

Commercial Aviation Coordinating Commission (CACC) Update

October 7, 2022



CACC Background

- Legislature created the 15-member panel of state, industry, and community representatives to recommend a single site for commercial airport development by June 15, 2023
- CACC convened to address projections on future cargo and passenger air travel demand. By 2050, expected demand of over 800K takeoffs and landings per year – double the current 400K
- CACC first sought sponsors to expand existing airports, including Olympia Airport
- In 2020, both Thurston County and Port of Olympia voted to not sponsor expansion of the Olympia Regional Airport and the site was not included in the CACC's Phase 1 report list of six sites for potential expansion

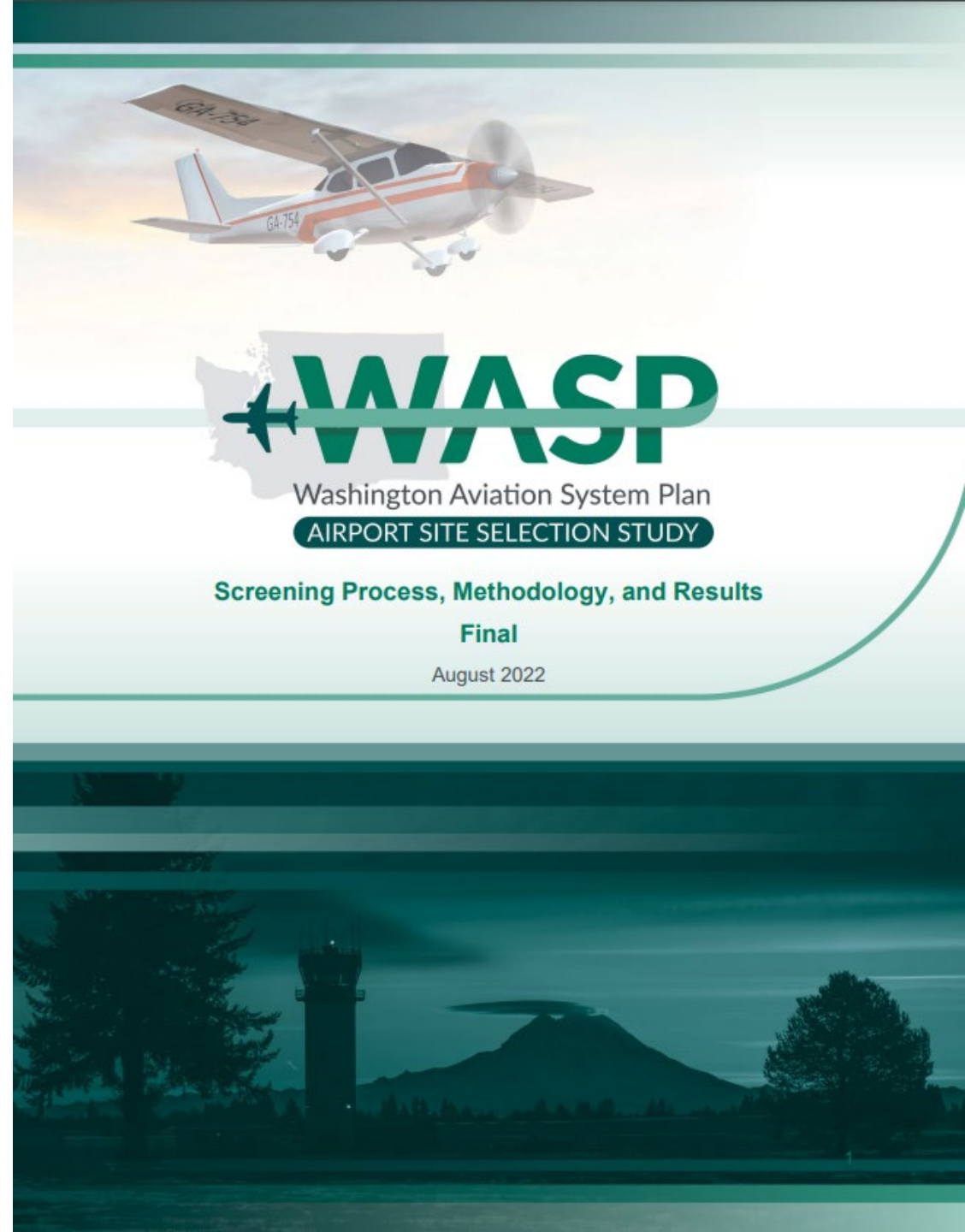


Commercial Aviation Coordinating Commission 2020 Report

DECEMBER 2020

Identification of “Greenfield” Sites

- In 2021, the majority of work was outreach regarding the six existing airports with potential for expansion included in the Phase 1 report. Ultimately, CACC decided only Paine Field has substantial expansion potential and called for the identification of greenfield sites
- In August 2022, the consultant assisting WSDOT with the ongoing Washington Aviation System Plan update identified 10 potential greenfield sites for the CACC’s consideration, including two sites in Thurston County
- Selection criteria included operational capability and capacity potential, ground access, developmental costs, environmental impacts, and market factors



Criterion Category	Evaluation Element	Measure	Greenfield Sites									Existing Airports												
			Skagit NW	Skagit SW	Snohomish NW	Snohomish SE	King SE	Pierce E	Pierce C	Thurston C	Thurston S	Lewis	Bellingham Intl	Arlington Muni	Paine Field	Boeing Field	Renton Muni	Bremerton National	Norman Griet Field	Auburn Muni	Tacoma Narrows	Sanderson Field	Olympia	Chehalis-Centralia
Operational Capability and Capacity Potential	Minimum area available	Land area available with no major obstacles	Green	Green	Red	Green	Yellow	Green	Green	Green	Green	Green	Red	Red	Red	Red	Yellow	Red	Red	Red	Yellow	Yellow	Red	
		Accommodates recommended runway length	Green	Green	Green	Green	Yellow	Green	Green	Green	Green	Green	Green	Red	Yellow	Red	Red	Yellow	Green	Red	Red	Yellow	Yellow	Red
	Terrain development impacts	Percent of terrain within +/- 200' of average elevation	Green	Green	Red	Red	Green	Green	Green	Green	Yellow	Green	Red	Green	Green	Red	Green	Green	Green	Red	Green	Green	Green	
		Airspace constraints	Red	Green	Red	Red	Green	Red	Green	Red	Yellow	Green	Existing airports not analyzed for airspace impacts											
	Wind coverage	95 percent wind coverage	Yellow	Yellow	Yellow	Green	Green	Red	Red	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	
Ground Access	Highway access	Proximity to nearest Interstate/Highway	Yellow	Green	Green	Yellow	Red	Red	Red	Yellow	Green	Green	Green	Green	Green	Green	Red	Yellow	Green	Yellow	Red	Green	Green	
	Transit access	Proximity to nearest Bus Rapid Transit (BRT)	Red	Red	Green	Red	Red	Red	Yellow	Red	Red	Red	Red	Red	Green	Green	Red	Yellow	Green	Yellow	Red	Red	Red	
		Proximity to nearest Light rail	Red	Red	Yellow	Green	Yellow	Green	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Green	Red	Green	Green	Green	Red	Red	Red	
Development Costs	Order of magnitude costs	Assessed property value	Green	Green	Yellow	Red	Yellow	Yellow	Green	Yellow	Green	Green	Green	Yellow	Green	Red	Red	Yellow	Red	Red	Green	Yellow	Green	
		Property acquisitions	Green	Green	Yellow	Red	Green	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Yellow	Red	Red	Yellow	Red	Green	Green	Green	
Potential Environmental Impacts	Built environmental and social resources	Historic and archeological resource impacts	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Red	Green	Green	Green	Green	
		Hazardous material impacts	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Red	Green	Yellow	Yellow	Green	Yellow	Green	Green
		Section 4(f) resource impacts	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Yellow	Red	Green	Yellow	Green	Yellow	Red	Red	Green	Green	Green
	Natural environmental resources	Areas of wetland impacts	Green	Green	Yellow	Green	Green	Yellow	Green	Red	Red	Red	Red	Red	Green	Yellow	Red	Green	Yellow	Red	Red	Green	Yellow	Red
		Areas of Floodplain impacts	Red	Red	Green	Green	Yellow	Red	Green	Green	Yellow	Green	Yellow	Green	Yellow	Red	Red	Yellow	Red	Yellow	Green	Green	Green	Red
		Protected wildlife habitats and species	Yellow	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Yellow	Yellow	Green	Yellow	Green	Green	Yellow	Green	Green	Green	Yellow	Green
	Burden to disproportionately impacted populations	Percent of population - people of color	Yellow	Red	Yellow	Green	Green	Yellow	Yellow	Yellow	Green	Green	Yellow	Green	Red	Red	Red	Yellow	Red	Red	Yellow	Yellow	Yellow	Green
		Percent of population - low-income households	Green	Yellow	Green	Green	Green	Green	Green	Green	Green	Green	Red	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
		Percent of population - LEP individuals	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green	Green	Red	Red	Red	Green	Red	Red	Green	Yellow	Green	Green
Incompatible land uses	Amount of incompatible land in noise buffer	Green	Green	Yellow	Red	Yellow	Red	Red	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Red	Yellow	Green	Red	Yellow	Red	Green	Yellow	Yellow	
Market Factors	Population served	Total population served (90-min. drive)	Red	Yellow	Yellow	Green	Green	Green	Yellow	Yellow	Red	Red	Red	Yellow	Green	Green	Yellow	Green	Green	Red	Yellow	Red	Red	
	Air Cargo access	Cargo access to Seattle (60-min. drive)	Red	Red	Green	Green	Green	Red	Red	Red	Red	Red	Green	Green	Green	Green	Yellow	Green	Green	Green	Red	Yellow	Red	
	Consistency with airline market factors	Unaccommodated passenger demand (90-min. drive)	Red	Yellow	Green	Green	Green	Green	Green	Yellow	Red	Red	Red	Red	Green	Green	Yellow	Green	Green	Green	Red	Yellow	Red	
	Impact to aerospace manufacturing	Impacts to manufacturing facilities	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red	Red	Red	Green	Green	Green	Green	Green	

Figure 13: Thurston County Central Representative Location

Criterion Category	Evaluation Element	Measure	Thurston C
Operational Capability and Capacity Potential	Minimum area available	Land area available with no major obstacles Accommodates recommended runway length	Green
	Terrain development impacts	Percent of terrain within +/- 200' of average elevation	Green
		Airspace constraints	Part 77 airspace surface constraints Impacts Military airspace
	Wind coverage	95 percent wind coverage	Green
Ground Access	Highway access	Proximity to nearest Interstate/Highway	Yellow
	Transit access	Proximity to nearest Bus Rapid Transit (BRT)	Red
		Proximity to nearest Light rail Proximity to nearest Commuter rail	Yellow
Development Costs	Order of magnitude costs	Assessed property value	Yellow
	Property acquisitions	Number of parcels required	Yellow
Potential Environmental Impacts	Built environmental and social resources	Historic and archeological resource impacts	Green
		Hazardous material impacts	Green
		Section 4(f) resource impacts	Green
	Natural environmental resources	Areas of wetland impacts	Red
		Areas of Floodplain impacts	Green
	Burden to disproportionately impacted populations	Protected wildlife habitats and species	Green
		Percent of population - people of color	Yellow
Percent of population - low-income households		Green	
Market Factors	Incompatible land uses	Percent of population - LEP individuals	Yellow
		Amount of incompatible land in noise buffer	Yellow
	Population served	Total population served (90-min. drive)	Yellow
	Air Cargo access	Cargo access to Seattle (60-min. drive)	Red
Consistency with airline market factors	Unaccommodated passenger demand (90-min. drive)	Yellow	
	Impact to aerospace manufacturing	Impacts to manufacturing facilities	Green



Source: Kimley-Horn

CACC Vote at September 23 Meeting

Chair / Vice Chair / Planning Group Recommendation

5. **Add capacity to Paine Field** according to its Airport Master Plan (with potential for additional capacity), assume SEA executes its SAMP, assist other airports interested in pursuing regional commercial service (distributed air service supported by emerging technology), and continue to develop a **greenfield site option with a two (2) runway configuration**.

- Most resilient strategy focusing on a system solution
- Provides options within options
- Continue the analysis on the greenfield options of Pierce County East, Pierce County Central and Thurston County Central
- "Airport of the Future" addresses harmful emissions and noise.

Next Steps

- Thurston County has expressed opposition formally twice before and is working on another letter of opposition
- TRPC Executive Director reached out to CACC Chair and Vice Chair requesting engagement with TRPC on surface transportation issues. Suggested broader engagement on land use, environmental, human health, and other potential issues of airport development

Wrap Up

Next Steps

- OCT CACC report to legislators
- Additional analysis conducted on potential sites
- Community engagement continues
- Commission provides final recommendations by June 2023

Adjourn