

Long-Term Air Transportation Study (LATS)

Electronic Town Hall #1 Summary Report

August 26, 2008

The Washington State Department of Transportation held an Electronic Town Hall Meeting on August 26, 2008 from 7:00 pm – 8:00 pm as part of the Long-Term Air Transportation Study (LATS). LATS is a statewide air transportation planning study designed to understand existing capacity in aviation facilities and identify what is needed to meet future demand for air transportation. LATS is being developed in three phases. Each phase answers one of three basic questions fundamental to the development of a system-wide approach to managing Washington's aviation resources: what do we have, what do we need, and how will we get there?

Public participation is an important part of LATS. The ten-member Aviation Planning Council, appointed by the Governor as part of Phase III, will consider technical findings of LATS along with public and stakeholder involvement as it works to develop its recommendations. Electronic Town Halls are one element of a comprehensive public outreach program that will enable the public to learn about, comment on, and contribute to the LATS Phase III project. The following outreach opportunities are available during LATS Phase III:

- Regional Public Meetings – July 2008 and Spring 2009
- Electronic Town Halls – August 2008 and November 2008
- Online Survey – March 2009
- Briefings to organizations – upon request
- E-Newsletters – up to four throughout Phase III
- Aviation Planning Council Meetings/Workshops – 10 meetings throughout the project
- LATS project Web site - <http://www.wsdot.wa.gov/Aviation/lats>

The purpose of the Electronic Town Hall is to gain feedback from Washington residents to help the Washington State Aviation Planning Council develop recommendations to the Governor and Legislature for laws and policies to govern the future of Washington Aviation. Eighty-one Washington State residents participated in the Electronic Hall.

The Electronic Town Hall was structured in four sections: Overview and Introductions, Background on Washington's Aviation System, Future Airport Capacity, and a Question and Answer period. In the first three sections, participants were presented background information on the Washington State aviation system and were asked to "vote" on key issues as well as provide open ended responses about aviation issues and key trade-offs. In the question and answer session, participants were invited to submit questions about the aviation system to the Electronic Hall moderator.

Following is a summary of key findings.

Overview and Introductions

The Electronic Hall opened with some basic questions to understand the geographic representation of participants in the Electronic Hall, how often they fly and their experience and opinions about airport service delays.

- Eighty-one Washington residents participated in this Electronic Town Hall. Residents from all areas of Washington state were represented in the Electronic Hall as follows:
 - Northeastern Washington – Chelan, Douglas, Grant, Kittitas, Okanogan, Pend Oreille, Stevens, Spokane counties (9 participants or 11.8%)
 - Central Puget Sound – King, Kitsap, Pierce, and Snohomish counties (47 participants or 61.8%)
 - Northwestern Washington – Clallam, Grays Harbor, Island, Mason, Skagit, Thurston, and Whatcom counties (10 participants or 13.2%)
 - Southeastern Washington – Benton, Columbia, Franklin, Garfield, Klickitat, Whitman, and Yakima counties (8 participants or 10.5%)
 - Southwestern Washington – Clark, Cowlitz, and Lewis counties (2 participants or 2.6%)
- About forty-four percent of participants considered their community to be suburban, 32.1% considered their community to be rural, and 17.3% considered their community to be urban.
- Participants were asked how often in a typical year they take the following types of flights:
 - Commercial domestic flights within Washington State: The vast majority of participants (83.6%) do not fly within Washington State in a typical year. Just 12.3% take 1-2 in-state flights and 4.1% take 3-4 in-state flights in a typical year.
 - Commercial domestic flights outside of Washington state: Just under two-thirds of participants (61.6%) fly 1-2 times per year on commercial domestic flights outside of Washington State. 16.4% of participants reported flying 3-4 times per year out of state, and 13.7% report taking no out of state flights in a typical year. Approximately 8% of participants fly more than 5 times out of state in a given year.
 - Commercial international flights (including Canada and Mexico): Nearly 72% do not fly internationally in a typical year, but nearly one-third of participations take 1-2 international flights in a typical year. A small number of participants (1.4%) report flying internationally more than 8 times in a typical year.
 - Private corporate aircraft: Few participants reported flying in a private corporate aircraft in a typical year – just 2.7% of participants reported flying 1-2 times per year in a private corporate aircraft, while 97.3% do not fly in this way.
 - Personal aircraft: Few participants fly in personal aircraft in a typical year. Approximately 96% do not fly in a personal aircraft. Just 2.7% of participants fly 1-2 times per year in a personal aircraft and 1.4% of participants fly 8 or more times in a personal aircraft in a typical year.

- Participants were asked how often they experience airport service delays of more than one hour. Nearly half of participants (47.9%) indicated experiencing service delays *some of the time*, while just over one-third of participants (35.6%) indicated experiencing delays *hardly ever*. Only 5.5% of participants reported experiencing service delays *most of the time* and 11% reported never experiencing service delays.
- When asked what they thought was the biggest cause of air service delay other than weather, participants responded:
 - Poor connections at other airports (26.5%)
 - Mechanical difficulties (20.6%)
 - Flight cancellations by airlines (14.7%)
 - Don't know (14.7%)
 - Other reasons not listed (13.2%)
 - Airplanes needed to circle before they can land (10.3%)

Background on Washington's Aviation System

The Electronic Hall moderator provided background information on Washington's aviation system to help participants understand its size, structure, and role. After a brief presentation, participants were asked to rate the importance of various aviation benefits and what role the state government should take in aviation in Washington State.

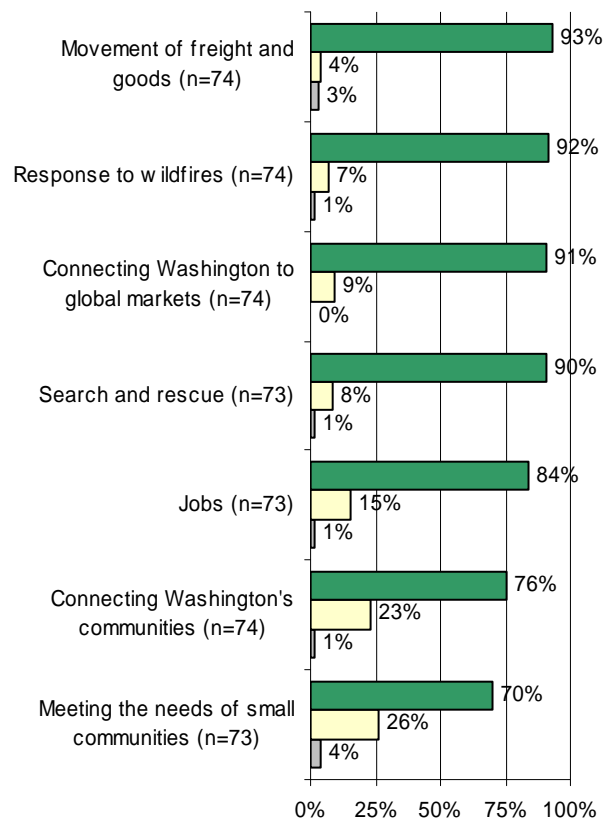
In your view, how important are the following aviation benefits to the people of Washington:

- **Jobs**
- **Movement of freight and goods**
- **Meeting the needs of small communities**
- **Search and rescue, response to wildfires**
- **Connecting Washington's communities**
- **Connecting Washington to global markets**

When asked to rate the importance of certain aviation benefits to the people of Washington State, movement of freight and goods (93%), response to wildfires (92%), connecting Washington to global markets (91%), and search and rescue operations (90%) were viewed by participants as *Very Important* or *Somewhat Important* aviation benefits.

The majority of participants viewed jobs (84%), connecting Washington's communities (76%), and meeting the needs of small communities (70%) as *Very Important* or *Somewhat Important* aviation benefits.

In your view, how important are these aviation benefits to the people of Washington?



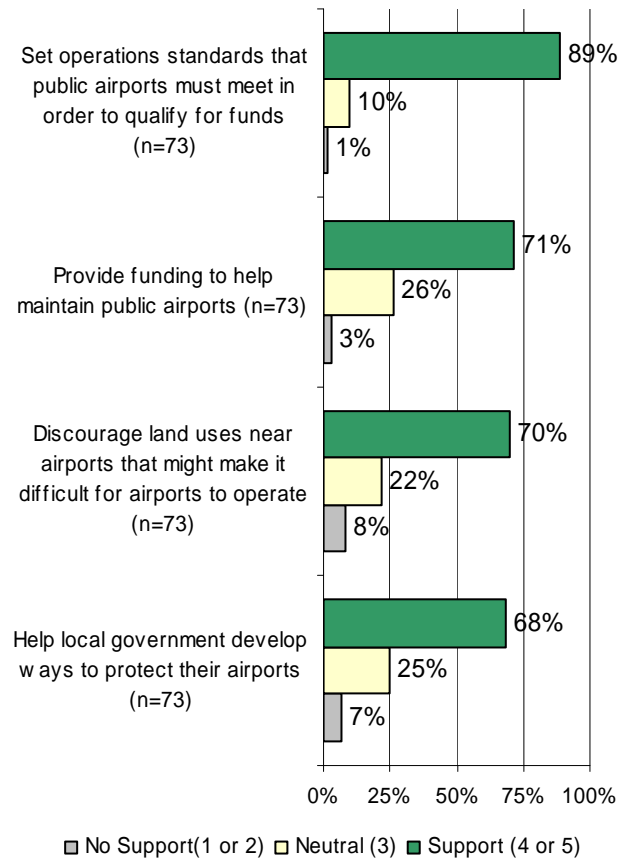
■ Important/Very Important
■ Neutral
■ Not at all Important/Somewhat Not Important

How much would you support these ideas for the state government's role in aviation (with 1 indicating no support and 5 indicating strong support):

- Provide funding to help maintain public airports
- Discourage land uses near airports that might make it difficult for airports to operate
- Help local government develop ways to protect their airports
- Set operations standards that public airports must meet in order to qualify for funds

There was strong consensus among participants that state government should set standards for public airports in order to qualify for funds, with 89% of participants supporting this role for state government. Participants also indicated support for a state government role in providing funding to help maintain airports (71%), discouraging incompatible land uses near airports (70%), and helping local governments protect airports (68%). Less than 10% of participants indicated little or no support for these roles.

How much would you support these ideas for the state government's role in aviation?

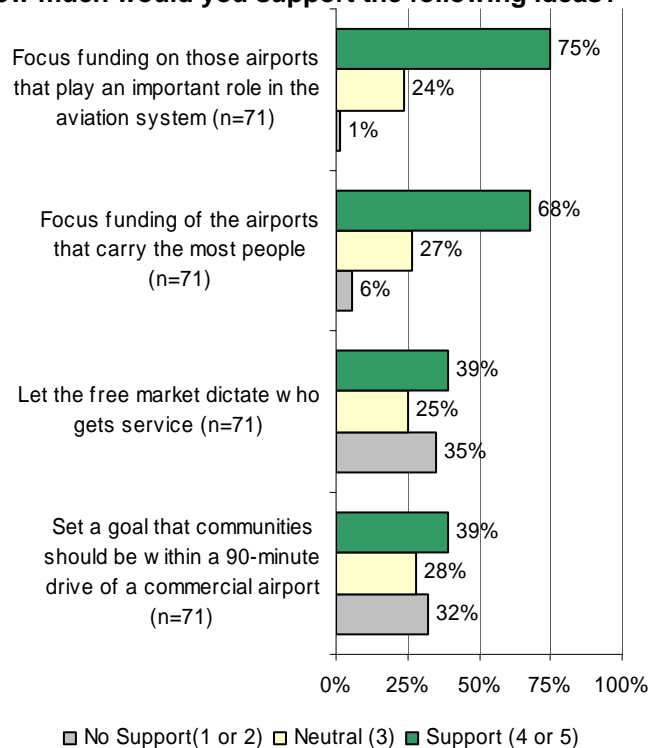


When it comes to aviation access for small communities, how much would you support the following ideas (with 1 indicating no support and 5 indicating strong support)?

- Focus funding on those airports that play an important role in the aviation system
- Focus funding of the airports that carry the most people
- Set a goal that communities should be within a 90- minute drive of a commercial airport
- Let the free market dictate who gets service

Participants were most supportive of focusing funding on airports that play an important role in the aviation system, with 75% of participants rating this idea as a 4 or 5. Participants were also supportive of

When it comes to aviation access for small communities, how much would you support the following ideas?



focusing funding on the airports that carry the most people, with 68% of participants rating this idea as a 4 or 5.

Opinion was divided about letting the free market decide who gets service and setting a goal that communities should be within a 90-minute drive of a commercial airport. While 39% of participants indicated support for letting the free market decide who gets service, 35% indicated little or no support for this idea. The remaining 25% of participants neither supported nor not supported this idea. When asked how much they supported the idea of setting a goal that communities should be within a 90-minute drive of a commercial airport, 39% indicated support, while 32% indicated little or no support. Twenty-eight percent of participants neither supported nor not supported this idea.

Future Airport Capacity

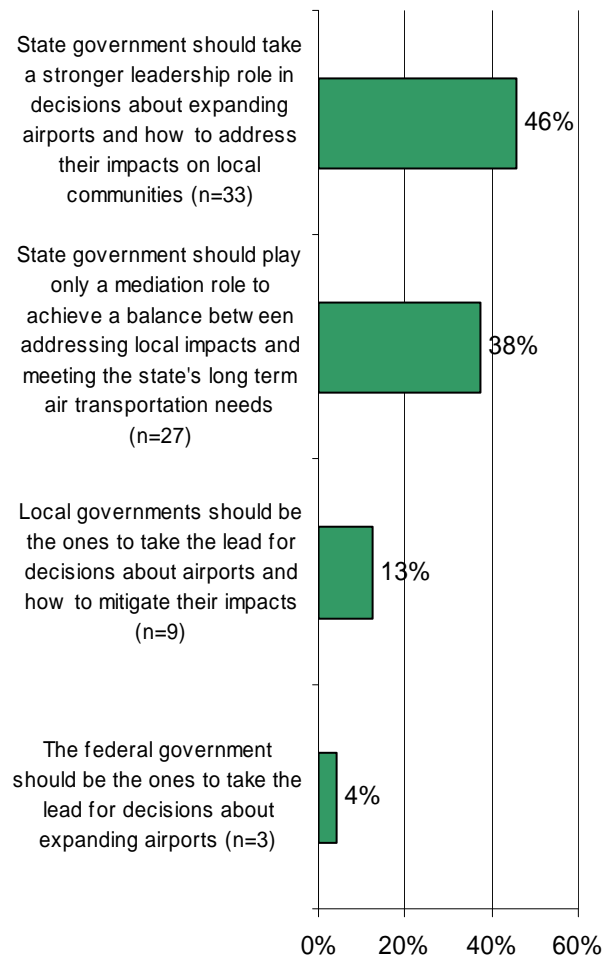
The moderator provided information to participants on airfield capacity constraints facing the Washington aviation system and potential ways the state could address the capacity shortfall. Participants provided feedback on potential ways to address future aviation capacity needs in Washington State.

When it comes to **expanding existing airports**, how should decisions be made? Participants were asked to choose the option they liked best from the following:

- **Local governments should be the ones to take the lead for decisions about airports and how to mitigate their impacts**
- **State government should play only a mediation role to achieve a balance between addressing local impacts and meeting the state's long term air transportation needs**
- **State government should take a stronger leadership role in decisions about expanding airports and how to address their impacts on local communities**
- **The federal government should be the ones to take the lead for decisions about expanding airports**

When asked how decisions about expanding existing airports should be made, 46% of participants responded that state government should take a stronger leadership role in making decisions about airport expansion and how to address its impact on local communities. Thirty eight percent of participants responded that state government should play a mediation role to

When it comes to **expanding existing airports**, how should decisions be made?



achieve balance between addressing local impacts and meeting the State's long-term transportation needs.

Participants expressed limited support for local government taking the lead in decision-making about expanding airports. Just 13% of participants chose this option. There was the least amount of support for the federal government taking the lead in decisions about airport expansion, with just 4% of participants choosing this as the best option.

Do you have any other thoughts about the state's role in expanding existing airports?

Participants were asked to provide additional thoughts about the state's role in expanding existing airports. A summary of key themes follows. A transcript of responses is included in Appendix B.

State vs. Federal and Local Government Role

There were a variety of opinions on the roles of state, local, and government in expanding existing airports. Several participants were supportive of the state playing a lead role in airport expansion.

"I think the state is probably in the best position to balance local and national concerns on aviation."

"State government should listen to the concerns of locals, but should help push our horizons in how it sees the future best for Washington."

"The state should help to achieve a balance between local needs and overall statewide airport service levels, capacity, funding, etc."

While participants indicated support for a state role, they also stressed the importance of local government and resident involvement to ensure that the interests of local communities are represented. Another view was that that decision-making about airport expansion should be a shared responsibility between local, state, and federal governments.

"If the area needs the airport to expand the people in the community should have a say in the process."

"It really needs to be a shared responsibility with the local, state, and federal governments. It is also important that proper notice should be given so that local citizens can provide input."

A few participants indicated the federal government should play a role, but other participants were not supportive of a federal role based on concern that the federal government would not be in a position to understand local needs.

"The state is better equipped to make local decisions. The Federal agencies, located in Washington, D.C. are unlikely to meet local needs."

A few participants did not think the state should play a lead role, with one participant commenting that local government is in the best position to make decisions about airport expansion and another participant commenting that the state is already too involved in local airport expansion decisions.

“The state government should not be heavily involved. The local governments will most likely have the ability to decide how their communities need to proceed.”

Environmental and Infrastructure Impact

Several participants stressed the importance of addressing environmental issues when discussing airport expansion, including noise, pollution. Participants also encouraged the state to consider the impact of airport expansion on traffic and on local infrastructure.

“Environmental concerns should be taken into account. Noise and pollution are obvious, but things like increased sewer and water and garbage are also impacted.”

“Keep the balance between the environment and the actual need to use these airports.”

“Traffic impact on local districts should be considered.”

“State government could provide better transportation access to and from both small and large airports.”

“Airport location should be a part of regional growth plans, not just on a county-wide basis, but on a multi-county basis, meeting the needs of the larger part of the state but still allowing for population growth that will not interfere with airport use.”

Several participants supported preservation and expansion of existing capacity, with several comments written in support of smaller airports. Some comments focused expanding air service in specific communities, such as Clallam County and Moses Lake. Other comments were more general, expressing support for expansion of airports in smaller communities as a means to support local communities and ease congestion at larger airports. At times, conflicting opinions were presented, with one participant commenting that the state should limit its involvement in airport expansion, especially in the Seattle area, while another participant commented that airport expansion should focus only on large commercial airports like SeaTac.

“We need to protect the airports that exist now because we will not be able to build new ones in the future due to environmental impact. The state should be involved in keeping smaller airports alive.”

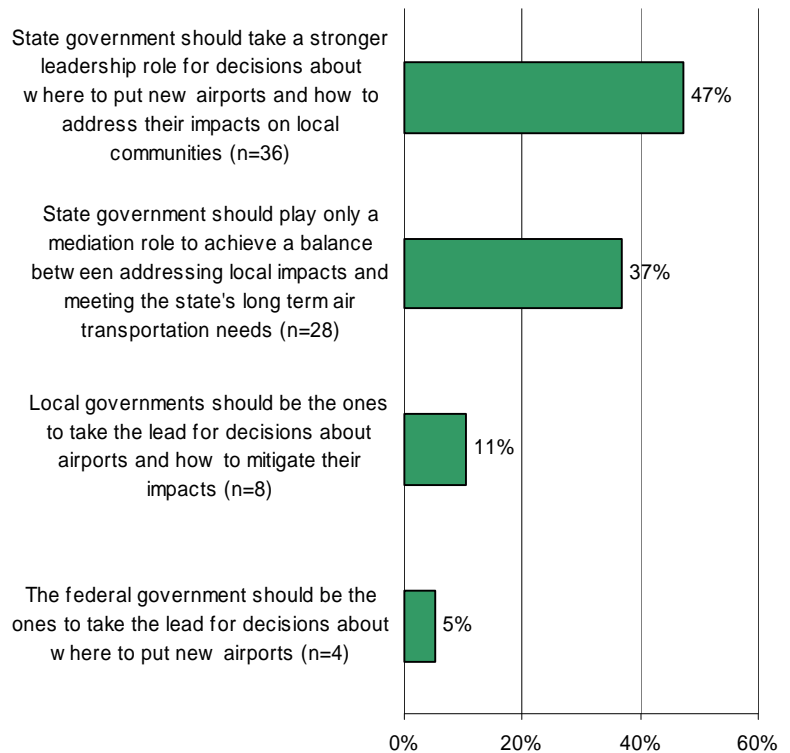
“It is essential for local and federal government to add capacity to existing and new airports.”

When it comes to building or finding a location for new airports, how should decisions be made? Participants were asked to choose the option they liked best from the following:

- **Local governments should be the ones to take the lead for decisions about airports and how to mitigate their impacts**
- **State government should play only a mediation role to achieve a balance between addressing local impacts and meeting the state's long term air transportation needs**
- **State government should take a stronger leadership role for decisions about where to put new airports and how to address their impacts on local communities**
- **The federal government should be the ones to take the lead for decisions about where to put new airports**

Participants indicated support for a state role in decision-making about building and siting of new airports. Nearly half of participants (47%) indicated that state government should take a strong leadership role in airport siting decisions and in addressing the impact on local communities while 37% of participants believe that the state should play only a mediation role to achieve balance between addressing local impacts and meeting the state's long-term air transportation. Just 11% of participants feel that local government should be in the lead with regard to decisions about building or siting new airports, and only 5% feel that the federal government should lead decision-making about building and siting new airports.

When it comes to building or finding a location for new airports, how should decisions be made?



Do you have any other thoughts about the state's role in building or finding a location for new airports?

Participants were asked to provide additional thoughts about the state's role in building or finding a location for new airports. A summary of key themes follows. A transcript of responses is included in Appendix B.

Role of Local, State and Federal Government

There were a variety of opinions on the appropriate role of local, state and federal government in deciding when and where to build new airports. The majority of the comments called for local and state leadership and minimal federal involvement. A large percentage indicated a preference for local decision-making power. Several people requested the state perform a mediator role between local communities and the federal government. There was also an overwhelming desire for a collaborative effort among all branches of government.

"I think the state needs to take the lead because it can best coordinate throughout the state, providing transportation best for the entire state. But the state must also carefully consult with local communities, who best know their needs, local habits and habitats, etc."

A few participants preferred federal leadership and many requested federal and state oversight of local government. Several people referenced the state's ability to recognize the larger scope of need across the entire state in determining airport location.

“Communities should have a fair amount of decision-making, but need state oversight.”

“It’s likely the Federal government will foot most of the bill for building new airports. Therefore, it’s logical for the Federal agencies to take a lead role.”

“State and Feds should have deciding location of new (airports) because local people do not have the needs of the “state” as a whole in their vision of what is necessary for the people of the state.”

Expansion of Existing Facilities

Numerous comments requested the expansion of existing facilities over construction of new airports.

Attendees cited the difficulty of building new facilities and many expressed a desire to be fiscally responsible:

“We should look at ways to be more efficient with the money and facilities that are available.”

Several comments referenced the large number of existing airports across the state, claiming some of these facilities could be expanded to meet the increasing demand rather than building new airports.

Miscellaneous

A few people commented that new airports should be constructed in places where housing is not growing or in less densely populated regions. Building or expanding airports in rural areas of Eastern Washington could provide economic growth to these regions.

Another common theme was openness to change; among both public perception of airports as well as government approach and the decision on where to construct airport facilities.

Participants were asked to rate the following ideas as excellent, good, fair or poor for things the state could do to address capacity shortfalls:

- ***Spend what it takes to preserve our existing system through proper maintenance***
- ***Look first at ways of making more efficient use of the airports we have before thinking about building new ones***
- ***Redistribute flights to other airports before expanding airports***
- ***Expand the use of some airports to include more commercial service***
- ***Avoid land uses near airports, like new housing or schools, that can create noise or safety conflicts***
- ***Build a new airport in the Puget Sound Region***
- ***Build a new airport outside the Puget Sound Region***

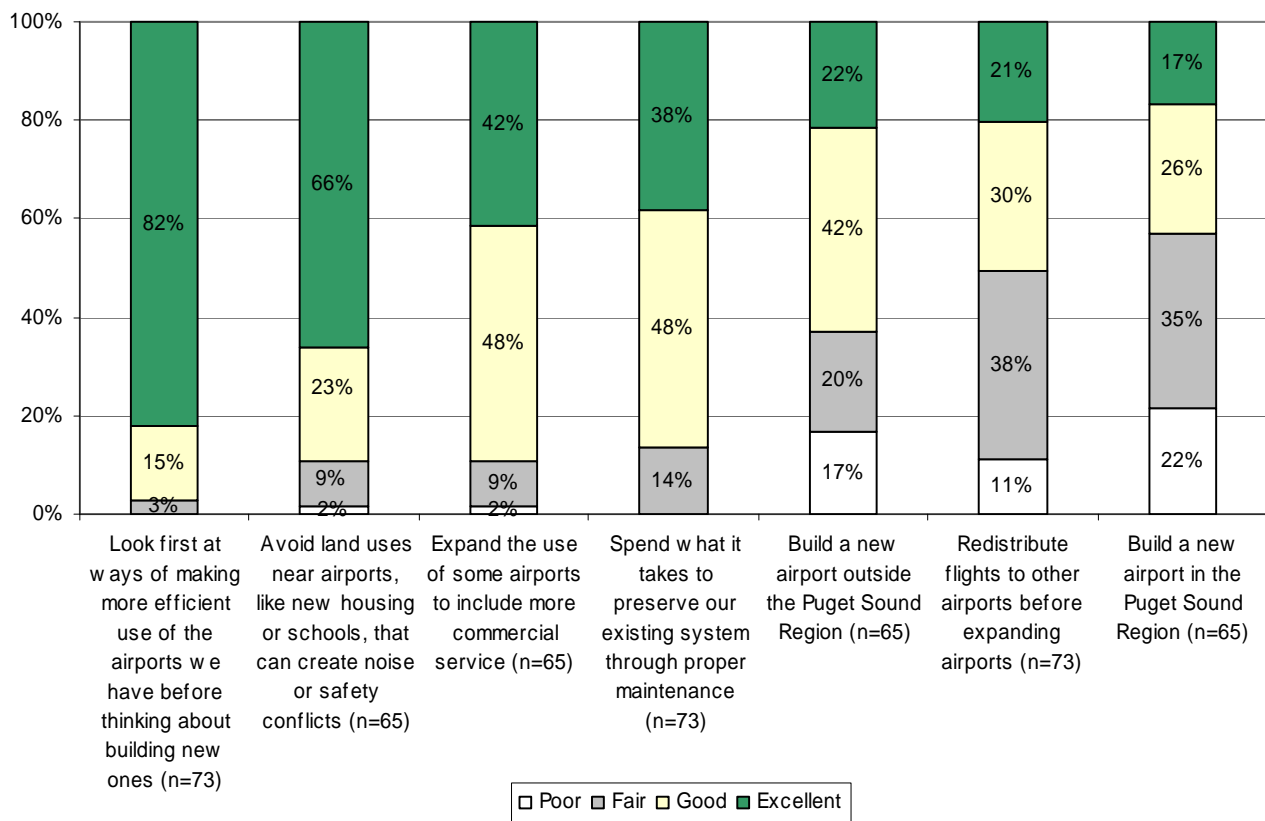
Participants indicated a preference for making use of the existing system before adding new capacity. Nearly all participants rated the idea of making more efficient use of existing capacity before building a new airport as *excellent* (82%) or *good* (15%). Participants also indicated support for avoiding incompatible land uses near airports, with 66% of participants rating this idea as *excellent* and 23% of participants rating this idea as *good*.

Participants indicated support for expanding the use of some airports to include more commercial service, with 42% of participants rating this idea as *excellent* and 48% rating this idea as *good*. Participants were also supportive of preserving the existing system through proper maintenance, with 38% of participants rating this idea as *excellent* and 48% of participants rating this idea as *good*. Nearly two-thirds of participants rated the idea of building an airport outside of the Puget Sound region as a *good* (42%) or *excellent* (22%).

Opinion was divided about the idea of redistributing flights to other airports. Approximately half of participants supported this idea, rating it as *good* (30%) or *excellent* (21%) and approximately half was less supportive of this idea, rating it as *fair* (38%) or *poor* (11%).

Participants were least supportive of building a new airport in the Puget Sound region as a way to ease capacity shortfalls. This idea received the most *fair* or *poor* ratings of all the options. More than half of participants rated the idea of building a new airport in the Puget Sound region as *fair* (35%) or *poor* (22%).

How should the state address capacity shortfalls?



Which of the following best describes the role that the state should play in funding and preserving our public use airports? Indicate your level of support for the following ideas:

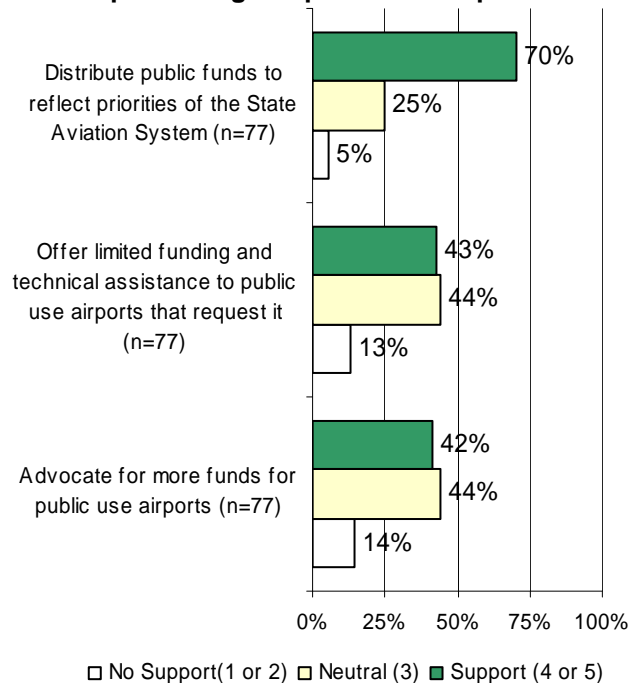
- Offer limited funding and technical assistance to public use airports that request it
- Advocate for more funds for public use airports
- Distribute public funds to reflect priorities of the State Aviation System

There is strong support for the state to prioritize funding to reflect the priorities of the State Aviation System. Seventy percent of participants indicated support for this role.

Participants were moderately supportive of the state offering funding and technical assistance to public use airports as a preservation tool. Forty-three percent of participants indicated support for the state offering funding and technical assistance to public use airports, while 44% expressed a neutral opinion about this role for state government.

Participants also indicated moderate support for the state advocating for more funds for public use airports. Forty-two percent of participants indicated support for the state advocating for more funds for public airports while 44% expressed a neutral opinion about this role for state government.

What role should the state play in funding and preserving our public use airports?



Do you have any other thoughts about the state's role in funding and preserving existing airports?

Participants were asked to provide additional thoughts about the state’s role in funding and preserving existing airports. A summary of key themes follows. A transcript of responses is included in Appendix B.

User Fees

Numerous participants proposed instituting user fees to fund airports. Many participants feel that airport users should play a greater role in supporting the aviation system, and the burden should not fall on tax payers in general.

“People that fly out of airports should pay fees to fund maintenance for those airports.”

“With the airlines struggling with fuel fees, I believe that you should be careful about adding burden given the present economy. I believe users should bear the burden.”

Funding Decisions

There were a variety of opinions about how funding decisions should be made. A few participants commented that funding decisions should be made with input from local communities, and should take into account the importance of the airport to the state transportation system.

“Funding should take into account local resources as well as the importance of the particular airport to the overall transportation needs of the state. It should not be based only on local resources (as with schools), since important services could be lost.”

A number of participants expressed support for funding expansion of existing airports first.

“Spend money to redistribute planes to already existing airports.”

“It would be more economical to update/upgrade our existing airports than to build new ones.”

“Look at using McChord AFB as a second airport in the Puget Sound area. It is a large facility, well located, and underused.”

Some participants commented that funds should be directed toward airports that are used by the greatest number of people. Others expressed concern about support for small airports, and support for directing funds toward airports that support emergency rescue efforts.

“State funding should support airports that are used by the most people. Smaller, local airports should be self-supporting or supported by local taxes.”

“The state needs to look at which airports are of greater use and that is where funding should go.”

“State funding should focus on communities where the airport is needed because of medical, fire, and rescue needs. Let the free market pay for commercial airports.”

“We need to preserve small airports through careful and thoughtful funding.”

“My concern is that big airports or government will drown out the small airports. In other words, not fair play.”

Safety

While some participants agreed that safety should be a top priority, there was some disagreement on how the state should fund safety.

“I think state funding of airports should be a priority as to safety matters.”

“Payment for use seems appropriate. The state should ensure safety but much of the cost could be paid by the users.”

Stewardship of Public Funds

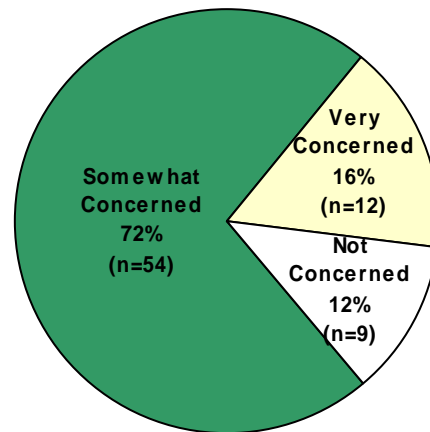
The appropriate use of public funds was another common theme in participants' comments. One participant suggested that sales tax revenue that is generated by aircraft equipment, parts,

fuel, and other aircraft-related items should be used to support the state aviation program, and not directed toward the general fund. A few participants expressed concern over the state's track record with regard to managing infrastructure investments in this open ended response section.

Which statement best describes your level of concern about Washington's aviation capacity?

- I am very concerned about Washington's long term aviation capacity
- I am somewhat concerned about Washington's long term aviation capacity
- I am not concerned about Washington's long term aviation capacity

Which statement best describes your level of concern about Washington's aviation capacity?



The majority of participants are somewhat concerned (72%) about Washington's long-term aviation capacity. Sixteen percent of participants indicated being very concerned about Washington's long-term aviation capacity compared with 12% that indicated that they were not concerned about Washington's long-term aviation capacity.

What other things should the state do to meet Washington's aviation needs?

Participants were asked to provide additional thoughts about what the state should do to meet Washington's aviation needs. A summary of key themes follows. A transcript of responses is included in Appendix B.

Access

Several comments addressed ground transportation to and from airports, with a number of comments asking for more public transportation and improved parking and wayfinding at airports, especially at SeaTac. A few participants commented that increased traffic congestion in the Puget Sound area is a barrier to accessing air transportation.

“Address transportation to/from the airport, beyond just the light rail line between Seattle and SeaTac.”

“Encourage public transportation to and from the airports to cut down on road traffic. If other satellite airports are offered, provide shuttle service to and from them.”

“I would like more options to fly from Bellingham, as travelling by road to Seattle is becoming increasingly difficult and costly.”

“The Olympic Peninsula is growing and needs a competitive airline to provide service to other areas of Washington to save residents from having to travel to the congested Seattle area.”

Congestion Relief

Concern about congestion relief at SeaTac was another key issue for participants. A variety of opinions were expressed about how to relieve congestion. Many comments encouraged redistribution of flights to airports such as Moses Lake, Pasco, and Spokane as a way to relieve congestion at SeaTac and enhance access to air travel to areas outside of the Puget Sound region. One participant suggested that improved passenger rail service would alleviate congestion at airports and another participant supporting increasing the efficiency of airplanes.

“Small feeder airports with timely public connections would serve needs perhaps better than expanding what is already available.”

“Offer more state funding to move flights to other local airports.”

Funding

Several comments were made on the issue of funding of the aviation system. As in previous sections, several comments were made in support of instituting user fees to support the aviation system. Some participants expressed the opinion that the private sector should play a larger role in funding aviation. Others were less supportive of a market-based approach to aviation funding.

“Planning and implementation of aviation should needs should not be based on a market model. All citizens should have access to aviation transportation and costs should be spread across small and large communities on an equitable basis.”

“Studies of who benefits the most [from aviation are needed]. If it’s the public, then [public] funds are a good idea. If private business, then [use of public] funds should be reconsidered.”

“I don’t feel that the state should be providing a large amount of funding for private airstrips, or private airports, I believe we should focus on those airports that provide the most serve to the public and focus less on those airports that are primarily for pleasure.”

The Importance of Aviation to the State

A number of comments indicated that aviation plays an important role in the state, and losing airports was an issue of concern. One participant commented that the state economy needs a strong aviation system. Another participant commented that aviation should be fully integrated into a comprehensive state transportation plan.

A few comments encouraged the state to educate the public about the aviation system and how it works, to build understanding for the role it plays in the statewide transportation system.

“I believe the average citizen knows very little about how the aviation system works or what the needs are from a transportation standpoint. Much needs to be done to educate us.”

Question and Answer Session

Approximately 30 minutes of the Electronic Hall was dedicated to a question and answer session. Participant questions were answered by the moderator with technical assistance from WSDOT Aviation Division staff members. The questions and posted responses follow and are categorized by topic.

Capacity

Question: How difficult would it be to expand and build on smaller airports?

Answer: It depends. Smaller airports may be located in geographically constrained areas or areas that don't require expansion. Most capacity problems are within Puget Sound region. The issue is whether it's suitable to accommodate the kind of aviation needs that the state has.

Question: Is SeaTac approaching take off/landing limits

Answer: It is projected to approach capacity limits within the next 25 years.

Question: Given all the cancellations of flights that we're seeing, how does that affect capacity planning?

Answer: It really doesn't affect capacity planning, except that we may have more capacity or less capacity in the next 25 years. The current cancellation of flights is something we've seen before and has been taken into account in the forecasting.

Question: Is there any serious consideration to turning Paine Field into a commercial venue since Snohomish County has chosen to change its status?

Answer: Paine Field is among the alternatives that might be considered for expansion of commercial service in the future. But there would have to be a lot more discussion before that happens.

Question: Would we be able to expand SeaTac?

Answer: SeaTac just went through a significant expansion. It would be difficult for SeaTac to add a fourth runway given the nature of community opposition and geographic constraints.

Question: How about Yakima and Tri-Cities Airports? Are there plans to expand in the future?

Answer: Each airport has a facility plan that they do, with a capital facility project list. Each airport should have that available to the public.

Question: The Yakima airport has limited flights right now. Is there any chance to get more in?

Answer: Yakima airport just added a new airline. However, one of the concerns that the aviation planning council has is how we can sustain commercial air service to eastern WA communities. It is not always financially feasible for airlines to serve less dense areas.

Question: Moses Lake, for instance, has an old military base. Can these areas be used for expansion?

Answer: Moses Lake is very far away from major population centers, so the question would be how people can get there. This would require a fairly significant redistribution

of flights. As the area increases in population, this will make it more feasible for increased levels of air traffic.

Question: Has there been any discussion on placing an international/regional airport in the south sound (Olympia or farther south) to serve southwest Washington as well as take some south sound volume from SeaTac?

Answer: Yes. There has been consideration of different options including South Sound. The next Electronic Hall Meeting will be looking at some alternatives which will give us more information about these specific locations.

Question: Is there any pressure from Port of Seattle officials to have the state refrain from expanding outside of SeaTac?

Answer: No, there has not been pressure from Port of Seattle to expand outside of SeaTac.

Question: Any thoughts of expanding sea flights from Kenmore air for future in state hops (transport flights)?

Answer: Kenmore air is expanding and continues to do so from a variety of locations.

Question: Are the capacity problems primarily commercial use, cargo/transport/shipping, or something else?

Answer: They are all those things. Some airports have problems due to lack of aircraft storage space. In other cases, it's a matter of lack of capacity for takeoffs and landings.

Question: Given fuel expenses, inconvenience of security, upcharges for baggage is the need for commercial aviation to continue to expand?

Answer: People may want to stop traveling because it's so difficult and costly to travel. To date we have not seen indication of enough of a decline in aviation traffic to conclude that the capacity issue has disappeared. It may be possible that there will be a change in how people travel.

Question: What is the cooperation between Washington and Oregon in planning new airports--particularly in the Vancouver area?

Answer: There is quite a bit of discussion between OR and WA on coordinating capacity needs in SW Washington.

Question: In your opinion, is the third runway at SeaTac going to alleviate the need to expand King County's Regional Airport?

Answer: The third runway was built to accommodate flights during bad weather. The need to expand or make other improvements would be made independently of the third runway decision.

Question: How does the size of Payne Field compare to SeaTac?

Answer: Payne Field provides a range of service for Boeing (corporate uses) and other general aviation uses. They are two different types of airports. The state aviation division website should have answers on square footage.

Question: is there any consideration being given to increasing the number of flights offered by other airlines to the north Olympic peninsula, given the projected increases in population?

Answer: As there is more need, then the air traffic will increase in the N. Olympic peninsula region.

Environment

Question: Are environmental concerns a significant concern to expansion?

Answer: They are one of the most significant concerns about expansion. Noise from planes, air quality concerns, increased traffic, impacts on habitat are all critical considerations.

Role of Government

Question: Is there a responsible state department with well qualified personnel working on the airports?

Answer: Yes, there is a WA state aviation division that includes people with many years of experience and planning. The aviation division is part of the WSDOT.

Question: If the government gets more involved, how will it stop special interest from getting involved and causing corruption?

Answer: We have laws that prevent and punish people for corruption, but I'm not certain that government involvement would be correlated with corruption.

Funding

Question: Do airports receive any federal funding?

Answer: Yes, for half of the system. 66 airports are also within the federal aviation system.

Question: Where would funding for the airports and supporting infrastructure, i.e. restaurants, lodging, sewer, water, roads, etc. come from?

Answer: Funding comes from lots of different sources, both public and private. Aviation is primarily funded by aviation users. Infrastructure is funded through local government with some assistance from the state. Restaurants and lodging are funded from the private sector.

Question: How will the decrease in airline service, dropping some smaller communities, affect the distribution of state funding of all airports?

Answer: Many commercial airports provide other services such as cargo, medical service, etc. We need to look at the mix of functions provided by an airport in making funding decisions.

Safety

Question: Besides expansion ideas, are there plans to update for safety reasons, i.e. better/updated radar systems?

Answer: Absolutely. Safety is one of the top concerns for existing airports where the priority is to focus on different types of safety improvements. This is also an important priority for the federal government, who are developing a new plan looking at safety in airspaces.

Forecast Data

Question: Are these estimates allowing for an increase in fuel costs?

Answer: These are based on historical trends, so they do account for wide fluctuations in fuel costs and other economic changes.

Question: Do your forecasts for the Puget Sound region take into account the ongoing consolidation of commercial airline companies (such as a possible Northwest and Delta merger)?

Answer: The forecast forecasts passenger enplanements over a long period of time. We're talking about long-term trends including the seating capacity of aircraft.

Question: If you have 25 years why are you worried now?

Answer: It takes about that long especially if you're going to expand or build a new airport. For example it took SeaTac 15 years to add a new runway. Also some airports are reaching capacity now.

Question: What is the primary measure used to judge airport capacity? Is it the number of runways?

Answer: Number of runways is a factor, as well as length of runway and how much demand there is at that particular airport.

Aviation Planning Council

Question: Who is on APC? Any non-aviation types?

Answer: Yes, there are non-aviation types. All members of the council are appointed by the governor and they include reps from different aviation groups as well as public members. They are from all over Washington State. Their names are listed on the WSDOT Aviation Web site.

Question: How will APC coordinate aviation needs with overall state transportation plan?

Answer: The state aviation plan is being integrated into the state transportation plan. The council believes that aviation needs to be planned in coordination with all transportation modes.

Multi-Modal Transportation

Question: What is the possibility of combining air service with some kind of rail service?

Answer: This is another part of the study we have been conducting looking at long-term air transportation. It is important for the state to be looking at linkages between airports and other modes of transportation. In some instances, rail may not reduce the capacity needs but still provide important options for the traveling public.

Question: Will these expanded airports have rail and bus access?

Answer: In most instances, yes.

Preservation

Question: Are any major airports in such poor shape that they cannot be maintained?

Answer: Major is in the eye of the beholder, especially in rural communities where even small airports have a large impact. Most large commercial airports are well-funded and well-maintained.

Military Airfields

Question: If the State of Washington expands airport near military bases, will this affect inbound and outbound flight, or would they be able to fly across military air space?

Answer: There was an airspace analysis indicating there was not much airspace conflict over military bases.

Miscellaneous

Question: Why don't they build ports outside of towns?

Answer: Most airports started out outside of towns, with growth happening around them.

Question: Wouldn't it be an economic boon to central, southwest, and southeast Washington to have airports?

Answer: Definitely so if there were market demand to support such an airport, and if such an airport could be supported politically and technically. All airports provide some economic benefit.

Question: Will you show us the responses to this survey?

Answer: Yes, you and other members of the public will see responses.

Time did not allow for all questions to be answered. Following is a list of questions asked by participants but not answered during the Electronic Hall session. Questions are categorized by topic.

Capacity

- What are reasons for not rapidly expanding the Bellingham airport?
- With the large population north of Seattle, why isn't Paine Field on fast track for expansion?
- Could King County field be used as a regional airport with regular shuttles to SeaTac? Also some of the area around king field would serve well as parking area allowing for the shuttle service to relieve some of the parking pressure and traffic around SeaTac.
- Are we looking at ways to make our existing airports run more efficiently?
- Why would anyone be in favor of the kind of strip development that goes along with building airports?
- Would the state support/encourage a King County/SeaTac Airport merger?
- People want convenient travel from point A to point B. Will expansion outside of Seattle allow this to happen?

- When the issue of building a third runway at SeaTac was considered, there was a plan to build an airport South of Olympia. The location they considered was totally inappropriate and there was a huge outcry and opposition to building in the chosen site.
- Are there FAA recommendations for future expansion in Washington State?
- Are there any communities raising its hand to be the home of a new commercial airport given the revenue and jobs it would fund?
- Would airport expansion mean higher or lower prices on flights, baggage, non-complimentary snacks and drinks, etc.?
- Are there private airports that could be approached about becoming public and/or expanding to where they could provide more services?
- What about expansion of commercial use of Boeing Field?
- What about using Boeing field for more flights?
- If things do not improve, what is the future of aircraft in Washington?
- How much capacity for expansion is available at SeaTac?
- What are the reasons against expanding Paine Field? I thought the community was supportive of the expansion.
- Moses Lake, for instance, has an old military base. Can these areas be used for an expansion?
- Have there been any proposed sites for future airport development in the Puget Sound area?
- If there is a need for more services to certain areas of the state, how much say do commercial airline companies have in adding services to those areas?
- Which airports in the state are slated for expansion?
- Wouldn't the pressure on the Puget Sound region be diminished if smaller airports in the surrounding region (i.e. Snohomish or Skagit County) were expanded?
- Can those federal funds be used to expand airports in Spokane, Moses Lake or the Pasco area to alleviate some of the passenger air traffic that goes through SeaTac?
- Would it not be cost effective to expand smaller airports to handle local flights and free up the larger airports for long distance and international flights?
- Can Paine Field be considered for adding more flights to lower traffic of SeaTac?
- Are there plans for airport expansion or new construction north of Seattle
- Do you anticipate a continuing decline in the number of airports?
- Will Boeing Field ever be used as a commercial airport?

Role of Government

- What sort of incentives could the State provide to encourage airlines to service smaller regional airports?
- If it's not financially feasible for commercial airlines to service outlying airports, why should the state subsidize those airports to help them expand?
- Your answer about the Yakima airport shows only the limitations of a market-based approach to air travel. The government should require airlines to serve all of the public and should regulate airlines accordingly.
- What is the extent of state control of these issues as opposed to the Federal government?
- Is there a responsible state department with well qualified personnel working on the airports?

Military Airfields

- Has the state considered that in the next 25 years the Federal Government might fix our problem with potential future military base closures?
- How much consideration has been given to using McChord AFB as second Puget Sound airport?

Funding

- Are use taxes the only way that public airports are funded
- What proportion of airport costs are covered by user fees? Do they cover capital costs? How much from general funds?
- Does the funding for the airports allow for road improvements, or is our highway fund paying for the road improvements?
- Is there any money for expansion at this time? If not how are we looking to pay for this?
- If it's not financially feasible for commercial airlines to service outlying airports, why should the state subsidize those airports to help them expand?
- Re-phrase: What percentage of funds devoted to airport support are used to support airports used for pleasure?
- What percent of operating costs for SeaTac are tax dollars and what percent are paid by the airlines?
- What is the percentage of federal funding for our airports vs. state funding?
- What percentage of public funds are used to support airports primarily used for pleasure?

Multi-Modal Transportation

- For us, just getting to SeaTac is a major hassle -- accidents on country roads, Hood Canal Bridge delays, etc. Do you work on issues regarding ground transportation to airports?
- Remote air fields like Moses Lake would make more sense if they were tied into the Sound Transit system. Do you consider access by other transportation modes in your long range planning?
- Is the improvement of ground public transport to and from existing airports or to and from smaller communities and existing airports taken into account?
- With the continued growth of the Pierce County area and especially in the Puyallup area it would seem a good thought to use part of McChord AFB as an expansion as other countries have,
- In Europe we have observed airports clearly outside the populated areas. Can we provide mass transit to major airports in rural areas?

Forecast Data

- As we convert to alternative fuel has the cost of flying been taken into consideration and with that the increase or decrease of the capacity of people flying?
- Is increased demand due to more to increases in population (more taxpayers), or increases in the expected number of trips?
- The future is uncertain for all aviation. What is the future with high prices for fuel?

Miscellaneous

- Such a coincidence – computer malfunction today in Atlanta. Any thoughts on methods of circumventing this, or is that not feasible?
- What organization contracted this Knowledge Networks survey?
- Do you know if there is anyone coming back to the Bremerton airport to have commuter flights to SeaTac?
- So this is going to be more focused on larger airports?
- Could commercial and private (people) travel be split?
- Is there any end in sight to the endless extra baggage charges, fuel surcharges, meal charges, while the airlines service to the people is becoming more limited, and less reliable.
- How many participants in this town hall? What are the outcomes from the questions from this session?
- Is SeaTac a joint owned facility or does the Port own it?
- I live in the area where they are getting substantial amount of rock for the new run way, and we are seeing damage to our cars and roads. What is being done about this?

Access to Small Communities

- How will the airports be balanced for travel time to the airport for small cities and towns within reason? Some people have to travel I heard 150 to 200 miles to get to a commercial flight.
- How do we control growth at small airports?
- Unfortunately the Yakima airport just lost Delta as a provider.
- I find that we can't keep airlines in our city...they keep pulling out of Yakima.

Environment

- I've seen one eagles nest stop building homes, is this type of thing taken into consideration?
- Who regulates noise levels at airports? Auburn Regional has more noise than SeaTac! I know because I live under both flight paths!

Freight

- Are airports used primarily for passengers, or for passengers and freight? Is it feasible, or practical, to build a freight only airport that will not be within a residential noise zone?

Partnerships

- What about a joint approach with Oregon and Idaho?

Technical

- Isn't part of the problem for capacity our antiquated ATC system? Which is a federal responsibility?

About the Participants

- Fifty-seven percent were female, 43% male
- About four percent were 18-29 years old, 24% were 30-44 years old, 37% were 45-59 years old, 34% were 60+ years old
- Eighty-eight percent of participants identified their race/ethnicity as White, Non-Hispanic; 5% Other, Non-Hispanic; 5% Hispanic; 2.5% two or more races, Non-Hispanic
- The educational level of participants is as follows: Bachelors Degree or higher (48%), Some College (40%), High School (11%), Less than High School (1%)

Appendix A – Electronic Hall Discussion Guide

What should be Washington's Aviation Future?



Tonight's E-Town Hall Meeting

- We want your feedback to help the Washington State Aviation Planning Council develop recommendations to the Governor and Legislature for laws and policies that govern the future of Washington Aviation.
- Your participation is very important!
- During the next 30 minutes, we will be presenting information about aviation in Washington. We will also be asking you to answer some multiple choice and more general questions.
- After the presentation, you'll have the opportunity to ask questions about aviation in Washington. The moderator will answer as many questions as possible in the time remaining.



Town hall meetings, then and now

- A **town hall meeting** is an informal public meeting that originated from the traditional town meetings of New England, where everybody could attend, express ideas, and hear responses from decision-makers.
- An **e-town hall meeting** serves the same function, but allows people from all over the state to convene online, in real time, to share their ideas and provide input to decision-makers.



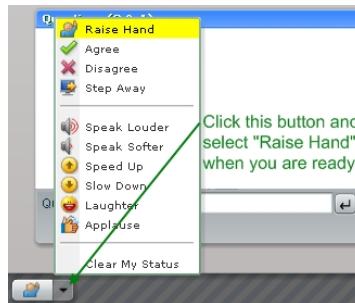
How the questions work

- The questions will be just like those in your Knowledge Networks surveys. Please read the question and pick the answer that best represents your opinion.
- Once you've selected your response, press the "**Continue**" button at the bottom right of the presentation.
- Unfortunately our survey system does not allow you to go back to change your answers. Please keep this in mind before you press the "**Continue**" button!



How the questions work (continued)

- For some questions, you'll be asked to change your status by selecting **"Raise Hand"** at the bottom left. This will notify the moderator that you are ready to proceed. Please wait for everyone else to complete the questions.



- Let's start with a few simple questions, just to make sure we get the hang of this system.



Do you have audio access to this meeting?

- a) Yes, I can hear you.
- b) No, I cannot hear you.

Most of you have audio access. If you don't have audio, the information will be presented on the slides for you to read.

Continue



In what part of the state do you live?

- a) NORTHEAST (Chelan, Douglas, Grant, Kittitas, Okanogan, Pend Oreille, Stevens, Spokane)
- b) CENTRAL PUGET SOUND (King, Kitsap, Pierce, Snohomish)
- c) NORTHWEST (Clallam, Grays Harbor, Island, Mason, Skagit, Thurston, Whatcom)
- d) SOUTHEAST (Benton, Columbia, Franklin, Garfield, Klickitat, Whitman, Yakima)
- e) SOUTHWEST (Clark, Cowlitz, Lewis)

Continue



Do you consider your community to be urban, suburban or rural?

- a) Urban
- b) Suburban
- c) Rural

Continue



In a typical year, how often do you take the following types of flights?

Please count a roundtrip as one flight.

| | 0 | 1-2 | 3-4 | 5-7 | 8+ |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Commercial domestic flights <u>within</u> Washington state | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Commercial domestic flights <u>outside of</u> Washington state | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Commercial <u>international</u> flights (including Canada and Mexico) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Private <u>corporate</u> aircraft | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| <u>Personal</u> aircraft | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Continue



How often do you experience delays of more than one hour in airport service?

- a) Most of the time
- b) Some of the time
- c) Hardly ever
- d) Never

Continue



Other than bad weather, what do you think is the biggest cause of air service delay?

- a) Airplanes needed to circle before they can land
- b) Poor connections at other airports
- c) Mechanical difficulties
- d) Flight cancellations by airlines
- e) Other reasons not listed here
- f) Don't Know

Continue



Are you ready to move on to the next part of this discussion?

- a) Yes
- b) No

Please press "Continue" below and set your status to "Raise Hand" once you are done and wait for the moderator.

Continue

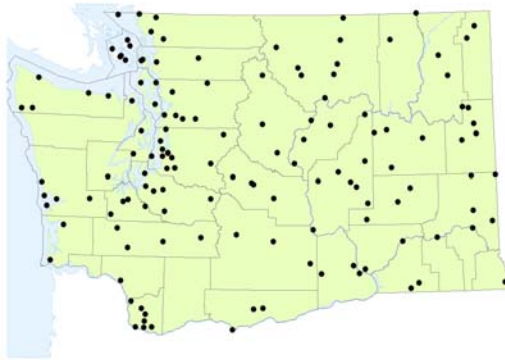


Some background information on Washington's aviation system



Washington's air transportation system

- There were 141 public use airports in 2005. Today there are 135.
- "Public use" means airports that the public can access, even if owned privately.
- Ownership:
 - WSDOT: 17
 - County: 10
 - City/Town: 44
 - Port District: 33
 - Joint: 5
 - Private: 32



Washington's public airports are located throughout the state, have many different types of ownership and a wide range of sizes. Rural and remote communities are dependent on small airports.

Airports serve a variety of roles in the state aviation system

| Classification | No. of Airports | Description |
|----------------------|-----------------|--|
| Commercial Service | 16 | Accommodates at least 2,500 scheduled passenger boardings per year for at least three years |
| Regional Service | 19 | Serves large or multiple communities; all NPIAS Relievers; 40 based aircraft and 4,000-foot long runway, with exceptions |
| Community Service | 23 | Serves a community; at least 20 based aircraft; paved runway |
| Local Service | 33 | Serves a community; fewer than 20 based aircraft; paved runway |
| Recreation or Remote | 39 | Other land-based airports, including residential airparks |
| Seaplane Bases | 9 | Identified by FAA as seaplane base, unless it is a Commercial Service Airport |



Airports provide unique transportation access as part of the state multi-modal transportation system

Air Transportation Activities:

- Tourism / Personal travel
- Business travel
- Aviation-related business
- Freight, express and mail services
- Access to remote communities
- Agricultural activities
- Recreation
- Emergency medical transportation
- Search and rescue
- Firefighting
- Disaster management



Airports make significant contributions to Washington's economy



Annual Contributions:

- 4 million takeoffs and landings
- 17 million enplaned passengers
- 600,000 tons of air cargo
- Economic impact (2001 study):
 - 171,000 jobs
 - \$4 billion in wages
 - \$18.5 billion in sales output

Source: LATS Phase I Report, 2007; Economic Impact Study, 2001 (based on data from 129 airports)



Washington's Aviation Future

Now we'd like to ask how you would rate the importance of various aviation benefits and what role you think the state government should take in aviation in Washington State.



In your view, how important are these aviation benefits to the people of Washington?

| | <i>Not at all</i> | | | | | <i>Very</i> | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Jobs | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Movement of freight and goods | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Meeting the needs of small communities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Search and rescue | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Continue



In your view, how important are these aviation benefits to the people of Washington? (continued)

| | <i>Not at all</i> | | | | | <i>Very</i> | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Response to wildfires | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Connecting Washington's communities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Connecting Washington to global markets | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Continue



How much would you support these ideas for the state government's role in aviation?

Indicate your level of support for the following ideas:

| | No support | | | | Strong support |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Provide funding to help maintain public airports | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Discourage land uses near airports that might make it difficult for airports to operate | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Help local government develop ways to protect their airports | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Set operations standards that public airports must meet in order to qualify for funds | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Continue



When it comes to aviation access for small communities, how much would you support the following ideas?

Indicate your level of support for the following ideas:

| | No support | | | | Strong support |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Focus funding on those airports that play an important role in the aviation system | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Focus funding of the airports that carry the most people | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Set a goal that communities should be within a 90 minute drive of a commercial airport | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Let the free market dictate who gets service | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Continue



Are you ready to move on to the next part of the discussion?

a) Yes

b) No

Please press “Continue” below and set your status to “Raise Hand” once you are done and wait for the moderator.

Continue

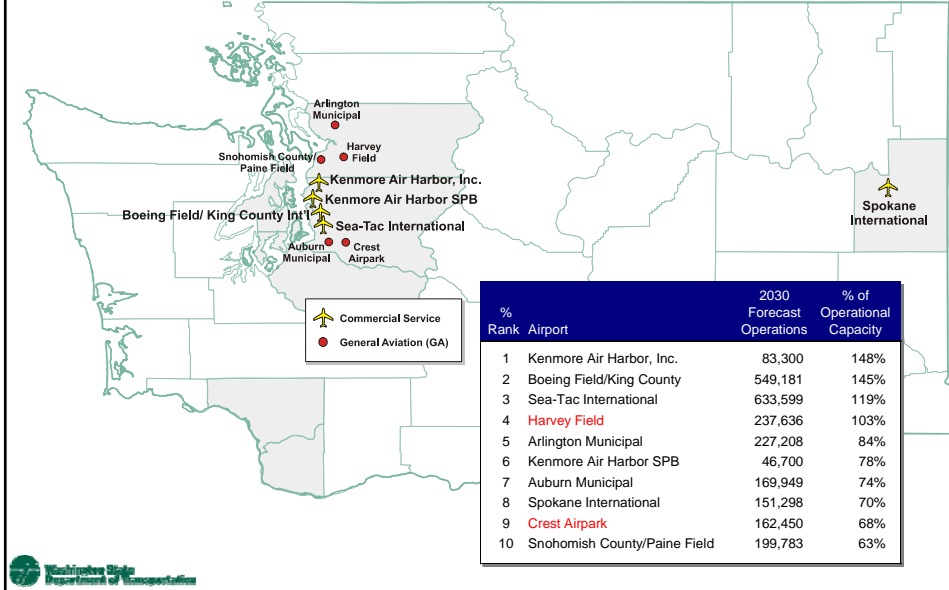


**Some information about
future airport capacity**



**Washington State
Department of Transportation**

Of the 10 Washington airports forecast to experience airfield capacity constraints, 9 are located in Puget Sound



Ways that the State could address the capacity shortfall:

1. It could do nothing, and allow the aviation system to respond to free market forces.
2. It could work with others to fund the preservation of the current airports.
3. It could expand existing airports.
4. It could look to build a new airport.

Each approach has positive and negative attributes. Over the next few slides, we will be asking for your feedback on some of the ways to address future aviation capacity needs.

On the expansion of existing airports

- Decisions to build or expand airports are often strongly opposed at the local level, because local residents are concerned about the impacts of airports.
- At the same time, there is a growing demand for air transportation in Washington.



When it comes to expanding existing airports, how should decisions be made?

Choose the option you like best:

- a) Local governments should be the ones to take the lead for decisions about airports and how to mitigate their impacts
- b) State government should play only a mediation role to achieve a balance between addressing local impacts and meeting the state's long term air transportation needs
- c) State government should take a stronger leadership role in decisions about expanding airports and how to address their impacts on local communities
- d) The federal government should be the ones to take the lead for decisions about expanding airports

Continue



Do you have any other thoughts about the state's role in expanding existing airports?

Please type your response below. You must enter something in order to continue to the next slide. If you don't know or don't have an opinion, just type that into the box.

Please press "Continue" below and set your status to "Raise Hand" once you are done and wait for the moderator.

Continue



Decisions to build or find a location for new airports can be very challenging

- Land available to build new airports is hard to find, especially close to existing population centers.
- New airports can cost a lot of money, and may require new roads.
- In addition, there is often strong public opposition to the impacts of new airports.



When it comes to building or finding a location for new airports, how should decisions be made?

Choose the option you like best:

- a) Local governments should be the ones to take the lead for decisions about airports and how to mitigate their impacts
- b) State government should play only a mediation role to achieve a balance between addressing local impacts and meeting the state's long term air transportation needs
- c) State government should take a stronger leadership role for decisions about where to put new airports and how to address their impacts on local communities
- d) The federal government should be the ones to take the lead for decisions about where to put new airports

Continue



Do you have any other thoughts about the state's role in building or finding a location for new airports?

Please type your response below. You must enter something in order to continue to the next slide. If you don't know or don't have an opinion, just type that into the box.

Please press "Continue" below and set your status to "Raise Hand" once you are done and wait for the moderator.

Continue



Below are some things the state could do to address these capacity shortfalls.

Please rate each idea:

| | Excellent | Good | Fair | Poor |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Spend what it takes to preserve our existing system through proper maintenance | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Look first at ways of making more efficient use of the airports we have before thinking about building new ones | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Redistribute flights to other airports before expanding airports | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Continue



Below are some other things the state could do to address these capacity shortfalls.

Please rate each idea:

| | Excellent | Good | Fair | Poor |
|---|-----------------------|-----------------------|-----------------------|-----------------------|
| Expand the use of some airports to include more commercial service | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Avoid land uses near airports, like new housing or schools, that can create noise or safety conflicts | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Build a new airport in the Puget Sound Region | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Build a new airport outside the Puget Sound Region | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Please press “Continue” below and set your status to “Raise Hand” once you are done and wait for the moderator.

Continue



Funding for Washington's airports

- One of the big challenges facing Washington's aviation system is that there is not enough money available to maintain all our public use airports.
- The Aviation Planning Council will be making recommendations on how to best prioritize funding decisions.



Which of the following best describes the role that the state should play in funding and preserving our public use airports?

Indicate your level of support for the following ideas:

Offer limited funding and technical assistance to public use airports that request it

No support

Strong support

Advocate for more funds for public use airports

Distribute public funds to reflect priorities of the State Aviation System

Continue



Do you have any other thoughts about the state's role in funding and preserving existing airports?

Please type your response below. You must enter something in order to continue to the next slide. If you don't know or don't have an opinion, just type that into the box.

Please press "Continue" below and set your status to "Raise Hand" once you are done and wait for the moderator.

Continue



Which statement best describes your level of concern about Washington's aviation capacity?

- a) I am **very concerned** about Washington's long term aviation capacity
- b) I am **somewhat concerned** about Washington's long term aviation capacity
- c) I am **not concerned** about Washington's long term aviation capacity

Continue



What other things should the state do to meet Washington's aviation needs?

Please type your response below. You must enter something in order to continue to the next slide. If you don't know or don't have an opinion, just type that into the box.

Continue



Before we move on to the Q&A, are you willing to participate in the next E-Town Hall Meeting on aviation in Washington in November?

- a) Yes
- b) No
- c) I'm not sure yet

We realize this is a different date than we told you initially and that it might be too early to know your availability, but we appreciate your best guess. Your opinion is very important in helping shape future aviation policy in Washington State!


Please press "Continue" below and set your status to "Raise Hand" once you are done and wait for the moderator.

Continue



Q & A Session!

- Now you have the opportunity to ask questions to the moderator, who will provide answers so everyone in the meeting room can see them.



The screenshot shows a window titled "Questions (Q & A)". Inside the window, there is a large text area with the instruction "Type your questions here." and a "Question:" label at the bottom left. To the right of the text area, there is a button with a right-pointing arrow and the instruction "Press this button to submit your question. Other people will not see your question until the moderator answers it." A green arrow points from the text "Type your questions here." to the text input field, and another green arrow points from the text "Press this button to submit your question..." to the submit button.

- Please be patient. We'll try our best to answer as many questions as possible in the time allotted!
- The remainder of the session will consist of your questions and our answers to them.

Appendix B – Transcript of Open Ended Responses

Do you have other thoughts about the state's role in expanding existing airports?

- A general plan for state wide air service must have the state take the lead.
- Airport location should be a part of the regional growth plans. Not just on a county wide basis, but more along the lines perhaps of a multi-county basis, meeting the needs of a larger part of the state but still allowing for population growth that will not interfere with airport use.
- As long as the state' role includes fiscal and environmental accountability.
- At SEATAC there needs to be more State and Federal oversight to avoid waste
- Bellingham went through this 15 years ago or so. A port-owned airport, they condemned the residential houses between the airport and the Bay. A tough fight but worth it for the long-term good of local aviation.
- Environmental concerns should be taken into account. Noise and pollution are obvious, but things like increased sewer and water and garbage, are also impacted. Local resources available to handle the increased traffic of people, planes, autos, business, etc. that an expanded airport would bring should be considered. The town may need to be expanded also in order to cope with the increase of all of the above.
- Existing airports should be preserve as they have the land and building already on site.
- I'm not sure, except the state would have to work closely with the local governments
- I don't think you'll get far. People don't want air traffic noise to impact their living.
- I don't want to see the federal government involved in our local area. People who live in the area should have the most to say about it.
- I feel that the state has a little too much concern for the way our airports are handled. If the community approves an airport expansion, then it shouldn't be put down like the situation in my community with Paine Field.
- I think flying will decrease the vehicle traffic so it will be good to improve smaller contact airports as well as making transit times more reasonable.
- I think it is important that the state, rather than the feds, take the lead on this. But the state must also listen to local communities.
- I think that the state or federal government should be controlling because the need may outweigh the local people requirements
- I think the state is probably in the best position ... balancing local and national concerns on aviation.
- I would like to see more options for air transportation in the Clallam county area, more competition would be better with connections at SEA or PDX.
- If a Federal runway is available such as McChord AFB why not use that as an alternative plan use?
- If the area needs the airport to expand the people in the community should also have a say in the process.
- Impact on local environments should be a major consideration.
- It is essential for local and federal government to add capacity to existing and new airports.
- It really needs to be a shared responsibility with the local, state and federal governments. Having said that, it's also important that proper notice should be given so that local citizens can give their input.
- It would be nice to have the airport here in Moses Lake be expanded so that people wouldn't have to drive to either Seattle or Spokane to catch a plane. That I think would also free up a lot of the traffic and congestion at those two airports.

- Keep the balance between environment and actual need to use these airports
- Let the traffic decide.
- Paine Field should be given more commercial flights to lower SeaTac traffic.
- Participation at the state level would seem to be more effective as it would centrally coordinate the efforts had have the best liaison at the federal level.
- State government should listen to the concerns of locals, but should help push our horizons in how it sees the future best for WA.
- State governments could help provide better transportation access to and from both small and large airports, to help make the distance/time travel requirement to the airport.
- Strongly feel they should only mediate, if a person moves near an airport they should expect some noise, traffic congestion and really shouldn't complain to loudly when expansion has to happen
- The only airports which need to be expanded in my opinion are the very large commercial airports such as SeaTac. My experience with the small airports are that they are more than adequate for the volume of business they do.
- The smaller communities should be able to expand their existing airports to not only help the community but to help the smaller communities who are farther away from the major airports.
- The state government should not be heavily involved. The local governments will most likely have the best ability to decide how their communities need to proceed.
- The state is better equipped to make local decisions. The Federal agencies, being located in D.C., are unlikely to meet local needs.
- The state needs to work in partnership with local government for a general overview of needs. The Federal government is too big and things will bog down and nothing will get done.
- The state should help to achieve a balance between local needs and overall statewide airport service levels/capacity/funding/etc.
- The state should limit its actions to expanding as few airports as possible, especially in the Seattle area.
- The state, in conjunction with the Federal Government, work closely with local communities in coming up with a master plan for growth and usage.
- They shouldn't spend money on landscaping and more on the airport.
- Traffic impact on local districts should be considered.
- We must add new runways or new airports
- We need to protect the airports that exist now because we will not be able to build any new ones in the future due to the environmental impact. The state should be involved in keeping smaller airports alive.

Do you have other thoughts about the state's role in building or finding locaitons for new airports?

- Again environment balanced with actual need
- Again, the feds aren't much help in knowing our local needs.
- Airports should be located where housing will not be growing. business, or other government operational needs, can work nicely near airports, residential communities don't seem to be as readily adapted.
- As long as the state's role includes fiscal and environmental responsibility.
- As the state makes decisions it is assumed that they will solicit local input.
- Building new airports, like building new jails is always going to be something hard to do. We should look at ways to be more efficient with the money and facilities that are available.

- Communities should have a fair amount of decision-making, but need state oversight.
- Consulting local areas will make them more amenable to developing sites as well as schedules
- Definitely should be a 50/50 decision between communities and the government.
- Federal should only step in to oversee
- Having an airport outside the most populated areas may be a solution even though it would be longer to get to. Then people wouldn't complain about the noise and traffic problems
- I don't know why now there should be any new airports existing ones can be improved upon and by the original map, no one is very far from some type of airport
- I feel that the public should have a slightly larger role when it comes to this.
- I feel that the state has a bigger overall view of where airports would be the most useful and also how to provide the other necessary things such as roads etc.
- I prefer smaller government and allowing the free market to drive supply and demand. Therefore, local communities should make these decisions for the sake of their citizens.
- I think the state is in the best position, between local and national.
- I think the state needs to take the lead because it can best coordinate throughout the state, providing transportation best for the entire state. But the state must also carefully consult with local communities, who best know their needs, local habits and habitats, etc.
- I would rather see the focus stay on effective expansion of existing facilities rather than new airports.
- If the local community doesn't want a new airport, why should the government spend any money putting an airport there?
- I think expanding the airports were a better idea
- It's likely the Federal government will foot most of the bill for building new airports. Therefore, it's logical for the Federal agencies to take a lead role.
- It needs to be a joint decision and project.
- It should be a joint decision between State, Federal and Local governments.
- Local governments need to take the lead but they need to be reasonable about their decisions. Not say a blanket no.
Local government should take the lead in new airport sites. They know more of the impact locally but the state could be a mediator to assist in meeting aviation needs/goals and addressing local concerns.
- Once again the State should have an overview and help balance competing local needs.
- Perhaps the state could find incentives for local communities, providing things they might want from the state in exchange for airport acreage.
- Please don't give it up to study after study and spend millions. This state is great for throwing money away like that.
- Same question as last block. By inviting the government to get involved, will this allow special interest to get involved and cause more corruption?
- Sometimes communities get stuck in there ways and need a push in the right direction to see that a change is ok. change is a part of life and it's ok.
- State and Feds should have deciding location of new because local people do not have the needs of the "state" as a whole in their vision of what is necessary for the people of the state.
- State monies will be used so state participation and guidance is needed.
- States need to think beyond boundaries. I am thinking of the Portland/Vancouver area which is growing so fast.
- Stringent controls should be placed on strip and sprawl development around airports.
- The NIMBY situation would be a major obstacle in this area of decisions.

- The sound is coming through fairly garbled & I am not getting the whole verbal message. Also, I cannot read what I have written because the type is so small. The state should serve the function of broadening the base of support for aviation across the state, but allow local governments a large part of the decision-making process.
- The state has lots of vacant space like Eastern WA. Many small communities would like the jobs.
- The state needs to work with local govt.
- The state should have primary authority.
- The state would have to take a bigger leadership role. However, the state should also bring the local governments into the process once the prospective sites have been chosen.
- There should be intense research in the determination process and local governments and communities should be involved in the decision making process.
- This is a larger issue and shouldn't be pushed on communities that really do not want it. So they should get more say in this process.
- Too hot to handle
- We must all be flexible and look forward.
- Would think that expansion or improvement of existing facility would be better option. Operational requirements for aircraft can mitigate impacts of expanded activity.

Do you have other thoughts about the state's role in funding/preserving existing airports?

- An additional fee may be added to each passenger so that those who use the airports are paying their fair share of the expenses.
- As long as the state's role includes fiscal and environmental responsibility.
- Funding decisions should only be made with input from local communities after a thorough presentation of issues and facts are made to the affected public.
- Funding should take into account local resources as well as the importance of the particular airport to the overall transportation needs of the state. It should not be based (in the same way as schools) on only the local resources, since important services could be lost.
- Good efficient bus service would make larger airports more available without smaller ones being as necessary for timely availability.
- I am not for a higher tax burden. The state has a very poor record on sustaining infrastructure. Ferries and roads for example.
- I am over my head when it comes to the last two questions.
- I didn't really understand from where the \$ is coming. Advocate to whom, for \$ the public, the federal government?
- I have observed what I consider to be unnecessary remodeling projects that do little to help anyone other than the contractors.
- I just hope they do a better job with the money they do have than what they do with money for the roads.
- I think state funding of airports should be a priority as to safety matters.
- I was under the impression that there is federal funding available for regional airports, is this not true?
- I would like to see all sales tax related to aircraft equipment, parts, aircraft, related items and the gas tax to go to the aviation program, and not the general fund.
- Increased user fees
- It would be more economical to update/upgrade/expand our existing airports than to build new ones.
- Look at using McChord AFB as a second airport in the Puget Sound area. It's a large

facility, well located, and underused.

- My concern is that the big airports or government run airports will drown out the small airports. In other words, not fair play.
- Not enough time--we certainly don't need more taxes.
- Payment for use seems appropriate. The state should ensure safety but much of the cost could be paid by the users.
- People that fly out of airports should pay fees to fund maintenance for those airports.
- Perhaps the people using the airports should have a greater role in supporting them.
- Public funds should be used for the greater good but not to line the pockets of businesses, especially the big ones.
- SeaTac is already one of the most expensive airports in the nation already. A different source of revenue needs to be sought.
- Spend money to re distribute planes to already existing airports
- State funding should support airports that are used by the most people. Smaller, local airports should be self-supporting or supported by local taxes.
- State should focus funding on communities where the airport is needed because of medical/fire/rescue needs. Let the free-market pay for commercial airports (maybe higher ticket prices to fly out of SeaTac?)
- Tax those who use, not every one.
- The money pie is only so big?
- The state needs to look at which airports are of greater use and that is where the funding should go.
- The tax payer's that will never use certain airports should not have to foot the bill.
- We need to preserve small airport through careful and thoughtful funding.
- Who wins and who loses?
- With as much business that is conducted at SeaTac for example would it be possible to ad a surcharge for each passenger in lieu of the present economical situation
- With the airlines struggling with fuel fees I believe that you should be careful about adding burden during the present economy. I believe users should bear the burden of taxes in support.

What other things should the state do to meet WA's aviation needs?

- Address transportation to/from the airport. Beyond just the light rail between Seattle and SEA-TAC.
- As a follow-up on using McChord, the number of flights is small compared to it's capacity.
- Ask the ones that fly.
- Base decisions partly by FAA recommendations.
- Business that use the cargo planes should also incur additional fees to help pay for upkeep and expenses.
- Clearer routes to the SeaTac airport. Better signs. Getting into that airport is always so confusing.
- Encourage public transportation to and from the airports to cut down road traffic at the airport area. If other satellite airports area offered, provide shuttle service to and from them.
- Expand the airports, Spokane, Moses Lake, Pasco to alleviate some of the stress from SeaTac and would provide greater access to air travel to those on the East side of the state.
- Fix the congestion at SeaTac airport.
- Fully integrate aviation into a comprehensive state trans plan
- Hire more concerned administrators
- How about an airport in Moses Lake that would take the strain off Sea-Tac. This would also

have to include rapid transit to the Puget Sound area.

- I believe the average citizen knows very little about how the aviation system works or what the needs are from a transportation standpoint. Much needs to be done to educate us. . . .
- I believe the changes in commercial aviation will eventually decrease needs. It is becoming more expensive and inconvenient to fly.
- I don't feel that the state should be providing a large amount of funding for private airstrips, or private airports. I believe that we should focus on those airports that provide the most service to the public, and focus less on those airports that are primarily for pleasure.
- I would be more concerned if more airports are eliminated.
- I would like more options to fly from Bellingham, as traveling by road to Seattle is becoming increasingly difficult and costly.
- If there was more capacity in other public transport within the state, such as improved rail access between N and S or E and W portions of the state, then we wouldn't need as much aviation support.
- Let the private sector help figure out the crunch.
- More research on this topic as it is the first I have heard about it.
- My concerns stem from small observations at SEATAC like the difficulty in parking, to the confusion regarding Payne Field expanded usage.
- Not being fully cognizant of the Port of Seattle's fee structure nor Washington State's tax structure, it's hard to figure how best to increase the flow of income for capital improvements. I do know what services are provided at the airport are highly inefficient.
- Offer more funding to move flights to other local airports.
- Our state economy needs to have a major aviation support component.
- Planning and implementation of aviation needs should not be based on a market model. All citizens should have access to aviation transportation and costs should be spread across small and large communities on an equitable basis.
- Promote general aviation and get Washington private pilots involved.
- Provide safety and access.
- SeaTac appears to be becoming overloaded. That concerns me.
- Seek sponsorship like professional sports teams do.
- Send planes to other ports.
- Small feeder airports, with timely public connections would serve needs perhaps better than expanding what is already available.
- Study air traffic, statewide airport capacity, available funding and space for expansion to make the best decisions for funding. Can our existing airports run more efficiently?
- Support increasing efficiency of airplanes.
- Take it away from the PORT and give the decisions to aviation people
- The Olympic peninsula is growing and needs competitive airline to provide service to other areas of Washington to save residents from having to drive to congested Seattle area.
- The future is so uncertain
- This town hall meeting is a great start. Also studies of who benefits the most. If it's the public then funds are a good idea. If private business then funds should be reconsidered.
- Use Boeing Field and the Air force bases more for commercial.
- User fees
- User fees. Railroads maintain their own right of ways.
- WA State needs to find an alternative fuel for flying as we will never have to monetary compensation to continue with gas.
- We need more capacity at Seattle
- Whatever they can