



November 20, 2018

Joint Transportation Committee  
PO Box 40937  
Olympia, WA 98504-0937

Dear Joint Transportation Committee Members:

In regards to the Washington State Air Cargo Movement Study Final Report, WSDOT offers the following additional analysis and considerations pertaining to the recommendations and strategies.

The offices of the WSDOT and Commerce agree that the following information should be considered in conjunction with the recommendations in the final report as we move forward in advancing air cargo operations across the state.

1. The creation of any new program should be fully vetted due to the downstream impacts on the agencies and offices that must carry out the work. Hence, our recommendation (see below) is for stakeholders to consider a methodical approach to adding to programs already empowered through legislation to work in this area. We also propose varying levels of initial effort and funding to consider:

a. Level I: WSDOT Aviation Division could initially co-chair an air cargo working group with the Department of Commerce comprised of stakeholders from across the state (including a member from the governor's office) to pursue the recommendations and considerations derived from the air cargo movement study and formulate a long-term implementation strategy. Co-chairs, in turn, would provide annual updates to the Transportation Committees of the house and senate on the progress of air cargo development. Additional appropriations are made to increase the level of funds available in the Aeronautics Account for the Airport Aid Grant Program, the Aviation Revitalization Loan Fund (ongoing legislative action), and the Community and Economic Revitalization Board in support of on and off airport air cargo program development through grants and loans. This minimal level of effort is a practical approach to address the recommendations contained within the study.

b. Level II: Includes previously mentioned actions of the working group and additions to grant and loan funds. Adds one (1) full-time equivalent (FTE) to either the WSDOT Aviation Division or the Department of Commerce and 0.5 FTE to the Rail, Freight, and Ports Division. This level of effort provides the offices with sufficient staff support to address the development of the air cargo system on a daily basis within Washington State.

2. If there is interest in forming a more robust standalone program, we believe WSDOT Aviation Division, working in concert with the Department of Commerce and supported with FTEs, is well positioned to act as the lead office (considering staff knowledge, responsibilities already empowered through existing RCWs, and current programs in existence). However, given current workloads, we cannot support a course of action that creates a standalone program that would entail absorbing the required work into existing positions at the appropriate WSDOT and Commerce offices.

3. We welcome any additional conversations to provide greater detail about our assessment of the final report. Please feel free to contact me if we can provide any clarity to these considerations.

4. Finally, we want to thank the Joint Transportation Committee for allowing our office to be part of the team working to improve air cargo operations in Washington State. We truly believe this significant study will help shape aeronautics across the state while ensuring Washington State remains competitive and a leader in the aviation industry.

Sincerely,



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