

Commercial Aviation Coordinating Commission

Meeting Minutes

Location: Joel M. Pritchard Building, 415 15th Ave. SW, Olympia, WA 98504, Washington Room

Date: October 30, 2019

Time: 10:00a.m. – 2:00p.m.

Attendees: Tony Bean (phone), Joseph Braham, Jeffrey Brown, Josh Brown, Representative Tom Dent, Steve Edmiston, Mark Englizian (phone), David Fleckenstein, Arif Ghouse, Andrea Goodpasture (phone), Spencer Hansen, Warren Hendrickson, Robert Hodgman, Senator Jim Honeyford, Shane Jones, Senator Karen Keiser, Larry Krauter, Stroud Kunkle, Jim Kuntz, Sabrina Minshall, Representative Tina Orwall, Rudy Rudolph, Robin Toth, Rita Brogan, Kerri Woehler, Christina Crea, Max Platts, Terri Palumbo, and guests

Welcome:

David Fleckenstein (acting chair) welcomed everyone to the first meeting of the Commercial Aviation Coordinating Commission (CACC) and thanked the legislators, Scott Merriman, Lashonda Cole, Josh Brown, the FAA NW Airport District Office, Penny McWain, Rita Brogan, the WSDOT Aviation team, and members for their time and effort.

Conducted roll call and members introduced themselves. David went over the agenda, gave a binder orientation, defined the problem, and discussed the legislative intent for this commission.

David emphasized that our current and planned infrastructure will not meet the projected demand for commercial passenger and air cargo service. Part of the commission's work will ensure we remain competitive globally.

Senator Keiser asked about the recent PSRC Board meeting and their comprehensive aviation report. Josh was asked to share that information at the next Commission meeting.

Legislator highlights:

Senator Karen Keiser: Has been doing this work for more than 20 years. She believes we need to look beyond SeaTac, raise awareness through the studies, and look for real planning, not just relief.

Representative Tina Orwall: Enjoyed teaming with Senator Keiser on the bill. Working together will be good for the 33rd District and the state. She is excited to be here and to look at growth and how it looks different for different parts of the state.

Representative Tom Dent: Aviation activities have a big financial (positive) impact on the state. It is important for the commission to showcase how big aviation is in the state. We have put all of our eggs in one basket and we need to look at that and how can we change this in the future. There are opportunities across the state.

Senator Jim Honeyford: Had nothing to add.

Committee Business:

David discussed the charter, covering the requirements, asking everyone to think about what the future will bring. Arif asked what environmental impact level the commission can look at. Senator Keiser says the environmental impact cannot be delivered by this commission. David commented the Federal Aviation Administration (FAA) still needs to do an airport siting study. Steve Edmiston suggested the first three sentences in legislation should be reflected at the front of the charter. There was also discussion about the single preferred recommendation as the primary purpose as opposed to more than one recommendation. It was decided that the requirement is for one single preferred location along with other recommendations in support of the system. Jeff Brown said we need to consider the system in making recommendations.

The operating rules were discussed.

David discussed the guiding principles: Environmental responsibility and the impacts on the environment, economic feasibility (can we afford it?), social equity, and what is the true benefit to the public.

Rita Brogan discussed the meeting guidelines, to include: the need to participate, selecting a Chair and Vice Chair, each member is required to be on at least one technical working group, exchange information, support our efforts, we would like to have a consensus but it is not required – will vote and document reasons for and against, we will begin and end meetings on time – can vote to extend meetings, members need to cooperate with sharing available speaking time – allow others time on the floor, members work together, avoid side bar discussions, if there are concerns or complaints – share them at the meeting, and welcome people to observe the commission meetings, but not participate in discussions or deliberations unless they are called upon.

Draft charter, David will add Steve's suggested changes and the commission will vote on the charter at the next meeting.

Chair nominations were opened up. Senator Honeyford nominated Warren Hendrickson as Chair. There was some discussion as to which members can be the chair and vice-chair. Larry Krauter asked David, if he were to remain the chair, did he see a conflict of interest with voting. David said that he was very open to the commission's recommendations and did not see a conflict. Representative Dent asked what the duties of the chair are; David responded with leadership, conducting business, driving decisions, and being inclusive, with some coordination with WSDOT in between meetings. A discussion followed. This topic was tabled until after the break so discussions could be held with members to confirm interest in being chair or vice-chair.

Rob gave an overview of the technical working group topics. The Phase 1 groups are Land Use and Transportation; Physical Assessment of the System; and Market Demand. Phase 1 groups will be used to help the commission get to a recommendation of six locations.

Rob shared background information from previous aviation studies. Commercial aviation facilities description: 134 public use airports, of which 10 are commercial airports, and 64 are qualified to receive FAA funding. Senator Keiser added the LATS was done partially during the recession, when priorities were different. Jeffrey noted the need to look at existing obstructions in proximity to the airports discussed as conditions have changed. David reiterated that the presentation of airports was just an overview of what was presented in the Flight Plan Project with an overlay of what it might look like today. Representative Orwall pointed out that the intent of the legislation is to focus on a primary

airport and think big. Rob spoke about airspace and David pointed out that the PSRC presentation in the next commission meeting will provide additional clarity to the airspace constraints.

Moving to the working lunch; an orientation to the anticipated phases and workflow was given by Rob. A discussion followed. Some questions were asked: Who will have the authority to site this new airport, what if the area doesn't want it, do communities have veto power? We should consider: regional growth, roadway capacity, and other disrupters. There was also a discussion of how soon outreach to communities should happen. The response will be worked on during the second meeting.

Emerging technology was part of this discussion. The group commented that we were thinking "old school" and we should consider emerging technology and should weave it into the Commission work even though we may not know exactly what 2040 will look like.

Working lunch concluded.

Chair and vice-chair nominations were discussed again. Representative Dent clarified that legislation meant that all members of the Commission, both voting and non-voting, can be chair or vice-chair.

Larry Krauter nominated David Fleckenstein as Chair. Spencer Hansen seconded the nomination. There were no other nominations for Chair.

Senator Honeyford nominated Warren Hendrickson as Vice-Chair. Larry Krauter seconded the nomination. No other nominations were made. Rita discussed ratifying the nominations at the next meeting.

Rudy Rudolph asked to add the media protocol to the charter. David will ask Christina Crea to work with the WSDOT Communications office and he will share the information. Senator Keiser reminded us that the Commission meetings are public and the media can attend.

Senator Keiser moved to take action with the Chair and Vice-Chair appointments. Larry Krauter seconded the motion. Vote was all in favor.

The members voted unanimously for David Fleckenstein as Chair.

The members voted unanimously for Warren Hendrickson as Vice-Chair.

Discussion facilitated by Rita Brogan:

The discussion started with the definition of Commercial Aviation. Senator Keiser mentioned the FAA definition is different than what is currently captured as the Commission's definition. David stated the Commission definition can change to reflect the FAA's. Robin asked if other definitions will be a part of ours. Warren asked if enplanements is the intent, can we add that portion to agree with the FAA definition. Rob also suggested we add language to address future advanced technology. Representative Dent mentioned enplanements and what about air taxis in the future? David agreed, we should include emerging technology. Arif stated commercial includes other types of services now and could include other types in the future, not just enplanements. The updated definition will be brought up at the next meeting.

The Commission's charge was discussed to include the work flow: one year for Phase 1, approximately nine months for Phase 2, and three months for Phase 3. These questions were asked: Are we looking at all of the things needed in Phase 1? What is our capacity to do all of the deliverables? Should we front-load more into Phase 1?

It was asked, should we have a greater opportunity for public feedback in Phase 1? Jim mentioned we should have a conversation with JBLM, front loaded with decision makers. David will work to set a meeting with JBLM with an additional member from the CACC. Steve stated we are looking at the known, how do we capture the unknown and get the word out to the communities. Larry commented this is not a contest and there is work to be done before inviting communities into the conversation. David asked if we can leverage legislators to go back to their communities to see if there is an interest, if they fit within the box. Senator Keiser agreed there may be a potential over the short session to get updated stakeholder public opinion.

Shane brought up the 60 minute drive time boundary of the catchment area, for the box. It was commented that air space is incredibly important in defining the box. Larry stated that performance will limit the box. Josh shared that the PSRC report, to be shared at the next CACC meeting, may get to some of these issues. Any outstanding issues will be brought to the CACC for the Aviation team to work on. David stated there are capacity issues for staffing within the Aviation Division and some things can be done in-house but others will need the help from the Commission and possibly outside agencies. Senator Keiser asked if a preliminary estimate of the need can be shared prior to January. David said he would get Senator Keiser a cost estimate. Rob asked if Shane, Warren, Larry, and others can help define the box. The box may have components to address other options (freight cargo), and can the box talk about regional availability. Rudy will help to define the box and commented from a business perspective that we do not want to go out to the world – we have good general parameters to cast a smart net.

Rob reviewed additional information gathered during the lunch meeting, asking about the heavy lifts during the first year. Representative Orwall talked about ensuring early work on infrastructure needs. Josh asked about the needs of business, will it serve them and also the need to get out in front of the need for capacity, good transit service to future facilities, the community's highways needs, and other transportation needs. Jeffrey noted, if it works for 2040, will it work 25 years beyond that. Representative Dent suggested we look at all aspects. We need to keep track of the answers we receive as this will impact what we do here and in the future. Jim suggested legislators look at site control because once a preferred alternative comes out there will be speculative development; maybe state leadership should have site control. David asked how do we restore and have more affordable regional transportation options across the state. Senator Keiser suggested to the Commission the notion of establishing an international passenger facility when defining the box as this can be retained at SeaTac. Shane stated if we are looking at 2040, we should not preclude international traffic as we never know where aircraft needs will be at that point. Jeff commented there has to be a connection between international and domestic travel; there also needs to be control between existing zoning and ownership. Larry stated we need an airport with flexibility and the market will determine what happens with domestic and international travel. We don't have to decide.

Other studies or data to look at:

David noted that there are other states such as California and Florida that faced similar situations. Sabrina suggested looking at regional planning organizations and to look at discussions around that especially in Phase 2. Kerri commented we might want to use an exercise that will help us develop the recommendation with the most resilient path. Steve commented that the SeaTac economic benefit study shows benefits for the cities in the area around an airport and this could be used to message a positive impact for communities. Warren asked if one of the six recommended sites for a new primary facility would not be in eastern Washington given that SeaTac's capacity is the concern, realizing we are

not planning to do what Denver did, yet have interconnectivity to SeaTac with time-appropriate transportation. Joseph was wondering what will happen if we can't come up with just one airport to take care of the capacity issue. He also wanted to know why we are planning for an airport 18 years after a location is found. Jeffrey commented Denver took approximately the same time and Tony stated Pullman took 20 years. David asked the members, for clarification, if we agree we are talking about the west side for the primary facility recommendation and for opposing views. There were comments agreeing and disagreeing. It was decided that it was too soon to make the determination that the recommended site should only pertain to the west side of the mountains.

Larry commented about using demand management as part of the solution. Demand management impacts interstate commerce, and it is where one entity controls multiple airports, which is hard to do statewide.

Next Steps:

David asked for closing comments from each Commission member. Warren asked if everyone was happy with the Technical Working Group they are on or let him know if they want to be on a different one. He asked if we want a biography on each member. Aviation Division is working on the bios, waiting for a few more.

Representative Orwall wanted to offer going to JBLM with David.

Larry commented on the technical working groups need for urgency and to get them scheduled soon. Steve wants the decision to remove the east side of the state from consideration held so we can gather more feedback.

Senator Honeyford stated if we are looking at green field options we should consider a public airport facility district to manage the whole thing.

Rudy is concerned with the short time line and iterated that the working groups should get started.

Arif agreed with the work ahead of us. There is no definitive answer now, we need to get data/facts to show us the answer.

Stroud agreed with the comments.

Representative Dent asked we do not take any options off the table. He would also like to attend the JBLM meeting.

Robin brought up the idea about hi-speed rail between the east and west sides of Washington.

Warren asked if any of the working groups have decided on a chair; none have yet.

Next meeting

The next meeting was tentatively set for January 30th at SeaTac. The legislators on the Commission cannot be available because of the legislative session and asked if we can make the meeting prior to January 13, or on a Friday afternoon.

Adjourned 2:03pm