

# A Profile in Regional Aviation Systems Planning: Puget Sound Regional Council

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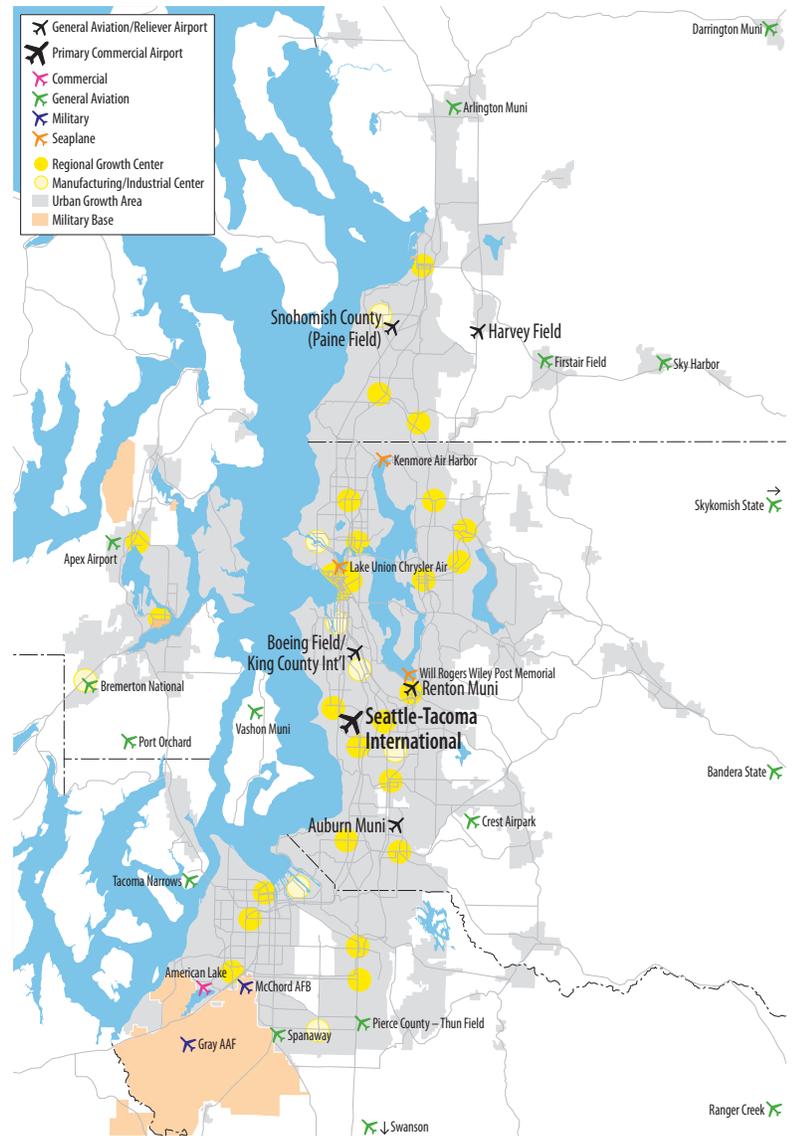
## About PSRC

The Puget Sound Regional Council (PSRC) is a four-county regional planning organization covering the urbanized areas of Seattle-Tacoma-Everett-Bellevue-Bremerton, Washington. As of 2010, the region is home to 3.7 million people and two million jobs. PSRC membership is comprised of 80 public agencies (city, county, state, and federal agencies). PSRC has regional authority for growth management, transportation, and economic development planning, and for transportation funding (through the Regional Transportation Improvement Program – RTIP). PSRC serves as the federally designated Metropolitan Planning Organization (MPO) for the Central Puget Sound region (King, Kitsap, Pierce and Snohomish counties).

## History of RASP

As the Regional Transportation Planning Organization (RTPO) responsible for integrated planning and development, PSRC conducts ongoing regional airport system planning, and identifies and documents the economic benefits of aviation to local communities and to the region. PSRC supports the preservation, maintenance, and enhancement of the regional airport system as a component of Transportation 2040 (the region's long-range transportation plan) by documenting and publicizing the regional benefits of aviation. PSRC works with the Federal Aviation Administration (FAA), State Aviation, airport sponsors, user groups, and local planning agencies to enhance safety, meet growing aviation demand, improve ground access to airports, and to address the impacts of airports on the communities they serve.

PSRC has been planning for the region's airport system since 1969. PSRC completed a regional airport system plan (RASP) in 1988. Between 1988 and 1996, PSRC conducted studies that evaluated options to meet the region's long



term commercial air transportation needs. These studies eventually led to the addition of a third runway at Sea-Tac International Airport (which opened in 2008). In 2001 PSRC completed its most recent RASP update, which was incorporated into Destination 2030 (the Metropolitan Transportation Plan), adopted in 2001.

In 2010, PSRC completed a new 30-year transportation plan, Transportation 2040. The aviation component of T-2040 carries forward the strategy adopted in Destination 2030 and the 2001 RASP, and builds upon a 2009 Long-Term Air Transportation Study (LATS). Transportation 2040 states that the RASP presents a long-range program for improving the region's 26 public use airports. The plan includes investments to meet growing demand and provide system enhancements.



## Goals

- Meet commercial and general aviation capacity needs
- Maintain and preserve the regional airport system
- Enhance safety and efficiency of the airport system
- Enhance airport compatible land use around airports
- Coordinate airport ground access improvements
- Reduce environmental impacts of the airport system
- Enhance aviation's role in the regional economy
- Support other agencies' airport planning efforts

## Regional Benefits of RASP

PSRC's RASP improves communication and coordination between airports and communities. Washington's 139 public use airports support 171,312 airport-related jobs with earnings of \$4,081,949,147 and total output of \$18,608,277,683. The Puget Sound region's level of air transportation use is higher than the national average, with 63% more pilots, 60% more GA aircraft, and 50% more GA flights per capita. The region is home to over half the state's based aircraft, and over 90% of the state's total air cargo and commercial passengers. The region's airports are critical to support a healthy and competitive aerospace industry. PSRC is participating in a statewide

airport economic impact study, which will provide updated information in 2012 on the economic value and economic benefits of aviation across the state, and in the PSRC region.

## Integration into overall LRTP

PSRC identified airport system improvements and developed an airport capital improvement program in its RASP planning process. PSRC is involved in mitigating the impacts of aviation by addressing airport compatible land use. PSRC's regional airport system planning program is integrating airports into the long-range transportation plan (LRTP, Transportation 2040 plan). PSRC leverages its planning efforts to support local and state funding for ground access projects serving the region's airports. These efforts have resulted in the extension of Sound Transit's LINK light rail line connecting downtown Seattle and Sea-Tac Airport, as well as other state and local roadway improvements. Currently, the RASP is not integrated into the Regional Transportation Improvement Plan (RTIP), primarily because PSRC does not control local, state, or federal funding for airport improvements.

## Partners/Stakeholders

PSRC works with airport sponsors, FAA, Washington State Department of Transportation, city and county planning agencies, Washington State Department of Commerce, AOPA, pilot groups, aerospace manufacturers, airlines, the business community, and the general public, to address airport system improvement needs, reduce impacts, improve safety, reduce congestion, and to communicate the importance of aviation to the region's economy.



### About the Puget Sound Regional Council

The Puget Sound Regional Council's (PSRC) mission is to ensure a thriving central Puget Sound now and into the future through planning for regional transportation, growth management and economic development. At PSRC, central Puget Sound counties (King, Pierce, Snohomish and Kitsap), 72 cities and towns, the region's ports, tribes, transit agencies, and the state work together to develop policies and make decisions about regional issues. For additional information, please visit [www.psrc.org](http://www.psrc.org).



**NARC**

*Building Regional Communities*

### About the National Association of Regional Councils

The National Association of Regional Councils (NARC) serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. For additional information, please visit [www.NARC.org](http://www.NARC.org).

**The National Association of Regional Councils**

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