

The CARGO HUB Concept

Increase Passenger Airline Capacity without implementing Greenfield sites

SEATAC:

1. Goal to increase Passenger Airline Capacity at SeaTac
2. Relocate the [Air Cargo](#) carrier facilities (serving: FedEx, UPS, Amazon, Paccar, etc.) to a newly established Combined Military/Civilian CARGO HUB at McChord Field
3. Relocate [Private Aviation](#) facilities and service to Boeing Field and Renton
4. Augment and implement the SeaTac [SAMP](#) Sustainable Airport Master Plan for Passenger Only service

CARGO HUB:

1. Establish an enhanced Air/Truck/Rail CARGO HUB at the eastern side of [McChord Field](#)
1. Add additional runway dedicated to Air Cargo (if needed)
2. Establish Freight/Cargo terminals and warehousing facilities for major carriers
3. Implement the proposed [Cross-Base Highway SR 704](#) between [I-5 and SR 7](#) to serve [Fredrickson Industrial Area](#) (Amazon, Boeing, etc.) and serve the CARGO HUB
4. Include a dedicated SR704 off-ramp to accommodate Truck traffic access
5. Establish an enhanced Truck Travel Center (with military security if needed)
6. Include Freight Rail service if possible
7. This concept is for Cargo only and excludes Passenger Airline service at McChord Field

JOINT BASE LEWIS - McCHORD

1. Relocate the military training facilities to MOSES LAKE: [Grant County International Airport](#)
2. Create enhanced ultramodern Military Base facilities at Moses Lake, [with enhanced lodging and amenities](#)

PRIVATE AVIATION

1. Expand Private Aviation facilities at [Boeing Field](#) King County International Airport
2. Expand Private Aviation facilities at [Renton Municipal Airport](#)

YAKIMA & SPOKANE:

1. Expand and enhance Passenger Airline facilities and service at [McAllister Field](#)
2. Expand and enhance Passenger Airline facilities and service at Spokane Airport to accommodate Eastern WA, Montana & Idaho

EVERETT:

1. Expand and enhance Passenger Airline facilities and service at [Paine Field](#)
2. Relocate [Private Aviation](#) services to Renton and Boeing Field, where possible

HIGH SPEED RAIL:

1. Implement High Speed rail service from Portland to Vancouver BC, with service to Spokane via Yakima
2. [WSDOT Ultra High Speed Rail](#)
3. [Cascadia Rail](#)

Q&A

The **CARGO HUB** Concept

Increase Passenger Airline Capacity without implementing Greenfield sites

- **MILITARY will OBJECT to USE OF McCHORD AIRFIELD due to NATIONAL SECURITY**
 - There are several examples of existing combined Military/Civilian airports
 - Limiting the civilian use to Cargo will simplify military security requirements
- **MILITARY will RESIST RELOCATING AIRCRAFT TRAINING to MOSES LAKE**
 - RE-allocate funding intended for greenfield infrastructure to develop an ultra-modern aircraft training facility and base accommodations
 - Military base occupies an extensive area in the region. It is necessary to make concessions required for the best solution to accommodate all citizens in the region.
- **CARGO AIR TRAFFIC at McCHORD could AFFECT PIERCE COUNTY RESIDENTS**
 - Cargo air traffic would be exchanged for military aircraft training, resulting in essentially equivalent air traffic volume
- **PIERCE COUNTY RESIDENTS could OBJECT to SR 704 Cross-Base HWY**
 - Cross-Base Highway would have minimal impact to residents compared to development of a greenfield airport site.
 - EIS has determined “None of the areas affected by the project are quality prairie habitat; most of the grasslands are non-native...”
 - SR 704 trucking access to Frederickson Industrial Area will benefit communities surrounding Hwy 7 Pacific Avenue and Canyon Road by diverting industrial truck traffic away from their rural and developed areas
- **PIERCE COUNTY will OPPOSE MILITARY RELOCATION due to LOSS of REVENUE**
 - Cargo use could be taxed to offset loss of military revenue
- **INCREASED PASSENGER AIR TRAFFIC could AFFECT SEATAC AREA RESIDENTS**
 - Passenger air traffic would be exchanged for Cargo air traffic, resulting in essentially equivalent air traffic volume
 - Seattle area would benefit from decreased truck traffic congestion
- **Some Passenger planes transport freight in the hold with luggage**
 - The SeaTac SAMP would allow for a centralized freight handling center to accommodate Passenger plane freight

Date: February 20th 2023

To: The House Transportation Committee Members

Re: Amendment Request for HB 1791 2023-24 Studying the need for increased commercial aviation services.

Dear Committee members,

We are concerned that **HB 1791 SPECIFICALLY EXCLUDES** the study of SeaTac, Boeing Field, Renton, and McChord airfields. Exclusions of these sites is biased toward special interests. Analysis of these existing airports is essential to providing a complete and unbiased study of ALL potential solutions.

OPTIMIZATION of these existing airports could be the KEY to ELIMINATING all Greenfield sites from consideration. The CAC Work Group should be allowed to explore the possibility to increase passenger capacity at SeaTac by converting to a Passenger Only facility. Details are outlined in the attached **CARGO HUB CONCEPT** proposal.

We urge you to **OPPOSE HB 1791 as written** until, at a minimum, the bill is **AMENDED removing the EXCLUSIONS** for studying existing King County airports, and McChord airfield. Proposed amendments include:

HOUSE BILL 1791 - Proposed Amendments

Page 4, lines 7,8, 9

- Section 3(2)(a) ...the work group shall consider both new sites and those previously identified in previous aviation planning documents, except for greenfield locations in King, Pierce, and Thurston Counties

Page 5, lines 4,5,6,7,8

- Section 3(3) The work group shall not consider:
- Section 3(3)(a) ~~Expansion opportunities for a port or county run airport located in a county with a population of 2,000,000 or more; or~~
- Section 3(3)(b) ~~“The expansion of an existing airport or the siting of a new airport that would be incompatible with the operations of a military installation”~~

Page 5, lines 20-23

- Section 4 ... work group shall submit a progress report... annually thereafter. The work group will remain in effect for a maximum duration of 3 years.

Citizens deserve a complete and UNBAISED technical analysis of ALL potential solutions to the airport issue. Thank you for your consideration.