



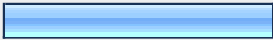
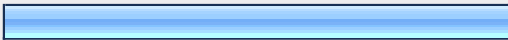



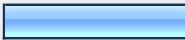






# SCRAA Survey

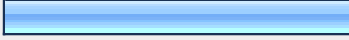

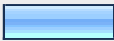


1. I am:			Response Percent	Response Count
a. a voting member of the SCRAA Board			2.9%	1
b. a nonvoting member of SCRAA			5.9%	2
c. an exofficio member of SCRAA			0.0%	0
<b>d. a member of the public</b>			<b>47.1%</b>	16
e. not a member of SCRAA			14.7%	5
f. staff of a transportation agency			29.4%	10
		Other (please specify)		14
		<b>answered question</b>		<b>34</b>
		<b>skipped question</b>		<b>11</b>

2. I have been involved with SCRAA			Response Percent	Response Count
a. for one year			55.6%	25
b. for 3-5 years			4.4%	2
c. for 5-10 years			13.3%	6
d. longer than 10 years			6.7%	3
e. never been involved			20.0%	9
		<b>answered question</b>		<b>45</b>
		<b>skipped question</b>		<b>0</b>



3. Should SCRAA hold onto its proprietary powers?			Response Percent	Response Count
a. yes			37.8%	17
b. no			62.2%	28
			<i>answered question</i>	<b>45</b>
			<i>skipped question</i>	<b>0</b>

4. Should SCRAA retain its existing Joint Powers Agreement?			Response Percent	Response Count
a. yes			45.2%	19
b. no			54.8%	23
			<i>answered question</i>	<b>42</b>
			<i>skipped question</i>	<b>3</b>

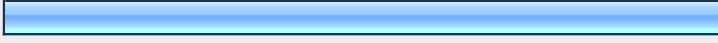
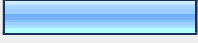
**5. Which of the following vehicles do you feel will allow for the most constructive path for addressing regionalism and decentralization of air transportation in Southern California?**

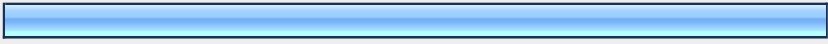

		Response Percent	Response Count
a. a reconstituted SCRAA with other counties as voting members		38.1%	16
b. a reconstituted SCRAA with its existing members		9.5%	4
c. disband SCRAA and move towards MOU with existing members		11.9%	5
d. disband SCRAA and move towards MOU with expanded membership		16.7%	7
e. have SCAG assume the function of SCRAA		23.8%	10
Other (please specify)			10
		<b>answered question</b>	<b>42</b>
		<b>skipped question</b>	<b>3</b>

**6. Should the power to use eminent domain as contained in the SCRAA joint powers agreement be eliminated?**

		Response Percent	Response Count
a. yes		68.9%	31
b. no		31.1%	14
		<b>answered question</b>	<b>45</b>
		<b>skipped question</b>	<b>0</b>

7. Should SCRAA's power to own and operate airports be removed from the SCRAA Joint Powers Agreement?			
		Response Percent	Response Count
a. yes		64.4%	29
b. no		35.6%	16
<i>answered question</i>			<b>45</b>
<i>skipped question</i>			<b>0</b>

8. Should SCRAA work to meet air traffic demands for both passengers and goods through the better utilization of under utilized facilities rather than building new or expanding existing airports?			
		Response Percent	Response Count
a. yes		79.1%	34
b. no		20.9%	9
<i>answered question</i>			<b>43</b>
<i>skipped question</i>			<b>2</b>

9. Should SCRAA work together with regional transportation authorities and airport operators to improve ground transportation connection between airports?			
		Response Percent	Response Count
a. yes		90.9%	40
b. no		9.1%	4
<i>answered question</i>			<b>44</b>
<i>skipped question</i>			<b>1</b>

**10. Should SCRAA act as a regional lobbyist on a local, state, and federal level to secure funds to meet transportation needs?**

		Response Percent	Response Count
a. yes		81.8%	36
b. no		18.2%	8
<i>answered question</i>			<b>44</b>
<i>skipped question</i>			<b>1</b>

**11. Should SCRAA promote legislation that would encourage and incentivize regionalization of commercial aviation in the Southern California region?**

		Response Percent	Response Count
a. yes		86.7%	39
b. no		13.3%	6
<i>answered question</i>			<b>45</b>
<i>skipped question</i>			<b>0</b>

**12. Should FAA, MTA, and Caltrans be invited to participate as a nonvoting member of SCRAA?**

		Response Percent	Response Count
a. yes		78.6%	33
b. no		21.4%	9
<i>answered question</i>			<b>42</b>
<i>skipped question</i>			<b>3</b>

**13. Would a different type of entity be better suited than SCRAA to meet the air transportation needs of the Southern California region?**

		Response Percent	Response Count
a. yes		60.0%	24
b. no		40.0%	16
		<b>answered question</b>	<b>40</b>
		<b>skipped question</b>	<b>5</b>


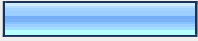
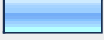

**14. Should SCRAA hire an Executive Director?**

		Response Percent	Response Count
a. yes		67.4%	29
b. no		32.6%	14
		<b>answered question</b>	<b>43</b>
		<b>skipped question</b>	<b>2</b>



**15. With some revisions to its Joint Powers Agreement, would a reconstituted SCRAA be the best vehicle to address air transportation needs in the Southern California region?**

		Response Percent	Response Count
a. yes		69.0%	29
b. no		31.0%	13
		<b>answered question</b>	<b>42</b>
		<b>skipped question</b>	<b>3</b>

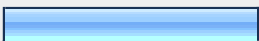
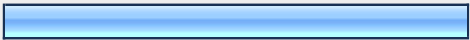

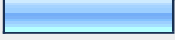
**16. How much should the voting members of SCRAA be willing to pay in dues to sustain a revised mission of the organization and for an Executive Director?**

		Response Percent	Response Count
a. keep it at \$20,000 per year		52.6%	20
b. \$50,000 per year		21.1%	8
c. \$75,000 per year		10.5%	4
d. \$100,000 per year		15.8%	6
		<b>answered question</b>	<b>38</b>
		<b>skipped question</b>	<b>7</b>


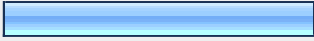
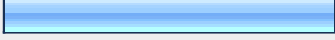

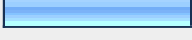
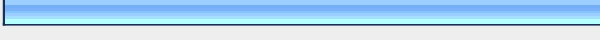
**17. Should SCRAA take the “Authority” out of its name?**

		Response Percent	Response Count
a. yes		57.5%	23
b. no		42.5%	17
		<b>answered question</b>	<b>40</b>
		<b>skipped question</b>	<b>5</b>

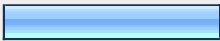
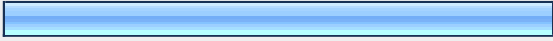
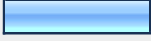
**18. If SCRAA were to be renamed, “what term would you use for the last “A”?”**

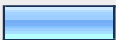

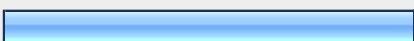

		Response Percent	Response Count
a. Association		27.9%	12
b. Alliance		51.2%	22
c. Advocates		2.3%	1
d. Administration		18.6%	8
		<b>answered question</b>	<b>43</b>
		<b>skipped question</b>	<b>2</b>



**19. Who should be members of a Technical Advisory Committee to provide assistance to the voting Board of SCRAA? (multiple choices available)**

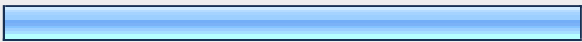

		Response Percent	Response Count
a. Airport Operators		43.2%	19
b. Federal Aviation Administration		34.1%	15
c. Transportation Agencies		36.4%	16
d. Airlines		29.5%	13
e. SCAG		20.5%	9
<b>f. all of the above</b>		<b>65.9%</b>	<b>29</b>
		<b><i>answered question</i></b>	<b>44</b>
		<b><i>skipped question</i></b>	<b>1</b>

**20. Attendance of SCRAA meeting is critical to its success. Should SCRAA be reconstituted under an amended Joint Powers Agreement, I will attend and participate in its meetings:**

		Response Percent	Response Count
a. once a month		23.7%	9
<b>b. once every other month</b>		<b>60.5%</b>	<b>23</b>
c. once quarterly		15.8%	6
		<b><i>answered question</i></b>	<b>38</b>
		<b><i>skipped question</i></b>	<b>7</b>

21. Voting members of the SCRAA Board should make major program decisions by:			Response Percent	Response Count
a. unanimous consent			11.9%	5
b. a "supermajority"			21.4%	9
<b>c. majority vote of the full voting Board</b>			<b>45.2%</b>	<b>19</b>
d. majority of Board members in attendance at the meeting			21.4%	9
			<i>answered question</i>	<b>42</b>
			<i>skipped question</i>	<b>3</b>

22. Should the voting members of SCRAA be allowed to appoint proxies to attend a SCRAA Board Meeting?			Response Percent	Response Count
a. yes			72.1%	31
b. no			27.9%	12
			<i>answered question</i>	<b>43</b>
			<i>skipped question</i>	<b>2</b>




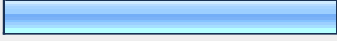
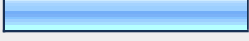
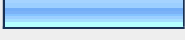
23. Should SCRAA specifically designate the airports in the region that are being targeted to accept the additional air traffic associated with the concept of regionalization?			Response Percent	Response Count
a. yes			63.6%	28
b. no			36.4%	16
			<i>answered question</i>	<b>44</b>
			<i>skipped question</i>	<b>1</b>

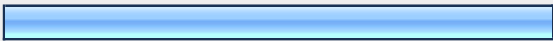
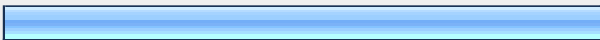
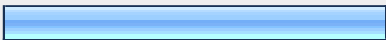
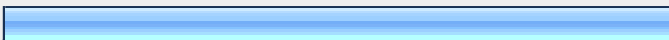
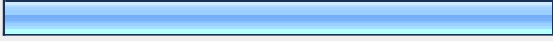
24. Should SCRAA be involved with marketing of underutilized airports to the airline industry?			Response Percent	Response Count
a. yes			77.8%	35
b. no			22.2%	10
			<b>answered question</b>	<b>45</b>
			<b>skipped question</b>	<b>0</b>

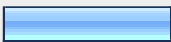

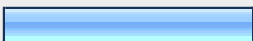
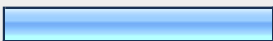
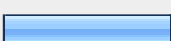
25. If SCRAA's proprietary powers are removed from the Joint Powers Agreement, it will no longer be necessary for the voting members to have veto power over decisions of SCRAA.			Response Percent	Response Count
a. agree			58.5%	24
b. disagree			41.5%	17
			<b>answered question</b>	<b>41</b>
			<b>skipped question</b>	<b>4</b>

26. What type of legal authority should SCRAA operate under?			Response Percent	Response Count
a. a formal JPA – Joint Powers Agreement			63.6%	28
b. an informal MOU – Memo of Understanding			22.7%	10
c. another type of coalition, less formal than JPA			13.6%	6
			<b>answered question</b>	<b>44</b>
			<b>skipped question</b>	<b>1</b>


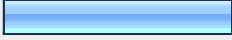
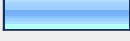
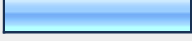
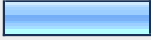
**27. Who should be the voting members of a reconstituted SCRAA?**

		Response Percent	Response Count
a. LA City, LA County, and San Bernardino County (existing).		7.3%	3
b. Orange County and Riverside County		0.0%	0
c. Ventura County		0.0%	0
d. San Diego County		0.0%	0
e. Airport Operators in Southern California		7.3%	3
f. Cities containing Airports in Southern California		2.4%	1
<b>g. all of the above</b>		<b>36.6%</b>	<b>15</b>
h. a and b		26.8%	11
f. a, b, c, d, and e only		19.5%	8
		<b><i>answered question</i></b>	<b>41</b>
		<b><i>skipped question</i></b>	<b>4</b>

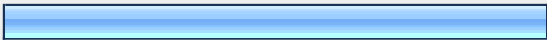

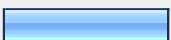
28. If the proprietary powers and the powers of eminent domain are removed from the JPA, what function could SCRAA serve that could not be served by other entities in the region? (multiple choices available)			
		Response Percent	Response Count
a. a forum for air and ground transportation associated with airports		60.5%	23
b. a facilitator of targeted airport regionalization		65.8%	25
c. an implementer of ground transportation connections between coastal and inland airports		42.1%	16
<b>d. a facilitator for marketing for air transportation within the region</b>		<b>73.7%</b>	<b>28</b>
e. a lobbyist for the region		60.5%	23
		<b>answered question</b>	<b>38</b>
		<b>skipped question</b>	<b>7</b>

29. If SCRAA were to be eliminated, what entity would be best equipped to address regionalization and desensitization of air transportation? (multiple choices available)			
		Response Percent	Response Count
a. The Aviation Task Force		18.2%	8
<b>b. SCAG</b>		<b>34.1%</b>	<b>15</b>
c. a new JPA only between parties who want to work together toward that end.		27.3%	12
d. a new MOU parties who want to work together toward that end.		29.5%	13
e. none of the above		18.2%	8
		<b>answered question</b>	<b>44</b>
		<b>skipped question</b>	<b>1</b>

30. If SCRAA were to be disbanded, what entity would be best equipped to address connecting the coastal airports with inland airports with ground transportation?

		Response Percent	Response Count
a. SCAG		25.0%	11
b. a new JPA between those parties who want to work together toward that end.		25.0%	11
c. MTA		13.6%	6
d. a new MOU		20.5%	9
e. none of the above		15.9%	7
		<b>answered question</b>	<b>44</b>
		<b>skipped question</b>	<b>1</b>

31. What is your position on the following statement: “Attendance at SCRAA Board meeting has been one of SCRAA’s biggest problems in getting anything done at this point. If the members of SCRAA can’t meet regionally, it will go nowhere.”

		Response Percent	Response Count
a. agree		60.0%	27
b. no position		22.2%	10
c. disagree		17.8%	8
		<b>answered question</b>	<b>45</b>
		<b>skipped question</b>	<b>0</b>