

# Summary

## Statewide Long-Term Air Transportation Study

May 13, 2005

In 2005, the Governor signed into law Engrossed Substitute Senate (ESSB) Bill 5121, which authorizes the state to conduct a statewide long-term air transportation study on general aviation and commercial airports. More specifically the project is as follows:

**Proposed Project.** Statewide airport inventory assessment, demand, and market forecast analysis on commercial and general aviation air transportation. The project also includes formation of an aviation planning council to provide recommendations on how best to meet future aviation airport needs based on the study assessment, demand, market forecast, and evaluation of high-speed passenger transportation facilities and services. High-speed passenger transportation facilities and services would include rail or magnetic levitation transportation systems that connect airports to more efficiently utilize airport capacity, and connect major population and activity centers.

**Consultant Services Proposed.** The statewide long-term air transportation planning study would require professional and technical specialists knowledgeable about aviation capacity, airspace, demand, and market forecast assessment factors related to commercial and general aviation services. Knowledge in Federal Aviation Administration procedures and requirements is also needed.

### **Draft Services and Deliverables.**

A. Develop a detailed scope of work, work delivery plan and work program schedule to conduct statewide airport capacity and facility assessment, demand needs and market forecast analysis, provide and facilitate the aviation planning council, evaluate high-speed rail, and communication strategies and public outreach program for the Statewide Long-term Air Transportation Assessment and Analysis project. More specifically the detailed scope of work, work deliver plan and work program schedule shall address the following:

B. Statewide airport capacity and facilities assessment.

- (1) The assessment must include a statewide analysis of existing airport facilities, and passenger and air cargo transportation capacity, regarding both commercial and general aviation; however, the primary focus of the assessment must be on commercial aviation. The assessment must at a minimum address the following issues:
  - (a) Existing airport facilities, both commercial and general aviation, including air side, land side, and airport service facilities;
  - (b) Existing air and airport capacity, including the number of annual passengers and air cargo operations;

- (c) Existing airport services, including fixed based operator services, fuel services, and ground services; and
- (d) Existing airspace capacity.
- (2) Existing information, technical analyses, and other research may be used as appropriate.
- (3) The statewide assessment is required to be submitted to the governor, appropriate standing committees of the legislature, the transportation commission, and regional transportation planning organizations by July 1, 2006.

C. Statewide airport capacity and facilities market forecast and analysis.

- (1) The analysis must include a statewide needs analysis of airport facilities, passenger and air cargo transportation capacity, and demand and forecast market needs over the next twenty-five years with a more detailed analysis of the Puget Sound, southwest Washington, Spokane, and Tri-Cities regions. The analysis must address the forecasted needs of both commercial aviation and general aviation; however, the primary focus of the analysis must be on commercial aviation. The analysis must at a minimum address the following issues:
  - (a) A forecast of future airport facility needs based on passenger and air cargo operations and demand, airline planning, and a determination of aviation trends, demographic, geographic, and market factors that may affect future air travel demand;
  - (b) A determination of when the state's existing commercial service airports will reach their capacity;
  - (c) The factors that may affect future air travel and when capacity may be reached and in which location;
  - (d) The role of the state, metropolitan planning organizations, regional transportation planning organizations, the Federal Aviation Administration, and airport sponsors in addressing statewide airport facilities and capacity needs; and
  - (e) Whether the state, metropolitan planning organizations, regional transportation planning organizations, the Federal Aviation Administration, or airport sponsors have identified options for addressing long-range capacity needs at airports, or in regions, that will reach capacity before the year 2030.
- (2) Existing information, technical analyses, and other research may be used as appropriate.
- (3) The statewide airport capacity and facilities market analysis is required to be submitted to the governor, appropriate standing committees of the legislature,

the transportation commission, and regional transportation planning organizations by July 1, 2007.

D. Provide meeting services and support resources to a 10 member governor appointed aviation planning council.

- (1) The aviation planning council is responsible for providing recommendations on how to best to meet the statewide commercial and general aviation air transportation needs in the state based on the findings of the assessment and analysis completed under A and B above, as determined by the council.
- (2) The council shall determine which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities, and the long-range capacity needs at airports within the region expected to reach capacity before the year 2030. After determining these areas, the council shall make recommendations regarding the placement of future commercial and general aviation airport facilities designed to meet the need for improved aviation planning in the region. The council shall include public input in making final recommendations.
- (3) The council shall submit its recommendations to the governor, appropriate standing committees of the legislature, the transportation commission, and applicable regional transportation planning organizations.
- (4) This section expires July 1, 2009.

E. Review and evaluate high-speed passenger transportation facilities and services including rail or magnetic levitation transportation systems, to connect airports as a means to more efficiently utilize airport capacity, as well as connect major population and activity centers.

- (1) Existing information, technical analyses, and other research may be used as appropriate.
- (2) The evaluation shall be coordinated with the airport capacity and facilities market analysis and completed by July 1, 2007.

F. Provide communication support and public outreach program to provide comprehensive, coordinated, and consistent information on the project to the public, aviation interests, and federal, state and local interests. The public outreach program shall also address documentation, consideration of and response to public comment, and public input during the aviation planning council process.

G. Implement assessment data, demand and market forecast data, and analysis for general and commercial aviation into an Airport System Plan On-line Access Database.

**Project Timeline.** Project timelines are governed by ESSB 5121, which are as follows:

- Statewide airport capacity and facilities assessment, Phase I will be completed by July 1, 2006.

- Statewide airport capacity and facilities market forecast and analysis. Phase II will be completed by July 1, 2007.
- High-speed passenger transportation facilities and services evaluation. Phase III will be completed by July 1, 2007
- Airport Planning Council, report and recommendations, Phase IV will be completed by July 1, 2009.

A more detailed timeline is currently under development.

**Project Funding.** Funding appropriations from the State have been allocated for Phase I, II and III in the 05-07 Biennium, ESSB 6091.

- \$100,000 Multimodal Transportation Account -- State Appropriation under ESSB 6091, Section 217.
- \$50,000 Multimodal Transportation Account -- State Appropriation under ESSB 6091, Section 223.
- \$900,000 Multimodal Transportation Account -- Federal Appropriation under ESSB 6091, Section 217.
  - Federal Aviation Administration Airport Improvement Program (AIP)

Funding appropriations for Phase IV, governor appointed airport planning council, report and recommendations, have not been allocated for the 07-09 Biennim. However, the anticipated consultant contract service need is \$422,500 (Fiscal Note Summary).