

Long-Term Air Transportation Study (LATS)

Electronic Town Hall #2 Summary Report

November 18, 2008

Event Overview and Purpose

The Washington State Department of Transportation (WSDOT) held the second of two Electronic Town Hall meetings on November 18, 2008 from 7 pm – 8 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 March 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 meetings 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.

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 respond to multiple choice, scaled, and open ended response questions. Questions were designed to gather opinions on aviation system funding and issues relating to meeting future aviation capacity needs. In the question

and answer session, participants were invited to submit questions to the Electronic Hall moderator.

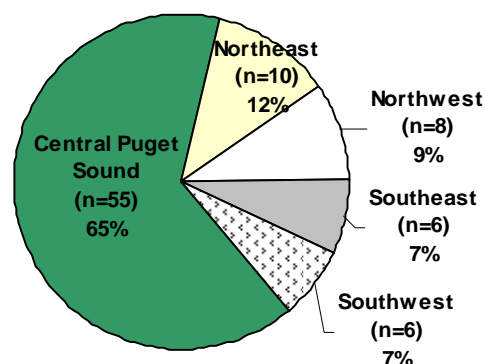
Following is a summary of key findings¹.

Part 1: Overview and Introductions

The moderator opened the town hall by explaining the purpose of the event and by providing instructions on how to participate. The first set of questions asked participants to identify which part of the state they live in and what type of community they live in.

- A total of 115 Washington residents participated in the Electronic Town Hall. Thirty of these participants (26%) also took part in the first Electronic Town Hall, which occurred on August 26, 2008.
- Participants came from all regions of Washington state as follows:
 - Central Puget Sound – King, Kitsap, Pierce, and Snohomish counties (55 participants or 65%)
 - Northeastern Washington – Chelan, Douglas, Grant, Kittitas, Okanogan, Pend Oreille, Stevens, Spokane counties (10 participants or 12%)
 - Northwestern Washington – Clallam, Grays Harbor, Island, Mason, Skagit, Thurston, and Whatcom counties (8 participants or 9%)
 - Southeastern Washington – Benton, Columbia, Franklin, Garfield, Klickitat, Whitman, and Yakima counties (6 participants or 7%)
 - Southwestern Washington – Clark, Cowlitz, and Lewis counties (6 participants or 7%)

In what part of the state do you live?



- About 55% of participants considered their community to be suburban, 26% considered their community to be rural, and 20% considered their community to be urban.

Part 2: Background on Washington's Aviation System

The moderator provided background information on Washington's aviation system to help participants understand its size and structure, the role of the different types of airports in the system, and the contribution that airports make to the state's economy. Participants were asked

¹ Throughout the report the *Cramer's V* statistic is used to test the statistical significance of relationships between variables. *Cramer's V* is a measure of association and is appropriate to use when one or both of the variables are at the nominal level of measurement. *Cramer's V* ranges from 0 to +1 and indicates the strength of a relationship.

to indicate their opinions about funding priorities for various aviation system needs and their level of support for various ways of preserving Washington’s airports.

What funding priority would you place on the following aviation system needs?

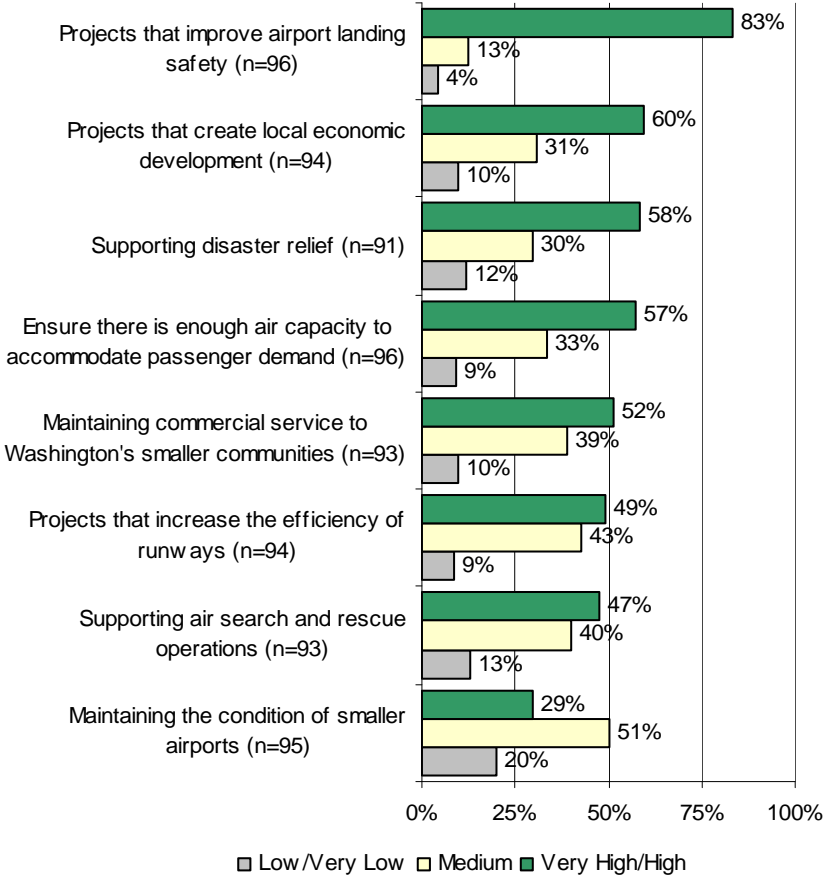
- **Maintaining commercial service to Washington’s smaller communities**
- **Projects that create local economic development**
- **Supporting disaster relief**
- **Supporting air search and rescue operations**
- **Ensure there is enough airport capacity to accommodate passenger demand**
- **Maintaining the condition of smaller airports**
- **Projects that improve airport landing safety**
- **Projects that increase the efficiency of runways**

There was strong consensus among participants that funding projects that improve airport landing safety should be a priority, with 83% of participants rating this as a ‘high’ or ‘very high’ priority. Participants also indicated that projects that create local economic development (60%), support disaster relief (58%), meet passenger capacity demand (57%), and maintain service to smaller communities (52%) should be ‘high’ or ‘very high’ priority projects.

Participants did not see maintaining the condition of smaller airports as a funding priority, with 51% of participants rating this as a ‘medium’ priority and 20% of participants rating this as a ‘low’ or ‘very low’ priority.

Geography was a factor in participants’ view on economic development. In general, participants placed a high funding priority on projects that create local economic development. However, participants who live outside of the Puget Sound region were significantly more likely than participants who live inside the Puget Sound region to view economic development as a ‘very high’ funding priority (21% compared to 6%). Participants who live inside the Puget Sound region were significantly more likely than participants who

What funding priority would you place on the following aviation system needs?

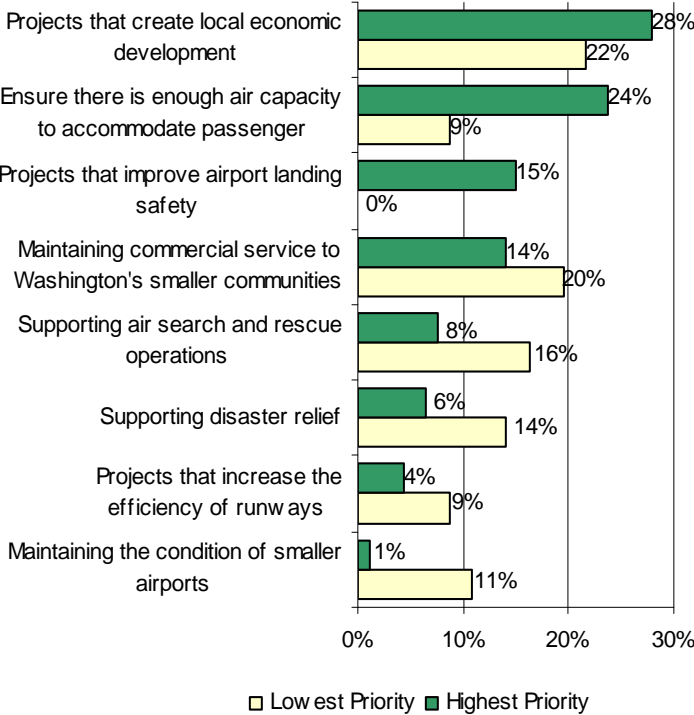


live outside the Puget Sound region to view economic development as a 'high' funding priority (53% compared to 32%).²

Participants were then asked to choose which of these aviation system needs should be the highest priority and which should be the lowest priority.

Interestingly, the needs viewed as being the highest priority by a high percentage of participants were also viewed as the lowest priority needs when participants were asked to identify the aviation system needs they think should be the lowest priority. While 28% of participants viewed projects that create local economic development as being the highest priority, 22% of participants indicated that this should be the lowest priority aviation system need. While 14% of participants viewed maintaining commercial service to Washington's smaller communities as the highest priority, 20% of participants viewed this as the lowest priority aviation system need.

**If you had to choose one of these aviation system needs, which of should be the highest priority?
Which would be the lowest priority?**



Where participants live was a significant factor in how participants responded when asked to choose the highest priority aviation system need.³ Participants who live outside of the Puget Sound region were significantly more likely to view maintaining commercial service to Washington's smaller communities and projects that create local economic development as the highest priority aviation system needs. Thirty-two percent of participants who live outside the Puget Sound region chose maintaining commercial service to Washington's smallest communities as the highest priority aviation system need, compared to just 6% of participants who live inside the Puget Sound region. Thirty-nine percent of participants who live outside of the Puget Sound region chose projects that create local economic development as the highest priority aviation system need, compared to 18% of participants who live inside of the Puget Sound region.

Responses to a follow up question asking them to explain their highest or lowest priority choice also help explain participants' divergent opinions. Participants who rated economic development as the highest priority expressed a belief that economic development is the foundation of healthy communities, while those who saw economic development as being the lowest priority felt it was a local issue, or an issue that is not necessarily specific to aviation. Those who saw maintaining commercial service to Washington's smaller communities as the highest priority

² Cramer's V=.341, p=.056
³ Cramer's V=.502, p=.006.

cited the dependence of small communities on aviation, while those who saw this as the lowest priority expressed concern about the economic feasibility of serving small markets.

There was greater consensus among participants with regard to the priority level of the other aviation system needs presented to participants. Twenty-four percent of participants viewed ensuring there is enough air capacity to accommodate passenger demand as the highest priority aviation system need, compared to 9% who viewed this as the lowest priority. Fifteen percent of participants viewed improving airport landing safety as being the highest priority and no participants viewed this as a lowest priority aviation system need.

Again, where participants live was a significant factor in their response. In this instance, participants who live inside the Puget Sound region were significantly more likely to view these aviation system needs as the highest priority than were participants living outside of the Puget Sound region.⁴ Thirty-three percent of participants who live inside the Puget Sound region chose ensuring there is enough air capacity to meet passenger demand as the highest aviation system need, compared to just 7% of participants who live outside the Puget Sound region. While 22% of participants who live inside the Puget Sound region chose projects that improve airport safety as the highest priority aviation system need, compared to just 7% of participants who live outside of the Puget Sound region chose this option.

Aviation system needs viewed by participants as being the lowest priorities were supporting search and rescue operations (16%), supporting disaster relief (14%), and maintaining the condition of smaller airports (11%).

Participants were then asked to explain in their own words why their choice would be the highest or lowest priority aviation system need. A summary of key themes follows. A transcript of responses is included in Appendix B.

Explain in your own words why their choice would be the highest priority aviation system need:

Economic Development

For those that thought that projects that create local economic development should be the highest priority, the tone of many comments echoed concern for the economic state of the country, state, and local communities.

- *“Washington is in a growth mode, and needs to focus on local economic growth to ensure that the needs of the community are met as well as those of the industry.”*
- *“Local economic growth and development is very important, and helps stimulate the local economy and provides jobs.”*
- *“Economically, the entire country needs help and that should be our #1 priority at this time.”*
- *“The economy needs all the help it can get right now.”*
- *“I think economic growth is overall the most important for the general well-being of the people in my home area. When people have money, they support the economy and so forth.”*

⁴ Cramer's $V = .502$, $p = .006$

Many participants addressed the creation of new jobs in their support for economic development.

- *“Due to the economy, we need to focus on employing more people.”*
- *“Local economic growth and development is very important, and helps stimulate the local economy and provides jobs.”*
- *“Jobs are important.”*
- *“Economy needs job growth.”*

A few comments argued that stimulating economic develop will help improve the other areas of interest as well.

- *“If you provide stimulus to develop economic growth the revenues will help pay for the other areas addressed in the questions.”*
- *“If an airport can improve local economics, it can also support disaster relief and air search and rescue.”*
- *“Everything feeds off economic development.”*

Increase Airport Capacity

Many of the participants requested increased airport capacity to accommodate growing passenger demand. The tone and frequency of these comments indicated a sense of urgency and importance.

- *“Meeting the demand to adequately take care of passenger needs and requirements will not only provide for airports and airport space but jobs to maintain and sustain them.”*
- *“We need to look at ways to make sure we can keep up with increasing travel demands. This will improve the economy to keep things flowing as well.”*
- *“If we don't make sure that we can transport everyone that wants to be, our airport system won't grow. It will stagnate.”*

Safety

Safety was also a key concern, with many participants citing airport safety as their number one priority for state funding.

- *“Safety of those using air travel, both the employees and the customers should always be the highest priority”*
- *“A primary purpose of the state is to provide safety.”*
- *“Safety must be of highest importance for all aspects of aviation.”*

Many participants argued that safe airports provide the framework for all other aspects of the state aviation system.

- *“Without airport safety all other airport improvements have little value”*
- *“If the airport isn't safe, then all of the other options are irrelevant”*
- *“Safety is key to the success of any program that helps the economy, the citizens or provides emergency assistance. Without a safe airport, including runways, tower, technology, passenger handling, etc., nothing more is possible.”*

Small Communities

Several comments indicated support to fund commercial air service to Washington's small communities.

- *"Small remote locations should have some commercial options, if only charter planes to get them to Spokane, or SeaTac."*
- *"The smaller communities are dependent on this transportation to meet many of the needs of the community from hospital supplies to other commodities."*
- *"Those of us on the east side often get reduced service. Since we have many spread out areas and travel to Seattle to catch a flight during the winter is often difficult or hazardous, commercial air service should get a higher priority."*

Disaster Relief

A few participants argued disaster preparation and relief efforts deserve additional funding:

- *"Disaster relief – because that's a matter of life and death."*
- *"All of us are affected by disasters and they can take a toll on whole communities not only families."*
- *"I think that natural disasters are going to increase in frequency and magnitude in the coming years. Preparation for them and response to them must improve to avoid unnecessary loss."*
- *"Of all of the choices, this makes the most sense to spend money on--we have had a lot of disasters in the last few years, and aviation support played an important role."*

Airport Efficiency

A few comments called for measures to increase airport efficiency. Participants noted the need to conserve and save money.

- *"Efficiency of the runways is the best way to keep passengers and cargo moving. The best use of money is always to increase efficiency."*
- *"Efficiently run airports save \$\$\$"*

Explain in your own words why your choice would be the lowest priority aviation system need:

Small Communities

Several participants said that maintaining commercial services to small communities should receive the lowest priority for state funding. Many of these comments referenced economic factors and argued that the benefits do not positively impact enough people.

- *"It makes more sense to spend the bigger budget dollars on the airports with the most traffic as there will be more economic return."*
- *"Maintaining commercial service to smaller local communities seems like it would be a drain on an industry that is already stretched thin and losing money."*
- *"Commercial service to small communities is nice to have but unless the airport provides other essential service the benefit is small."*

- *“Keeping commercial service available to those in smaller areas is important, but I am not convinced that those smaller communities use the airports enough to make it worthwhile for everyone else.”*

Search and Rescue

A number of the comments ranked search and rescue operations as the lowest priority for public funding based on its high cost and limited benefits. Participants also frequently classified search and rescue operations as a private responsibility or personal obligation.

- *“Search and rescue should be the lowest priority because the least number of people are served, and I suspect the cost per person is higher.”*
- *“Air search and rescue is primarily a volunteer effort as it is. It should remain a private sector thing.”*
- *“Search and rescue occurs infrequently, and is usually done by volunteers - so it's a relatively low priority item insofar as public participation is concerned.”*
- *“In many cases the people who require air search and rescue should be paying for it themselves. Many times they have gotten themselves into the situation because they were stupid or arrogant. The exception to this is children and animals.”*

Economic Development

A few of the comments ranked creating local economic development as the lowest priority for state funding. Many of these participants claimed it is not WSDOT's role to provide economic development and there are other needs that are more deserving of public funding.

- *“There are other ways to promote economic development other than air service.”*
- *“I think that airports should get people to and from their destinations, not get involved in local development.”*
- *“Keeping people safe and in touch with larger cities is more important than local economic development.”*

Disaster Relief

A number of participants indicated that disaster relief should not be a high priority to receive state funding because of its low frequency. Comments also indicated that participants believe that funding for disaster relief is not the state's responsibility.

- *“It has the least to do with maintaining airports in this area. Disaster relief should come from other sources.”*
- *“Money for disaster relief will come in as needed from the federal government or from private groups and citizens.”*
- *“When was the last time we had a major disaster? They are few and far between.”*

Airport Efficiency

A couple of the comments said that increasing runway efficiency should not be a high priority. One person noted that the airport is already quite efficient and the other claimed other categories such as landing safety, maintenance of smaller airports, supporting rescue operations and local economic growth are all more important.

Please indicate your level of support for each of the following ideas for preserving Washington’s current airports.

- Local land use laws should limit development around airports to uses that are compatible with airport operations
- Focus funding of the airports that carry the most people
- Take steps to identify and protect the most vulnerable airports
- Let the free market dictate who gets service
- Fund projects that provide the greatest economic benefit to the state
- Fund projects to continue air service to smaller communities

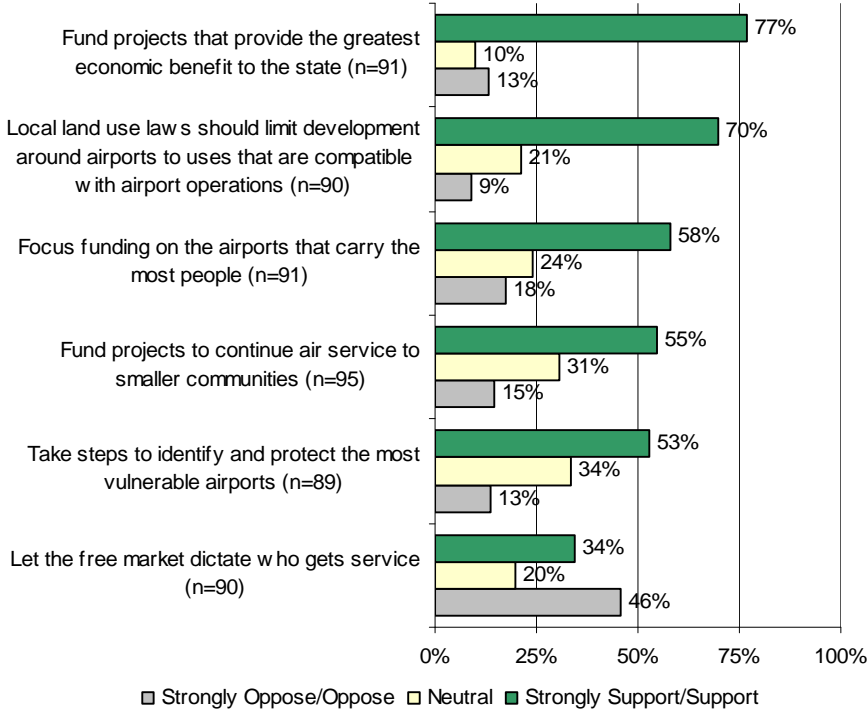
There is strongest support for funding projects that provide the greatest economic benefit to the state, with 77% of participants indicating support for this idea. Participants were also very supportive of the idea of limiting land uses around airports that are incompatible with airport operations, with 70% of participants indicating support for this idea.

More than half of participants were supportive of focusing funding on the airports that carry the most people (58%), funding projects to continue air service to smaller communities (55%), and taking steps to protect the most vulnerable airports (53%).

Participants were least supportive of the idea of letting the free market decide who gets service. Forty-six percent of participants were opposed to this idea, while just 34% of participants supported this idea.

Geography was not a significant factor in how participants responded to this question.

Please indicate your level of support for each of the following ideas for preserving Washington's current 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.

State vs. Local Control

When asked about the state's role in funding and preserving existing airports, participants provided a mixed response. Some comments showed a preference for local control:

- *"I think funding should lay w/in individual counties -not necessarily state. Federal \$\$ collected by passenger fees supports quite a bit."*
- *"I think and feel that the airports, themselves should help in the funding and maintaining of their own facility. As well as the local community."*

Others said the state should play a strong role in funding and preserving airports because local governments do not have as much knowledge of the overall economic conditions.

Increase Airport Capacity

A few participants noted increased efficiency and capacity as their lowest priority. One participant called for better use of existing facilities, such as Paine Field in Everett.

- *"In our county there were at least three airports; one closed recently, but it was small, and within 30 miles of two other airports. Why put resources into saving that one small airport?"*

Small Communities

A couple of the participants requested additional funding and support for smaller communities.

- *"More rural areas should be taken care of as they serve the folks who make this country run. Making it easier for them to access the airports is important."*

Part 3: Future Airport Capacity

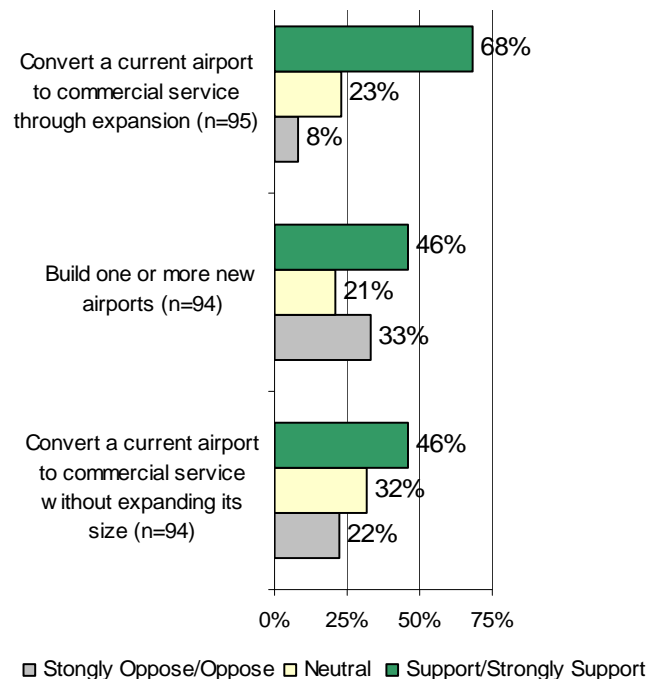
The moderator provided information to participants on airfield capacity constraints facing the Washington aviation system and potential ways the State could address the capacity shortfall. Participants provided feedback on potential ways to address future aviation capacity needs in Washington State.

Please indicate your level of support for each of the following ideas to meet the State's future capacity needs.

- **Convert a current airport to commercial service without expanding its size**
- **Convert a current airport to commercial service through expansion**
- **Build one or more new airports**

Participants were most supportive of converting a current airport to commercial service *through expansion* as a means to meet the State's future capacity needs. Sixty-eight percent of participants indicated support or strong support for this idea. However, participants who live outside of the Puget Sound region were significantly more likely than participants who live inside the Puget Sound region to support or strongly support this idea.⁵ Eighty percent of participants outside the Puget Sound region indicated support for this idea compared to 66% of participants who live inside the Puget Sound region. In addition, participants who live in urban communities were significantly more likely to oppose or strongly oppose this idea, and less likely to support it.⁶ Twenty-five percent of participants in urban communities opposed this idea, compared to 2.5% of suburban participants and 5% of rural participants. Seventy-five percent of suburban and rural participants indicated support or strong support for this idea compared to 50% or urban participants.

Indicate your level of support for each of the following ideas to meet the State's future capacity needs.



Opinion was divided on the idea of building a new airport as a means to meet the State's future capacity needs. While 46% of participants were supportive of building a new airport to address future capacity needs, 33% were opposed to this idea. The remaining 21% of participants neither supported nor opposed this idea.

Opinion was also divided on the idea of converting an existing airport *without expansion* as a means to meet future capacity needs. While 46% of participants were supportive of this idea, 22% of participants were opposed. Nearly one-third of participants neither supported nor opposed this idea.

⁵ Cramer's V=.362, p=.043.

⁶ Cramer's V=.327, p=.031

Suppose Washington State determined it needed a new commercial service airport. Please indicate your level of support for each of the following criteria.

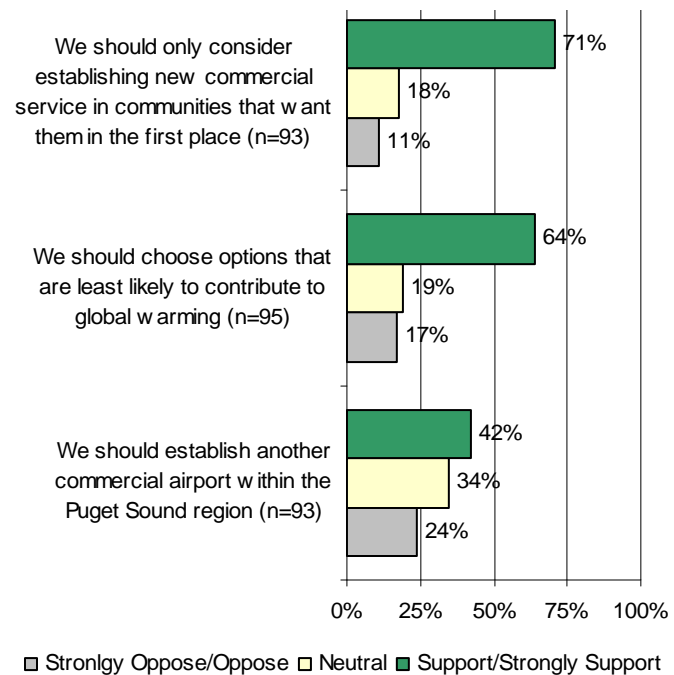
- We should choose options that are least likely to contribute to global warming
- We should only consider establishing new commercial service in communities that want them in the first place
- We should establish another commercial airport within the Puget Sound region

Participants were most supportive of the criterion of only consider establishing a new commercial service airport where there is existing community support, with 71% of participants indicating support for this criterion. Participants also supported the criterion of choosing options least likely to contribute to global warming with 64% of participants indicating support for this criterion.

Opinion was divided about the criterion of establishing another commercial service airport in the Puget Sound region. While 42% of participants were supportive of this criterion, 24% were opposed. Another 34% of participants neither supported nor opposed this criterion.

Geography was not a significant factor in how participants responded to this question.

Indicate your level of support for each of the following criteria for the construction of a new commercial airport.



If Washington State decided to build a new commercial service airport, what weight would you give to each of these criteria?

- Should be located near a major highway
- Should avoid environmentally sensitive areas
- Should help build local economies
- Should serve the largest number of customers
- Should have excess capacity to provide for future growth
- Should provide the quickest access for the largest number of customers
- Should cost taxpayers the least money
- Should reduce the capacity pressure on airports in the Puget Sound Region

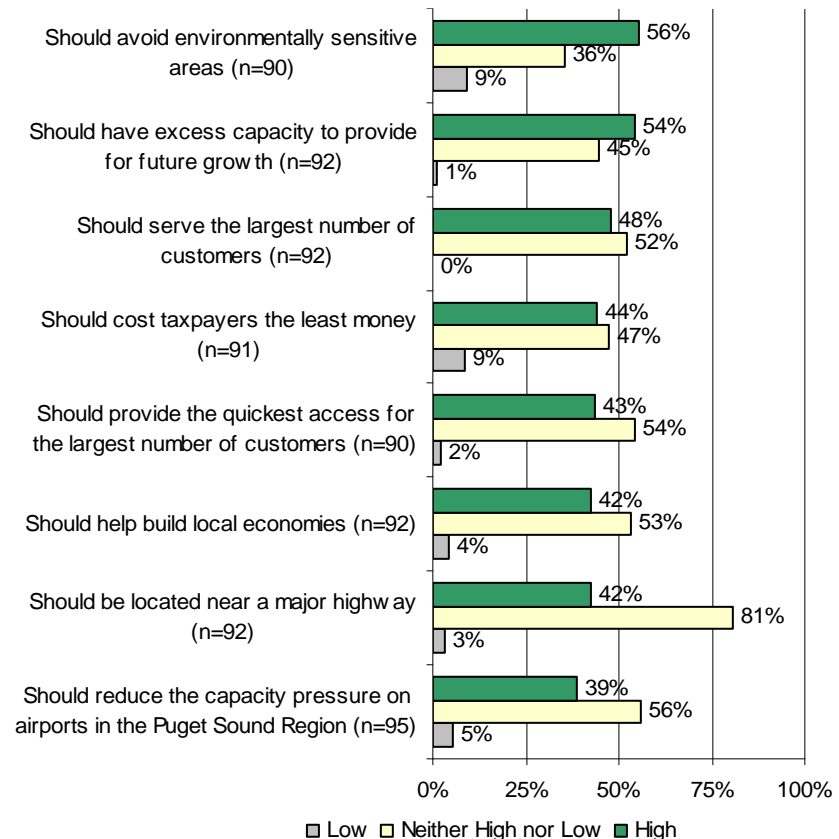
Participants gave the most weight to the criterion of avoiding environmentally sensitive areas, with 56% of participants giving this criterion high or very high weight. Participants also supported having excess capacity to provide for future growth, with 54% of participants giving this criterion high or very high weight.

Participants had divided opinions on several of the criteria. While 48% of participants gave high weight to the criterion of serving the largest number of customers, 52% of participants gave this criterion medium weight. Participants also indicated divided support for providing quickest access to the largest number of customers (43% of participants indicated high or very high weight, while 54% indicated moderate weight) and helping to build local economies (42% of participants indicated high or very high weight, while 53% of participants indicated moderate weight).

Eighty-one percent of participants gave moderate weight to the criterion of locating a new airport near a highway, while 56% of participants gave moderate weight to the criterion of reducing capacity pressure on airports in the Puget Sound region.

Geography was a factor in participants' opinions about the criterion of locating a new airport near a highway. Participants who live inside Puget Sound were significantly more likely to give high weight to this criterion than were participants who lived outside of Puget Sound.⁷ Sixty-one percent of participants who live inside Puget Sound gave high weight to this criterion, compared to 27% of participants who live outside Puget Sound, while 70% of participants who live outside Puget Sound gave moderate weight to this criterion, compared to 40% of participants who live inside Puget Sound.

If Washington State decided to build a new commercial service airport, what weight would you give to each of these criteria?



⁷ Cramer's V=.426, p=.023

Please indicate your level of support for each of the following ideas to meet aviation capacity needs within a reasonable timeframe.

- Give new authority to regional transportation agencies to make decisions about new aviation capacity
- Create a non-partisan state commission to make decisions about new aviation capacity
- Give the State the authority to conduct a siting analysis if there is no local sponsor
- Create an independent local group to make decisions on how to address noise and other environmental impacts

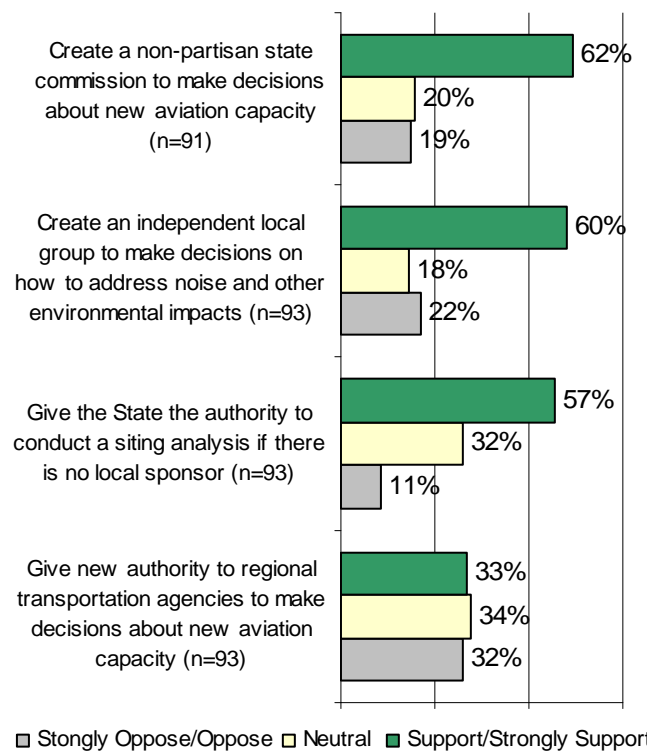
Participants were most supportive of creating a non-partisan state commission to make decisions about new aviation capacity, with 62% of participants indicating support or strong support for this idea.

Participants were also supportive of creating an independent local group to make decisions on how to address noise and other environmental impacts (60% indicating support or strong support) and giving the State the authority to conduct a siting analysis if there was no local sponsor, with 57% indicating support or strong support for this idea.

Opinion was divided on the idea of giving new authority to regional transportation agencies to make decisions about new aviation capacity. Just 33% were supportive of this idea, while 32% were opposed to this idea. Another 34% indicated a neutral opinion.

Geography was not a significant factor in how participants responded to this question.

Indicate your level of support for each of the following ideas to meet aviation capacity needs within a reasonable timeframe.



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 funding and preserving existing airports. A summary of key themes follows. A transcript of responses is included in Appendix B.

Utilize Existing Facilities

Several comments addressed utilizing and expanding existing locations instead of building new airports.

- *“In addition to considering new airports, I would like to see more research into how to more efficiently use the existing airports to increase capacity.”*
- *“I think the state should put more effort into building the capacity of existing regional airports.”*
- *“I think they should use/expand existing airports instead of building new ones concentrate on existing airports.”*

State vs. Local Control

This question raised a varied response in regards to local vs. state control of funding decisions. Those who prefer state control argued regional governments don’t have a statewide vision in mind:

- *“A local regional body does nothing, then the State must become involved...for service to all residents of WA.”*

There were more people who indicated preference for local control and expressed their trust in community leaders to protect local interest and make efficient use of funding. A few comments acknowledged the relationship between these decision-making bodies.

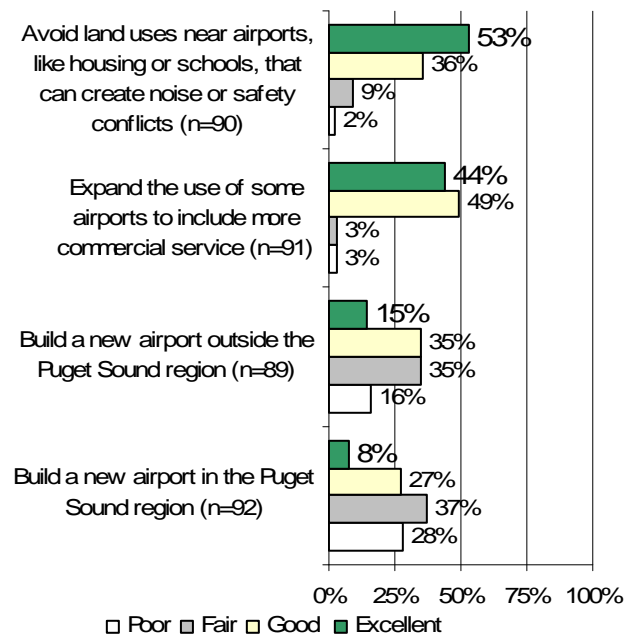
- *“I don't always think we can trust the state to do what is most prudent with our tax dollars.”*
- *“The state has to be involved, but communities should ultimately have the final word.”*
- *“I think the state would be beneficial in helping to decide the location, however I think that the community in which the airport would be built, need and must have a say so in the decision making.”*

Below are some other things the state could do to address these capacity shortfalls. Please rate each idea.

- **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 were most supportive of avoiding incompatible land uses near airports, with 53% of participants rating this action as excellent and 36% rating this action as ‘good’. There was also strong support for expanding existing airports to include more commercial service. Forty-four percent of participants rated this action as excellent, and 49% of participants rated this action as ‘good.’

Below are some things the state could do to address capacity shortfalls. Please rate each idea.



Opinion was divided about building a new airport outside of the Puget Sound Region. Approximately half of participants responded 'excellent' or 'good' to this idea, and half responded 'fair' or 'poor.' Participants who live outside the Puget Sound region were significantly more likely to rate this idea as good than participants who live inside the Puget Sound region (42% compared to 28%).⁸ Further, 49% of participants living inside the Puget Sound region rated this idea as fair, compared to 21% of participants living outside the Puget Sound region. Participants living outside the Puget Sound region were significantly more likely to view this idea as poor (29% compared to 11%). This is consistent with responses to the earlier question asking participants to identify highest priority aviation system needs, where participants living outside of the Puget Sound region indicated that maintaining commercial service to smaller communities should be a high priority.

Participants were least supportive of for building a new airport in the Puget Sound region. Sixty-five percent of participants rated this idea as 'fair' or 'poor' while 35% rated this idea as 'excellent' or 'good.'

In your own words, what other things should the state do to meet Washington's aviation needs?

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.

Public Involvement

- A few participants asked for a list of potential solutions to choose from while others requested an active public involvement process. These comments asked the council to make decisions based on public vote and input.

Miscellaneous

- Several participants reiterated their support for airports in rural areas particularly central Washington and eastern Washington. Service to small communities
- A number of the comments requested expansion of existing airport facilities.
 - "Look into expanding existing airports."
 - "Utilize/expand existing airports to meet needs."

⁸ Cramer's V=.328, p=.054

Part 4: Question and Answer Session

Approximately 30 minutes of the Electronic Town 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

What is currently being done to explore ways to help existing airports run more efficiently and increase their capacity?

Moderator: Currently there is quite a bit of work being done at the federal level to develop new technology that will allow airports to operate more efficiently and safely.

Is there any funding slated to increase the capacity of the regional airports such as Boeing Field?

Moderator: That is exactly what this study will help us determine--whether there should be expanded capacity and where.

Direct flights from our smaller airports to both WA State majors and to hubs outside WA would spread the load wouldn't it?

Moderator: In some of the larger ones, yes it does.

Is any agency looking into a new airport in central Washington or expanding Yakima airport?

Moderator: Not at this time.

Have any projections or decisions already been made on building new airports in Washington thus far?

Moderator: Currently, the state is in the process of defining alternative approaches to meeting capacity needs. One of the alternatives will be to expand capacity by building new airports. But no decisions have been made yet. The council will be making that decision based on some additional technical analysis and from public input.

Funding

Are any of these items in the state budget?

Moderator: Currently the budget addresses maintenance and capital issues. The Planning Council will be making recommendations that include budget recommendations in the future.

Approximately how much state money goes to fund airports that are privately owned?

Moderator: Nothing.

Stewardship

What weight does the governor give aviation maintenance in our region?

Moderator: At this point, the governor is very interested in hearing from the community and council on aviation maintenance. Traditionally this is a top priority.

Multi-Modal Transportation/Airport Access

These questions are all about airports, has there been any interest in improving railroad and airport connections?

Moderator: Yes. As part of this study, we have looked at rail service and found that it's a good option for people who might not choose to fly. However, it will not address the long-term capacity needs of the system.

Why was nearness to public transit not mentioned as a factor? I think this is VERY IMPORTANT for any urban regional airport, especially in Puget Sound.

Moderator: Yes, we agree. The Planning Council is looking to encourage inter-modal connections to airports.

Miscellaneous

How will the economic downturn affect the outcome of these proposals?

Moderator: The projections have been based on historic increases and decreases in the economy. The current downturn may mean that we reach our capacity limits later in the future. We are confident that we will meet our limits within the next 25 years.

Please let us know how and when we can see the results of this and future surveys on this subject. Please send emails to us to let us know how to access the results.

Moderator: We will send you that information in your email. In addition, WSDOT Aviation Division website has info on past surveys and input from other outreach.

What is going to happen to Grant County Airport now that JAL is pulling out of the area?

Moderator: The federal government is giving them an EAS loan to start new service.

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

Capacity

- Given air congestion around the Tacoma-Seattle area, expanding Boeing field would seem questionable in terms of air safety. And already the ground transportation system is bad. Establishing a new airport at least 50 miles away would seem helpful
- Is Paine field currently under consideration for commercial flights?
- What role do new, higher capacity airplanes play in the future of aviation here?
- What's happening with Boeing Field? There has been speculation and discussion about turning it into a passenger airport to ease the load on SeaTac.
- So we heard a new airport could take up to 12-14 yrs, SeaTac 21. Roughly how much time would expansions take if approved?
- Do we have any (feasible) existing airports that could be converted to a full commercial hub?
- It seems as if air travel is not as popular as it once was due to safety concerns and costs, is capacity as big of a concern as it once was?
- Are there plans for Spokane International?

- What about moving the international out of the SeaTac location to Centralia, as has been mentioned in the past?
- Would it not be cheaper to improve an airport already in place rather than spending the time and money to build a new one?
- Is there any small airport that would be possible to expand to help meet the need?
- I worry that a new airport will be like the light rail - only available to those who already have options.
- Is anything in the works for Spokane to be expanded?
- Was the capacity shown for SeaTac before or after the 3rd runway?
- I don't want to see Boeing field opened up to more commercial use. Is this being considered?
- I know the Olympia airport is expanding a lot - how much impact will this have on capacity overload for other airports?
- The focus seems to be on Puget Sound needs. Was thought given to the fact current locations centralized in Puget Sound pull people to these area which lead to the over crowding issues?
- What about an airport near Vancouver, WA?
- Expanding Yakima would be very beneficial
- Existing facilities seem underutilized. Can we overcome NYOB?
- What is the status of Paine field expansion?
- Much has changed in the economic outlook since Session 1. Has the effect of the current economic crisis been considered in reappraising forecasts regarding Washington State aviation needs.
- Is there any talk about expanding Pangborn airport?
- Could the state expand commercial aviation by supporting small business expansion using aircraft to transport small groups of people and cargo?
- Approximately how much land is needed to build a commercial airport?
- Why not assume cost of aviation to the average citizen will rise faster than any of this expansion and table it?
- Is turning Paine Field into a commercial passenger airport a "stealth" thought here?
- With the cost of fuel and the population influx, how and where would it be possible to build another airport in Washington?
- Are you considering expanding smaller air fields such as Crest Airport?
- Wouldn't moving the hub away from SeaTac cut down on the congestion?
- I don't think we have any more room in the Puget Sound area for new airports, let's go east of the Cascades
- Is there still a possibility of a larger commercial airport at Arlington?
- You mentioned it takes 12 to 14 years to build an airport, is that a national average?
- Does Seattle want to build another airport?
- Has any consideration been given to opening Paine Field as a new commercial airport?

Multi-Modal Transportation/Airport Access

- How much of a role does automobile traffic around a major airport such as SeaTac play in the selection of a new airport site?
- Will light rail be involved?
- Getting goods into the area in a new commercial airport outside the greater Puget Sound area seems like a great idea. Have any studies included the use of trains, or other non-highway forms of transportation?
- I also think we need to provide public transportation as an option for getting to as from airports.

- What is being done about safe long term parking?
- Don't most public transits have availability to the local airports? I thought this would be an automatic thing.
- I know we are here to talk about aviation, but, don't we also have railroad and bus that are very good options?
- What is being done to address traffic?

Funding

- How much money is allotted for buying property alone?
- What thought is given to subsidizing small airlines that have trouble getting started in a new area in order to bridge the gap between beginning of service & a functional client-base?
- What is an EAS loan?
- Does the state provide support or incentives for smaller airlines such as those that fly from the Olympic Peninsula to Kenmore (I think Kenmore Air)?
- Does the state contribute funds to operate SeaTac, or is that the sole responsibility of the Port of Seattle?
- Would it be less expensive to improve and or expand existing smaller airports than to build a new one?
- How much of the aviation fees are used for aviation?
- Has the legislature considered separating the shipping and airport operations? I would like to see the shipping business not be funded by the public, as it is in most of the country
- Why is it so important at this time to consider building airports when the economy is at its lowest?

Safety

- Will there be improvements in check in speed and still be safe?

LATS

- What all does the study involve?
- What do the major carriers have to say about this?
- I'll try to rephrase my question; what is the priority your program seeks support for? A new airport in the Puget Sound is what it sounded like. Is that true?
- Other than enjoying you as moderator, we have no idea of your role in DOT. Care to let us know?
- Has any sort of Strategic Aviation plan been developed in the State? If so, is it being updated with new thoughts and concerns?
- What prompted this study originally; not just the closing of small airports
- Who heads up this commission?

Service to Smaller Communities

- The best issue I have with flying from Yakima to Seattle is that once in Seattle, there is always a 5-6 hour wait for the next flight. It would be nice if some attention could be focused on this.
- Since I'M a frequent flyer, why do so many people drive to SeaTac versus catching planes at their regional airports?
- Have to make it cost effective for the patrons to fly out of smaller airports.

Economic Development

- Will opening or building airports open new employment for many of the workers that are losing the jobs? The economy is more important than opening new airports?
- This survey would get better results if it gave us a little more info about the economic importance of commercial aviation and the difference between commercial and general aviation, e.g. freight and business transport vs. passenger vs. recreational. I looked it up during the survey just so I could be intelligent in my responses.

Technology

- How much of a difference, in your decisions/discussions, do the current vs. future air traffic control systems make?
- The FAA approval of more direct GPS routing would reduce congestion at airports and get more flights in and out per hour. Can you help with that?

Role of Government

- Does that mean that the state has no say so in the costs of private owned services?

Use of Military Airfields

- Has the USAF said no to joint use of McChord? Is the "no" cast in concrete?

Miscellaneous

- Is Puyallup and south considered Puget Sound Region?
- Are the airports in Cowlitz County private or state owned?
- How many "Regional" airports are in our state now?
- How do you combat the typical NIMBY reaction to improved aviation service?
- Has the governor sought out companies to overview areas as of yet?
- What is the percentage of folks that land at SeaTac that head east of the mountains?
- To create a number of new agencies/commissions/committees is to further strangle efforts to accomplish anything. I hope that the State is not considering such.
- This forum sounded excruciatingly politicized. Almost like a push call. Who do you work for?

About the Participants

Gender

- Female: 61.4%
- Male: 38.6%

Age

- 18-29 years old: 4.1%
- 30-44 years old: 25.3%
- 45-59 years old: 37.7%
- 60+ years old: 32.9%

Educational Level

- Less than High School: 2.1%
- High School: 12.5%
- Some College: 41.5%
- Bachelors Degree or higher: 44%

Race/Ethnicity

- White, Non-Hispanic: 85.6%
- Black, Non-Hispanic: 2.4%
- Other, Non-Hispanic: 3.8%
- Hispanic: 3.5%
- Two or more races, Non-Hispanic: 4.7%

Appendix A – Electronic Hall Discussion Guide

What should be Washington's Aviation Future?

November 18, 2008



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.



Tonight's E-Town Hall Meeting (continued)

- For those of you who participated in the E-Town Hall Meeting in August, you may see some content and information originally presented in that session.
- The reason we're showing this information again is to make sure everyone has the same understanding of things affecting aviation in Washington state.



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. They will appear in a separate window on your screen. Please read the question and responses, and then pick the answer that best represents your opinion.
- We will ask you one question at a time. Each question window will be kept open long enough for everyone to answer. You may change your answer while the question window is still open. Once the window has closed, you cannot change your answer.
- Once we see that everyone has answered the question we will continue.



How the questions work (continued)

- For most questions you will be asked to select a single response from a list of answers. Please read all the responses to make sure you find the one that best represents your views.
- For some questions you will be asked to type in your answer. For these questions you will see a chat window on the left side of your screen. Just type in whatever you think about the question, and don't worry about spelling and grammar.



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.



Some example questions

- Let's start with a few simple questions, just to make sure we get the hang of this system. Please pay attention to the question windows that will appear on the left part of your screen.

Choose your answers in the question windows to the left. Each question will appear one-at-a-time.



Q1-Q5

Some background information for our discussion tonight



Washington's air transportation system

- There were 141 public use airports in 2005. Today there are 139.
- "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 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

- Washington State must make many choices and tradeoffs as it considers how to make the best use of limited resources.
- There is simply not enough funding to meet all the needs of the Washington Aviation System, so the state needs to establish funding priorities.



Washington's Aviation Future

- Similar to other states, Washington State collects aviation fees/taxes on items such as aircraft and fuel. A small portion of that revenue is currently dedicated to maintain and improve the airports of our state.



What funding priority would you place on the following aviation system needs?

Choose your answers in the question windows to the left.



- Maintaining commercial service to Washington's smaller communities
- Projects that create local economic development
- Supporting disaster relief
- Supporting air search and rescue operations
- Ensure there is enough airport capacity to accommodate passenger demand
- Maintaining the condition of smaller airports
- Projects that improve airport landing safety
- Projects that increase the efficiency of runways



Q7a-Q7h

If you had to choose one, which of these should be the highest priority?

Choose your answer in the question window to the left.



- Maintaining commercial service to Washington's smaller communities
- Projects that create local economic development
- Supporting disaster relief
- Supporting air search and rescue operations
- Ensure there is enough airport capacity to accommodate passenger demand
- Maintaining the condition of smaller airports
- Projects that improve airport landing safety
- Projects that increase the efficiency of runways



Q8a

In your own words, why would your choice be the HIGHEST priority?

Type your answer in the chat window to the left.



Please set your status to "Raise Hand" in the left corner of your screen once you are done and wait for the moderator.



Q8b

If you had to choose one, which of these should be the LOWEST priority?

Choose your answer in the question window to the left.



- Maintaining commercial service to Washington's smaller communities
- Projects that create local economic development
- Supporting disaster relief
- Supporting air search and rescue operations
- Ensure there is enough airport capacity to accommodate passenger demand
- Maintaining the condition of smaller airports
- Projects that improve airport landing safety
- Projects that increase the efficiency of runways



Q9a

In your own words, why would your choice be the **LOWEST** priority?

← Type your answer in the chat window to the left.

Please set your status to "Raise Hand" in the left corner of your screen once you are done and wait for the moderator.

Q9b

Airports in Washington State

- The number of airports in Washington State has been steadily decreasing over the last several decades.
- This is due to a number of factors that include physical deterioration or land use conflicts that make it infeasible to continue to operate the airport.
- Each closed airport means that its community has reduced access to the aviation system.

Please indicate your level of support for each of the following ideas for preserving Washington's current airports.

← Choose your answers in the question windows to the left.

- Local land use laws should limit development around airports to uses that are compatible with airport operations
- Focus funding of the airports that carry the most people
- Take steps to identify and protect the most vulnerable airports
- Let the free market dictate who gets service
- Fund projects that provide the greatest economic benefit to the state
- Fund projects to continue air service to smaller communities

Q10a-Q10f

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

← Type your answer in the chat window to the left.


Please set your status to "Raise Hand" in the left corner of your screen once you are done and wait for the moderator.

Q11

Some information about future airport capacity



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



Rank	Airport	2030 Forecast Operations	% of Operational Capacity
1	Kenmore Air Harbor, Inc.	83,300	148%
2	Boeing Field/King County	548,181	145%
3	Sea-Tac International	633,599	119%
4	Harvey Field	237,636	103%
5	Arlington Municipal	227,208	84%
6	Kenmore Air Harbor SPB	48,700	79%
7	Auburn Municipal	169,949	74%
8	Spokane International	151,298	70%
9	Crest Airpark	162,450	68%
10	Snohomish County/Paine Field	199,783	63%

Airport Capacity

- Recent studies have shown that, if our current airports are maintained, most of Washington's airports have enough capacity through the year 2030.
- Ten airports have been identified that are projected to reach their capacity limits. One of the airports is the Spokane International Airport. The rest are in the Puget Sound region—in King, Pierce and Snohomish counties.



Ways that the State could address the capacity shortfall:

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

Each approach has positive and negative attributes. We will now be asking for your feedback on some of the ways to address future aviation capacity needs.



Please indicate your level of support for each of the following ideas to meet the State's future capacity needs.

Choose your answers in the question windows to the left.



- Convert a current airport to commercial service without expanding its size
- Convert a current airport to commercial service through expansion
- Build one or more new airports



Q13a-Q13c

Suppose Washington state determined it needed a new commercial service airport. Please indicate your level of support for each of the following criteria.

Choose your answers in the question windows to the left.



- We should choose options that are least likely to contribute to global warming
- We should only consider establishing new commercial service in communities that want them in the first place
- We should establish another commercial airport within the Puget Sound region



Q14a-Q14c

If Washington state decided to build a new commercial service airport, what weight would you give to each of these criteria?

Choose your answers in the question windows to the left.



- Should be located near a major highway
- Should avoid environmentally sensitive areas
- Should help build local economies
- Should serve the largest number of customers
- Should have excess capacity to provide for future growth
- Should provide the quickest access for the largest number of customers
- Should cost taxpayers the least money
- Should reduce the capacity pressure on airports in the Puget Sound Region



Q15a-Q15h

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.

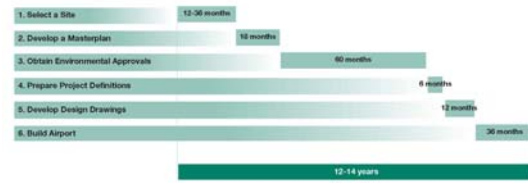


Decisions to build or find a location for new airports can be very challenging

- On the next screen you'll see a chart that shows how long it usually takes.
- It takes about 12-14 years on the average to site and build a new airport.
- In the case of SeaTac it took about 21 years.



Timeline for Building a New Airport as Reference Point



Even without lawsuits, it takes about 12-14 years to site and build a new airport.



Addressing future aviation capacity needs

- One of the challenges is how to balance the needs of the aviation system with the needs of local communities, environmental considerations and financial constraints.
- Several ideas have been discussed, and we would like your feedback on them.



Please indicate your level of support for each of the following ideas to meet aviation capacity needs within a reasonable timeframe.

Choose your answers in the question windows to the left.

- Give new authority to regional transportation agencies to make decisions about new aviation capacity
- Create a non-partisan state commission to make decisions about new aviation capacity
- Give the State the authority to conduct a siting analysis if there is no local sponsor
- Create an independent local group to make decisions on how to address noise and other environmental impacts

Q18a-Q18d



In your own words, do you have any other thoughts about the state's role in building or finding a location for new airports?

Type your answer in the chat window to the left.

Please set your status to "Raise Hand" in the left corner of your screen once you are done and wait for the moderator.



Q19

Below are some other things the state could do to address these capacity shortfalls. Please rate each idea.

Choose your answers in the question windows to the left.

- 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



Q20a-Q20d

In your own words, what other things should the state do to meet Washington's aviation needs?

Type your answer in the chat window to the left.



Please set your status to "Raise Hand" in the left corner of your screen once you are done and wait for the moderator.



Q21

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.



- 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

Q8b: Explain in your own words why their choice would be the highest priority aviation system need

Participant ID:	Response 1	Response 2
14	Economic support by locals would do most of the others	
35	Jobs are important	
53	Safety of our friends and neighbors should always be a priority	
55	Because if we don't make sure that we can transport everyone that wants to be, our airport system won't grow. It will stagnate.	
82	I believe that people from all over, rural and suburban need to be able to travel.	
86	I also think that passenger demand should include SAFE accommodations!	Accommodating passenger demand is an indicator that includes a number of other things -- eg if there is a lot of demand in rural areas or smaller communities, that should direct the focus towards smaller airports, but if there is stronger demand than capacity in larger airports like SeaTac or Spokane, then the priority should be towards improving their capacity.
88	Public safety should be a high priority	
92	Search and rescue because we don't have enough medical personnel	highest priority
94	Airports have to be safe. If they are not safe they shouldn't exist.	
98	Economic programs are important to more rural communities who are struggling	
105	Projects should help support the communities they're in	
113	Maintaining service to smaller communities. Couldn't see all of window, so I couldn't vote.	
115	Ensure there is enough airport capacity to accommodate passenger demand	
120	Window is not operative.	
122	Efficiently run airports save \$\$\$	
123	Airports are for people's use, thus having enough airports to accommodate people's needs are important.	
129	Safety is my main concern.	
130	Community Help	
134	If you provide stimulus to develop economic growth the revenues will help pay for the other areas addressed in the questions.	
136	If an airport can improve local economics, it can also support disaster relief and air search and rescue.	
137	Passengers are the prime beneficiaries of commercial air travel.	
143	If all passengers are served then the runway efficiency is good, and safety is a given.	
151	I couldn't vote because the screen cut off the last few answers. I would have voted for safely. I feel that's of prime importance for state support.	

152	I think that if the airports can handle a major disaster, that they would be able to conduct business as well. I feel the first responsibility the state has is for the safety of it's citizens.	
157	I could not make the choice I wanted as the window would not scroll. I wanted to vote for airport safety.	
174	Safety of those using air travel, both the employees and the customers should always be the highest priority	
192	Without money there is no need for any transportation systems	
198	Not all travel is through the larger airports. I can see where the smaller ones will increase as people; esp. businessmen stay at home to work but travel to different areas. Would want to live in smaller community and be able to work all over.	
205	A primary purpose of the state is to provide safety.	
208	All of us are affected by disasters and they can take a toll on whole communities not only families	
219	Airport safety should always be the top priority.	
222	The main purpose is to move people, so that should be job one. Job two should be to create economic development.	
239	The communities are dependent on small airports.	
252	We need to look at ways to make sure we can keep up with increasing travel demands. This will improve the economy to keep things flowing as well.	
269	Those in need of immediate help should get it first	
272	Disaster relief--because that's a matter of life and death.	
302	I think that if you make sure there is enough to handle the business then the money created from that would help to solve the other problems	
303	Meeting the demand to adequately take care of passenger needs and requirements will not only provide for airports and airport space but jobs to maintain and sustain them	
305	Small remote locations should have some commercial options, if only charter planes to get them to Spokane, or SeaTac.	
308	By maintaining commercial service to smaller airports the people, airport, services and communities benefit by being able to take advantage of it.	
313	Congestion in airports will worsen if the airports can't handle the number of people who want to fly.	
316	best use of funds	
325	I think that natural disasters are going to increase in frequency and magnitude in the coming years. Preparation for them and response to them must improve to avoid unnecessary loss	
334	Projects that create local economic development	
335	The smaller communities are dependent on this transportation to meet many of the needs of the community from hospital supplies to other commodities.	

342	Safety is key to the success of any program that helps the economy, the citizens or provides emergency assistance. Without a safe airport, including runways, tower, technology, passenger handling, etc., nothing more is possible.	
345	Improving runway efficiency should see benefits of less fuel waste of idling engines.	
353	To insure proper operation of the airport facilities	
373	Safety and sustainability	
378	I would have chosen safety if there had been enough room for it.	
394	I am unable to respond in the box. But, economically, the entire country needs help and that should be our #1 priority at this time.	
400	If the airport isn't safe, then all of the other options are irrelevant	
414	Supporting disaster relief	Search and rescue
420	Because it seems like the proper answer to this question	
421	Because we need to create more jobs	
423	Need capacity to rescue. Other missions are benefits	
463	Of all of the choices, this makes the most sense to spend money on-- we have had a lot of disasters in the last few years, and aviation support played an important role.	
471	Infrastructure of the places we use more often is extremely important	
474	Washington is in a growth mode, and needs to focus on local economic growth to ensure that the needs of the community are met as well as those of the industry	
488	Those of us on the east side often get reduced service. Since we have many spread out areas and travel to Seattle to catch a flight during the winter is often difficult or hazardous, commercial air service should get a higher priority	
516	Economic development is really the only thing our airport is good for	
523	Because local economic growth and development is very important, and helps stimulate the local economy and provides jobs	
529	Without airport safety all other airport improvements have little value	
540	To create jobs	
545	The economy needs all the help it can get right now	
574	Everything feeds off economic development so there is now funds available for the other priorities	
584	Many people depend on air travel for business commuting, commercial trade... air travel is more efficient, albeit expensive. Necessary this day in age	
585	Projects that create local economic dev	
591	I would vote for safety being the highest priority	
600	Because commercial passenger traffic brings in the most money for all those entities involved	
644	I think economic growth is overall the most important for the general well-being of the people in my home area. When people have money, they support the economy and so forth.	

659	Safety must be of highest importance for all aspects of aviation.	
682	economy needs job growth	
687	Due to the economy, we need to focus on employing more people. Airports won't be a necessity if people can't afford to use them.	
691	we need to keep our runways and airports open for visitors and us	
726	Efficiency of the runways is the best way to keep passengers and cargo moving. The best use of money is always to increase efficiency.	

Explain in your own words why your choice would be the lowest priority aviation system need:

Participant ID:	Response 1	Response 2
14	Most of state airports are way underutilized	
23	Smaller airports could be maintained with private funding from owners and their community	
35	Smaller airports don't need the commercial support of larger population densities.	
53	Simply because the other items listed are more important	
92	We don't need as much commercial traffic to small cities and we need to maintain the condition of the smaller airports	
100	There are other ways to promote economic development other than air service	
105	Why spend more money for the fewest?	Those would probably be the lowest use airports
113	OK	Airports may not be available, anyway
115	It has the least to do with maintaining airports in this area. Disaster relief should come from other sources.	
122	Consolidation of smaller airports would save money	
125	Keeping people safe and in touch with larger cities is more important than local economic development.	
134	Money for disaster relief will come in as needed from the federal government or from private groups and citizens.	
143	Disaster relief should be 1) all our responsibilities based on ability to serve, and 2) the National Guard and other Military objectives	
149	I think in many cases the people who require air search and rescue should be paying for it themselves. Many times they have gotten themselves into the situation because they were stupid or arrogant. The exception to this is children and animals	
151	The screen size doesn't show the last few items. I would have voted for increasing the efficiency of the runways. How do I get to see the full screen?	
157	Disaster relief within the state of Washington can be better handled effectively without making airport availability part of the equation.	

191	There are Federal dollars for that.	
198	Don't have as many searches. If have better safety for the airports. runways, etc. should have less accidents	
205	Economic Development should be a local responsibility	
222	Search and rescue occurs infrequently, and is usually done by volunteers - so it's a relatively low priority item insofar as public participation is concerned.	
252	It makes more sense to spend the bigger budget dollars on the airports with the most traffic as there will be more economic return.	
272	What we want may not be affordable, compared to other priorities.	
302	It seems as that money would come from somewhere other than aviation funds	
303	Based on the history of the lack of need for this	
305	I think that airports should get people to and from their destinations, not get involved in local development.	
308	Well, taxes taken from aviation should primarily be used to put back into the aviation 'world' so to speak, and i believe if we keep up our airports and aviation services, programs, etc. that will in turn have a positive effect economically in the local communities anyway.	
313	If funds are not available to support smaller airports, then hopefully there will be a larger airport within 90 miles that one could access.	
316	I'm not sure how this pertains to aviation	
325	Larger plane will always be more efficient. good transit options to fewer, larger airports seems like a better plan	
345	Maintaining commercial service to smaller local communities seems like it would be a drain on an industry that is already stretched thin and losing money.	
378	Lowest need, fewest incidents.	
394	Persons who get themselves into difficult situations which could and should have been avoided should pay for the rescue themselves, not the taxpayers!! In MOST circumstances; These situations could have been avoided. Some are truly accidents with the injured not responsible, but most could be avoided with common sense.	
396	I feel it's the supply and demand adage, if the demand is there the commercial airlines will supply to that community.	
421	Smaller communities usually have private planes and air fields	
423	Commercial service to small communities is nice to have but unless the airport provides other essential service the benefit is small.	
440	We can charge those who sought out rescue and or find other funding.	
463	Of all the choices, efficiency is important, but not as important as landing safety, maintenance of smaller airports, supporting rescue operations and local economic growth. These are all more important in my view.	
471	Because the other items seem more important	

516	I've only flown out of our airport once and it all seemed very efficient to me	
523	When was the last time we had a major disaster, they are few and far between	
585	Smaller communities are not as important as the other things	
591	Search and rescue should be the lowest priority because the least number of people are served, and I suspect the cost per person is higher.	
600	Because it is not the WSDOT's job to create local economic development.	
644	Keeping commercial service available to those in smaller areas is important, but I am not convinced that those smaller communities use the airports enough to make it worthwhile for everyone else.	
682	Projects increasing efficiency of runways	
687	The question could cover are large area. Waiting wise, I don't think it is a top priority.	I have had to sit outside for hours waiting for the plane so the "size" of the airport is not as important in my opinion. We need more fresh air anyways... Accommodating people would have to be in greater detail. Are we talking "sitting" area within the airport or are we talking inside and out? Parking for instants? This would need some improvement.
691	We don't need to build more around SeaTac	
726	Air search and rescue is primarily a volunteer effort as it is. It should remain a private sector thing.	

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

Participant ID	Response 1	Response 2
35	I think funding should lay w/in individual counties -not necessarily state. Federal \$\$ collected by passenger fees supports quite a bit	
86	The state should play a role in funding and preserving airports, but should do so on the basis of what is best for the economy overall, and what is equitable for each region of the state. It might be OK to eliminate some smaller airports --I haven't seen the evidence about what compelling benefit they bring to smaller communities, and that might change my opinion.	
105	They should do all they can to keep them	
134	I feel we need to make better use of the airports we have available, such as Paine Field in Everett. It should get commercial use.	
252	We need to look into ways to run existing airports more efficiently and increase capacity.	
272	In our county there were at least three airports; one closed recently, but it was small, and within 30 miles of two other airports. Why put resources into saving that one small airport?	

342	I'd like to have more recent data than 2001 when everything changed in aviation and also what the priorities have been since.	
529	It all depends on how much money is being spent on the size projects	
644	So...smaller communities and airports aren't a high priority to me, but, I can understand why it is important to some other people.	I think it's super interesting, but I also think that most people probably live within a decent distance of a major airport
687	I think and feel that the airports, themselves should help in the funding and maintaining of their own facility. As well as the local community.	
726	More rural areas should be taken care of as they serve the folks who make this country run. Making it easier for them to access the airports is important	

In your own words, do you have any other thoughts about the state's role in building or finding a location for new airports?

Participant ID	Response 1	Response 2
86	The question window is blank -- what question am I responding to now?	
105	Preferably work on the existing ones to expand them	
120	A local regional body does nothing, then the State must become involved...for service to all residents of WA	
134	I don't always think we can trust the state to do what is most prudent with our tax dollars.	
239	They say it takes 12 to 14 years to build an airport, is that a national average?	
252	In addition to considering new airports, I would like to see more research into how to more efficiently use the existing airports to increase capacity.	
272	I think the state should put more effort into building the capacity of existing regional airports.	
308	I think they should use/expand existing airports instead of building new ones	
316	Concentrate on existing airports	
345	The state has to be involved, but communities should ultimately have the final word.	
421	I don't care as long as it's not by my house!!!!!!	
687	I think the state would be beneficial in helping to decide the location, however I think that the community in which the airport would be built, need and must have a say so in the decision making.	
691	Just start looking and giving us ideas to work with	
726	Now I see. I think that a new airport to take pressure off of SeaTac should be undertaken. The state should step in as needed.	All I see is the heading. The state's role in building or finding a location for new airports. I'm not sure what feedback you're looking for.

In your own words, what other things should the state do to meet Washington's aviation needs?

Participant ID	Response 1	Response 2
14	Assist small carriers to establish service from small airports direct to hubs outside WA State	
86	The state should expand airport capacity in Eastern WA, and also explore maximizing capacity among the many airports already in the Puget Sound area before building a new one.	
105	Turn it over to the voters	
134	Make sound decisions based on what the taxpayers want.	
169	An airport in central WA that gives the some of the flights at the same prices that airlines charge for going out of SeaTac	
239	Reduce unnecessary spending	
252	Look into expanding existing airports.	
305	Get government out of private enterprise.	
308	Utilize/expand existing airports to meet needs	
316	Work with communities to keep existing airports open	
342	The concept of reuse is necessary now. Expand in areas outside of Puget Sound. Wenatchee, etc., where jobs are needed as well.	Before I'm cut off again...If you build it they will come, but it doesn't always solve anything.
420	The state should place a higher toll on the bridges	
421	Let Seattle build an other air port	
423	Optimize capacity based upon destinations and airline capacity.	
463	They need to increase commercial use in existing airports and maintain smaller ones, not build new.	
523	Make decisions in a timely fashion	
545	Making sure the location of new airport is safe for people the environment	
591	Improve mass transit	
681	Increase passenger rail access	
682	All options should be explored	
687	I think great examples have already been addressed	This is a tough question
691	Just give us sites to pick from	
726	If you want more of something, subsidize it. If you want less of something, tax it. The same goes with regulations. The state should stay out of the way of things it wants to encourage.	