

WSDOT AVIATION

- MOST REQUESTED**
- » [Airport Cameras](#)
 - » [Calendar of Events](#)
 - » [Task Force & Committees](#)
 - » [Document Library](#)
 - » [State Rules and Regulations](#)

- AVIATION**
- [Aviation Home](#)
 - [General Aviation](#)
 - [State Airports](#)
 - [Airport Grants Program](#)
 - [Aviation Registration](#)
 - [Search & Rescue](#)
 - [Planning](#)
 - [Education & Training](#)
 - [Aerial Photography](#)

BENEFITS OF AIRPORTS

Select a specific area

CONTACT US

[Staff Directory](#)
[Airport Directory](#)
[WSDOT Aviation](#)
[Directions and Maps](#)

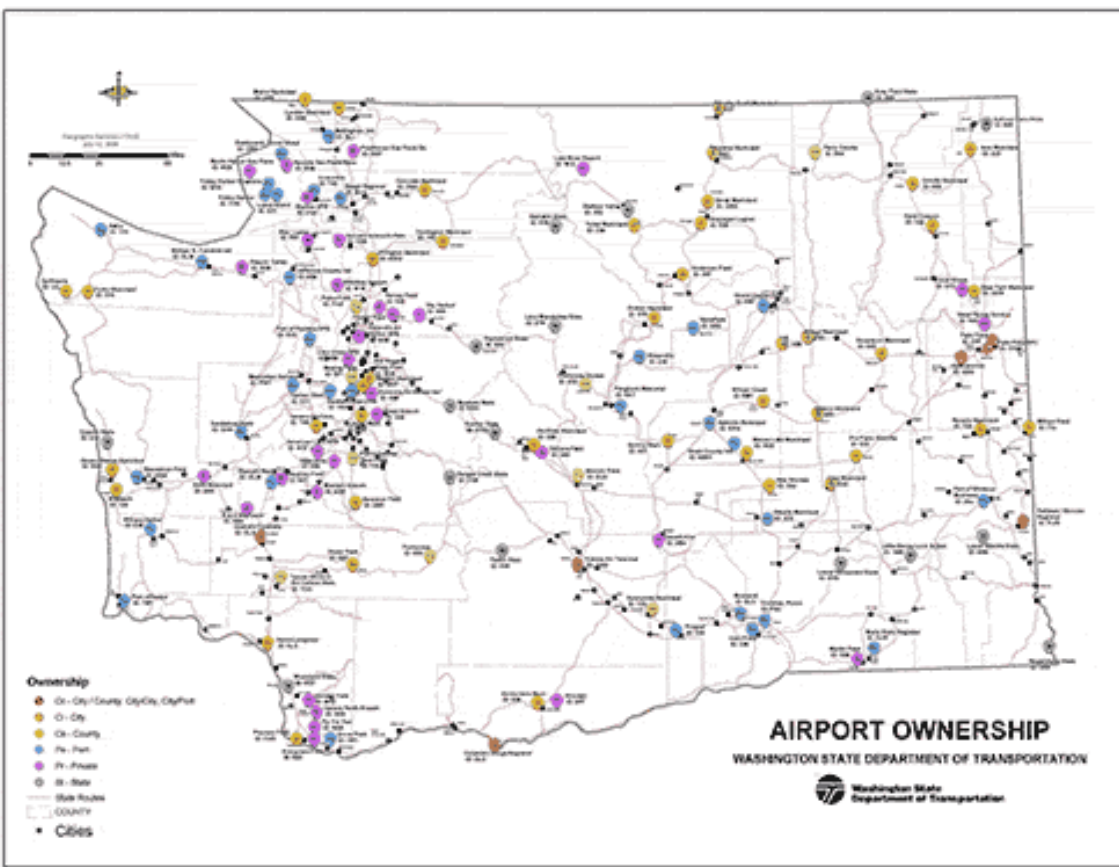
3704 172nd Street NE
 Arlington, WA 98223
 (360) 651-6300
 (360) 651-6319 (fax)

- AVIATION NEWS**
- [Aviation Newsletter](#)
 - [Monthly Update](#)
 - [Security](#)

ESSB 5121, Statewide Air Transportation Capacity Study Summary Brief

Posted 10.21.05

In 2005, the Governor signed into law Engrossed Substitute Senate Bill (ESSB) 5121, which authorizes a statewide long-term air transportation planning study for general aviation and commercial airports statewide. The purpose of the legislation is to understand what capacity currently exists in aviation facilities and what will be needed in the future to meet demand for air transportation. The bill requires WSDOT Aviation to conduct an airport capacity/facility assessment in phase one and a demand/market analysis in phase two. In the final phase the Governor will appoint an aviation planning council. The council will review the data and make recommendations to the Governor, Legislature, and Transportation Commission on how to best meet statewide commercial and general aviation capacity needs. The project will be funded primarily through Federal Aviation Administration (FAA) grants.



[View enlarged map](#) (.gif 154 kb)

Draft Services and Deliverables

The statewide air transportation planning study will require professional and technical specialists knowledgeable about aviation capacity, airspace, and demand and market forecast analysis. The study also includes a passenger rail inter-modal component.

The initial project will include developing a detailed scope of work, work delivery plan and work program schedule to conduct a statewide airport capacity and facility assessment, demand needs and market forecast analysis, evaluate high-speed rail, provide and facilitate the aviation planning council and communication strategies, and public outreach program for the study analysis. More specifically the detailed scope of work, work deliver plan and work program schedule shall address the following:

A. Statewide airport capacity and facilities assessment. (Phase 1)

(1) The assessment must include a statewide analysis of existing airport facilities, and passenger and air cargo transportation capacity, regarding both commercial and general aviation; however, the primary focus of the assessment must be on commercial aviation. The assessment must at a minimum address the following issues:

(a) Existing airport facilities, both commercial and general aviation, including air side, land side, and airport service facilities;

(b) Existing air and airport capacity, including the number of annual passengers and air cargo operations;

(c) Existing airport services, including fixed based operator services, fuel services, and ground services; and

(d) Existing airspace capacity.

(2) Existing information, technical analyses, and other research may be used as appropriate.

(3) The statewide assessment is required to be submitted to the governor, appropriate standing committees of the legislature, the transportation commission, and regional transportation planning organizations by July 1, 2006.

B. Statewide airport capacity and facilities market forecast and analysis. (Phase II)

(1) The analysis must include a statewide needs analysis of airport facilities, passenger and air cargo transportation capacity, and demand and forecast market needs over the next twenty-five years with a more detailed analysis of the Puget Sound, southwest Washington, Spokane, and Tri-Cities regions. The analysis must address the forecasted needs of both commercial aviation and general aviation; however, the primary focus of the analysis must be on commercial aviation. The analysis must at a minimum address the following issues:

(a) A forecast of future airport facility needs based on

passenger and air cargo operations and demand, airline planning, and a determination of aviation trends, demographic, geographic, and market factors that may affect future air travel demand;

(b) A determination of when the state's existing commercial service airports will reach their capacity;

(c) The factors that may affect future air travel and when capacity may be reached and in which location;

(d) The role of the state, metropolitan planning organizations, regional transportation planning organizations, the Federal Aviation Administration, and airport sponsors in addressing statewide airport facilities and capacity needs; and

(e) Whether the state, metropolitan planning organizations, regional transportation planning organizations, the Federal Aviation Administration, or airport sponsors have identified options for addressing long-range capacity needs at airports, or in regions, that will reach capacity before the year 2030.

(2) Existing information, technical analyses, and other research may be used as appropriate.

(3) The statewide airport capacity and facilities market analysis is required to be submitted to the governor, appropriate standing committees of the legislature, the transportation commission, and regional transportation planning organizations by July 1, 2007.

C. Provide meeting services and support resources to a 10-member governor appointed aviation planning council. (Phase 3)

(1) The aviation planning council is responsible for providing recommendations on how to best to meet the statewide commercial and general aviation air transportation needs in the state based on the findings of the assessment and analysis completed under A and B above, as determined by the council.

(2) The council shall determine which regions of the state are in need of improvement regarding the matching of existing, or projected, airport facilities, and the long-range capacity needs at airports within the region expected to reach capacity before the year 2030. After determining these areas, the council shall make recommendations regarding the placement of future commercial and general aviation airport facilities designed to meet the need for improved aviation planning in the region. The council shall include public input in making final recommendations.

(3) The council shall submit its recommendations to the governor, appropriate standing committees of the legislature, the transportation commission, and applicable regional transportation planning organizations.

(4) This section expires July 1, 2009.

D. Review and evaluate high-speed passenger transportation facilities and services including rail or magnetic levitation transportation systems, to connect airports as a means to more efficiently utilize airport capacity, as well as connect major population and activity centers.

(1) Existing information, technical analyses, and other research may be used as appropriate.

(2) The evaluation shall be coordinated with the airport capacity and facilities market analysis and completed by July 1, 2007.

E. Provide communication support and public outreach to provide comprehensive, coordinated, and consistent information on the project to the public, aviation interests, and federal, state and local interests. The public outreach program shall also address documentation, consideration of and response to public comment, and public input during the aviation planning council process.

F. Develop and integrate general and commercial aviation system assessment and market data and analysis into an Airport System Plan On-line Access Database that is consistent with state and FAA needs and requirements.

Project Timeline

Project timelines are governed by ESSB 5121. They are as follows:

- Statewide airport capacity and facilities assessment, Phase I will be completed by July 1, 2006.
- Statewide airport capacity and facilities market forecast and analysis. Phase II will be completed by July 1, 2007.
- High-speed passenger transportation facilities and services evaluation. Phase III will be completed by July 1, 2007
- Airport Planning Council, report and recommendations, Phase IV will be completed by July 1, 2009.

Project Funding

A. Mostly funded through FAA grants.

B. Funding appropriations from the State have been allocated for Phases I and II for the 05-07 Biennium, ESSB 6091.

C. Funding appropriations for Phase III have not been allocated for the 07-09 Biennium.

Additional information

[Engrossed Substitute Senate Bill 5121](#) (pdf 20 kb)

[Consultant Announcement](#)

[Q and A](#)

[News Archive](#)

Copyright WSDOT © 2001

[Traffic & Roads](#) | [Site Index](#) | [Contact WSDOT](#) | [WSDOT Business](#) | [WSDOT Home](#)

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE SENATE BILL 5121

Chapter 316, Laws of 2005

59th Legislature
2005 Regular Session

AVIATION PLANNING COUNCIL

EFFECTIVE DATE: 7/24/05

Passed by the Senate April 18, 2005
YEAS 47 NAYS 0

BRAD OWEN

President of the Senate

Passed by the House April 14, 2005
YEAS 93 NAYS 2

FRANK CHOPP

Speaker of the House of Representatives

Approved May 9, 2005.

CHRISTINE GREGOIRE

Governor of the State of Washington

CERTIFICATE

I, Thomas Hoemann, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 5121** as passed by the Senate and the House of Representatives on the dates hereon set forth.

THOMAS HOEMANN

Secretary

FILED

May 9, 2005 - 12:05 p.m.

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 5121

AS AMENDED BY THE HOUSE

Passed Legislature - 2005 Regular Session

State of Washington 59th Legislature 2005 Regular Session

By Senate Committee on Transportation (originally sponsored by
Senators Keiser, Swecker, Poulsen, Schmidt and Haugen)

READ FIRST TIME 03/07/05.

1 AN ACT Relating to determining long-term air transportation needs;
2 adding new sections to chapter 47.68 RCW; creating a new section; and
3 providing an expiration date.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** A new section is added to chapter 47.68 RCW
6 to read as follows:

7 (1) The aviation division of the department of transportation shall
8 conduct a statewide airport capacity and facilities assessment. The
9 assessment must include a statewide analysis of existing airport
10 facilities, and passenger and air cargo transportation capacity,
11 regarding both commercial aviation and general aviation; however, the
12 primary focus of the assessment must be on commercial aviation. The
13 assessment must at a minimum address the following issues:

14 (a) Existing airport facilities, both commercial and general
15 aviation, including air side, land side, and airport service
16 facilities;

17 (b) Existing air and airport capacity, including the number of
18 annual passengers and air cargo operations;

1 (e) Whether the state, metropolitan planning organizations,
2 regional transportation planning organizations, the federal aviation
3 administration, or airport sponsors have identified options for
4 addressing long-range capacity needs at airports, or in regions, that
5 will reach capacity before the year 2030.

6 (2) The department shall consider existing information, technical
7 analyses, and other research the department deems appropriate. The
8 department may contract and consult with private independent
9 professional and technical experts regarding the analysis.

10 (3) The department shall submit the analysis to the appropriate
11 standing committees of the legislature, the governor, the
12 transportation commission, and regional transportation planning
13 organizations by July 1, 2007.

14 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.68 RCW
15 to read as follows:

16 (1) Upon completion of both the statewide assessment and analysis
17 required under sections 1 and 2 of this act, and to the extent funds
18 are appropriated to the department for this purpose, the governor shall
19 appoint an aviation planning council to consist of the following
20 members: (a) The director of the aviation division of the department
21 of transportation, or a designee; (b) the director of the department of
22 community, trade, and economic development, or a designee; (c) a member
23 of the transportation commission, who shall be the chair of the
24 council; (d) two members of the general public familiar with airport
25 issues, including the impacts of airports on communities, one of whom
26 must be from western Washington and one of whom must be from eastern
27 Washington; (e) a technical expert familiar with federal aviation
28 administration airspace and control issues; (f) a commercial airport
29 operator; (g) a member of a growth management hearings board; (h) a
30 representative of the Washington airport management association; and
31 (i) an airline representative. The chair of the council may designate
32 another councilmember to serve as the acting chair in the absence of
33 the chair. The department of transportation shall provide all
34 administrative and staff support for the council.

35 (2) The purpose of the council is to make recommendations, based on
36 the findings of the assessment and analysis completed under sections 1
37 and 2 of this act, regarding how best to meet the statewide commercial

1 and general aviation capacity needs, as determined by the council. The
2 council shall determine which regions of the state are in need of
3 improvement regarding the matching of existing, or projected, airport
4 facilities, and the long-range capacity needs at airports within the
5 region expected to reach capacity before the year 2030. After
6 determining these areas, the council shall make recommendations
7 regarding the placement of future commercial and general aviation
8 airport facilities designed to meet the need for improved aviation
9 planning in the region. The council shall include public input in
10 making final recommendations.

11 (3) The council shall submit its recommendations to the appropriate
12 standing committees of the legislature, the governor, the
13 transportation commission, and applicable regional transportation
14 planning organizations.

15 (4) This section expires July 1, 2009.

16 NEW SECTION. **Sec. 4.** If specific funding for the purposes of this
17 act, referencing this act by bill or chapter number, is not provided by
18 June 30, 2005, in the omnibus transportation appropriations act, this
19 act is null and void.

Passed by the Senate April 18, 2005.

Passed by the House April 14, 2005.

Approved by the Governor May 9, 2005.

Filed in Office of Secretary of State May 9, 2005.

CONSULTANT SERVICES

*State of Washington
Department of Transportation
Notice to Consultants*

Statewide Long-term Air Transportation Assessment and Market Analysis

MOST REQUESTED

- » [Request for Qualifications](#)
- » [Criteria Definitions](#)
- » [Submittals Received](#)
- » [Interview Date](#)
- » [Interview Shortlist](#)
- » Selection
- » [Submittal Information Packet Form - Prime](#)
- » [Submittal Information Packet Form - Sub](#)
- » [Performance Evaluation Completed by a Reference Form](#)

The Washington State Department of Transportation (WSDOT) solicits interest from consultants interested in submitting a Statement of Qualifications (SOQ) for evaluating and preparing Statewide Long-term Air Transportation Assessment and Market Analysis services for the Aviation Division. The Project is anticipated to be funded in part by the Federal Aviation Administration (FAA) Airport Improvement Program and WSDOT. The work may be accomplished over the course of several Federal AIP projects and WSDOT may award one (1) or more agreements. The agreement will be for approximately five (5) years in duration with the option for WSDOT to extend it for additional time if necessary. WSDOT Aviation also reserves the right to re-advertise for all or a portion of the State's Air Transportation Project. Consultant services selection process will be done in accordance with State Law and AC150/5100-14C "Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects."

To access the RFQ/RFP and information on the Project Description; Submittal Information, Evaluation Criteria; etc., please look to your left under the "Most Requested" column. Click on RFQ/RFP to open the Request for Qualifications / Request for Proposal. Also, in the "Most Requested" column are the links to all of the required forms, etc. in pdf format. If you are unable to open a pdf document, please make sure that you are utilizing the most current version of Adobe Acrobat Reader. If you continue to have problems, please call (360) 705-7104 and provide the following information: Your Name, Firm Name, Phone Number, Fax Number, E-mail address, and title of the RFP/RFQ you are interested in. We will send you a hard copy by either fax or e-mail.

If you do not have Internet access, please call 360-705-7104 to obtain a hard copy of the advertisement.

Dates of publication in the Seattle Daily Journal of Commerce: Friday, August 26, 2005, and Friday, September 2, 2005.

Submittal Due Date: Wednesday, September 21, 2005.

WSDOT AVIATION

MOST REQUESTED

- » [Airport Cameras](#)
- » [Calendar of Events](#)
- » [Task Force & Committees](#)
- » [Document Library](#)
- » [State Rules and Regulations](#)

AVIATION

- [Aviation Home](#)
- [General Aviation](#)
- [State Airports](#)
- [Airport Grants Program](#)
- [Aviation Registration](#)
- [Search & Rescue](#)
- [Planning](#)
- [Education & Training](#)
- [Aerial Photography](#)

BENEFITS OF AIRPORTS

Select a specific area



CONTACT US

[Staff Directory](#)
[Airport Directory](#)
[WSDOT Aviation](#)
[Directions and Maps](#)
 3704 172nd Street NE
 Arlington, WA 98223
 (360) 651-6300
 (360) 651-6319 (fax)

AVIATION NEWS

- [Aviation Newsletter](#)
- [Monthly Update](#)
- [Security](#)

Governor Signs Two Important Aviation Bills

Posted 5.17.05

Legislature Sets Direction for State Aviation:

- **Deliver More Airport Paving Projects**
- **Plan for Future Aviation Needs**

During its recent session, the Washington State Legislature passed two significant aviation bills. Signed by Governor Gregoire on May 9, 2005, these new laws will help to identify key priorities for WSDOT Aviation. Of major significance will be the dedication of more funds toward airport paving projects. The result will be an increased emphasis on airport maintenance and preservation, which will benefit aviation users and taxpayers.

Senate Bill 5414 (Aviation Fees)

- **Eliminates pilot and mechanic registration fees.**
- Replaces lost revenues with a \$.01 increase in the aviation fuel fee.
- Budgets the \$.01 increase in aviation fuel for airport pavement projects.
- Eliminates the dedicated "Search and Rescue Account" and funds the program out of the "Aeronautics Account"
- Dedicates \$433,000 for airport paving.

The elimination of pilot and mechanic registration, and increase in aviation fuel fees will go into effect on July 1, 2005. Legislators originally proposed this bill to find a more efficient way to fund aviation programs while placing a higher emphasis on the repair and maintenance of aging airport pavements.

What Does This Mean for You?

Q: My pilot registration expires before July 1, 2005. Do I still have to pay for it?

A: Yes. Pilot registration expires on your birthday, which means, people with birthdays before July 1, 2005 will still have to renew their registration.

Q: Pilot and mechanic registration fees fund air search and rescue. How will these programs be funded once registration is eliminated?

A: Air search and rescue (SAR) is a priority for WSDOT Aviation and will continue to be funded through aircraft registration fees and aviation fuel fees deposited into the "Aeronautics Account". The new law will eliminate the dedicated SAR account and allow WSDOT to use revenues for the most immediate needs.

Q: I am a general aviation pilot. How will the 1-cent increase in aviation fuel fees affect me?

A: The average general aviation (GA) pilot operating a single engine aircraft flies less than 100 hours per year. Assuming an average fuel consumption of 15 gallons per

hour, the average pilot will pay an additional \$15 per year due to the 1-cent increase. This amount will be offset by the elimination of the pilot registration fee. Jet fuel consumed primarily by corporate aircraft generates 75% of the fuel tax revenue for WSDOT aviation. It is the largest source of funding for airport grants.

Q: How will the aviation fuel fee increase affect commercial airlines?

A: Commercial carriers are exempt from paying the aviation fuel fee.

Q: Who endorsed the bill?

A: Aircraft Owners and Pilots Association and Washington Airport Management Association supported this bill.

Q: The 1-cent fuel increase will be used for airport maintenance. What kind of specific projects qualify as airport maintenance?

A: Through its Local Airport Aid Grant program, WSDOT gives grants to Washington airports for important improvement and maintenance projects. Most of our grants are devoted to maintaining airport runways. Our other grants are used for safety, maintenance and planning projects such as lighting, fencing, runway markings, airport layout plans, etc. More information about WSDOT's Local Airport Aid Grant Program is available at: www.wsdot.wa.gov/aviation/grants/

Q: How much does it cost to repave an airport runway?

A: Depending on repair type and length, it can cost anywhere between \$250,000 – over \$1 million to repave an airport runway.

Engrossed Substitute Senate Bill 5121 (Planning For Long Term Aviation Needs)

WSDOT will:

- Assess the aviation facilities in the state for both general and commercial aviation.
- Identify the market needs.
- Make recommendations to a governor-appointed advisory committee on how to best meet those needs by the year 2030.

Legislators originally proposed this bill because of an increasing concern that Washington State must do a better job of addressing aviation capacity and identifying where new airports may be needed to fill gaps in the aviation system.

Frequently Asked Questions

Q: What is the purpose of this bill?

A: The purpose of this bill is to create a planning process by which we can determine *what we have* and *what we need* in terms of airport capacity in Washington State.

Q: How will the bill be funded?

A: Pending approval by the Federal Aviation Administration (FAA), 95% of the bill will be funded through federal grants and 5% will be funded through the state's multimodal account.

Q: What issues will the assessment address?

A: The assessment will address, at minimum, existing commercial and general aviation airport facilities, airport capacity, air cargo, and airspace capacity.

Q: When will the assessment be completed?

A: WSDOT will submit the assessment to the legislature, governor, transportation commission, and regional transportation planning organizations by July 1, 2006.

Q: What issues will the market analysis address?

A: The market analysis must address, at minimum:

- Future airport needs based on passenger and air cargo operations and demand, airline planning, and a determination of aviation trends, demographic, geographic, and market factors that may affect future air travel demand.
- Determination of when the state's commercial airports will reach capacity.
- Role of the state, planning organizations, FAA, and airport sponsors in addressing statewide airport facilities and capacity needs.
- Whether those agencies have identified options for airports that will reach capacity before the year 2030.

Q: When will the market analysis be completed?

A: WSDOT will submit the analysis to the legislature, governor, transportation commission, and regional transportation planning organizations by July 1, 2007.

Q: What happens once the assessment and market analysis are completed?

A: Once both the assessment and market analysis are completed, the governor will appoint an aviation planning council to make recommendations about how to meet general and commercial aviation needs in Washington State.

Q: What is the purpose of the 10-member, governor-appointed planning council?

A: The planning council will use the assessment and market analysis findings to determine how best to meet state general and commercial aviation capacity needs.

Q: Who will be on the planning council?

A: Members of the planning council will include: WSDOT Aviation Director; Community, Trade and Economic Development Director; Transportation Commission member; two members from general public familiar with airport issues; technical expert; commercial airport operator; growth management hearings board member; Washington Airport Management Association member; and an airline representative.

Q: Will the public be involved in making recommendations?

A: Meetings will be scheduled around the state to provide an opportunity for the public to give input on the recommendations.

[News Archive](#)