for the runways and terminals, SeaTac is 2,500 . Is this due to environmental constraints , including for warehouse and logistics needs ?
Won't Paine Field, if chosen, crowd the airspace being so close to SeaTac?
What analogs for this level of demand exist in current airports in USA?
Where does the huge aviation growth supposedly come from? It is not from WA population growth. Is Alaska Airlines after another hub? So it will be travelers coming through? Can you quantify the supposed growth between cargo and passengers?
PDX 3,000 acres, thus essentially looking for a new airport of that size.
Will Alaska Airlines make "a different decision" if there will not be another new airport? Just trying to get some real facts, with source and backup.

<p>"Rep. Morgan's office (a co-sponsor of HB1791) said if there's a fiscal note on the bill (which there is), Rules can keep it past deadline because of budget and appropriations to be addressed. The legislative hotline person confirmed this with another call to them this morning. Policy bills (no fiscal impact) will expire today unless put on the floor calendar. She said there are a LOT of bills crowding the docket right now (mostly policy bills that sponsors want to get thru before deadline), and is aware of HB1791. It's still alive and will be after today."</p>
<p>Can cargo traffic be shifted from Sea-Tac to another/other airport(s)???</p>
<p>Where is all of this growth coming from, and what makes you think it will continue indefinitely?</p>
<p>Just as a heads up: Mr. Hendrickson is not an economist. And prices depend on competition and demand, not cost.</p>
<p>You keep saying the CACC has to observe the law and recommend 1 site by Jun 15, but the CACC has broken the law by identifying sites with military conflict. Please do the right thing and eliminate the 3 sites.</p>
<p>How many more daily flights (commercial and cargo) would Paine Field have if chosen for expansion?</p>
<p>We did not choose to move to (or live in) the SF Bay Area, or to move close to Sea-Tac. Do not force that on us.</p>
<p>I should have added cargo traffic shifted from Sea-Tac to another/other airport(s) in the Puget Sound, such as these smaller airports?</p>
<p>We are in the middle of a climate crisis, why are you so indifferent about that?</p>
<p>I am sorry, but Mr. Hendrickson has not answered the SeaTac picture question. And, also not the question to obtain daily and hourly enplanement data. I have seen many pictures of an entirely empty SeaTac. Peaks and valleys happen, but CACC should not only show the high peaks, when they are rare in relation to the valleys.</p>

Senator Keiser told me "You might have to drive to the Portland airport if there is no new airport built here." It is 90 minutes to the Portland Airport from my home in Central Thurston County vs. and hour and fifteen minutes to SeaTac - if traffic is not terrible. So, yeah, driving to Portland is preferable to my home being razed and rural Thurston County (and Olympia's health and water) being destroyed. Sadly, people in Seattle think there are "only trees" here because of the aerial photos shown on CACC's website.

I was told a few years ago by a PAE official that they could handle 5-6 gates, limited to that by environmental issues in the northwest corner. I also know that San Diego's Lindbergh Field has a single runway with 48 gates on only 661 acres, considerably less than 3,100 acres..

Given that the Pierce County greenfield sites (and perhaps Thurston County) are subject to the state mandated growth management plan, how could those locations be considered for, essentially, a new heavily polluting new city?

Have there been any legal challenges to the CACC's work through the courts or AG's office?

There was almost no advance notice for his Zoom meeting. It was announced in an article published in the online Yakima Herald Republic newspaper on Feb. 28, 2023. Very few people in this area read the online edition of the newspaper. The meeting was not mentioned on the local TV channels nor was it advertised in any way on TV. It would appear that a few people who hope to be influential are pushing to have the Yakima Airport expanded. Most people in the Yakima area are opposed to the expansion of the Yakima Airport but their voices aren't being heard. We don't have the infrastructure for this and we don't want it either. Have you looked at Northeast Washington where there is more open land?

ALL VOTING MEMBERS OF CACC (BOTH VOTING AND NON-VOTING) SHOULD DISCLOSE THEIR STOCK PORTFOLIOS.

regarding looking at Chehalis and the concern about taking business away from PDX cross competition is the nature of the business. SeaTac competes with all west coast markets on the west coast including Vancouver BC

SeaTac is one of Alaska Airlines' hub. Hub and spoke system, vs pier-to-pier. If there is no new airport, will Alaska pull out of its hub at SeaTac?

<p>Increased air fares is not necessarily a bad thing. We're paying fares that are similar to 40 years ago in some cases. And, car travel isn't free. Thus, the time and cost to drive to Portland may be more than driving the shorter distance to Sea-Tac and paying a higher fare.</p>
<p>If people were not willing to travel to Yakima, So what? There is such a demand, supposedly, wouldn't enough support it if there's no other option?</p>
<p>Bellingham is 90 minutes from South Everett. It has a larger acreage than Paine Field. The question was whether it could be, like PAE, a secondary airport solution.</p>
<p>ALL VOTING AND NON-VOTING MEMBERS OF CACC SHOULD DISCLOSE THEIR STOCK PORTFOLIOS.</p>
<p>Where would one find information/explanations of the past growth at SeaTac? Again, all of WA has about 8 million residents, and perhaps 4 million - at most - of wage earners? And about 40\$ of all adults fly once in a year. Again, will the PRPC or CACC or WSDOT disclose the source of the capacity forecasts? Where consumers, for example, asked, or was the aviation industry asked?</p>
<p>Are the homeowners future living implications for the people affected by a decision being made in June or delayed indefinitely taken into consideration? Do we make plans to move? Do we make improvements to our homes?</p>
<p>If PAE is selected, how much time does that potentially buy the region before PAE is also at capacity? Isn't it likely that there won't be a greenfield ready by that time?</p>
<p>Sorry for being more commentary than questions. I think that for resolution to this , it will take more than one airport looking at this from an airfreight forwarders perspective. In the past nearly 60% of the cargo I moved by air went by truck from SeaTac to YVR, LAX, SFO and occasionally PDX ,thus logistically for cargo to move out of Moses Lake is not a stretch . I get it, it does not resolve the passenger side</p>
<p>The Yakima City Council does not represent most of the area that is affected. Any survey results that they have given to you have been skewed. Their survey results are not accurate. There are just some private interest groups that are</p>

trying to push for a Yakima Airport expansion. You are being influenced by a few special interest group members. Would you please publish the data and the names of the people who were surveyed along with their business and personal connections to Yakima? Your committee is being duped if you accept their "survey."

Since the demand for air service is from the South Sound, it makes the most sense for that to be where the airport is. King County has Sea-Tac, Snohomish County Paine Field, but Pierce County nothing.

An request for legal action was filed with the AG's office.

Will the rest of the questions be answered sometime?

If Paine Field flights increase 4-5x over the residential area that I live in, my health will suffer and I'll need to move away. The noise is not good for anyone. I'm firmly against the Paine Field expansion.

Oh my gosh - four to five times more flights out of Paine Field. That is horrible. These forecasts really need to be questioned, and their value to WA and WA residents. Because business will do well one way or another. People create economic growth, not planes. More housing is needed, and that will create its own economic growth and jobs. Much better than aviation. More flights can go through Vancouver, BC and Portland, OR.

Bremerton has 1,729 acres, significantly more than PAE has. It is much larger than PAE, but smaller than Bellingham. It is within 90 minutes. Perhaps a high-speed rail connection is possible for that.

Where has the public demanded aviation expansion? Just asking? It has not been shown, to my knowledge. 40% of employed adults fly at least once in a year. This according to a Gallup poll. So many many people do not fly in a year. Again, it is not Washingtonians that fly through SeaTac.

Now, the opposite is happening. Folks report it takes them less time to drive from Snohomish County to Vancouver's airport, plus parking is cheaper, than Sea-Tac.

<p>The money being discussed for a major project like this</p>
<p>Yes, the question is: is the capacity shortage real and is a new airport of value to an airport community? I think this answer at this time is NO. The economic development cap is a fear message. The region will continue to grow and thrive without an airport.</p>
<p>I could see the interim solution to be Paine Field, Bellingham, and Bremerton taking up the load. Do not be surprised if that's what happens due to the quest to have 100% total agreement on a new greenfield (or anything else in life).</p>
<p>Public outreach by the CACC has not been a challenge. This has all been intended, to not communicate with those who are affected. The CACC knew exactly what it was doing. Slide by under the radar. CACC members were not incompetent, they just did not want to get the backlash.</p>
<p>If they can run rail through the Alps, we can run them to Eastern WA</p>
<p>Are the stock holdings of CACC members made publicly available?</p>
<p>Could improving efficiency of the airlines help in terms of dwell time at the airport? Presently, most airlines charge for checked baggage, which incentivizes carry-on baggage, which in turn increases every plane's time at the gate. If the incentive was the opposite, it would seem that every plane would spend less time at the gates, which could theoretically mean more traffic handled.</p>
<p>Amazing breadth of knowledge and calmness that our society needs. What's best for the region and now bowing to NIMBYism, please.</p>
<p>Thank you! A lot of new information was provided, Warren.</p>
<p>If we were all in this together, the CACC would never have been formed. The legislature knew in 2019 when passing the CACC-enabling legislation, and the aviation industry has known since 1992? that a new airport should be in the South Sound. But still no communication to South Sound communities, from the time the CACC work began? Wow, outrageous.</p>

Participant report

Actual Duration (minutes)	Total Users	Max Concurrent Views
79	65	49

Attendee Details

Attended	Country	Postal Code	Race or ethnicity	Other	What language do you use at home?
Yes	US		White		
Yes	US	98022			
Yes	US	98001	White		
No	US	98204-1303	White		English
Yes	US	10022			
Yes	US	98338			
Yes	US	98580	White		english
Yes	US	98101	White		King's English
No	US	98338	Hispanic or Latinx, White		
No	US	98387	White		English
Yes	US	98513	White		
Yes	US	98557	White		
No	US	98589	White		
No	US	98580	White		
Yes	US	98338-5723	White		English – US
No	US	98338	White, Native Hawaiian or Pacific Islander		
Yes	US	98513	White		English
Yes	US	98903	White		
No	US				
No	US				
Yes	US	98338			
Yes	US	98387			English

Yes	US	98503	White		English
No					
No	US	80125	White		English
No	PN	98513	Other – Fill in below	German American, Scandinavian, Transylvanian	German and English
Yes	US	98338	White		
Yes	US	98360			
No					
No	US		White		
Yes	US	98338	Other – Fill in below		
Yes	US				
Yes	US	98328			
No	US	98328	White		English
Yes	US	98327	White, Native Hawaiian or Pacific Islander		
Yes	US	98158	White		English
No	US	98223	White		
Yes	US	98204	White		English
Yes	US	98532			English
Yes	US	98513	White		english
No	US	98022			
Yes	US	98580	White		English
Yes					
Yes	US	98513	Other – Fill in below	Transylvanian- German- English- Scandinavian- American	German- English
Yes	US				
Yes					
Yes	US	98513	White		
No	US				
Yes	US	1951	White		English
Yes	US	98513	White		
Yes					

Yes	US	98338			
Yes	US	98051	White		
Yes	US	98338	Asian or Asian American		
Yes	US	98328	White		English
Yes	US	98022		DECLINING	English
Yes	US	98208	White		English
Yes	US	98275	White		
No	US	98560	White		
Yes	US	97217	White		
Yes	US	98201	White, Asian or Asian American		
Yes	US	98087	White		English
Yes	US	98338	White		
Yes	US	98188	White		
Yes					
Yes	US	98501	American Indian or Alaska Native, White		English
Yes	US	98512	Other – Fill in below	Human	English
Yes	US	98374			
No	US	98338	White		
Yes	US	98375	Black or African American		English
Yes					
Yes					
Yes					
Yes	US	98576	White		
Yes	US	98513			

Question and comment report

Question Details	
#	Question

1	Will there be public meetings in the Yakima area concerning this proposal? Zoom meetings artificially control participation.
2	Is the preferred secondary airport to be officially named on June 15, 2023
3	Is this proposed airport a private commercial enterprise, or is it a government program?
3	Is this proposed airport a private commercial enterprise, or is it a government program?
4	It sounds like having the “greenfield” airport in the Puget Sound region has been officially rejected. True?
5	I’m extremely upset at the prospect of increased Passenger and Commercial flights at Paine Field. My health is suffering already from the noise disturbance from the current number of flights. What is the anticipated increase in the number of daily flights if Paine Field is chosen?
6	On slide 8 you showed long lines at SeaTac at last x-mas which coincided with sever weather, staff shortages. SeaTac is 85ontinue85re8585e empty during most days. Can you provide day by day and hour by hour enplanement data to the public?
7	Is the CACC on track with a decision?
7	Is the CACC on track with a decision?
8	Has the Bellingham airport ever been considered for possibly helping with the overflow, as it’s been reported that it takes as much time to get to Bellingham as it does to Sea-Tac from parts of Snohomish County.
9	I’ve seen that same photo used again and again to justify another airport. Why are there no cars in that parking garage if it is so overrun?
10	Mr. Hendrickson is CACC interim chair. The chair is a voting member. Why does he say he is not a voting member?
11	What would happen to main thoroughfares through Yakima such as Washington Avenue and Ahtanum Road because an airport expansion in this area would block off direct access to many parts of the city of Yakima and surrounding areas to which people need to travel to work every day?
12	Would another option be to have cargo go to a more distant airport while building capacity for people at existing airports?
13	Why was Moses Lake seemingly not part of the conversation

14	There are currently only 11 voting members, but you mentioned needing 12. Who will fill the other seats?
15	Is JBLM under consideration?
16	That photo shows the line for TSA screening, that seems to be more of the problem than lack of seats/flights. A new airport doesn't fix this.
17	Wouldn't Yakima also be out of consideration due to not being 90 minutes from Puget Sound?
18	Why do you keep skipping over questions about the photo of the parking garage? Address our questions please.
19	As far as passenger travel is concerned, expanding the Yakima Airport would not improve the crowded conditions at SeaTac because passengers would still need to take another flight to Seattle. How would you reconcile that concern?
20	TRAINS NOT PLANES!!!
21	What is the anticipated increase in the number of daily flights if Paine Field is chosen?
22	I asked for origin and destination profile information on cargo some months ago. To date no response. So can that be provided?
23	Why can't the Olympia Airport expand, especially due to the growth in our 86ontinue86r due to the phenomenal growth of population mostly in western WA?
24	The public has already said to the CACC in a 86ontinue86re8686 valid survey, that it only wants another airport, if its environmental impacts are mitigated. They can't be mitigated any time soon. Why did the CACC never report this to local jurisdictions, legislators, and the public. It again was not reported today to the TRPC Transportation Policy board. In reality, the CACC has had its answer for more than a year.
25	However, you selected the three "greenfield" sites that do interfere with military operations?
26	How much money have you received from directly or indirectly from private corporations?
27	It would seem to me that the same situation exists in Yakima as in Moses Lake for which you have concerns. What differences do you see between Yakima and Moses Lake?
28	Any consideration to having a manmade facility, such as I think it's Osaka in Japan, where as I recall the airport was built on the water (filling in dirt)?

29	I live in the pierce county east site and would like to know if a decision is likely and how long we will have to remain?
29	I live in the pierce county east site and would like to know if a decision is likely and how long we will have to remain?
30	How would traffic be mitigared in the Pierce county rual areas?
31	Sadly, the use of the misleading photograph from SeaTac as a 'demonstration' of the capacity issues speaks volumes of how this whole matter has been approached. Using the pandemic as an excuse for the lack of pubic outreach; skewing survey results l leading questions; using a NIMBY approach to those who are opposed to the greenfield sites selected. Sad demonstration of how things are shoved through, regardless of 87ontin input
32	Population in WA is about 8 million, including all ages. The WA OFM forecasts less than 1% population growth annually until 2050. Pop growth = people moving in – moving out + births – deaths. That growth is very moderate and completely 87ontinue87r. The 27 million so-called capacity growth, therefore, does not have its root in WA population growth.
33	Obviously it takes longer to take a train across the country. But how many short haul flights would be reduced if there were better rail service? The federal government should DROP the bullet train and invest in regular high speed rail.
34	I found that high-speed rail was competitive at 3 hours from Tokyo to Osaka, a 6 hour drive and a 1 hour plane ride. However, when you factor in getting to the airport, going through TSA, etc., it was competititve.
35	Why look so close to the existing airport? The population in outlying areas is growing – why not put it further south where there is no conflict with JBLM?
36	Hi Warren, if you count how long it takes to get to SeaTac and waiting in line, they are both about the same as far as time. Please recommend that they investigate that more deeply as I believe that rail is the way to go. Planes causes global warming. We need to act as if this is a global emergency because it is.
37	Will the massive growth in population be a result of Microsoft and Boeing recruiting millions of workers from California? Is this connected with the Cascadia Innovation Corridor plan?

38	As far as cargo flights go, Yakima only has one freeway providing transportation options. Do you propose a new freeway for this area in order to handle the extra cargo transport which will be needed?
39	Interesting that 3,100 acres is being sought when Sea-Tac's footprint is about 2,500 from what I read.
40	Is this not a viable question for the CACC? Is this not a viable question for this meeting? What is the anticipated increase in the number of daily flights if Paine Field is chosen?
41	Thanks for your service, Mr. Hendrickson. The legislature put the CACC in a bad position.
42	I asked for origin and destination profile information on cargo some months ago. To date no response. So can that be provided?
43	In the past you have discussed public and private stakeholders. Who are the potential private stakeholders for this airport?
44	Yet, Sea-Tac handles international air traffic as well. PAE is only 1,284 acres, while Bellingham is 2,190 acres.
45	ANSWER THE QUESTIONS ABOUT THE MISLEADING PHOTO OF THE PARKING GARAGE!!!
46	why does the acreage for the proposed airport need to be 3100 acres for the runways and terminals, SeaTac is 2,500 . Is this due to environmental 88ontinue88re , including for 88ontinue88 and logistics needs ?
47	Won't Paine Field, if chosen, crowd the airspace being so close to SeaTac?
48	What analogs for this level of demand exist in current airports in USA?
49	Disclose your stock holdings. Do you own stock in airlines?
50	Where does the huge aviation growth supposedly come from? It is not from WA population growth. Is Alaska Airlines after another hub? So it will be travellers coming through? Can you quantify the supposed growth between cargo and passengers?
51	Disclose your stock portfolio!
52	'@Joseph you sound very angry
53	PDX 3,000 acres, thus essentially looking for a new airport of that size.

54	Will Alaska Airlines make “a different decision” if there will not be another new airport? Just trying to get some real facts, with source and backup.
55	“Rep. Morgan’s office (a co-sponsor of HB1791) said if there’s a fiscal note on the bill (which there is), Rules can keep it past deadline because of budget and appropriations to be addressed. The legislative hotline person confirmed this with another call to them this morning. Policy bills (no fiscal impact) will expire today unless put on the floor calendar. She said there are a LOT of bills crowding the docket right now (mostly policy bills that sponsors want to get thru before deadline), and is aware of HB1791. It’s still alive and will be after today.”
56	Can cargo traffic be shifted from Sea-Tac to another/other airport(s)???
57	Where is all of this growth coming from, and what makes you think it will continue indefinitely?
58	I’m actually fine with the cost of air travel going up. That’s how it should be to help control emissions and global climate change.
59	Just as a heads up: Mr. Hendrickson is not an economist. And prices depend on competition and demand, not cost.
60	You keep saying the CACC has to observe the law and recommend 1 site by Jun 15, but the CACC has broken the law by identifying sites with military conflict. Please do the right thing and eliminate the 3 sites.
61	How many more daily flights (commercial and cargo) would Paine Field have if chosen for expansion?
62	We did not choose to move to (or live in) the SF Bay Area, or to move close to Sea-Tac. Do not force that on us.
63	I should have added cargo traffic shifted from Sea-Tac to another/other airport(s) in the Puget Sound, such as these smaller airports?
64	We are in the middle of a climate crisis, why are you so indifferent about that?
65	I am sorry, but Mr. Hendrickson has not answered the SeaTac picture question. And, also not the question to obtain daily and hourly enplanement data. I have seen many pictures of an entirely empty SeaTac. Peaks and valleys happen, but CACC should not only show the high peaks, when they are rare in relation to the valleys.

66	Senator Keiser told me “You might have to drive to the Portland airport if there is no new airport built here.” It is 90 minutes to the Portland Airport from my home in Central Thurston County vs. an hour and fifteen minutes to SeaTac – if traffic is not terrible. So, yeah, driving to Portland is preferable to my home being razed and rural Thurston County (and Olympia’s health and water) being destroyed. Sadly, people in Seattle think there are “only trees” here because of the aerial photos shown on CACC’s website.
67	DISCLOSE YOUR STOCK PORTFOLIOS
68	Why would WA legislature not fund the 90ontinue90re9090e if the pierce county sites make the most sense?
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69	‘@Lisa Global climate is NORMAL. You are following the hype and agenda of the administration. Look up Milankovitch Cycles and you’ll see the Earth is actually lower CO2 than 1000 years ago! EPA reports last year show CO2 levels are DOWN... Do your homework! Don’t listen to the media!
70	I was told a few years ago by a PAE official that they could handle 5-6 gates, limited to that by environmental issues in the northwest corner. I also know that San Diego’s Lindbergh Field has a single runway with 48 gates on only 661 acres, considerably less than 3,100 acres..
71	Given that the Pierce County greenfield sites (and perhaps Thurston County) are subject to the state mandated growth management plan, how could those locations be considered for, essentially, a new heavily polluting new city?
72	Have there been any legal challenges to the CACC’s work through the courts or AG’s office?
73	There was almost no advance notice for his Zoom meeting. It was announced in an article published in the online Yakima Herald Republic newspaper on Feb. 28, 2023. Very few people in this area read the online edition of the newspaper. The meeting was not mentioned on the local TV channels nor was it advertised in any way on TV. It would appear that a few people who hope to be influential are pushing to have the Yakima Airport expanded. Most people in the Yakima area are opposed to the expansion of the Yakima Airport but their voices aren’t being heard. We don’t have the infrastructure for this and we don’t want it either. Have you looked at Northeast Washington where there is more open land?

74	ALL VOTING MEMBERS OF CACC (BOTH VOTING AND NON-VOTING) SHOULD DISCLOSE THEIR STOCK PORTFOLIOS.
75	omg @Joseph is shouting now!
76	regarding looking at Chehalis and the concern about taking business away from PDX cross competition is the nature of the business. SeaTac competes with all west coast markets on the west coast including Vancouver BC
77	SeaTac is one of Alaska Airlines' hub. Hub and spoke system, vs pier-to-pier. If there is no new airport, will Alaska pull out of its hub at SeaTac?
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80	Bellingham is 90 minutes from South Everett. It has a larger acreage than Paine Field. The question was whether it could be, like PAE, a secondary airport solution.
81	'@ANONYMOUS, I'M TYPING IN CAPS SO THEY SEE MY QUESTIONS.
82	ALL VOTING AND NON-VOTING MEMBERS OF CACC SHOULD DISCLOSE THEIR STOCK PORTFOLIOS.
83	Where would one find information/explanations of the past growth at SeaTac? Again, all of WA has about 8 million residents, and perhaps 4 million – at most – of wage earners? And about 40\$ of all adults fly once in a year. Again, will the PRPC or CACC or WSDOT disclose the source of the capacity forecacsts? Where consumers, for example, asked, or was the aviation industry asked?

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87	The Yakima City Council does not represent most of the area that is affected. Any survey results that they have given to you have been skewed. Their survey results are not accurate. There are just some private interest groups that are trying to push for a Yakima Airport expansion. You are being influenced by a few special interest group members. Would you please publish the data and the names of the people who were surveyed along with their business and personal connections to Yakima? Your committee is being duped if you accept their "survey."
88	The money being discussed for a major project like this is astronomical and likely unending.
89	Now, the opposite is happening. Folks report it takes them less time to drive from Snohomish County to Vancouver's airport, plus parking is cheaper, than Sea-Tac.
90	Where has the public demanded aviation expansion? Just asking? It has not been shown, to my knowledge. 40% of employed adults fly at least once in a year. This according to a Gallup poll. So many many people do not fly in a year. Again, it is not Washingtonians that fly through SeaTac.
91	There seems to be plenty of unoccupied forest in Kitsap County...why was it never considered for a greenfield site?

92	If King County created this problem by allowing itself to become so densely overpopulated, why do neighboring counties have to pay the price for King County's poor planning?
93	Could improving efficiency of the airlines help in terms of dwell time at the airport? Presently, most airlines charge for checked baggage, which incentivizes carry-on baggage, which in turn increases every plane's time at the gate. If the incentive was the opposite, it would seem that every plane would spend less time at the gates, which could theoretically mean more traffic handled.
94	Are the stock holdings of CACC members made publicly available?
95	I would like an honest answer regarding the pierce county sites. After your presentation about the present and future needs it only makes sense to build the infrastructure for one of these sites. The Port of Tacoma has future plans to grow south to Roy and eventually I5. This makes these sites even better for cargo as well as travel.
96	Bremerton has 1,729 acres, significantly more than PAE has. It is much larger than PAE, but smaller than Bellingham. It is within 90 minutes. Perhaps a high-speed rail connection is possible for that.
97	Oh my gosh – four to five times more flights out of Paine Field. That is horrible. These forecasts really need to be questioned, and their value to WA and WA residents. Because business will do well one way or another. People create economic growth, not planes. More housing is needed, and that will create its own economic growth and jobs. Much better than aviation. More flights can go through Vancouver, BC and Portland, OR.
98	If Paine Field flights increase 4-5x over the residential area that I live in, my health will suffer and I'll need to move away. The noise is not good for anyone. I'm firmly against the Paine Field expansion.
99	Will the rest of the questions be answered sometime?
100	An request for legal action was filed with the AG's office.

101	Since the demand for air service is from the south sound, it makes the most sense for that to be where the airport is. King County has Sea-Tac, Snohomish County Paine Field, but Pierce County nothing.
102	If we were all in this together, the CACC would never have been formed. The 94ontinue94re knew in 2019 when passing the CACC-enabling legislation, and the aviation industry has known since 1992? That a new airport should be in the South Sound. But still no communication to South Sound communities, from the time the CACC work began? Wow, outrageous.
103	Thank you! A lot of new information was provided, Warren.
104	Amazing breadth of knowledge and calmness that our society needs. What's best for the region and now bowing to NIMBYism, please.
105	Public outreach by the CACC has not been a challenge. This has all been intended, to not communicate with those who are affected. The CACC knew exactly what it was doing. Slide by under the radar. CACC members were not incompetent, they just did not want to get the backlash.
106	I could see the interim solution to be Paine Field, Bellingham, and Bremerton taking up the load. Do not be surprised if that's what happens due to the quest to have 100% total agreement on a new greenfield (or anything else in life).
107	Yes, the question is: is the capacity shortage real and is a new airport of value to an airport community? I think this answer at this time is NO. The economic development cap is a fear message. The region will 94ontinue to grow and thrive without an airport.
108	If they can run rail through the Alps, we can run them to Eastern WA

Appendix E: March 9 meeting summary and webinar reports

Meeting summary

CACC Virtual Public Meeting

March 9, 2023, 5:30 p.m. – 6:30 p.m.

Staff and Commission members in attendance:

- Warren Hendrickson, CACC Member
- Christina Crea, WSDOT
- Eric Johnson, WSDOT
- Lynsey Burgess, PRR
- Keanna Dandridge, PRR

Community members in attendance: 36 unique viewers

Welcome and project team introductions

Christina welcomed participants and introduced herself and her role. Christina reviewed Zoom tips, and let people know the meeting was being recorded. She reviewed the agenda and asked Warren to share additional information about the CACC's background.

Warren welcomed participants and thanked everyone for their ongoing participation. He shared that the legislature established the CACC in 2019, determining that the CACC's charge is to identify a single preferred location for a new primary aviation facility in Washington by June 15, 2023. He shared that the CACC is made of 27 members, 15 voting members and 12 non-voting members. In creating its bylaws and guiding principles the Commission decided that all members should have an equal voice, but decisions must be made by a 60% majority, which is 9 affirmative votes for any recommendation. All Commission members are volunteers, nobody is compensated or receives expense reimbursements.

The four critical guiding principles that the Commission uses in our deliberations are public benefit, economic feasibility, environmental responsibility, and social equity. While we recognize that there is a lot the CACC has not been able to do due to lack of funding, we've really adhered to these guiding principles.

When we started the process, we thought we could solve this problem using existing airports. We started with 18 airports in total, and ultimately narrowed it down to six. Of the six, the only two with any commercial capabilities were Paine Field and Bremerton. Bremerton would primarily serve cargo, due to the difficulty of getting to that airport for the vast majority of the population. After study, it was determined that existing airports could not provide enough capacity, and industry input was that we could not spread assets across a number of airports in our region. The CACC was not funded by the legislature for any independent research or analysis, so the CACC had to become creative. The Aviation System Plan supplied the research necessary for the CACC to help it make its recommendations. After partnering with WSDOT Aviation and closely analyzing the statewide Aviation System Plan update that had found 10 greenfield sites altogether, the Commission looked at the sites and concluded that the ones that best meet the needs for capacity were in the South Sound.

Ultimately the recommendation to the Legislature this past October was to continue to maximize the capacity of Paine Field and continue to study the three greenfield sites. In 1992 there was a study called the Flight Plan and it made three recommendations. First, that a third runway be built at Sea-Tac, which has been done. Second, to start commercial service at Paine Field, which has been done. Third, to build a new airport in South Puget Sound to serve the growing population, which we're discussing and have been discussing now.

To date, not a single local government nor any sovereign Indian nation supports the greenfield sites in Pierce and Thurston counties. I'm a nonvoting member, but I think the writing is on the wall that the greenfield sites are not the solution. Since October, government and public feedback has been substantial and we've received over 24,000 comments to date. We continue to ask you to stay connected and share your feedback. There is legislation that just passed out of the House today that would replace the Commission with a new Commercial Aviation Coordinating Work Group that would continue to study aviation needs. This is the reality of what we will be looking at down the road on a daily basis as Sea-Tac reaches its limits, and it's why the state legislature created the Commission.

Explanation of meeting process

Christina shared information about how to use Zoom features to raise hands, ask questions and leave comments. Christina requested verbal comments be limited to two minutes and shared that comments will be shared to the commission along with the report from the online open house. If anyone is interested in any further updates to sign up for our listserv or to observe past CACC meetings to visit our website.

Q&A

Warren began taking questions from audience members.

Breck Lebegue: Was CACC constrained by the Legislature or WSDOT to consider only aviation, not rail, as a transport solution? Thank you. Breck Lebegue MD MPH

Warren: Yes. We were constrained to making recommendations on commercial aviation facilities only. We have thought about it and discussed it of course and there have been three components of public response in general: First, whatever we do has to be done in an environmentally sustainable way. Any facility in the future cannot be another Sea-Tac, it has to leverage all future technologies and capabilities. The second piece that we've heard was about using existing airports where possible. The third piece was to explore rail. Which is beyond the scope of the Commission but there's great interest. The thing about rail is that there's a point in time or distance where it doesn't compete with aviation.

James Pierson: With Bill 1791 being sent to the Senate yesterday overwhelmingly, and the plan to create the CAWG to replace the CACC, what is the exit strategy for the CACC?

Warren: As of now, there are no changes. Until the bill is enacted and signed into law, we have no choice but to follow existing state law. We are mindful of the Legislature's view that the CACC's work should be completed and replaced by this new group, but we have an existing law that we must adhere to and we will.

Breck Lebegue: What laws or regulations preclude dual civilian-military use of McChord Field property for aviation solutions?

Warren: There were two restrictions in the existing law that created the CACC. The first was that the CACC cannot make any recommendations in Washington state counties that exceed 2 million in population. There is only one county in the state with a population that exceeds 2 million and that's King County. The second restriction was that the CACC cannot make any recommendations whatsoever to site a facility on or near a military installation that would impact that installation's ability to complete its mission. That means JBLM is off limits. There are joint military/commercial facilities in the country, however that is not an area that we can venture into because of the nature of the law. The Thurston County site overlaps a part of JBLM property, but the greenfield sites came from the Aviation System Plan consultant, who was not bound by these same restrictions. The Commission still wanted to study the Thurston site to see what issues might apply with regard to the environment and airspace.

Anonymous Attendee: Why can't the existing Olympia Regional Airport be made into a commercial airport regardless of where the big new airport goes? It's South Puget Sound desperately needs a commercial airport. It's South Puget Sound that desperately needs a commercial airport.

Warren: The Commission looked at Olympia Regional Airport in our initial stages. The Commission reached out to the airport sponsors and the airport and local government said they were not interested in serving as an outlet for the additional capacity needs. That's why Olympia did not show up as one of the six airports and why it has remained outside of consideration to date. The other factor is the circles for the greenfield sites are 6 miles in diameter. We're looking for a 3,100-acre portion of that 6-mile circle to provide room for two runways and the facilities that would be needed to support an airport. Olympia airport is 845 acres and the development around the airport is significant, so it would not be possible to accommodate the target design airport at that location.

Anonymous Attendee: How were the members of the CACC picked (not merely approved by the governor). It seems that the deck was stacked with certain individuals such as the Spokane Airport "CEO" and then the legislative language crafted after the fact to accommodate that exact person.

Warren: The legislation set what constituencies would be represented by each of the voting and non-voting members. The law that created the CACC – which was passed unanimously – outlined this. There were three members that were excused from the vote, but everyone else voted to support the CACC and the membership. The membership has a high amount of aviation expertise, but we do have community representatives at the CACC, and they have served our objectives very well.

Julie Forth: Why can't Thurston County citizens have a say on the commercialization of the Olympia Regional Airport, so it can be a small-scale commercial airport?

Warren: In terms of the Olympia Regional Airport itself, it's actually in the final stages of creating a master plan update, which happens every 10 years. Vision 2050, as part of that plan, was created by the citizens of Thurston County. One thing in that vision was to keep an eye on future commercial service at Olympia Regional to serve the citizens of Thurston County on some level. The airport petitioned the FAA to do a commercial feasibility study. The result from that feasibility study, found that by 2035 there will be capacity for regional commercial service at Olympia Airport that would grow as Thurston County grows. In the future there may be some level of commercial service at Olympia Airport, but on a much smaller scale than what you might see at a larger national airport.

David Shahon: Warren, you have mentioned multiple times in this and previous meetings that the three greenfield sites do not meet the needs and will not be used for a new airport. Why are we still talking about the greenfield sites as the discussion for what to do in the future? It seems like a vote to determine which of the greenfield sites does not make sense, so why are we putting so much effort and resources to still discuss the greenfield sites?

Warren: As the CACC took on its work and as the law formulated, the idea was to start with six airports, reduce them to two and make a recommendation. The idea was that there would be a connection between the phases, but the only common point between phase 1 and phase 2 was Paine Field. We learned things from the study of each of the greenfield sites that we didn't know until this process. We found that one of the sites sits on an aquifer and that it would deeply impact the Nisqually Indian Tribe and salmon restoration efforts. There are huge environmental constraints for the three remaining greenfield sites that might not be able to be mitigated successfully. If we want to have a politically and publicly acceptable solution, that solution must be built on everything we learn from the study of these greenfield sites.

Mary Hargrove: Why is having an airport closer to Portland, in Washington not being considered?

Warren: We looked at that. One of the Greenfield sites was in south Lewis County. What we found is that the site would only have a capacity capability of about 1.2 million – the question we're trying to answer is a capacity target of 27 million. The other thing we learned from the industry is that if you go that far south you begin competing with Portland International Airport. To serve the need in Puget Sound, the new airport cannot be so far south.

Breck Lebegue: WA Physicians for Social Responsibility opposes any new Greenfield airports in WA as climate health matter. What population health effects of new airports did CACC consider? Thank you.
Breck Lebegue MD MPH

Warren: The forecast data that we're basing our processes on were not developed by the CACC. Again, the CACC was not funded for research so we've had to be creative. The FAA recognized several years ago with the growth of Sea-Tac, that capacity would be exceeded at some point in time. The number of flights that can go through Sea-Tac in an hour is 84. The FAA hired the Puget Sound Regional Council to create a forecast called the Regional Aviation Baseline Study. It was completed in 2021 and that's where these numbers originally came from. The Aviation System Plan consultant reviewed the study in 2022 and affirmed the forecast.

Mary Hargrove: How many people come to SeaTac from the East side of the state?

Warren: I don't have those numbers in front of me right now, but I will say the data that the Aviation System Plan consultant has at their fingertips is incredibly granular.

James Pierson: what can airlines do to handle bursts of traffic instead of operating a limited number of flights per day?

Warren: To answer this to the best of my ability, we will reach capacity at Sea-Tac in 2032 before any new facilities are available. What will happen is airlines will be restricted because you can't squeeze any more flights into the airport so airlines will have to bid on slots. The slots become auctioned and ultimately increase the cost of flying. The cost is so valuable, putting a small airplane on it won't make

sense, so the airlines will want to use larger airplanes and the smaller nonstop markets won't be served because there are not enough passengers on board to make it financially viable for the airlines, so you'll have to make more connections.

Anonymous Attendee: It is unfortunate that the CACC and Mr. Hendrickson still misrepresent their work. The CACC has missed several deadlines, and still does not fess up to it. It is a mindset that is virtually impossible to work with. Honesty and morality should always be the foundation for any government work.

Warren: Just to clarify some things about the CACC's timeline. The pandemic hit within the first few months of the Commission coming together. We didn't know how we were going to meet – but now look at everything we've learned in terms of how to get people together in a virtual environment. Recognizing the difficulty of even trying to get the Commission together, and completing any public outreach, we had to go back to the legislature and say, "this is an impossible task." We have four legislators who are nonvoting members of the Commission. They put in an amendment that extended the dates of the original bill that created the CACC to our current timeline.

Jordan: If not any green sites, is there any feasibility of a new airport in pierce county or south sound?

Warren: Based upon my reading, and the number of government agencies and Indian tribes I've spoken and met with, I just don't see where there is sufficient political, or public will to make that happen. I don't see the likelihood of Pierce County and we cannot even consider discussions and dialogue on it. Whether or not anything happens is up to the Legislature, the Commission has no decision authority, we were only asked to make a recommendation. Another analogy that is relevant but not to commercial aviation. When do public schools get built? When do hospitals get built? When the public demands that they be built. We may be in a similar situation on a commercial aviation scale. Traveling commercially over the next couple of decades may get so painful that the public will get to the point where they say we have to do something, but the options will be more limited and certainly more expensive, but that is one of the possible outcomes. We must think about what the cost of not taking any action is. The total economic impact of not meeting capacity in 2050 is \$31 billion and 209,000 jobs. These again are numbers that were created by the PSRC.

Anonymous Attendee: Why can't county residents be polled again on this issue? Our family supports the need for a new airport and so do most all of the families we know.

Warren: I would say, out of the 24,000 comments, many do not say this. We need these responses, we need to hear from people who see some positive rather than negative impacts. Right now, those are the ones that will probably be loudest. The Commission recognizes that there is certainly a segment of the population that isn't in favor of making these adjustments, and this is where we have to all work together to find an acceptable situation that works for everybody. Hopefully over time we can get to a place where we can find a way to go ahead and meet our needs.

Mary Hargrove: Will the March 30 meeting be making a recommendation to the legislature about airport choices? Is there another meeting after March 30?

Warren: It certainly could. We will appoint a new chair at this meeting, but my opinion as acting chair is that recognizing the governmental feedback, the public feedback, the pending legislation, we also must

recognize the obvious. The deadline is June 15, but nothing says we can't conclude sooner. So, is it possible? Yes. Is it likely? That will be up to the voting members.

Anonymous Attendee: East Pierce County needs more roadway infrastructure. Would that be a benefit of a new airport? And when would that benefit be realized?

Warren: There's consequences for any kind of development and there's also opportunities as well. If there was a development in Pierce County, we know how crowded Meridian is, we know how crowded Canyon Road is. We understand that we would have to find a means to address the infrastructure needs if an airport was sited there.

Brenda Wilmoth: What percentage of cargo is moved by aviation, by truck and other modes of transportation? Is there any current studies of this after the pandemic? Does weather interfere with capacity? What will happen if there is another capacity happens in 2050? Thank you for observing our beautiful environment in Thurston County because we are not California and Washington State has natural beauty. Has the current CACC discussed Cargo Hubs and possible locations? With the current CACC is there any special interests that would benefit any of the members voting or non-voting having a NEW airport?

Warren: Yes, that data is available. If you're thinking "how does cargo affect me?" If you have ever received a letter or package from out of state, you've been touched by aviation because that's how a lot of things get here. Cargo demand has increased significantly in recent years, and we don't see that changing. Passenger numbers dipped significantly during the pandemic but the cargo traffic increased because everyone was at home ordering things online. There's an idea to put cargo at different airports to increase passenger capacity where we can, but 30-40% of cargo travels in the belly of passenger aircraft so you cannot separate the cargo from the passenger airport. We looked at expanding the cargo capacity at Grant County airport but most cargo is destined for Puget Sound, so if you fly into the east side of the state that cargo has to be loaded on a truck and travel across the pass to reach its destination.

Final comments

Warren thanked everyone for their involvement and providing feedback through focused questions. He shared that he was amazed by the amount of research and study people have been doing on this issue. It really is a collaborative process, and it is critical to the CACC's work and the work of the Legislature. If we choose to tackle the problem, it will take all of us to come up with a workable solution. In terms of going forward, for any decision to be made, it comes down to four questions. He invited people to consider whether we can agree that air capacity is a problem, whether it is worth solving, and if we can solve it together. If not, are we OK with the results of taking no action? If we discuss those questions, we can come up with a solution. Attendees were asked to think about that and supply whatever input back to the CACC.

Christina thanked everyone for attending and shared that WSDOT Aviation will give these comments and input to the Commission to weigh prior to their upcoming deliberations. We will look at the most asked questions that were not answered and provide answers in upcoming listservs. WSDOT will also post meeting recordings on the CACC webpage soon. Feel free to send comments to the email at CACC@wsdot.wa.gov.

Additional questions from Q&A in Zoom

<p>You have stated there will be 27,000,000 people at the new airport, divided by 365, that is 73,972, not 55,000 as Warren continues use as a daily use.</p>
<p>How were the members of the CACC picked (not merely approved by the governor). It seems that the deck was stacked with certain individuals such as the Spokane Airport "CEO" and then the legislative language crafted after the fact to accommodate that exact person.</p>
<p>Why is having an airport closer to Portland, in Washington not being considered?</p>
<p>Why can't the existing Olympia Regional Airport be made into a commercial airport regardless of where the new big airport goes? It's South Puget Sound desperately needs a commercial airport.</p>
<p>How about we use some math? 8 million residents in WA, maybe 4 or so million in the Puget Region. Half, or so, are of wage earning age, and 4 out of ten wage earners fly once a year, and 1% average annual population growth per WA OFM, that gets us to 8,000 more flights a year, lets round that up to 10,000 if this is tied to WA. So, where does this capacity gap of 27 million come from? What markets are the airlines wanting to open? And, maybe that does not need to happen.</p>
<p>Why can't Thurston County citizens have a say on the commercialization of the Olympia Regional Airport, so it can be a small scale commercial airport?</p>
<p>I said the how were the members picked, not what counties or entities they represented. That is a circular answer</p>
<p>Sir, thank you and the CACC for your work and listening!</p>
<p>Why do law makers not know that 56% of WA residents surveyed in 2021 have already said then "No" to a new airport and "No, unless environmental impacts are mitigated". The impacts can not be mitigated for decades to come, not with alternative fuels and not with electric flying, for broad commercial application.</p>

<p>It is unfortunate that some people still think that you can permanently hurt people in airport communities, while providing small and short-term convenience to them individually. It is very uninformed.</p>
<p>That's why Olympia/Thurston County is the perfect location!</p>
<p>Climate and health pollution are two very important concerns for any new airport. At the moment there are no real solutions. Alternative fuels have the same noise, climate and health pollution as fossil fuels. So there is no relief for airport communities. The economic benefit, therefore, does not pan out, except for the airlines themselves and shipping companies.</p>
<p>No, the PRPC did not conduct the forecast. A consulting firm did that, per CACC meeting statement, and the consultants consulted the airlines and shipping companies, not the consumer, people, users.</p>
<p>The source of the data is not available. Only the results, which are continually repeated, and the sources and detail has not been shared. Would love to see that.</p>
<p>Now PRR is doing damage control</p>
<p>No, that is not my question. The CACC was supposed to have six greenfield sites in Feb 2022 and two sites in Jan of 2023. You know what I am asking.</p>
<p>Will the March 30 meeting be making a recommendation to the legislature about airport choices? Is there another meeting after March 30?</p>
<p>Why can't county residents be polled again on this issue? Our family supports the need for a new airport and so do most all of the families we know.</p>
<p>To clarify the "burst" question. On Christmas day 2019 there were 1200 flights at SeaTac. During the summer, there are 1400 flights. Why can't airlines fly more flights on Christmas? this is per https://www.flightradar24.com/data/airports/sea/statistics</p>

<p>Sorry, the CACC was supposed to have six sites by Feb 2022, and had none. Then in June is had ten. It was supposed to have two sites by Oct 2022, but had three. Just to get a glimpse at mindset. It is a mindset that disregards the Public.</p>
<p>I would suggest that the CACC should dissolve itself at the March meeting. The Public has already responded in a majority. Have you passed that on to the legislators in your reports?</p>
<p>While you defer to the legislative mandate, isn't your role no more that the camel's nose in the tent for the working group and the likely "regional airport authority" to follow? It is almost certain the CACC and working group will be the same people such as yourself, perpetuating the image problem that not even a highly paid PR firm can rectify.</p>
<p>No, Mr. Hendrickson is not an economist. The Puget Regional Planning Council again, has not shown how it comes up with this incredible numbers. And, the opportunity cost is that other methods of growth will bring solid true wealth to WA, instead of paycheck-to-paycheck jobs of an airport.</p>
<p>Thank you so much, Warren, for all of the work you've been doing on this commission and for answering our questions.</p>
<p>Yes, we are all touched by aviation. But the industry is mature, not resilient to climate change. Air cargo is the one contributing the most to greenhouse gases. Its modest growth needs to be constrained and absorbed into existing facilities.</p>

Participant report

Actual Duration (minutes)	Max Concurrent Views
133	33

Attendee
Details

Attended	Country	Postal Code	What is your race or ethnicity?	What language do you use at home?
No	US		White	
No	US			
Yes	US			
No	US	98001	White	
No	US		White	English
No		98513		English
Yes	US		White	
Yes	US	98338	White	English
No	US	98513	White	English
No	US	98387	White	English
No	US	98589	Other - Fill in below	
Yes	US	98513		English
No	US	98513	White	
Yes	US	98338	White	
Yes	US	98580	White	
Yes	US	98902	White	English
Yes	US			
Yes				
No	US	98580	White	English
Yes	US	98388	White	English
No	US	98092	White	english
No	US	98513	White	English
Yes	US	98597	White	
No		98328		
No	US	98503	White	
No	US	98501	American Indian or Alaska Native, White	
No	US	98359	White	English
Yes	US	98387	White	English
No				
No	US		White	
No	US	98502	White	
Yes	US			

Yes	US	98225	White	
Yes	US	98580	White	english
Yes	US	98513	White	
Yes	US	98374	Black or African American, Asian or Asian American	English
Yes				
Yes	US	98338	White	English
Yes			White	
Yes	US	98513	White	
Yes	US	98338	Asian or Asian American	
No	US	98513	White	
Yes	US	98374	White	
Yes				
Yes	US	98201	White	
Yes	US	98338	White	
Yes	US	98338	White	
Yes	US			
Yes	US			
No	US		Middle Eastern or North African	
Yes	US	98208	White	English
Yes	US	98503	White	
Yes	US	98507	Other - Fill in below	English
Yes	US	98388	White	
Yes				
Yes	US	98506	White	English
Yes				
Yes	US	98503	White	

Yes	US	98375	Black or African American	
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Question and comment report

#	Question
1	WA Physicians for Social Responsibility opposes any new greenfield airports in WA as climate health matter. What population health effects of new airports did CACC consider? Thank you. Breck Lebegue MD MPH
2	Was CACC constrained by the Legislature or WSDOT to consider only aviation, not rail, as a transport solution? Thank you. Breck Lebegue MD MPH
3	What laws or regulations preclude dual civilian-military use of McChord Field property for aviation solutions?
4	with Bill 1791 being sent to the Senate yesterday overwhelmingly, and the plan to create the CAWG to replace the CACC, what is the exit strategy for the CACC?
5	showing us pictures of the people in lines is a bit misleading. Looking at the flights per day across the year, we see the airlines limit the number of planes in action at any time. The bursts in travelers does not mean the airport is overbooked!
5	showing us pictures of the people in lines is a bit misleading. Looking at the flights per day across the year, we see the airlines limit the number of planes in action at any time. The bursts in travelers does not mean the airport is overbooked!
6	what can airlines do to handle bursts of traffic instead of operating a limited number of flights per day?
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7	How many people come to SeaTac from the East side of the state.
8	How were the members of the CACC picked (not merely approved by the governor). It seems that the deck was stacked with certain individuals such as the Spokane Airport "CEO" and then the legislative language crafted after the fact to accomodate that exact person.
9	Why is having an airport closer to Portland, in Washington not being considered?
10	If not any green sites, is there any feasibility of a new airport in pierce county or south sound?

11	Why can't the existing Olympia Regional Airport be made into a commercial airport regardless of where the new big airport goes? It's South Puget Sound desperately needs a commercial airport.
12	Warren, you have mentioned multiple times in this and previous meetings that the 3 greenfield sites do not meet the needs and will not be used for a new airport. Why are we still talking about the greenfield sites as the discussion for what to do in the future? It seems like a vote to determine which of the greenfield sites does not makes sense, so why are we putting so much effort and resources to still discuss the greenfield sites?
13	How about we use some math? 8 million residents in WA, maybe 4 or so million in the Puget Region. Half, or so, are of wage earning age, and 4 out of ten wage earners fly once a year, and 1% average annual population growth per WA OFM, that gets us to 8,000 more flights a year, lets round that up to 10,000 if this is tied to WA. So, where does this capacity gap of 27 million come from? What markets are the airlines wanting to open? And, maybe that does not need to happen.
14	Why can't Thurston County citizens have a say on the commercialization of the Olympia Regional Airport, so it can be a small scale commercial airport?
15	I said the how were the members picked, not what counties or entities they represented. That is a circular answer
16	Sir, thank you and the CACC for your work and listening!
17	Why do law makers not know that 56% of WA residents surveyed in 2021 have already said then "No" to a new airport and "No, unless environmental impacts are mitigated". The impacts can not be mitigated for decades to come, not with alternative fuels and not with electric flying, for broad commercial application.
18	It is unfortunate that some people still think that you can permanently hurt people in airport communities, while providing small and short-term convenience to them individually. It is very uninformed.
19	It is unfortunate that the CACC and Mr. Hendrickson still misrepresent their work. The CACC has missed several deadlines, and still does not fess up to it. It is a mindset that is virtually impossible to work with. Honesty and morality should always be the foundation for any government work.

19	It is unfortunate that the CACC and Mr. Hendrickson still misrepresent their work. The CACC has missed several deadlines, and still does not fess up to it. It is a mindset that is virtually impossible to work with. Honesty and morality should always be the foundation for any government work.
20	That's why Olympia/Thurston County is the perfect location!
21	Climate and health pollution are two very important concerns for any new airport. At the moment there are no real solutions. Alternative fuels have the same noise, climate and health pollution as fossil fuels. So there is no relief for airport communities. The economic benefit, therefore, does not pan out, except for the airlines themselves and shipping companies.
21	Climate and health pollution are two very important concerns for any new airport. At the moment there are no real solutions. Alternative fuels have the same noise, climate and health pollution as fossil fuels. So there is no relief for airport communities. The economic benefit, therefore, does not pan out, except for the airlines themselves and shipping companies.
22	No, the PRPC did not conduct the forecast. A consulting firm did that, per CACC meeting statement, and the consultants consulted the airlines and shipping companies, not the consumer, people, users.
23	bursts, as in holiday travelers
24	The source of the data is not available. Only the results, which are continually repeated, and the sources and detail has not been shared. Would love to see that.
24	The source of the data is not available. Only the results, which are continually repeated, and the sources and detail has not been shared. Would love to see that.
25	Now PRR is doing damage control
26	No, that is not my question. The CACC was supposed to have six greenfield sites in Feb 2022 and two sites in Jan of 2023. You know what I am asking.
27	Will the March 30 meeting be making a recommendation to the legislature about airport choices? Is there another meeting after March 30?
28	Why can't county residents be polled again on this issue? Our family supports the need for a new airport and so do most all of the families we know.

29	<p>What percentage of Cargo is moved by aviation, by truck and other modes of transportation? Is there any current studies of this after the pandemic? Does weather interfere with capacity ? What will happen if there is another capacity happens in 2050? Thank you for observing our beautiful environment in Thurston County because we are not California and Washington State has natural beauty. Has the current CACC discussed Cargo Hubs and possible locations? With the current CACC is there any special interests that would benefit any of the members voting or non voting having a NEW airport?</p>
30	<p>To clarify the "burst" question. On Christmas day 2019 there were 1200 flights at Seatac. During the summer, there are 1400 flights. Why can't airlines fly more flights on Christmas? this is per https://www.flightradar24.com/data/airports/sea/statistics</p>
31	<p>Sorry, the CACC was supposed to have six sites by Feb 2022, and had none. Then in June is had ten. It was supposed to have two sites by Oct 2022, but had three. Just to get a glimpse at mindset. It is a mindset that disregards the Public.</p>
32	<p>I would suggest that the CACC should dissolve itself at the March meeting. The Public has already responded in a majority. Have you passed that on to the legislators in your reports?</p>
33	<p>While you defer to the legislative mandate, isn't your role no more that the camel's nose in the tent for the working group and the likely "regional airport authority" to follow? It is almost certain the CACC and working group will be the same people such as yourself, perpetuating the image problem that not even a highly paid PR firm can rectify.</p>
34	<p>No, Mr. Hendrickson is not an economist. The Puget Regional Planning Council again, has not shown how it comes up with this incredible numbers. And, the opportunity cost is that other methods of growth will bring solid true wealth to WA, instead of paycheck-to-paycheck jobs of an airport.</p>
35	<p>Thank you so much, Warren, for all of the work you've been doing on this commission and for answering our questions.</p>
36	<p>East Pierce county needs more roadway infrastructure - would that be a benefit of a new airport? When would that benefit be expereinced by the region, if a site in this region were selected?</p>

37	Yes, we are all touched by aviation. But the industry is mature, not resilient to climate change. Aircargo is the one contributing the most to greenhouse gases. Its modest growth needs to be constrained and absorbed into existing facilities.
38	There will also be growth and travel, even without another airport. Stop the drama. This region will continue to grow, but it should be healthy growth.
39	Thank you , I am still opposed! as you know.

Appendix F: Press release

Washington State Department of Transportation – NEWS

Aviation – 7702 Terminal Street - Tumwater, WA 98501 - 360-709-8015

FOR IMMEDIATE RELEASE

March 1, 2023

Contact: [Christina Crea](#), communications, 360-810-0902 (mobile)

Group considering the state’s next airport site is hosting virtual meetings in March

Public invited to give comments and suggestions during online open house March 1-22; virtual public meetings planned for March 8 and 9

OLYMPIA – Community members have several chances to learn about and comment on plans to identify a new airport in March.

The group charged with the work, [Commercial Aviation Coordinating Commission](#), will hold both virtual meetings and an online open house. Input received from the public at these meetings will help the commission develop recommendations for where the state’s next airport site is located.

Commercial Aviation Coordination Commission online open house information

When: Online open house: Wednesday March 1 - Wednesday March 22

Where: engage.wsdot.wa.gov/cacc/

Details:

- The online open house is available in English and Spanish and can be accessed anytime that is convenient for participants 24/7.
- The public is invited to provide feedback and suggestions which will play an important role in the recommendations the commission develops.

Commercial Aviation Coordination Commission online virtual public meetings

When: Noon – 1 p.m. Wednesday, March 8
5:30 – 6:30 p.m., Thursday, March 9

Where: Visit wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission to access the link to the online meetings.

The commission is considering environmental effects, economic and technical criteria, and public feedback and opinion as it develops recommendations to improve Washington’s air

transportation capacity.

About the study

The commission is studying both short and long-term strategies to address air passenger service, air cargo operations and general aviation capacity needs. This is an opportunity for the state to consider how to meet capacity limits while also planning for the use of innovative technologies and the concept of an airport of the future within the state's aviation system. Incorporating innovative technologies could result in the increased use of sustainable aviation fuels, clean energy production at airports, and significantly reduced harmful emissions and noise from airplanes while providing additional commercial air service to more airports around the state.

The options still being studied include expanding service at an existing airport such as Paine Field in Snohomish County, assume SeaTac executes its Sustainable Airport Master Plan assist other airports interested in pursuing regional commercial service (distributed air service supported by emerging technology), or build a new airport. Locations being studied for a new airport include representative sites in Pierce and Thurston counties. More information about the background of the commission's work can be found online at:

wsdot.wa.gov/aviation/commission/home.htm

About the Commercial Aviation Coordination Commission

The CACC was [created by the Legislature](#) in 2019 to ensure Washington can meet future commercial aviation demands.

The commission will provide a recommendation to the Legislature by June 15, 2023, to meet the forecast demand for commercial passenger service, air cargo, and general aviation.

The CACC's 15 voting and 11 nonvoting members include representatives from the aviation industry, the public, airport communities, freight industry, state and local agencies and elected officials. Washington State Department of Transportation provides the CACC technical assistance and staff support from its Aviation Division.

Hyperlinks within the release:

- Commercial Aviation Coordinating Commission website: wsdot.wa.gov/aviation/commission/home.htm
- Online open house: engage.wsdot.wa.gov/cacc/
- created by the Legislature: lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/Senate/5370-S.SL.pdf

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WSDOT keeps people, businesses and the economy moving by operating and improving the state's transportation systems. To learn more about what we're doing, go to www.wsdot.wa.gov/news for pictures, videos, news and blogs. Real time traffic information is available at wsdot.com/traffic or by dialing 511.

To unsubscribe to WSDOT media releases please reply and type REMOVE in the subject line.

Americans with Disabilities Act Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights 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 Notice to Public

It is the Washington State Department of Transportation's policy to assure that no person shall, on the grounds of race, color, national origin, 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 programs and activities. Any person who believes their Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Departamento de Transporte del Estado de Washington – NOTICIAS

Aviación – 7702 Terminal Street - Tumwater, WA 98501 - 360-709-8015

PARA PUBLICACIÓN INMEDIATAE

1 de marzo de 2023

Contacto: [Christina Crea](#), comunicaciones, 360-709-8098, 360-810-0902 (móvil)

El grupo que está considerando la ubicación del próximo aeropuerto del Estado ofrecerá reuniones virtuales en marzo

Se invita al público a hacer comentarios y sugerencias mediante una página web interactiva del 1 al 22 de marzo; las reuniones públicas virtuales están previstas para los días 8 y 9 de marzo

OLYMPIA - Los miembros de la comunidad tienen varias oportunidades de conocer y comentar los planes para identificar un nuevo aeropuerto en marzo.

El grupo encargado de esta tarea, la [Comisión Coordinadora de la Aviación Comercial](#), ofrecerá reuniones virtuales y una página web interactiva para que el público aporte su opinión, lo cual ayudará a la comisión a elaborar recomendaciones sobre la ubicación del próximo aeropuerto del Estado.

Información sobre la página web interactiva de la Comisión Coordinadora de la Aviación Comercial

Cuándo: Página web interactiva: miércoles, 1 de marzo a miércoles 22 de marzo

Dónde: engage.wsdot.wa.gov/cacc/

Detalles:

- La página web interactiva está disponible en inglés y español y puede acceder a ella en cualquier momento que sea conveniente, 24 horas al día, 7 días a la semana.
- Se invita al público a aportar comentarios y sugerencias que desempeñarán un papel importante en las recomendaciones que elabore la comisión.

Reuniones virtuales abiertas al público de la Comisión Coordinadora de la Aviación Comercial

Cuándo: 12 – 1 p.m., miércoles, 8 de marzo
5:30 – 6:30 p.m., jueves, 9 de marzo

Dónde: Visite wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission para acceder al enlace de las reuniones virtuales.

La comisión tiene en cuenta los efectos medioambientales, los criterios económicos y técnicos y la opinión pública a la hora de elaborar recomendaciones para mejorar la capacidad de transporte aéreo de Washington.

Acerca del estudio

La comisión está estudiando estrategias a corto y largo plazo para abordar el servicio aéreo de pasajeros, las operaciones de carga aérea y las necesidades de capacidad de la aviación general. Esta es una oportunidad para que el Estado estudie cómo cumplir los límites de capacidad y, al mismo tiempo, planificar el uso de tecnologías innovadoras y el concepto de un “aeropuerto del futuro” dentro del sistema de aviación del Estado. La incorporación de tecnologías innovadoras podría dar lugar a un mayor uso de combustibles de aviación sostenibles, a la producción de energía limpia en los aeropuertos y a una reducción significativa de las emisiones nocivas y el ruido de los aviones, además de proporcionar servicios aéreos comerciales adicionales a más aeropuertos de todo el estado.

Entre las opciones que aún se están estudiando figuran: ampliar el servicio en un aeropuerto ya existente, como Paine Field, en el condado de Snohomish, asumir que SeaTac ejecute su Plan Maestro de Aeropuertos Sostenibles, ayudar a otros aeropuertos interesados en prestar un servicio comercial regional (servicio aéreo distribuido apoyado en tecnología emergente), o construir un nuevo aeropuerto. Entre las ubicaciones que se están estudiando para un nuevo aeropuerto figuran lugares representativos de los condados de Pierce y Thurston. Más información sobre los antecedentes del trabajo de la comisión en: wsdot.wa.gov/aviation/commission/home.htm

Sobre la Comisión Coordinadora de la Aviación Comercial

El CACC fue [creado por la Legislatura](#) en 2019 para garantizar que Washington pueda satisfacer las futuras demandas de la aviación comercial.

La comisión presentará una recomendación a la Legislatura antes del 15 de junio de 2023 para satisfacer la demanda prevista de servicios comerciales de pasajeros, carga aérea y aviación general.

Entre los 15 miembros con derecho a voto y los 11 sin derecho a voto del CACC figuran representantes de la industria de la aviación, el público, las comunidades aeroportuarias, la industria del transporte de mercancías, las agencias estatales y locales y los funcionarios electos. El Departamento de Transporte del Estado de Washington proporciona al CACC apoyo técnico y de personal desde su División de Aviación.

Enlaces incluidos en el comunicado:

- Página web de la Comisión Coordinadora de la Aviación Comercial:
wsdot.wa.gov/aviation/commission/home.htm
- Página web interactiva: engage.wsdot.wa.gov/cacc/
- Creado por la Legislatura: lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/Senate/5370-S.SL.pdf

###

El WSDOT mantiene en movimiento a las personas, los negocios y la economía operando y mejorando los sistemas de transporte del estado. Para saber más sobre lo que hacemos, visite www.wsdot.wa.gov/news, donde encontrará fotos, vídeos, noticias y blogs. La información sobre el tráfico en tiempo real está disponible en wsdot.com/traffic o llamando al 511.

Para dejar de recibir los comunicados de prensa del WSDOT, responda a este mensaje y escriba REMOVE en el asunto.

Información sobre la Ley de Estadounidenses con Discapacidades (ADA)

Este material se puede facilitar en un formato alternativo. Envíe su petición por correo electrónico al equipo de la Oficina de Igualdad de Oportunidades y Derechos Civiles en wsdotada@wsdot.wa.gov o llame gratis al 855-362-4ADA (4232).

Las personas sordas o con problemas de audición pueden realizar su petición llamando al servicio de retransmisión del Estado de Washington al 711.

Aviso del Título VI al público

El Departamento de Transporte del Estado de Washington (WSDOT) tiene como política asegurar que ninguna persona sea excluida de participación o sea negada los beneficios, o sea discriminada bajo cualquiera de sus programas y actividades financiadas con fondos federales por motivos de raza, color, origen nacional o sexo, según el Título VI de la Ley de Derechos Civiles de 1964.

Cualquier persona que crea haber visto violada su protección del Título VI, puede presentar una queja ante la Oficina de Igualdad de Oportunidades y Derechos Civiles (OECR, Office of Equal Opportunity and Civil Rights) del WSDOT.

Para obtener información adicional sobre los procedimientos de quejas del Título VI y/o información con respecto a nuestra obligación de no discriminar, comuníquese con el Coordinador del Título VI de la OEO llamando al (360) 705-7090.

Appendix G: Partner toolkit

Toolkit contents

Within the toolkit:

- Overview of the CACC and the online open house (English and Spanish)
- Online open house reminder message (English and Spanish)
- Social media posts (English and Spanish)

Attached separately:

- Printable PDF poster (English and Spanish)
- JPG social media images (English and Spanish)

Overview of the CACC and online open house

Some ways to use this tool:

- Post text to your Facebook page
- Share text in an email to your members/audience
- Post on your website

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) because of concerns that Seattle-Tacoma International Airport (Sea-Tac) is nearing its capacity limits. This is not only an opportunity for the state to consider how we could meet capacity limits. It is also an opportunity to consider how we can plan for the use of innovated technologies in “airports of the future” that could increase the use of sustainable aviation fuels (SAF), create clean energy and significantly reduce harmful emissions and noise from airplanes while providing additional commercial air service to more airports around the state.

The CACC is mindful of the impact a large new airport, or expanding existing airports, could have on the environment and community. The CACC is considering environmental and economic impacts, technical criteria, and public feedback and opinion as we develop recommendations to improve Washington’s air transportation capacity.

WSDOT wants to hear from you as this work continues! Visit WSDOT’s online open house at engage.wsdot.wa.gov/cacc between March 1 and March 22, 2023, or join a virtual public meeting on March 8 or 9.

Visión general del CACC y página web interactiva

La Legislatura del Estado de Washington creó la Comisión Coordinadora de la Aviación Comercial (CACC) debido a la preocupación de que el Aeropuerto Internacional de Seattle-Tacoma (Sea-Tac) se está acercando a sus límites de capacidad. Esto no es solo una oportunidad para que el Estado considere cómo podríamos satisfacer los límites de capacidad. También es una oportunidad para considerar cómo podemos planificar el uso de tecnologías innovadoras en los "aeropuertos del futuro" que podrían aumentar el uso de combustibles sostenibles para la aviación (SAF), crear energía limpia y reducir significativamente las emisiones nocivas y el ruido de los aviones, proporcionando al mismo tiempo un servicio aéreo comercial adicional a más aeropuertos en todo el estado.

El CACC es consciente del impacto que podría tener en el medio ambiente y en la comunidad un nuevo aeropuerto de grandes dimensiones, o la ampliación de los existentes. El CACC tiene en cuenta las repercusiones medioambientales y económicas, los criterios técnicos y los comentarios y opiniones del público a la hora de elaborar recomendaciones para mejorar la capacidad de transporte aéreo de Washington.

¡El WSDOT necesita su opinión para continuar con este trabajo! Visite la página web interactiva del WSDOT en engage.wsdot.wa.gov/cacc entre el 1 de marzo y el 22 de marzo de 2023, o participe en una reunión pública virtual el 8 o el 9 de marzo.

Online open house reminder text

Some ways to use this tool:

- Post text to your Facebook page
- Share text in an email to your members/audience
- Post on your website

The Washington State Department of Transportation (WSDOT) wants your feedback as the state’s Commercial Aviation Coordinating Commission continues work to plan for the future of aviation in Washington. You can learn more and share your input by visiting the project’s online open house at engage.wsdot.wa.gov/cacc between March 1 and March 22, 2023, or join a virtual public meeting on March 8 or 9.

Mensaje de recordatorio sobre la página web interactiva

El Departamento de Transporte del Estado de Washington (WSDOT) quiere conocer su opinión, ya que la Comisión Coordinadora de la Aviación Comercial del Estado sigue trabajando para planificar el futuro de la aviación en Washington. Puede obtener más información y compartir su opinión visitando la página web interactiva del proyecto en engage.wsdot.wa.gov/cacc entre el 1 de marzo y el 22 de marzo de 2023, o puede participar en una reunión pública virtual el 8 o el 9 de marzo.

Social media posts

Some ways to use this tool:

- Post this content through your social media channels (recommended dates are included below)
- Re-post WSDOT’s content on March 1, March 8, March 9, and March 20
- Images to go with these posts are attached to the email you received with this toolkit

Date	Topic	Social Media Copy	Content
3/1	CACC OOH announcement	The demand for aviation in Washington is growing! Visit our online open house until March 22 to learn about how we’re planning to shape the aviation system of the future.	Link: engage.wsdot.wa.gov/cacc
		¡La demanda de aviación en Washington está creciendo! Visite nuestra página web interactiva hasta el 22 de marzo para conocer cómo estamos planeando dar forma al sistema de aviación del futuro.	Link: https://engage.wsdot.wa.gov/cacc-espanol/

3/8	CACC OOH Reminder	Learn about the future of aviation in Washington as it takes on a new shape! Visit engage.wsdot.wa.gov/cacc before March 22 to share your thoughts or register for a virtual public meeting – the first public meeting is today!	Link: engage.wsdot.wa.gov/cacc
		Descubra el futuro de la aviación en Washington a medida que toma una nueva forma. Visite engage.wsdot.wa.gov/cacc hasta el 22 de marzo para conocer cómo estamos planeando dar forma al sistema de aviación del futuro – ¡la primera reunión pública virtual es hoy!	Link: https://engage.wsdot.wa.gov/cacc-espanol/
3/9	CACC OOH Reminder #2	Join us at a public meeting tonight to learn about the demand for aviation in Washington, and how WSDOT is continuing to plan for the future of our aviation system. Register for the meeting or share your thoughts through our online open house until March 22.	Link: engage.wsdot.wa.gov/cacc
		Acompáñenos en una reunión pública esta tarde para aprender sobre la demanda de la aviación en Washington, y cómo el WSDOT continúa planificando el futuro de nuestro sistema de aviación. Inscríbase en la reunión o comparta sus opiniones a través de nuestra página web interactiva hasta el 22 de marzo.	Link: https://engage.wsdot.wa.gov/cacc-espanol/
3/20	CACC OOH Last Call	Just a few days left to share your thoughts about the future of aviation in Washington, go to → engage.wsdot.wa.gov/cacc to learn more.	Link: engage.wsdot.wa.gov/cacc
		Quedan pocos días para compartir sus ideas sobre el futuro de la aviación en Washington, visite → engage.wsdot.wa.gov/cacc para obtener más información.	Link: https://engage.wsdot.wa.gov/cacc-espanol/

Toolkit materials: Posters



**Share your thoughts about
the future of aviation
in Washington!**

As the Puget Sound region grows, demand for air travel is growing with it, and some existing passenger, cargo, and general aviation facilities are running out of space.

The Commercial Aviation Coordinating Commission (CACC) is working to identify existing airports or new sites to help solve the aviation capacity problem in Washington.



We want to hear from you!

Visit our online open house from March 1-22:



engage.wsdot.wa.gov/CACC

Join us at a virtual public meeting March 8 or 9.



Questions?
Contact: CACC@wsdot.wa.gov




**¡Comparta su opinión sobre
el futuro de la aviación
en Washington!**

Conforme crece la región de Puget Sound, crece también la demanda de transporte aéreo, y algunas instalaciones existentes de pasajeros, carga y aviación general se están quedando sin espacio.

La Comisión Coordinadora de la Aviación Comercial (CACC) busca identificar aeropuertos existentes o nuevos sitios que ayuden a resolver el problema de la capacidad de la aviación en Washington.



¡Nos gustaría conocer su opinión!

Visite nuestra página web interactiva, disponible del 1 al 22 de marzo:



engage.wsdot.wa.gov/CACC

Particpe en una reunión pública virtual el 8 o el 9 de marzo.



¿Preguntas?
Contacto: cacc@wsdot.wa.gov



Appendix H: Contact lists

Aviation-focused community-based organizations

These organizations received individual/personalized communications as detailed in the report.

- Community Air Mobility Initiative
- Environmental Justice Beacon Hill
- Federal Way Air Noise Alliance
- Historic Flight Foundation
- Kitsap Environmental Coalition
- League of Quiet Skies Voters
- Life Flight Network
- National Business Aviation Association
- Northwest American Association of Airport Executives
- Northwest Flight Service
- Quiet Skies Puget Sound
- Quieter Skies Seattle
- Spokane International & Felts Field PIO
- Vashon Island Fair Skies
- Washington Airport Management Association (WAMA)
- Washington Pilots Association
- Washington State Community Airports Association (WSCAA)

Community-based organizations (based on geography)

These organizations received individual/personalized communications as detailed in the report.

- Altrusa International – Gig Harbor
- Arlington Community Resource Center
- Centro Latino in Tacoma
- CIELO Centro Integral Educativo Latino de Olympia
- Community Action Council of Lewis, Mason, and Thurston Counties
- Downtown Everett Association
- Economic Alliance of Snohomish County
- El Centro de la Raza
- Everett Chamber of Commerce
- Experience Olympia
- Graham Business Association
- Graham Kapowsin Community Council
- Greater Gig Harbor Foundation
- Greater Peninsula Conservancy
- Hilltop Action Coalition
- Kitsap Community Foundation
- Kitsap Community Resources (KCR)
- Kitsap Immigrant Assistance Center
- NAACP Bremerton
- Sound Outreach
- Snohomish County Destination Alliance (overseen by Snohomish County Tourism)
- Snohomish County Sports Commission
- Snohomish County Tourism Bureau
- Community Foundation of Snohomish County
- The Community Foundation: South Puget Sound
- The Russell Family Foundation
- Tacoma-Pierce County Chamber
- Greater Tacoma Community Foundation
- Transportation Club of Tacoma
- Thurston Economic Development Council
- Thurston County Chamber of Commerce
- WAGRO
- Rotary Club of Yelm
- Yelm Chamber of Commerce
- Yelm Lions Club

Community-based organizations (based on geography, likely organizations with less of an emphasis on this subject matter)

This list of organizations, because they are in the area of the airport sites being studied but less closely tied to the subject matter, received group emails with information about the online open house and ways to participate. They did not receive the full partner toolkit.

- Arc of Snohomish County
- Arc of the Peninsulas
- Arlington Boys & Girls Club
- Association of Washington Businesses
- Association of Washington Cities
- Boys & Girls Club of Chehalis
- Boys & Girls Club of South Puget Sound – Bremerton Branch
- Bremerton Family YMCA
- Chehalis Community Renaissance Team
- Downtown Arlington Business Association
- Downtown Bremerton Association
- Greater Lewis County Habitat for Humanity
- Housing Hope
- Housing Kitsap
- Kitsap Economic Development Association
- Kiwanis Club of Arlington
- Kiwanis Club of Bremerton
- Kiwanis Club of Port Orchard
- Peninsula Services
- Rotary Club of Bremerton
- Rotary Club of Silverdale
- Seattle Southside Regional Tourism Authority
- Society of St. Vincent de Paul Bremerton
- Travel Tacoma + Pierce County
- United Way of Kitsap County
- United Way of Lewis County
- United Way of Pierce County
- United Way of Snohomish County
- Visit Kitsap Peninsula
- Visit Seattle
- Washington Public Ports Association
- YMCA: King, Snohomish counties
- YWCA Kitsap County

WSDOT community-based organization list

WSDOT reached out to a larger list of community-based organizations. This list is maintained by WSDOT's Office of Equity and Civil Rights.

- Accessible Transportation Coalition /Human Service Council
- Asian Pacific Islander Coalition
- Asian Pacific Islander Coalition
- Benton-Franklin Community Action Committee
- Benton-Franklin Council of Governments (BFCG) TMA, MPO, and Benton-Franklin RTPO
- Blue Mountain Action Council (BMAC)
- Cascade Pacific Action Alliance
- Central Transit City of Ellensburg
- Central Washington Airporter
- Centro Latino
- Chehalis Confederated Tribes
- Chelan-Douglas Transportation Council (CDTC) MPO and RTPO
- Chinook Nation
- City of Airway Heights
- City of Anacortes

- City of Bellingham
- City of Blaine
- City of Brewster
- City of Chelan
- City of Ellensburg
- City of Kennewick
- City of Longview
- City of Pasco
- City of Richland
- City of Spokane
- City of Twisp
- City of Vancouver Neighborhoods
- City of Wenatchee
- Clallam Transit System
- Clark County Public Transportation Benefit Area Authority (C-TRAN)
- Coastal Community Action
- Coastal Community Action
- Columbia County Public Transportation (CCPT)
- Community Action
- Community Transit
- Confederated Tribes of the Colville Reservation
- Confederated Tribes of the Colville Reservation
- Confederated Tribes of the Yakama Indian Reservation
- Cowlitz Indian Tribe
- Cowlitz- Wahkiakum COG
- C-TRAN
- C-TRAN's Citizen Advisory Committee
- East Central Neighborhood Council
- Eastern Washington University (Outreach & Engagement)
- Economic Development Association of Skagit County (EDASC)
- El Centro De La Raza
- Ellensburg City Council
- Ellensburg Public Transit
- Everett Transit
- Grant Transit
- Grays Harbor Public Health & Social Services Department
- Hispanic Business/Pro. Assoc. Of Spokane
- Human Service Council
- Initiative for Rural Innovation & Stewardship
- Intercity Transit
- Island Airporter
- Island County Assessment and Healthy Communities
- Island Regional Transportation Planning Organization (IRTPO)
- Island Transit
- Island Transit Board of Directors
- Jefferson Transit Authority
- Kalispel Tribe of Indians
- King County Department of Transportation
- King County International Airport Community Coalition
- Kitsap Transit
- Kittitas County Community Development Services
- Klickitat County Senior Services (Mt. Adams Transportation Service)
- League of united Latin American Citizens
- Lewis Mountain Highway Transit
- Lewis-Clark Valley MPO
- Lincoln Heights Neighborhood Council
- Link Transit
- Lower Columbia Community Action Council
- Lummi Indian Business Council
- Makah Tribe
- Mason Transit Authority
- Methow Valley Trails Association
- MLK Spokane
- Moses Lake Trails Planning Team
- NAACP
- Northwest Regional Council
- Okanogan County

- Okanogan County Community Action Council
- Okanogan County Public Health
- Okanogan County Transportation & Nutrition
- Okanogan Housing Authority
- Olympic Community Action Programs
- Pacific Transit
- Palouse RTPO
- Peninsula RTPO (WSDOT)
- Peninsula Trails Coalition
- Pierce Transit
- Puget Sound Regional Council
- Pullman Transit
- Puyallup Tribe
- Quad-County RTPO
- Quinault Indian Nation
- Regional Public Transportation, Inc./SMART Transit
- Regional Transportation Council
- RiverCities Transit
- Shoalwater Bay Tribe
- Southwest Washington Regional Transportation Council (RTC) TMA, MPO, and RTPO I
- Spokane City Council
- Spokane Regional Transportation Council
- Spokane Transit Authority
- Stevens County
- Thurston Regional Planning Council (TRPC) MPO and RTPO
- TranGO
- Transportation Choices Coalition
- Tri-Cities Hispanic Chamber of Commerce
- Tri-Cities Immigrant Coalition
- TwispWorks
- Union Gap Transit
- Urban League of Metropolitan Seattle
- WA Commission on Asian Pacific American Affairs
- WA Gov's Office for Indian Affairs
- WA State Commission on African American Affairs
- Washington State Commission on Hispanic Affairs
- Wenatchee Outdoor
- Yakima County NAACP

CACC members

CACC members received the partner toolkit and a briefing on the online open house, as detailed in the report.

- Andrea Goodpasture, Southwest Airlines
- *Arif Ghouse, Paine Field/Snohomish County (ended 10/6/2022)*
- Bryce Yadon, Futurewise
- *David Fleckenstein, WSDOT (ended 12/1/2022)*
- Eric Johnson, WSDOT
- Jason Thibedeau, Puget Sound Regional Council
- Jeffrey Brown, Sea-Tac
- Jim Kuntz, Chelan-Douglas Regional Port Authority
- Kerri Woehler, WSDOT
- Larry Krauter, Spokane International Airport, Felts Field, American Association of Airport Executives
- Lois Bollenback, Spokane Regional Transportation Council
- Lorin Carr, American Airlines
- Mark Englizian, eastern Washington
- Representative Tina Orwall, State House
- Representative Tom Dent, State House
- *Robert Hodgman, WSDOT (ended 3/15/2023)*
- Robert Rodriguez, Department of Defense
- Robin Toth, Department of Commerce

- Rudy Rudolph, Port of Olympia
- *Senator Jim Honeyford, State Senate (ended 12/2022)*
- Senator Karen Keiser, State Senate
- Shane Jones, Alaska Airlines
- Steve Edmiston, western Washington
- Stroud Kunkle, Moses Lake
- Tony Bean, Pullman-Moscow International Airport
- *Tom Embleton, FedEx Express (ended 11/23/2022)*
- Warren Hendrickson, Port of Bremerton, Washington State Aviation Alliance
- Wendi Janway, Representative from freight forwarding industry (appointed 2/23/2023)

Appendix I: Paid (boosted) social media

	Ad Set 1	Ad Set 2	Ad Set 3	Ad Set 4
Ad Set Name	Primary Counties English	Primary Counties Spanish	Statewide English	Statewide Spanish
Traffic	Website	Website	Website	Website
Dynamic Creative	Off	Off	Off	Off
Offer	Off	Off	Off	Off
Budget & Schedule	Lifetime Budget: \$5,600 Start Date: March 1, 2023 End Date: March 22, 2023	Lifetime Budget: \$400 Start Date: March 1, 2023 End Date: March 22, 2023	Lifetime Budget: \$3,500 Start Date: March 1, 2023 End Date: March 22, 2023	Lifetime Budget: \$500 Start Date: March 1, 2023 End Date: March 22, 2023
Audience	Locations: Snohomish County, Pierce County, Thurston County, Age: 18 – 65+ Gender: All genders Languages: Default	Locations: Snohomish County, Pierce County, Thurston County Age: 18 – 65+ Gender: All genders Languages: Spanish	Locations: Washington State, excluding primary counties Age: 18 – 65+ Gender: All genders Languages: Default	Locations: Washington State, excluding primary counties Age: 18 – 65+ Gender: All genders Languages: Spanish

Paid social ads

Ad Set	Graphic/Asset	Copy
Ad sets 1 & 3 English	Choose 1 (simplest option) or program different images for different week:	(Headline) We want your input! 📣 We're planning for the future of aviation in Washington! ✈️ Visit our online open house for an update on sites that could

		<p>be home to a new airport facility. Share your feedback through March 22.</p>
<p>Ad sets 2 & 4 Spanish</p>	<p>Same as above</p>	<p>(Headline) ¡Nos gustaría conocer su opinión!</p> <p>¡Estamos planificando el futuro de la aviación en Washington! ✈️ Visite nuestra página web interactiva para conocer los lugares que podrían ser sede de una nueva instalación aeroportuaria. Comparta sus comentarios hasta el 22 de marzo.</p>

Images



Organic social media

Post date	Copy	Graphics (used for post)
3/1/23	<p>The demand for aviation in Washington is growing! Visit our online open house until March 20 to learn about how we're planning to shape the aviation system of the future.</p> <p>(Include space between different bodies of copy, including link): engage.wsdot.wa.gov/cacc</p>	

Post date	Copy	Graphics (used for post)
3/8/23	<p>Learn about the future of aviation in Washington as it takes on a new shape! Visit engage.wsdot.wa.gov/cacc before March 22 to share your thoughts or register for a virtual public meeting – the first public meeting is today!</p> <p>(Include space between different bodies of copy, including link): engage.wsdot.wa.gov/cacc</p>	
3/9/23	<p>Join us at a public meeting tonight to learn about the demand for aviation in Washington, and how WSDOT is continuing to plan for the future of our aviation system. Register for the meeting or share your thoughts through our online open house until March 22.</p> <p>(Include space between different bodies of copy, including link): engage.wsdot.wa.gov/cacc</p>	
3/20/23	<p>Just a few days left to share your thoughts about the future of aviation in Washington. Go to engage.wsdot.wa.gov/cacc to learn more.</p>	