

HOUSE BILL REPORT

HB 1198

As Reported by House Committee On:
Transportation

Title: An act relating to the state commercial aviation coordinating commission.

Brief Description: Concerning the state commercial aviation coordinating commission.

Sponsors: Representatives Dent and Orwall.

Brief History:

Committee Activity:

Transportation: 1/25/21, 2/2/21 [DP].

Brief Summary of Bill

- Extends reporting deadlines and the work of the Commercial Aviation Coordinating Commission (Commission) by two years.
- Allows the Commission to consider expanding existing airport facilities, except those located in counties with populations of more than 2 million with the highest number of deplanements.
- Requires the Commission to explore using community benefits agreements in making its final recommendations.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 28 members: Representatives Fey, Chair; Wylie, 1st Vice Chair; Bronoske, 2nd Vice Chair; Ramos, 2nd Vice Chair; Barkis, Ranking Minority Member; Eslick, Assistant Ranking Minority Member; Robertson, Assistant Ranking Minority Member; Volz, Assistant Ranking Minority Member; Berry, Chapman, Dent, Duerr, Entenman, Goehner, Hackney, Klicker, Lovick, McCaslin, Orcutt, Paul, Ramel, Riccelli, Slatter, Sutherland, Taylor, Valdez, Walsh and Wicks.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

Staff: Christine Thomas (786-7142).

Background:

In 2019 the Legislature created the Commercial Aviation Coordinating Commission (Commission) to initiate a broad review of potential aviation facility sites, review existing data, and conduct research as necessary. A shortlist of six sites must be recommended by January 1, 2021, narrowed to two sites by September 1, 2021, and a single preferred location for a new commercial aviation facility must be recommended by January 1, 2022. Options for a new primary commercial aviation facility in Washington may include expansion of an existing airport facility, except those located in counties with populations of more than 2 million. The Commission must project a timeline for developing an additional commercial aviation facility that is completed and functional by 2040. The Commission must also make recommendations on future Washington long-range commercial facility needs.

The Commission is made up of 15 voting and 11 nonvoting members. The Governor may appoint additional nonvoting members as deemed appropriate. Thirteen voting members appointed by the Governor represent several stakeholder groups associated with the aeronautics industry including: the airline industry; commercial service airports; ports representing all geographic areas of the state; environmental organizations; the trucking and freight forwarding industries; and citizen representatives. Nonvoting members represent the Washington State Department of Transportation (WSDOT) Aeronautics Division, the Washington State Aviation Alliance, the Department of Defense, metropolitan planning organizations, regional airports, and members of the Legislature. The WSDOT provides staff support as necessary. The Commission ends July 1, 2022.

Summary of Bill:

Reporting deadlines and the work of the Commission are extended by two years. The final report on the findings and recommendations of the Commission is due to the Legislature by January 1, 2024. The Commission may consider expanding existing airport facilities in counties with populations of more than 2 million, if those facilities do not have the highest number of deplanements in the county. The Commission must explore using community benefits agreements in making its final recommendations. The Commission ends on July 1, 2024.

Appropriation: None.

Fiscal Note: Available.

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

Staff Summary of Public Testimony:

(In support) The bill that created the Commission was highly worked on and the end result is that the Commission has been working very well. However, important work was shut down due to COVID-19. The members of the Commission need to tour green fields, engage communities, and check sites for geographical factors and weather conditions. The deadlines and work need to be extended to ensure the Commission does a good job.

Additional data is needed including discovering the unknown impacts of the pandemic that will likely impact aviation in the state for years to come. The Commission will benefit from having an updated aviation system plan and a Federal Aviation Administration regional baseline study. This is a reasonable allowance to continue the work. Including community benefits agreements will help airport sponsors.

(Opposed) None.

Persons Testifying: Representative Dent, prime sponsor; Warren Hendrickson, Washington State Aviation Alliance; and David Fleckenstein, Washington State Department of Transportation.

Persons Signed In To Testify But Not Testifying: None.