

RESOLUTION NO. 719

***WHEREAS,** The Pullman-Moscow Regional Airport (PUW), which straddles the Washington-Idaho border, is in the early stages of a runway realignment project with preparation of an Environmental Assessment scheduled for completion in the fall of 2014; and*

***WHEREAS,** The \$60 million project is necessary to bring the airfield into compliance with Federal Aviation Administration (FAA) design standards, provide adequate runway length to meet airport user needs, and complete terminal improvements to accommodate existing and projected passenger demand; and*

***WHEREAS,** PUW serves over 76,000 commercial passengers annually with three daily scheduled flights to Seattle, charter activity of Washington State University and the University of Idaho, and corporate aviation that delivers people and goods to destinations around the world; and*

***WHEREAS,** PUW is managed jointly by the cities of Pullman and Moscow, the Port of Whitman, Latah County, Washington State University, and the University of Idaho, and its runway realignment is the highest priority for the FAA Northwest Mountain Region; and*

***WHEREAS,** PUW has budgeted \$3 million as a local match for the realignment, which is the amount of federal match required until 2012, but due to its location in Washington State now faces the daunting challenge of generating an additional \$3 million or more as local match that FAA now requires for airports located in Washington State; and*

***WHEREAS,** the Washington State Transportation Commission visited Pullman in April 2014, toured PUW and met jointly with the Idaho Transportation Board to discuss the future of PUW and other regional transportation concerns; and*

***WHEREAS,** the Idaho Transportation Board has requested that the local match rate of 6.25% available to Idaho's other commercial service airports be utilized for the PUW Runway Realignment Project that benefits both states.*

***NOW, THEREFORE BE IT RESOLVED,** The Washington State Transportation Commission supports Congressional action to reduce the local match requirement for the PUW runway realignment.*

ADOPTED this 17th day of June, 2014.

WASHINGTON STATE TRANSPORTATION COMMISSION



DAN O'NEAL, Chairman



TOM COWAN, Vice-Chairman



ANNE HALEY, Member



CHARLES ROYER, Member



JOE TORTORELLI, Member



JERRY LITT, Member

ATTEST:


REEMA GRIFFITH, Executive Director

APPROVED AS TO FORM:


Assistant Attorney General