

SENATE BILL REPORT

ESHB 2609

AS REPORTED BY COMMITTEE ON TRANSPORTATION, MARCH 2, 1992

Brief Description: Making airport expansions consistent with the state air transportation policy plan.

SPONSORS: House Committee on Transportation (originally sponsored by Representatives Hine, G. Fisher, R. Fisher, Brough, Heavey, Locke, Chandler, Leonard, Valle, Wood, Prentice, Hochstatter, Mitchell, Horn, Rasmussen, Paris, R. King, Beck, Spanel, Nelson, Appelwick, Wilson, Franklin, Wang, Jacobsen and Belcher)

HOUSE COMMITTEE ON TRANSPORTATION

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended.

Signed by Senators Patterson, Chairman; Nelson, Vice Chairman; von Reichbauer, Vice Chairman; Barr, Conner, Erwin, W. Hansen, McMullen, Oke, Sellar, Snyder, Thorsness, and Vognild.

Staff: Brian McMorrow (786-7304)

Hearing Dates: March 2, 1992

BACKGROUND:

The Air Transportation Commission (ATC) is a 27-member body that is conducting studies to determine Washington State's long-range air transportation policy. The commission's work program will address the following issues: investment in air transportation or other modal alternatives; the needs of commercial and general aviation; air transportation as an economic development tool; air transportation as part of the state's environmental policy; air transportation as part of the state's growth management policy; and the suitability of existing governance structures.

The ATC will submit its findings and recommendations to the Legislative Transportation Committee by December 1, 1994 with an interim report by December 1, 1992.

The Puget Sound Air Transportation Committee (PSATC) is a 39-member committee responsible for addressing the air capacity needs of Sea-Tac Airport. The committee's project, known as "Flight Plan," is sponsored by the Puget Sound Regional Council and the Port of Seattle. After two years of work the committee has selected as its preferred alternative a multiple airport system, which will be implemented in phases.

Phases:

- 1) Add a new air carrier runway at Sea-Tac (1995-2000).
- 2) Initiate commercial service at Paine Field (1995-2000).
- 3) Add a supplemental airport after 2010 at one of the following:
 - a) Ft. Lewis or McChord (if military coordination can be achieved);
 - b) Ft. Lewis East (if airspace coordination can be resolved); or
 - c) Olympia/Black Lake (if no military sharing is possible).

Currently, the public is reviewing the PSATC's findings, supporting material and draft programmatic Environmental Impact Statement (EIS). Construction of the new runway would begin no earlier than 1996.

SUMMARY:

Public entities that intend to extend or construct new runways may proceed with the planning process as required by the Growth Management Act, the State Environmental Policy Act and the National Environmental Policy Act.

Political subdivisions and municipal corporations in counties in the western part of the state with a population greater than 150,000, may not construct a runway of 1,000 or more feet or extend a runway until the Air Transportation Commission (ATC) submits its final report to the Legislative Transportation Committee (LTC).

The commission must provide the LTC with the following reports by December 1, 1992: an evaluation of the importance of air transportation to the economic and social vitality of the state, including costs and effects of delay of air capacity expansion; an analysis of air transportation demand, aviation industry trends, and air capacity in Washington State through 2020; and a review of the final draft of the Puget Sound Air Transportation Committee's "Flight Plan" assessments of air capacity and demand. The ATC must also submit these reports to regional transportation planning organizations to assist them in their planning responsibilities under the Growth Management Act.

By July 1, 1993, the ATC must submit to the LTC a transportation systems planning evaluation of air transportation planning options.

The final report of the ATC, due in December 1994, must include a review of the environmental, social and economic costs associated with the state's air transportation system. The commission must review and comment upon mitigation practices related to the air transportation system.

Appropriation: none

Revenue: none

Fiscal Note: available

Effective Date: The bill contains an emergency clause and takes effect immediately.

SUMMARY OF PROPOSED SENATE AMENDMENT:

The amendment limits the moratorium on expansion and construction of runways to King, Pierce, Snohomish and Thurston counties and prevents city, county, or countywide port districts from directing excess demand to other regional airports, unless approved by the county in which the airport is located.

TESTIMONY FOR:

The bill coordinates the activities of the Puget Sound Air Transportation Committee and the Air Transportation Commission and requires the latter to participate in the growth management planning process.

TESTIMONY AGAINST: None

TESTIFIED: Representative Lorraine Hine, original prime sponsor; Senator Phil Talmadge; Linda Hull, Alaska Airlines; Pat Jones, Port of Seattle; Nancy Bratton, Seattle CC; Chuck McLellan, TRANEC; Walter Wolf, Jr., Keep Thurston County Liveable; Nancy Nelson, Keep Thurston County Liveable; Corrinse Kruger, self