

# Long-Term Air Transportation Study (LATS)

## Regional Public Meetings Summary Report

July 2008

### Overview

WSDOT Aviation hosted regional public meetings on July 22 and July 24, 2008 to seek public comment on draft statewide aviation policies developed 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? The draft policies are designed to address statewide aviation issues in the areas of land use, environment, capacity, new technology, safety, mobility, stewardship, preservation, access and economy and will guide future decisions about Washington State's Aviation System.

Public participation is an important part of the Long-Term Air Transportation Study. The Aviation Planning Council will consider technical findings of LATS along with public and stakeholder involvement as it works to develop its recommendations. The regional public meetings 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 regional public meetings was to provide an informal opportunity for the public to learn about key aviation issues, review draft policies developed by the Aviation Planning Council, and interact with members of the Aviation Planning Council and WSDOT Aviation Staff. Two meetings were held. The first meeting occurred on Tuesday, July 22, 2008 from 5 p.m. – 7 p.m. at the Future of Flight Aviation Center at Paine Field in Mukilteo. Approximately 48 people attended. The second meeting occurred on Thursday, July 24, 2008 from 5 p.m. – 7 p.m. at the Wenatchee Convention Center in Wenatchee. Approximately four

people attended. The meeting format and information presented was the same for both meetings.

## Meeting Format

The meeting was structured as an open house, with stations set up around the major policy issues the Aviation Planning Council has considered. The stations provided information about the issue area, draft policy recommendations, and possible implementation strategies.

Participants were encouraged to provide comments verbally to Aviation Planning Council members and staff, by writing comments on an easel pad provided at each display station, or by completing a comment form. To gauge opinions on the draft policies, participants were asked to indicate their level of support – support, neutral, or against – for each policy by placing a sticker next to each policy on the boards on display at the policy stations.

Information stations included:

- Sign-In

Upon arrival, project staff asked participants to sign in and pick up an informational packet containing an open house guide, a handout containing the project overview and draft statewide aviation policies, and a comment form.

- Project Overview

Participants reviewed general information about the Long-Term Air Transportation Study (LATS)

- Policy Stations

Participants reviewed display boards for each of the policy issue areas the Aviation Planning Council has considered – capacity, technology, stewardship, mobility, environment, land use, and safety. The boards contained basic facts about key aviation issues, the draft policies, and examples of how the policies might be implemented. Participants were asked to place a sticker next to each draft policy to indicate their level of support for each policy. Aviation Planning Council and WSDOT Aviation staff members were available to address questions and interact with participants.



Mukilteo Regional Public Meeting, July 22, 2008



Aviation Planning Council Chair Carol Moser speaks with Mukilteo meeting attendees.

- Comments

Tables were available where attendees could sit to fill out comment forms. Project staff members were able to answer questions and assist with comment collection.

## **Public Information and Announcements**

WSDOT Aviation advertised the meetings through a variety of methods. A notice was sent on July 10, 2008 to approximately 4,000 subscribers to the WSDOT Aviation News Service e-mail list serve. WSDOT Aviation posted a meeting notice on the WSDOT Aviation LATS Web page and distributed a press release to media outlets statewide. In addition, the meetings were announced at the May 1, 2008 and June 5, 2008 Aviation Planning Council meetings and via notices distributed to the following organizations:

- Public Use Airport Managers
- Washington Airport Managers Association (WAMA)
- Washington Community Airport Association (CAA)
- Washington Public Ports Association (WPPA)
- National Business Aircraft Association (NBAA)
- Washington Transportation Commission
- Washington Association of Counties
- Association of Cities
- Aircraft Owners and Pilots Association (AOPA)
- National Association of State Aviation Officials (NASAO)
- Washington Planners Yahoo List Serve

The public comment period for the draft policies was July 10-31, 2008.

## **Comment Summary**

### **Comment Sources**

E-mail, mail or faxed comment letters: 28

Informal open house comments (i.e. anonymous flip chart notes): 32

Number of comment forms submitted: 13

Agencies and organizations providing comment:

- Cowlitz-Wahkiakum Council of Governments
- Regional Commission on Airport Affairs
- Seattle Community Council Federation
- City of Vancouver, Washington
- City of Snohomish
- City of Edmonds
- The Boeing Company
- King County International Airport
- Port of Shelton

- Washington Pilots Association
- State Senator Karen Keiser
- Council Member Rose Clark, Burien City Council

## Comments on Draft Statewide Aviation Policies

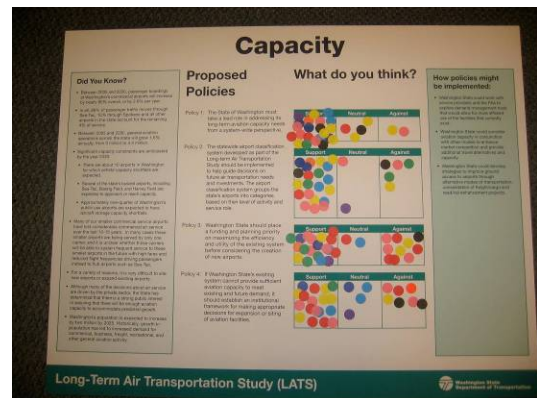
The following are results of a display board feedback exercise from the meetings. Participants were asked to indicate their level of support for each of the proposed draft statewide aviation policies – support, neutral, or against – by placing a sticker in the appropriate box next to each policy. Written comments provided on flip charts and comments submitted by mail, fax, or e-mail are also summarized.

Results from sticker voting and comments provided in response to each policy are provided for each policy. WSDOT Aviation received a number of suggested revisions to the text of the draft statewide aviation policies in addition to general comments relating to each policy area. Text revisions proposed by the public are in Appendix A.

## Capacity

Several participants commented that the capacity policies lacked specific recommendations to address how to meet future capacity needs. Comments also expressed concern that the capacity policies do not focus enough on the role of alternative travel modes in easing aviation capacity shortfalls. A number of participants questioned how SeaTac capacity figures were calculated as well as the accuracy of the forecast data.

Comments supplied in response to each capacity policy follows.



Voting on Capacity Policies – Mukilteo Meeting

**Policy 1: The State of Washington must take a lead role in addressing its long-term aviation capacity needs from a system-wide perspective**

**Voting Results: Support = 26; Neutral = 3; Against = 5**

- Policy 1 is long overdue
- Washington State should work with local governments, agencies and interest groups to ensure location/scope/facility decisions are balanced with respect to residential and commercial interests (e.g. noise issues).

**Policy 2: The statewide airport classification system developed as part of the Long-Term Air Transportation Study should be implemented to help guide decisions on future air transportation needs and investments. The airport classification system groups the state's airports into categories based on their activity level and service role.**

**Voting Results: Support = 26; Neutral = 2; Against = 5**

- The statewide airport classification system excludes the value and quality of life issues associated with impacted residential properties and human lives.
- I think it would be helpful to divide the state into three regions for passenger flights: SeaTac, an airport developed with Portland somewhere south of Olympia; alternatively one closer to Bellingham; and expansion of Spokane. Too many people drive the I-5 corridor to SeaTac increasing our pollution and congestion. It makes no sense that people have to drive from Eastern Washington to board a plane at SeaTac.

***Policy 3: Washington State should place a funding and planning priority on maximizing the efficiency and utility of the existing system before considering the creation of new airports.***

***Voting Results: Support = 24; Neutral = 2; Against = 10***

- Need to define criteria for “maximizing the efficiency and utility of the existing system.”
- Calls for unconstrained expansion of existing airports with scheduled service.
- Capacity constraints are expected. Policy is good but some funding should be put into securing land for new sites to be developed eventually.
- Policy 3 is ambiguous and implies that SeaTac should be maximized before the State considers creation of a new airport.
- Does not go far enough in addressing lack of capacity, and should recommend more positive action.
- Policy should call for development of a multi-airport plan and call upon both counties to acquire land (like Denver) or pay adjoining land owners for aviation easements (like Paine Field) to provide a haven for commercial jet aviation.
- Policy is shortsighted.
- Policies 3 and 4 are contradictory.

***Policy 4: If Washington State’s existing system cannot provide sufficient aviation capacity to meet existing and future demand, it should establish an institutional framework for making appropriate decisions for expansion or siting of aviation facilities.***

***Voting Results: Support = 19; Neutral = 8; Against = 7***

- Defers decision making about capacity to the future. The Council should deal with the issue of airport expansion.
- Consider land banking to purchase land for future aviation expansion.
- Policy 4 is a reactive statement; we must have in place a process for siting and building aviation facilities.
- Policies 3 and 4 are contradictory.

## **Technology**

Results from sticker voting indicated general support for the draft technology policy. Two additional technology policies were proposed by the public:

- Washington State should work with the federal government and industry to develop and accelerate the use of both ground based and airborne technology that will allow for more efficient operations, thereby increasing capacity and reducing the impact of aviation to the environment (i.e. Required Navigation Performance, Ground Landing Systems).

- Washington State should strongly encourage all members of the aviation community to invest in fuel-efficiency, noise reduction, and air quality improvement technologies.

**Policy 1: Washington State should strongly encourage the application of aviation technologies that improve the accessibility, efficiency, safety, security and environmental sustainability of the state’s aviation system.**

**Voting Results: Support = 33; Neutral = 0; Against = 7**

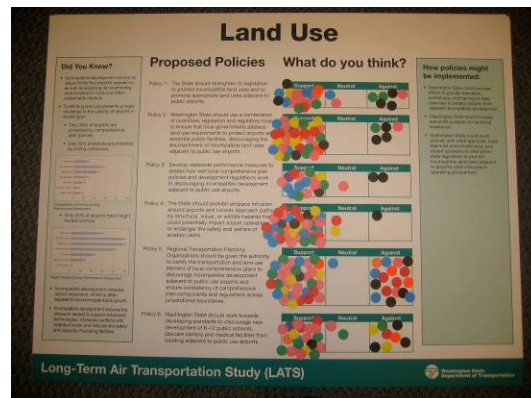
- This policy should include immediate outreach to FAA as they finalize and implement Next Gen.

### Land Use

Several participants commented that the land use policies are too focused on the needs of airports and not focused enough on the impact of airports on local communities. One participant commented that the policies do not adequately address encroachment of urban development on airports, while another participant noted that the policies do not adequately address encroachment on neighborhoods settled prior to the establishment of the airport.

A few comments focused on issues relating to planning for land use compatibility. One participant commented the draft land use policies do not encourage cooperative decision making, while another participant commented that the policies place too much responsibility for land use compatibility planning on local government.

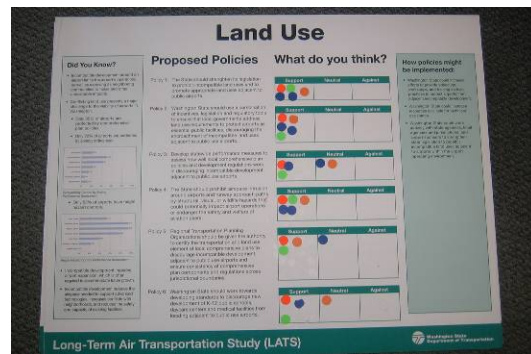
Other comments encouraged the state to consider strategies for planning for future airport development. One participant encouraged the state to identify locations in undeveloped areas for future airport development. Another participant suggested purchase of development rights in approach and take off areas as a potential strategy or policy.



Voting on Land Use Policies – Mukilteo Meeting

Four new land use policies were proposed by the public:

- Require that airports develop and adopt master plans which establish ultimate build-out plans. Adopted airport master plans shall be distributed to local governments for compatibility planning and integration of land uses and infrastructure.
- Add a policy to prevent expansion of airports near already developed land.
- Consider a policy to provide that cities and counties may no longer move airports that currently exist outside of the urban growth boundary to inside the urban growth boundary.



Voting on Land Use Policies – Wenatchee Meeting

- Mitigation costs should be factored into the costs of airport expansion, including replacement of lost property tax; cooperation with local jurisdiction regarding changes in zoning; transportation improvements to address increased traffic (especially on small communities) and environmental costs.
- Changing a classification of an airport shall not take place without consideration and mitigation of all related impacts.

**Policy 1: The state should strengthen its legislation to prohibit incompatible land uses and to promote appropriate land uses adjacent to public use airports.**

**Voting Results: Support = 23; Neutral = 2; Against = 6**

- While providing guidelines to local governments is good, beyond providing minimum standards, each locality should be given leeway within their zoning rules.
- Disagree with implication that neighbors are encroaching on airports - airports encroach on neighbors
- Policy starts with the assumption that airport location/size requirements exceed human/residential requirements. That assumption sequence must be reversed.

**Policy 2: Washington State should use a combination of incentives, legislation and regulatory tools to ensure that local governments address land use requirements to protect airports as essential public facilities, discouraging the encroachment of incompatible land uses adjacent to public use airports.**

**Voting Results: Support = 45; Neutral = 0; Against = 5**

- Disagree with implication that neighbors are encroaching on airports.
- Enthusiastically support strengthened legislation that would grant the State increased influence in determining appropriate land uses adjacent to essential public facilities, which should also include remote navigational equipment.
- Policy starts with the assumption that airport location/size requirements exceed human/residential requirements. That assumption sequence must be reversed.
- Policy is not worded strongly enough. Replace “discourage” with “prohibit.”

**Policy 3: Develop statewide performance measures to assess how well local comprehensive plan policies and development regulations work in discouraging incompatible development adjacent to public use airports.**

**Voting Results: Support = 20; Neutral = 3; Against = 2**

- Policy starts with the assumption that airport location/size requirements exceed human/residential



Mukilteo Meeting

requirements. That assumption sequence must be reversed.

***Policy 4: The State should prohibit airspace intrusion around airports and runway approach paths by structural, visual, or wildlife hazards that could potentially impact airport operations or endanger the safety and welfare of aviation users.***

***Voting Results: Support = 41; Neutral = 3; Against = 1***

- Isn't this already adequately addressed by FAA regulations and guidelines? How would the state do this?

***Policy 5: Regional Transportation Planning Organizations should be given the authority to certify the transportation and land use element of local comprehensive plans to discourage incompatible development adjacent to public use airports and ensure consistency of comprehensive plan components and regulations across jurisdictional boundaries.***

***Voting Results: Support = 37; Neutral = 3; Against = 1***

- RTPOs should not be certifying local plans as to comply with LATS goals. It would give priority to one goal (protecting airports) over goals in the Growth Management Act or other state land use laws and regulations.
- They already have this authority.
- Agencies should not be given opportunities to inject policies into policy. Allowing more operations will only increase and expose more children and neighborhoods to more noise and other undesirable impacts that we do not need.
- The Puget Sound Regional Council already has to approve local comprehensive plans.
- Policy starts with the assumption that airport location/size requirements exceed human/residential requirements. That assumption sequence must be reversed.
- Policy is not worded strongly enough. Replace "discourage" with "prohibit."

***Policy 6: Washington State should work towards developing standards to discourage new development of K-12 public schools, daycare centers and medical facilities from locating adjacent to public use airports.***

***Voting Results: Support = 24; Neutral = 3; Against = 8***

- Gives cover to those who say people that experience airport noise are at fault for choosing to live/work there. There are no controls in place for airports that choose to expand physically and operationally.
- Policy is wrong and should specifically mention the State's intention to support the location of schools, daycare, medical facilities and similar institutions in safe zones near our airports. Schools should be inspired by flight.
- Policy starts with the assumption that airport location/size requirements exceed human/residential requirements. That assumption sequence must be reversed.
- Policy is not worded strongly enough. Replace "discourage" with "prohibit."

## Environment

Multiple participants indicated that the draft environmental policies do not adequately address noise issues, air pollution, impact on property values, or other adverse impacts on human health, and the impact of noise on schools located near airports.

Other comments encouraged the Aviation Planning Council to consider policies that promote more environmentally sustainable practices. Two comments encouraged finding greener replacements for air travel, with one participant proposing that that government ask businesses to reduce air travel. One participant noted that focusing on energy conservation, alternative energy sources and energy efficient construction is good, but also encouraged consideration of high speed rail as an alternative to air travel to reduce airplane-generated pollution and pollution produced by ground transportation to airports.

One comment noted that the availability of non-leaded fuel at general aviation airports will become increasingly important in the future.

One new environmental policy was proposed by the public:

- Accelerate work at the federal, state and local level to implement technologies and operational changes that improve efficiency, thereby reducing fuel burn.

***Policy 1: Washington State should require airports to appropriately mitigate adverse environmental impacts to rare species and habitats occurring at airports, while reducing wildlife attractants that create hazards to airport operations.***

***Voting Results: Support = 22; Neutral = 6; Against = 7***

- Include protection of all streams and ground water and natural areas, not just rare species and habitats.
- This is two policies – one policy for rare species and one policy for wildlife attractants. Clarify what is meant by rare species – does it mean endangered?

***Policy 2: Airport facility and operations plans should incorporate environmental policies and management practices, and explore new opportunities to apply sustainable practices, including:***

- ***Energy conservation and use of alternative energy sources***
- ***Waste reduction and recycling***
- ***Impact avoidance and mitigation***
- ***Green building or energy efficient construction methods***
- ***Encouragement of “good neighbor” policies at public use airports using best management practices***

***Voting Results: Support = 26; Neutral = 3; Against = 3***

No comments specific to environment policy 2 were provided.

***Policy 3: Washington State will use incentives and regulation to ensure that its public use airports follow sound environmental protection practices in the construction, maintenance and operation of its systems and facilities. Furthermore, airports should consistently review these indicators to improve their environmental performance.***

***Voting Results: Support = 21; Neutral = 6; Against = 5***

No comments specific to environment policy 3 were provided.

***Policy 4: Incorporate state and federal greenhouse gas emissions reduction policies and strategies within the air transportation system to minimize the adverse health and environmental impacts on air quality and the climate while promoting jobs and economic development in a sustainable manner.***

***Voting Results: Support = 16; Neutral = 4; Against = 5***

- What about noise?
- What is the current state of greenhouse gas emissions policies?

***Policy 5: Promote research on greenhouse gas emissions reduction strategies, alternative fuels, and air traffic management procedures for aviation.***

***Voting Results: Support = 19; Neutral = 5; Against = 6***

- Greenhouse gases are a global and national concern and not a reasonable use of state resources.

***Policy 6: Develop statewide and regional strategies to coordinate, develop and provide a range of transportation mode options for access to public use airports through airport and highway design projects.***

***Voting Results: Support = 24; Neutral = 2; Against = 7***

- Delete policy 6, it is covered in other policies.

## **Safety**

One participant requested that special consideration for airports that serve an important role in emergencies, such as airports that may be a community's only way in or out when floods or other natural or manmade disasters or emergencies occur.

One participant commented that all property owners must assume responsibility for obstructions affecting the safe operation of an airport.

One comment suggested that the safety policies emphasize local interest along with State and Federal interests.

One new safety policy was proposed by the public:

- Upgrade Paine Field to a Category II facility to ensure viability of major alternative to SeaTac and supply link for industry in poor weather

***Policy 1: Washington State should use incentives and state and federal resources to ensure that airport facilities meet applicable federal or state design criteria and safety standards.***

***Voting Results: Support = 28; Neutral = 2; Against = 2***

No comments specific to safety policy 1 were provided.

***Policy 2: Washington State should work with the FAA and regional transportation planning organizations to identify additional airports that can meet federal criteria for the classification of reliever airports between 2008 and 2035.***

***Voting Results: Support = 25; Neutral = 0; Against = 12***

No comments specific to safety policy 2 were provided.

***Policy 3: WSDOT Aviation should work with the State's Emergency Management Division to augment Washington State's Emergency Plan to include strategically located aviation facilities to assist during disasters/emergencies.***

***Voting Results: Support = 31; Neutral = 0; Against = 3***

- This is why a second regional airport is needed in Western Washington somewhere south of Olympia or in the Bellingham area.

***Policy 4: Washington State should encourage and support precision instrument approach procedures at all airports with a classification service role of "Regional Service" or higher, and should work towards providing non-precision instrument approach procedures at all airports with a service role of "Community Service" or higher.***

***Voting Results: Support = 26; Neutral = 6; Against = 4***

No comments specific to safety policy 4 were provided.

## **Stewardship**

One participant expressed concern about the expansion of regional airports, commenting that the stewardship policies do not mention the economic impact of expansion on private residential property nor do they address the impact on public schools.

Two comments were made regarding funding of airports. One participant encouraged the state to create a new funding source for emerging regional airports. Another participant commented that municipal or county airport authorities should be required to repay grants if an airport is closed prior to the agreed upon lifetime of improvements.

One comment encouraged the state to develop a plan address airline service cuts to smaller cities and to address gaps in airline service to remote areas of the state. One comment encouraged preservation of existing state-owned airports.

One participant commented that the policies do not adequately address general aviation preservation.

One new stewardship policy was proposed by the public:

- Ensure that public investments in aviation are commensurate with the public benefits that result.

***Policy 1: Maintain and expand the Washington Aviation System Plan (WASP) to include the following:***

- a. Incorporate economic development studies, aviation forecasts, pavement conditions analysis, capacity analysis, airport facility assessment studies and***

***other studies as appropriate to keep the system plan up-to-date to meet changing conditions in the air transportation system.***

- b. Periodically re-evaluate Airport Classification System designations for airports to respond to changing conditions and ensure that airport facilities are meeting established performance standards.***
- c. Maintain a relational database, including physical and operational airport inventory information to support Aviation System Planning and the statewide aviation capital investment program.***
- d. Provide support and technical assistance at the local level to develop and update airport master plans or airport layout plans consistent with the Washington Aviation System Plan.***

***Voting Results: Support = 20; Neutral = 4; Against = 6***

- Include a requirement “to ensure current trends, and valid up to date methodologies and assumptions are used in all economic development studies, aviation forecasts, capacity analysis, airport facility assessment studies and used in airport master plans to ensure statewide consistency. Methodologies and assumptions used in such studies, forecasts and analysis shall be made available to the public to ensure transparency and facilitate public comment.”
- Part b contains two policies, one relating to the re-evaluation of an airport's classification, the other related to performance standards regardless of an airport's classification. If the intent of this policy is to conduct re-evaluations with the possibility of changing a classification to anything other than its current classification, the City of Edmonds can not support this policy. According to the existing Regional Airport System Plan, Snohomish County Airport ("Paine Field") is classified as a General Aviation Airport. The City does not support a change to this classification, or a process that could allow this to happen.

***Policy 2: Washington State should ensure that the aviation capital investment program strategically prioritizes system investments necessary to provide for the state's air transportation needs in a cost-effective manner, including:***

- a. Work with federal, state, local and other aviation interests on funding strategies to address aviation systems gaps and shortfall with the WASP.***
- b. Expand the State's role to coordinate selection of state projects to complement FAA programs.***
- c. Guide investments through use of the Airport Classification System and target investments to promote achievement of identified performance measures.***

***Voting Results: Support = 16; Neutral = 6; Against = 7***

No comments specific to stewardship policy 2 were provided.

***Policy 3: Provide technical assistance to airports and promote methods that optimize the financial return to the airport as consistent with the WASP, airport master plan, and state and federal grant assurances and guidelines.***

***Voting Results: Support = 13; Neutral = 1; Against = 15***

- This policy over-emphasizes profit maximization and fails to mention the environment or customer service
- Delete policy 3, it is already covered in another policy.

**Policy 4: Support joint public-private partnership and private sector initiatives to provide transportation facilities and services that meet the public's best interest, such that:**

- **Public expenditures can be reduced,**
- **Public access to aviation transportation facilities is affordable, and**
- **The quality, quantity and long-term stability of service is maintained.**

**Voting Results: Support = 19; Neutral = 1; Against = 14**

- Promote public and public/private enhancement of needed ground transportation access to and from airport facilities where airport capacity, efficiency and environmental impacts can be improved. Ground transportation includes transportation by all modes and parking facilities.
- Amend policy to include focus on risk reduction and risk sharing to tax payers.

**Policy 5: Develop access standards so that regional transportation plans and airport master plans promote air transportation access within Washington and to the national and international systems.**

**Voting Results: Support = 22; Neutral = 3; Against = 7**

- Promote public and public/private enhancement of needed ground transportation access to and from airport facilities where airport capacity, efficiency and environmental impacts can be improved. Ground transportation includes transportation by all modes and parking facilities.
- Define what is meant by access – roadway, handicapped, air access?
- Are you trying to say that regional plans etc. should identify airports and provide for adequate ground transportation?
- This could be more specific to address the need for a three airport system to serve all of Washington to cut down on pollution, congestion, passenger convenience and sound economic development goals.

**Policy 6: Where gaps exist in the aviation system (such as isolated communities, gaps in emergency services, or where there are capacity shortfalls), it may be in the State's interest to operate airports**

**Voting Results: Support = 13; Neutral = 5; Against = 13**

- WSDOT should have addressed this long ago. Spokane and Eastern Washington are negatively impacted economically by the concentration of flights at SeaTac. Treating Spokane as one of our regional airports also provides the state with cost savings.

## **Economy**

Several comments expressed concern that the draft economy policies that promote airports as an economic development generator without adequately addressing the negative impacts of airports on adjacent communities. One participant commented that the policies are based on the implication that airport development is always positive for economic development and encouraged consideration of non-airport economic development options. A few comments were concerned that airports provide lower-level jobs, and encouraged consideration of different industries to promote economic development.

Comments were also submitted in support of the economy policies. One participant was pleased to see policies that recognized the connection between economic development and aviation. Another participant commented in favor of the economy policies, noting that the lack of a multi-airport system has been costly to local and state economy.

One participant commented that public-private partnerships should be carefully regulated.

***Policy 1: Consider state and/or regional economic benefits (such as economic development, job creation, and competitive advantage for local businesses) in the analyses of aviation investments and policy recommendations.***

***Voting Results: Support = 17; Neutral =3; Against = 6***

No comments specific to economy policy 1 were provided.

***Policy 2: Coordinate with state and local economic development agencies to ensure there are sufficient aviation facilities and capacity to enhance economic growth opportunities across Washington State.***

***Voting Results: Support = 15; Neutral =2; Against = 10***

No comments specific to economy policy 2 were provided.

***Policy 3: Washington State should strongly encourage and support educational infrastructure to train and educate the skilled workforce necessary to support a technically advanced aviation system that will serve all citizens of the State.***

***Voting Results: Support = 23; Neutral =2; Against = 2***

No comments specific to economy policy 3 were provided.

***Policy 4: Washington State should encourage public-private partnerships and create incentives to encourage private investment in airport infrastructure and aviation equipment to support sustainable job and business growth of aviation enterprises.***

***Voting Results: Support = 16; Neutral =1; Against = 19***

- This policy should be deleted.

***Policy 5: Work with local, regional and state agencies to boost economic development and attract businesses through the development of airport infrastructure and compatible land use initiatives.***

***Voting Results: Support = 19; Neutral =2; Against =9***

- This policy should be deleted; it is covered in policy 1.

## **Mobility**

Comments relating to the draft mobility policies were specific to the individual policies, and are provided below each policy.

***Policy 1: Washington's aviation facilities should be planned and operated as an integrated system that meets statewide air transportation demand; complements the***

**overall state transportation system; maximizes the use of existing facilities; and is compatible with the environment.**

**Voting Results: Support = 19; Neutral =4; Against = 4**

No comments specific to mobility policy 1 were provided.

**Policy 2: Promote adequate access to the national air transportation system for all Washington residents, using standards appropriate to the various regions of the state.**

**Voting Results: Support = 17; Neutral =7; Against =2**

- The policy should provide guidance to the standards or provide the standard appropriate to the various regions of the state.

**Policy 3: Identify transportation needs that extend into adjacent states and promote bi-state/multi modal cooperative solutions to ensure coordinated services and maximum cost effectiveness.**

**Voting Results: Support = 26; Neutral =6; Against = 1**

- Partner with Oregon to establish an airport on the Washington side of the Columbia River. Connecting this new airport to Seattle and Spokane with high speed rail would be a big step forward in the development of an intermodal system.

**Policy 4: Work with federal, state, regional and local transportation agencies to improve ground access to airports through alternative modes of transportation, consolidation of freight/cargo facilities on airport grounds, and rail and road enhancement projects.**

**Voting Results: Support = 32; Neutral =2; Against = 1**

- Gratified to see policy to improve ground access to airports, including rail and road enhancements. Improved access helps assist during emergencies and disasters.
- Promote public and public/private enhancement of needed ground transportation access to and from airport facilities where airport capacity, efficiency and environmental impacts can be improved. Ground transportation includes transportation by all modes and parking facilities.
- Who would the actors be, those who would “promote” or “work with.”
- Delete this policy; it is similar to Stewardship policy 5.

## **Comment Forms**

Meeting participants were encouraged to complete comment forms to share additional thoughts on the draft statewide aviation policies and the Long-Term Air Transportation Study. Participants were asked to respond three questions and encouraged to provide additional comment. Thirteen comment forms were returned at the Mukilteo meeting. No comment forms were returned at the Wenatchee meeting. Following is a summary of comments.

1. **Most people benefit from our aviation system in Washington State, either directly or indirectly. How important do you feel each of the following benefits are to the overall well-being of the people in Washington State:**

|   | Important | Somewhat Important | Not Important |
|---|-----------|--------------------|---------------|
| Response to wildfires                   | 12        | 1                  | 0             |
| Movement of freight and goods           | 11        | 3                  | 1             |
| Medical emergency services              | 11        | 2                  | 0             |
| Search and rescue for downed aircraft   | 11        | 2                  | 0             |
| Economic Development                    | 10        | 3                  | 0             |
| Business travel                         | 8         | 4                  | 1             |
| Disaster Management                     | 8         | 3                  | 1             |
| Connecting Washington to global markets | 8         | 3                  | 0             |
| Connecting Washington's communities     | 7         | 4                  | 1             |
| Recreation                              | 6         | 5                  | 1             |
| Other (please specify):                 |           |                    |               |
| • Manufacturing employment              | 1         |                    |               |

One participant commented that SeaTac currently meets all these needs.

2. **What type of role do you think that state government should play protecting the long term air transportation needs of Washington State?**

|  | Support | Neutral | Do Not Support |
|--|---------|---------|----------------|
| Help local government develop ways to protect their airports   | 10      | 3       | 0              |
| Discourage land uses near airports that could reduce air service or endanger people                          | 9       | 0       | 2              |
| Set standards that public airports must meet in order to qualify for funds                                   | 7       | 4       | 0              |
| Provide funding to help maintain public airports   | 6       | 6       | 0              |
| Other (please specify):  |         |         |                |
| • Discourage airport expansion near residential areas  | 1       |         |                |
| • Do not tie in FAA grants, only if allow private airlines   | 1       |         |                |
| • Discourage airport expansion in areas where people can be endangered by crashes, noise, fuel dumping, etc. | 1       |         |                |

One participant commented, "If I wanted to live at SeaTac I would buy there!"

**3. Decisions to build or expand airports are often strongly opposed at the local level, because local residents are concerned about impacts on their quality of life. At the same time, there is a growing demand for air transportation in Washington. How should decisions be made to build or expand airports?**

**Please choose one:**

|  | # of responses |
|--|----------------|
| Local governments should play a lead decision-making role about airports and how to mitigate their impacts.  | 8              |
| State government should play a mediation role to consider the right balance between addressing local impacts and meeting the state's long term air transportation needs. | 5              |
| State government should play a lead decision making role on where to expand or put new airports and how to address their impacts on local communities.                   | 0              |

**Why do you feel this way?**

Eight participants responded that local government should play a lead decision-making role about airports and how to mitigate their impacts. Six participants provided additional comment, expressing the opinion that local government is best positioned to address local impacts and that the local community needs to be involved since it has to deal with the impact of airport expansion.

- “Local governments are more in tune with the local people’s needs and desires and impact in the immediate area.”
- “Local governments know the circumstances of their communities best.”
- “Because it is my money/wealth, my ears, my health, and my quality of life. And I am more important than corporations.”
- “The local community will be impacted –noise affects learning in school, decreased property values, and health issues.”
- “If I wanted to live in SeaTac/Burien I would move there!”
- “I live here instead of at SeaTac.”

Five participants responded that state government should play a mediation role to consider the right balance between addressing local impacts and meeting the state’s long term air transportation needs. Three participants provided additional comment.

- “I like the mediation part but suspect State government will have to play a lead decision making role.”
- “The state has a more balanced view of the issues—having responsibility to all of the people of the state who benefit from airports as well as locals who are impacted by them. Local government sees only the negative.”

- “None of the above – we need to make it stick to current mediated role agreement not to expand Paine Field.”

#### **4. Other comments**

Three additional comments were provided:

- “Paine Field has thousands of acres surrounding the airport rezoned to residential based on agreements with and documents signed by local governments. Paine Field should not be considered for commercial flights. If commercial flights are needed in Snohomish County, think long term and build or expand an airport further north that has not already had housing built up to the borders. The negative health and financial impact of commercial flights at Paine Field to local residents (over 100,000 people) far outweigh any positive impact.”
- “Paine Field is only being used at 25% of capacity 3 cities are against increased use & Everett is neutral because of their neighbors. I-5 corridor group doesn’t even have Paine Field in their Comprehensive Plan (which it should be) because they want the support of the 3 cities that are aggressively opposed to Paine Field increase usage. This political game is helping impact I-5 corridor traffic relief. Paine Field usage needs to be encouraged and utilized.”
- “The FAA should not make it a requirement to tie in grant funds to private airlines offering services in a largely populated area that was rezoned as residential areas 30 years ago. It should not be an incentive to invite airlines and threaten to not help with safety improvements. “