

2022

**Commercial Aviation Coordinating Commission Report to Legislative  
Transportation Committees**

Washington State Department of Transportation

2/9/2022

## Introduction

Per SSB 5370 (2019), as revised by SSB 5165 (2021), the following report is provided as the second report to the Legislature from the Commercial Aviation Coordinating Commission (CACC). At the onset, it is important to note that as a result of legislative action in 2021, the timeline for the Commission's work was extended to February 15, 2023.

### I. Executive Summary

The primary purpose of this report is to address the assigned task from legislation for the Commission to recommend a final short list of no more than six locations by February 15, 2022. During the January 2022 Commission meeting, voting members approved the previously provided preliminary list of six existing airports below along with the best use for each airport given their potential for adding capacity to meet the demand for commercial passenger service, air cargo or general aviation. Commission members also agreed that the Commission will add additional airports and/or a greenfield site with the options yet to be presented by the Aviation System Plan consultant.

- **Arlington Municipal Airport:** Potential for additional General Aviation Capacity
- **Bremerton National Airport:** Potential for Air Cargo Capacity and General Aviation Capacity
- **Snohomish County (Paine Field) Airport:** Potential for additional Commercial Passenger Service and Air Cargo Capacity
- **Sanderson Field:** Potential for additional General Aviation Capacity
- **Ed Carlson Memorial Field - South Lewis County Airport:** Potential for additional General Aviation Capacity
- **Tacoma Narrows Airport:** Potential for additional General Aviation Capacity

Other significant actions during 2021 include 20 presentations received on the Commission's guiding principles of public benefit, economic feasibility, environmental responsibility, and social equity.

WSDOT also hosted an online survey and online open house (translated into 14 languages) with a focus on the communities in close proximity to the list of six existing airports while also seeking input from members of the public across the state. Most (44.16%) favored building aviation capacity and acknowledged that it requires funding and creates environmental impacts. The next highest (36.09%) supported increased aviation capacity only if the environmental impacts are mitigated. The remaining 19.74% of respondents selected 'Continue operating with our current airport facilities; not meeting forecasted demand could create schedule delays for passengers and cargo, limited opportunity for economic growth tied to the aviation industry, and the potential for environmental impacts from planes waiting to land.' Users also were mostly supportive of the state pursuing the concept of a new green "airport of the future."

WSDOT solidified the scope of work for the Aviation System Plan update. The consultant for the system plan, Kimley-Horn, will provide greenfield options for a new airport and other considerations for the Commission to consider as part of their efforts on the system plan. Work on the system plan is being conducted in parallel with the Commission's work. Commission members agreed that a greenfield option needed to be provided in addition to the list of existing airports to meet the anticipated demand.

During the January 2022 meeting, Commission members approved a modification of the voting rules reflective of the number of available voting members during meetings while remaining in line with achieving a 60% majority vote amongst the voting members. The Commission also adopted language from the Healthy Environment for All (HEAL) Act (Chapter 314, Laws of 2021) as part of the guiding principle of environmental responsibility to help guard against environmental and health disparities.

Furthermore, WSDOT continued its work outside of the Commission to assist airports and the state to move towards more sustainable aviation activities. The Commission made earlier recommendations regarding emerging aeronautics technology. The Commission may refine those recommendations given the speed at which technology is advancing and the need to consider aviation sustainability activities as capacity is added to the aviation system.

## II. Recap of previous December 2020 report

In its December 2020 report to the Legislature, the CACC provided historical context and described the background leading up to the legislation that established the Commission. The report detailed guiding principles the CACC established, reviewed the previous studies that inform the Commission's analysis, commented on the possible impacts of the COVID-19 pandemic, and described the initial site selection factors adopted by the Commission. The report also detailed a strategic approach adopted by the Commission, to pursue near-term expansion of two to three existing airports, while continuing to seek a new airport site. As part of this strategic approach, the Commission provided the before mentioned list of six existing airports as possibilities for additional aviation capacity. The report included a recommendation to advance the development and use of Sustainable Aviation Fuels (SAF) as a bridging strategy while more advanced aircraft capable of significant emissions and noise reduction are developed. It emphasized the importance of enabling Sustainable Aviation Fuels (SAF) such as bio-jet fuel, to reduce harmful aircraft emissions. The report also highlighted the potential benefits of emerging, new aviation technologies and the possible significant benefits they could provide to Washington citizens. These benefits may include reduced or zero emissions, reduced aircraft noise, increased affordability of flights, and increased access to both intrastate and interstate air travel. The report referenced the approaching Aviation System Plan study that could provide technical analysis to better inform the Commission's work. And finally, the report suggested an extension of the CACC's timeline as a result of COVID and its impacts both on the Commission's work and on the ability of the Commission to engage with the public.

## III. Progress and accomplishments

Throughout 2021, the Commission held numerous virtual meetings, and the planning staff continued to lay the groundwork to leverage the Aviation System Plan study. Having developed an initial list of six sites, the Commission turned its attention to developing an in-depth understanding of the guiding

principles and reaching out to the public through online engagement and Community Based Organizations (CBOs).

### Strategy development and adoption

The strategy adopted by the Commission benefitted from additional clarification during 2021. Planning staff identified additional characteristics that affect the CACC's charge to meet demand for air passenger service, air cargo and general aviation:

- The diverse and interactive nature of aviation capacity needs in Washington State is not addressed by a single site.
- Although the original legislative direction was for a new, large airport site, or expanding existing airport sites, analysis indicates that meeting all of the projected demand for air transportation will require a combination of both existing airports and a new airport due to the complex capacity challenges facing Washington State.
- Adverse environmental and health impacts from aviation may be more harmful than originally understood and need to be factored into the CACC's recommendations.
- Current aircraft technology, especially long-distance flight, is expected to remain dependent on fossil fuels and the associated adverse environmental impacts for the foreseeable future and are of concern to the public and the CACC.
- Emerging aviation technology shows potential to dramatically reduce harmful environmental impacts, reduce air travel costs, and increase air transportation access and convenience, and should receive serious consideration. In the near-term, however, this technology is most applicable to regional air travel and shorter distances.

### Washington Environmental Health Disparities Map

The Washington Environmental Health Disparities Map is provided by the Washington State Department of Health. The online tool is an interactive mapping tool that compares communities across the state for environmental health disparities. The map shows 19 indicators at the census tract level, divided into four themes: Environmental Exposures, Environmental Effects, Sensitive Populations, and Socioeconomic Factors. Commission members received a summary of health disparity conditions for the six sites. The Aviation System Plan will integrate site factors tied to aviation activities.

### Commission Guiding Principles

As discussed in the December 2020 letter, the Commission established four guiding principles: Public Benefit, Economic Feasibility, Environmental Responsibility, and Social Equity. From October 2020 to October 2021 the Commission heard twenty presentations related to the guiding principles as requested by Commission members, to help better inform their decision making. During its January 2022 meeting, the Commission adopted a change to the guiding principle Environmental Responsibility which was amended to add "... The practice of environmental sustainability helps to ensure that the needs are met

without jeopardizing the ability of future generations to meet their needs, and to reduce environmental and health disparities in Washington state to improve the health of all Washington state residents."

## IV. Aviation System Plan support to the Commission

### CACC technical analysis provided by Aviation System Plan Update

Aviation System Plan studies examine the capabilities and limitations of a state's system of airports. Topics normally addressed in a system plan include forecasted growth and increased demand, followed by strategies that may be used to improve the system. Air passenger service, air cargo and general aviation demand and capacity are usually considered in these studies.

The WSDOT Aviation System Plan was scheduled with the FAA for 2023. The similarity and timing of the CACC's needs for more in depth, technical analysis and the framework of a system plan study provided an unanticipated opportunity. Through collaboration with the FAA, WSDOT Aviation was able to begin the study early, to help inform the CACC's work. Conversations with the FAA also enabled workflow changes to allow the Commission's schedule to benefit from the system plan study.

### Interface between the CACC and the Aviation System Plan

Aviation System Plan studies are usually funded 95% by the FAA. Approximately every five to seven years Washington State conducts a statewide system plan update. A standard system plan covers a broad set of topics, many of which are not particularly useful to the CACC's efforts. These topics are required by a FAA Advisory Circular. The FAA funds the majority of a system plan study and requires a system plan to follow the prescribed format. Many of the requirements found in the Advisory Circular are compatible with the needs of the Commission. To the degree allowable by FAA criteria, the Aviation System Plan will conduct technical analysis to identify existing and new airport sites resulting in options for the CACC to consider.

The CACC's need for a new airport site feasibility study is beyond the scope of a standard system plan. However, the FAA provided additional funding to the state to conduct a site feasibility study as part of the system plan since it is known that SeaTac airport is approaching capacity and a new airport could be the solution needed to meet future demand.

The CACC's work and the Aviation System Plan are two distinctly different efforts. The system plan will not make recommendations or decisions for the Commission but will conduct technical analysis and present options to the Commission. Regardless of CACC's recommendations, the Aviation System Plan will examine and address statewide aviation issues and needs.

## V. Public engagement

### Overview and Activities

The Commercial Aviation Coordinating Commission, from its inception, has strived for transparency and inclusion. Announcements, presentations, and meeting summaries can be found on a CACC information

page hosted by WSDOT at <https://wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission> along with email and phone number contact information for CACC communications.

The CACC planning team provides written communications received from the public to Commission members. At the beginning of each Commission meeting members of the public are invited to deliver remarks to Commission members.

In 2021, the Commission increased its level of engagement and communication with the public. Select members from WSDOT and the CACC provided information briefings on the Commission's work and participated in virtual meetings with Community Based Organizations. The Commission also published an online survey and convened an online open house. Below are some of the actions taken and the results from those outreach efforts:

- A statewide Online Open House solicited public comment and received 28,827 page views from 17,098 users. A summary of comments received is available online on the CACC website
- Translated the Online Open House in 14 different languages to reach a broader audience
- Advertised the Online Open House in various forms including newspaper ads and paid social media ads
- Worked with WSDOT's Office of Equal Opportunity to connect with CBO's and increase diversity in the CACC's public engagement
- While most respondents from the public survey (66-88%) think having an efficient system of airports is very important, fewer (29-46%) are very familiar with the challenge of meeting increased demand for aviation services in western Washington

Most respondents from the Online Open House said they understand and agree with the need to expand the state's aviation system. Most (44.16%) favored building aviation capacity and acknowledged that it requires funding and creates environmental impacts. The next highest (36.09%) supported increased aviation capacity only if the environmental impacts are mitigated. The remaining 19.74% of respondents selected 'Continue operating with our current airport facilities; not meeting forecasted demand could create schedule delays for passengers and cargo, limited opportunity for economic growth tied to the aviation industry, and the potential for environmental impacts from planes waiting to land.' Users also were mostly supportive of the state pursuing the concept of a new green "airport of the future."

### Future sites may need conditions established

There is strong public support for sustainable aviation. Commercial aircraft emissions and noise are becoming an increasing concern for many Washingtonians. While progress is being made in these areas, aircraft propulsion technology will likely rely on conventional jet propulsion for some time. Meaningful improvements could be years away and are tied to sustainable fuels and alternate propulsion. Industry and government are working intently to bring these technologies online and to scale, but there are numerous challenges in bringing these technologies to fruition.

This creates a quandary. The Puget Sound Regional Council (PSRC) Aviation Baseline Study provided credible data that reflects increasing demand for air passenger and air cargo capacity and makes a

strong argument that the economic vitality of the Puget Sound region relies on meeting this demand. Commission members have and will continue to discuss, how do we continue to facilitate growth in a responsible way.

The answer may be that time could be on our side. The legislation directs a new airport be online and fully operational by 2040. Having discussed the time required for the government process to consider environmental impacts, acquire any necessary land, and fund, design and construct the facilities needed, the Commission adopted a strategy of expanding existing airport capacity while work continues simultaneously to pursue a new airport. Given the CACC's work and current trajectory for its completion, the scale of the airport improvement needs, and the complexity and expense of delivering such a large project, meeting all of the demand, as predicted by PSRC for 2050 is perhaps a more realistic target.

With this time available, the CACC has acknowledged the potential for dramatic changes in aviation and the implementation of alternative fuels and aircraft propulsion at scale. Correspondingly, the Commission has discussed the potential to incorporate multiple efforts in a coordinated fashion to deliver a significantly more sustainable commercial airport by 2050. This would entail intensive collaboration and cooperation between federal and state governments to produce and certify new technologies and invest in infrastructure that will enable sustainable commercial aviation. This work has already begun, but to meet a 2050 objective it will need to accelerate these efforts.

## VI. Six airport sites and other recommendations

### Refining the airport roles

The CACC's December 2020 report detailed the site selection factors the Commission applied to identify the six airports. Although all six sites were preliminarily adopted by the Commission, some airport sites scored better in their likelihood to support commercial aviation. Of the factors considered, proximity to population dense communities and the likelihood the runway could be lengthened were the most influential.

Throughout 2021, the Commission received input from local government airport sponsors and their interests in supporting expansion of their airport. Three of the airport sponsors were not interested in hosting commercial aviation activities, due to either public opposition or a desire to grow their business operations supporting general aviation. A supportive airport sponsor is one of the site selection factors, so the absence of sponsor support paired with other technical challenges eliminated a site from the CACC's consideration for commercial operations. As a result, four of the six sponsors indicated support to sponsor additional general aviation capacity but did not support air passenger service or air cargo growth.

Planning staff provided the Commission with an expanded report of each of the six initial airports, as well as other airports throughout the Puget Sound region and across the state that have the potential to provide additional capacity for air passenger service, air cargo, and/or general aviation. Commission members provided individual input on these sites based on their understanding of airport capabilities

and their sense of the needs of the system of airports. Commission members were asked to provide their assessment of a site’s 1) potential to provide a meaningful contribution, 2) good investment potential, and 3) potential to address statewide capacity. The results of their input are reflected below and reinforce the six preliminary sites previously recommended to the Legislature.

- **Paine Field** identified as having potential for accommodating air passenger service:
  - Potential to provide a meaningful contribution: 71%
  - Good investment potential: 93%
  - Potential to address statewide capacity: 93%
- **Paine Field** and **Bremerton National** identified as having potential for accommodating air cargo:

	<u><b>Paine Field</b></u>	<u><b>Bremerton</b></u>
– Potential to provide a meaningful contribution:	84%	64%
– Good investment potential:	86%	38%
– Potential to address statewide capacity:	72%	43%

- General Aviation:
 

	<u>Meaningful contribution</u>	<u>Investment potential</u>	<u>Statewide capacity</u>
– <b>Bremerton National Airport</b>	100%	93%	93%
– <b>Arlington Municipal Airport</b>	100%	93%	92%
– <b>Tacoma Narrows Airport</b>	100%	79%	79%
– <b>Sanderson Field</b>	93%	72%	65%
– <b>South Lewis County Airport</b>	64%	58%	35%
– <b>Paine Field/Snohomish County Airport</b>	53%	57%	52%

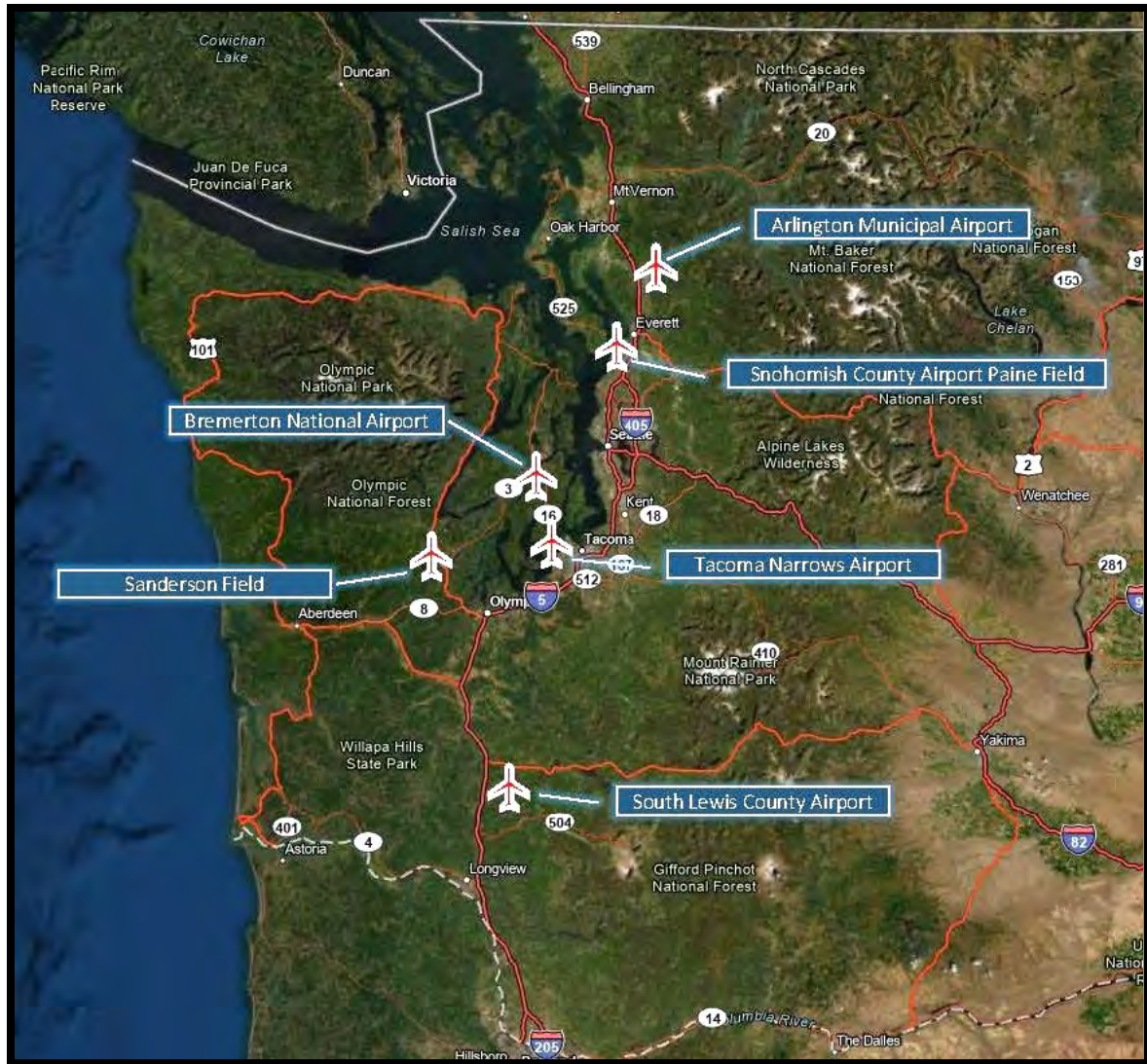
### List of six sites

As previously mentioned, the six sites recommended by the Commission have not changed since its December 2020 report. However, it is important to note that these six sites alone are unlikely to meet forecasted demand. There is one airport on the list that has been identified to have potential to provide additional air passenger service and air cargo capacity as detailed below. However other opportunities such as a new airport site could provide the remainder of the capacity required. At this time, it is unclear which site will be recommended as the single preferred location as directed by the Legislature.

The six sites for this report, and their roles are:

- **Arlington Municipal Airport**: Potential for additional General Aviation Capacity
- **Bremerton National Airport**: Potential for Air Cargo Capacity and General Aviation Capacity
- **Paine Field**: Potential for additional Commercial Passenger Service and Air Cargo Capacity
- **Sanderson Field**: Potential for additional General Aviation Capacity
- **South Lewis County Airport**: Potential for additional General Aviation Capacity
- **Tacoma Narrows Airport**: Potential for additional General Aviation Capacity





### Capacity concerns are not resolved

The PSRC Aviation Baseline Study determined additional demand for the region to support air passenger service by the year 2050 to be between 22 and 27 million enplanements. To provide context, the previously mentioned list of six airports identifies Paine Field as the only airport on the list with the potential to provide additional air passenger service capacity. Paine Field recently published the airport’s FAA-approved forecast, which established 4.3 million passengers, or roughly 2.15 million enplanements are expected by 2040. Although the pandemic could impact the PSRC forecast, it appears Paine Field is unlikely to meet a large amount of the demand in the region. However, in keeping with the strategy, Paine Field could provide for a significant portion of the demand as Sea-Tac approaches capacity limits.

A similar case can be made for air cargo. The PSRC study identified 1.3 million metric tons of air cargo demand in 2050, compared to 552,000 tons actual volume in 2018 by Sea-Tac and Paine Field combined. This equates to just under 800,000 metric tons of anticipated future demand. Although the full impact

of the pandemic is not yet known, 2020 and 2021 air cargo volumes reflect larger than expected air cargo activity. Of the six airports on the recommended list, only two were identified as having the potential to provide additional air cargo capacity: Paine Field and Bremerton National airports. Paine Field already supports belly cargo, all-freight cargo and expeditor (FEDEX, etc) air cargo. However, Bremerton currently does not support commercial air cargo operations.

The result is the current list of six airports is unlikely to meet the long-term region and state's air passenger service and air cargo needs. This report acknowledges the need for additional sites.

### Additional sites will be provided

The list of six airports does not include a new greenfield site. The Aviation System Plan study, now underway, will examine potential sites in the Puget Sound region and across the state. The consultant for this study will also examine other existing airports with the potential to provide added capacity.

However, the potential for a site to provide added capacity is dependent on passenger and shipper demand, and air carrier support. Population density, propensity for commercial air travel, freight transportation demand, and other factors will also be examined by the system plan. Additionally, the study will assess the likelihood passenger and cargo air carriers will provide service to communities, at either existing or new airports. To maximize available time, the two activities will occur in parallel. It is likely that some analysis of potential sites will continue after the Commission reports in October 2022 given the scope of what is required, continued unknowns associated with the pandemic, and the speed at which aeronautics is evolving.

### Sustainable Aviation Fuel

The Commercial Aviation Coordinating Commission 2020 Report provided two long-term recommendations:

1. Advance the development and use of Sustainable Aviation Fuels (SAF) as a bridging strategy while more advanced aircraft capable of significant emissions and noise reduction are developed.
2. Support WSDOT's role in advancing aviation technology, including continuing the work of the Electric Aircraft Working Group (EAWG).

Regarding the first recommendation, Washington State University is the lead for FAA's Center of Excellence for Alternative Jet Fuels and Environment (ASCENT). The WSU program, led by Michael Wolcott and Carol Sim, has been researching bio-jet fuel effects on aircraft emissions. In their 2020 report to the legislature, ASCENT identified various blends of bio-jet and petroleum-based aircraft fuel, that could reduce greenhouse gas emissions for current commercial aircraft. The report details goals, strategies and constraints and identifies a compelling need for legislative support. New aircraft rolling off the Boeing assembly line are likely to be in service for the next two to three decades. The promise of electric and alternate propulsion commercial aviation is encouraging, but many uncertainties cloud the time frame for this new technology to mature to a scale to enable domestic and international flight. In the near and mid-term, SAF is a tool that can bridge the gap of emission reduction until alternate propulsion aviation comes online. As the report is being prepared, Congress continues to consider

incentives to spur the production of sustainable aviation fuels. Similarly, other nations are pursuing SAF production and use as a means to significantly reduce the impacts from aircraft emissions.

### Other improvements needed to address noise and emissions

The commercial aviation industry, and passenger airlines (in particular) are already actively working to improve emissions. For example, in 2016, the International Civil Aviation Organization (ICAO) established CO2 emission standards for new aircraft, and new aircraft from Boeing, Airbus, and other smaller manufacturers already meet the CO2 emission requirements<sup>1</sup>. There are many improvements in progress to address emissions and noise; widespread use of sustainable fuels will provide noticeable improvements, but the big shift will come with mainstream electric and alternate propulsion aviation.

### State investment in advanced air mobility

During the first week of January 2022, Washington State announced a grant to aid emerging aerospace. The Washington State Department of Commerce awarded a \$350,000 economic development grant to support ZeroAvia's site selection at Paine Field, Snohomish County. [ZeroAvia](#) has developed the leading hydrogen-electric powertrain propulsion technology for aviation and has flown the world's largest commercial-scale hydrogen-electric aircraft. In 2020, the state invested \$350,000 in magniX, a manufacturer of electric propulsion units (EPUs) for commercial aviation, also Paine Field-based, in the form of a reimbursement to the company for preparing the building for the new program. [magniX](#) was also awarded \$74.3 million by NASA in September 2021 to demonstrate electric aviation technologies. Most recently in January 2022 at the Arlington Municipal Airport, Eviation conducted ground tests of its nine seat commuter aircraft, Alice. Given the pace at which advancements such as these are occurring, it is quite possible that Washington citizens could see the prominent use of these aircraft for regional travel in the next 20-30 years.

### General aviation solutions to meet demand

General aviation continues to wrestle with statewide issues, among them airport pavement condition, aircraft storage, and property development encroachment. Aircraft hangars are particularly problematic, as the cost to build surpasses competitive lease rates. More on this subject will be forthcoming in future reports. The continuation of the revolving airport loan program and the Community Aviation Revitalization Board, as recommended by the CACC, is proving successful in providing airports with loan funds to incrementally increase capacity. In addition to loans, some form of grants may be needed to supplement hangar construction funding to build hangars that are affordable.

## VII. Summary and Conclusions

The Commission has made significant progress. Commission members are well-informed on the aviation capacity needs of the state and region, the interests of the public, and the perspectives of local government airport sponsors. The CACC has invested a substantial amount of time in understanding the guiding principles. Planning staff have provided the Commission with the varying needs of air passenger

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<sup>1</sup> The Growth in Greenhouse Gas Emissions from Commercial Aviation, Environmental and Energy Study Institute, Fact Sheet, October 2019, [FactSheet Climate Impacts Aviation 2019rev2021.pdf \(eesi.org\)](#)

service, air cargo, and general aviation sectors, and the Commission recognizes there will need to be a range of recommended solutions. The Commission also acknowledges the need to meet both near-term and long-range aviation demand and reaffirms the strategy to expand existing airports and pursue a new greenfield site. Through the Aviation System Plan study, the Commission will benefit from in-depth technical analysis provided by the consultant and will receive options for consideration.

The Commission anticipates the next report will further condense the list of six airport sites and provide other recommendations such as greenfield siting options. Given the relatively short time until this next report, these recommendations will not be final, but are anticipated to provide the Legislature with a better understanding of the multi-faceted approach that will be needed to meet the aviation needs of our state.

## Appendix A

### I. Current Members and Position

#### **Voting Members**

Jeffrey Brown	9/27/2019 – present	Representative of commercial service airports and ports – county with a population of two million or more
Stroud Kunkle	8/19/2019 – present	Representative of commercial service airports and ports – Port in eastern WA with a runway of at least 13,500’ in length
Lawrence Krauter	10/24/2019 – present	Representative of commercial service airports and ports – Commercial service airport in eastern WA located in a county with a population of 400,000 or more
James Kuntz	8/19/2019 – present	Representative of commercial service airports and ports – Association of ports
Shane Jones	9/30/2019 – present	Representative from the airline industry and private sector
Lorin Carr	12/29/2021 – present	Representative from the airline industry and private sector
Andrea Goodpasture	10/15/2019 – present	Representative from the airline industry and private sector
Mark Englizian	9/30/2019 – present	Citizen representative from eastern Washington
Steve Edmiston	8/19/2019 – present	Citizen representative from western

		Washington
Joseph Braham	9/30/2019 – present	Representative from the trucking industry
Arif Ghouse	9/27/2019 – present	Representative from a community organization which understands the impacts of a large commercial aviation facility on a community
Bryce Yadon	8/19/2019 – present	Representative from a statewide environmental organization
Robin Toth	8/19/2019 – present	Representative from the Department of Commerce
David Fleckenstein	8/19/2019 – present	Representative from the Division of Aeronautics (Aviation), Department of Transportation
<b><u>Non-voting Members</u></b>		
Warren Hendrickson	9/27/2019 – present	Representative from the WA state Aviation Alliance (WSAA)
Robert Rodriguez	9/27/2019 – present	Representative from the Department of Defense
Senator Jim Honeyford	8/19/2019 – present	Senate member from the two largest caucuses in the Senate, appointed by the President of the Senate
Senator Karen Keiser	8/30/2019 – present	Senate member from the two largest caucuses in the Senate, appointed by the President of the Senate
Representative Tom Dent	6/19/2019 – present	House of Representatives member from the two largest caucuses, appointed by the Speaker of the House
Representative Tina Orwall	8/19/2019 – present	House of Representatives member from the two largest caucuses, appointed by the Speaker of the House
Robert Hodgman	10/4/2019 - present	Representative from the Division of Aeronautics of the Dept. of Transportation
Lois Bollenback	8/16/2021 – present	Representative from an eastern WA metropolitan planning organization
Jason Thibedeau	7/2/2021 – present	Representative from a western WA

		metropolitan planning organization
Anthony Bean	9/27/2019 – present	Representative from an eastern WA regional airport
Robert ‘Rudy’ Rudolph	8/19/2019 - present	Representative from a western WA regional airport
Kerri Woehler	10/4/2019 – present	Department of Transportation multi-modal planning

## II. Past Members and Position

Spencer Hansen	8/19/2019 – 12/31/2021	Representative from the freight forwarding industry
Sabrina Minshall	8/19/2019 – 12/31/2020	Representative from an eastern WA metropolitan planning organization
Kevin Wallace	1/6/2021 – 8/15/2021	Representative from an eastern WA metropolitan planning organization
Josh Brown	9/27/2019 – 7/1/2021	Representative from a western WA metropolitan planning organization