

—TOWN OF—
MIDDLETON
Wisconsin

November 9, 2021

Sent via Email

Gurdip Brar, Mayor; mayor@cityofmiddleton.us

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Re: Town of Middleton Objection to the City of Middleton's Three-Municipality Morey Airport Survey

Dear Mayor Brar, Common Council President, and Alders:

We object to the City of Middleton's Middleton Municipal Airport-Morey Field Airport Survey that was discussed and approved, as amended, at the 11/2/21 City of Middleton ("City") Common Council Meeting. Despite Polco's involvement on behalf of its client, the City of Middleton, this custom Survey for Morey Airport expansion has many flaws too numerous to detail in this correspondence. *In accord, we respectfully request that you cease from "inviting" or conducting any Airport Survey "outreach" until the Survey has been reworked to remove bias, suggestive and leading questions, and misinformation. The Survey must also include information and questions with respect to carbon and lead pollution, and public health.*

Some of our specific Morey Airport Survey concerns are summarized on the attached Appendix A, Town of Middleton Comments, and a copy of the City's Morey Airport Survey is attached as Appendix B.

We look forward to hearing from you.

Sincerely,

Town Board, Town of Middleton, Wisconsin


Cynthia Richson, Town Chair

Approved by the Town Board of the Town of Middleton, and authorizing the Town Chair to sign on behalf of the Town Board on November 9, 2021, by a vote of 4-0 (Supervisor Tom Stemrich Absent).

cc: Rebecca B. MacPherson, Regional Administrator, Federal Aviation Administration,
Great Lakes Region; Rebecca.MacPherson@faa.gov

Governor Tony Evers; EversInfo@wisconsin.gov
Maggie Gau, Governor Evers Chief of Staff; Maggie.gau@wisconsin.gov
Brian Weaver, WI DHS, Governor Evers Lead Policy Advisor;
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David Greene, Director, Wisconsin Dept. of Transportation, Bureau of Aeronautics;
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Jim Pulvermacher, Town of Springfield, WI, Town Board Chair;
chairperson@town.springfield.wi.us

Appendix A

The below highlights some of the Town of Middleton's concerns and comments regarding the bias and misstatements in the City of Middleton's Middleton Municipal Airport-Morey Field (a/k/a "C29" or "Morey Airport" or "Airport") Airport Survey, which was discussed, amended, and approved at the 11/2/21 City of Middleton ("City") Common Council Meeting.

The Town of Middleton respectfully requests that you cease from "inviting" or conducting any Airport Survey "outreach" until the Survey has been reworked to remove bias, suggestive and leading questions, and misinformation. The Survey should also include information and questions with respect to carbon and lead pollution, and public health.

- The use of the term "Middleton Airport" is confusing and vague. Many long-time residents know the Airport as "Morey Airport", and not "Middleton Airport".
- There is *acquiescence bias* in this Survey (a/k/a "agreement bias") designed to encourage respondents to agree with statements in the Airport Survey, without the action being a true reflection of their own position on the question itself.
- There is *leading question bias* in this Survey, which is a type of question that pushes Survey respondents to answer in a specific manner, based on the way the questions are framed. Instead, questions should be kept simple and any language that may imply intent should be removed.
- Background information provided in the shaded boxes is biased, incorrect, and misleading and has been inappropriately added to soothe the reader. Simple facts and explanations should only be at the beginning of the Survey. Nothing more is needed.

Some Missing Material Items that Should be Added:

- Morey Airport produces 217.25 pounds of airborne lead emissions annually from piston-engine aircraft using leaded aviation gas in and around the Airport. Lead does not degrade in the environment over time.
- Morey Airport is open for use 24 hours a day; 7 days a week, and nighttime aircraft operations have increased.
- Morey Airport aircraft routinely fly *below* the FAA Minimum Safe Altitude of 1,000 feet above the ground when they are within 5 miles of the Airport where aircraft accidents are more likely to occur. When aircraft fly *below* the Minimum Safe Altitude, according to information on the FAA website, such residents are more likely to experience aircraft "noise, vibrations, fumes, deposits of dust, fuel particles (incidental to the normal operation of aircraft); fear, interference with sleep or communication, and any other effects associated with the normal operation of aircraft taking off, landing or operating in the vicinity of (the Airport)."
- Adding more aircraft operations during winter weather at Morey Airport requires the use of environmentally harmful aircraft de-icer in this wetland, aquifer water recharge area.

- There will be an increase in Third-Party Risk for the safety of people on the ground living in the vicinity of Morey Airport that is associated with any increase in Morey Airport operations, aircraft overflights, size and types of aircraft, longer or an increased number of runways, or building more, larger hangars for more based aircraft beyond its present 100-based aircraft.
- The Survey should explicitly state that the current 1,800 feet turf (grass) north/south runway, *if paved*, would be extended to at least 3,280 feet, or longer. (See “information” box between Questions 7 and 8.)

Town of Middleton More Detailed Survey Comments (Note: City Survey Questions in bold):

Question 1. How far is your home from the airport?

Comment: Why is this question being asked? If the concern is that planes and helicopters flying in and out of Morey Airport are flying below the FAA minimum safe altitude of 1,000 feet above the ground five miles from the Airport over densely populated residential areas, schools, parks, and playgrounds, then the question should simply state, “Do you live within 5 miles of Morey Airport? Yes or No?”

As this question is worded with its current answer choices, it can easily be used inappropriately to dilute responses. Residents located further from the airport facility are likely to be less impacted by aircraft operations. Therefore, all responses should be reported within the context of their respective distances from the airport as either the respondent lives within 5 miles from Morey Airport or not.

Question 2. About how often, if at all, have you done or experienced the following, related to the Middleton Airport?

- **Flown in or out of the airport**

Comment: What is the purpose of this question? The City has already conducted at least two recent Morey Airport Pilot survey’s to capture such information. It should be removed. It also misleads the public by raising the inference that Morey Airport has scheduled commercial passenger service like the Dane County Regional Airport, which it does not.

- **Had visiting friends/family fly in or out of the airport.**

Comment: This also misleads the public by implying that Morey Airport has scheduled commercial passenger service, which it does not.

- **Had aircraft noise disrupt me in my house**

Comment: What does this question mean? Aircraft noise is a detrimental environmental noise problem. Noise is defined as any unwanted, or mentally or physically harmful sound that may warrant the use of hearing protection equipment such as earplugs or earmuffs.

Noise refers to a sound that is noticeably unpleasant, or is too loud, and refers to any unwanted or annoying noise. Ambient sound waves are collected by the external ear, conducted through the ear canal, and cause the eardrum to vibrate. Eardrum vibration causes a pressure wave in the fluid located inside the cochlea, moving thousands of hair-like sensory receptors lining the inner walls of the cochlea. The stimulation of these sensors produces an electrical signal that is transmitted to the brain by the auditory nerve.

All sounds have three distinctive variables: frequency, intensity, and duration. The adverse consequences of a short-duration exposure to loud sound can be as bad as a long-duration exposure to a less intense sound. Therefore, the potential for causing hearing damage is determined not only by the duration of a sound but also by its intensity. If the noise is so loud you need to pause conversations or shout to be heard, this makes the environment more stressful, but over time can also cause hearing impairment. (Source: www.faa.gov)

The use of the word “disrupt” in the Survey is vague. Noise involves physiological and psychological factors and may unfavorably affect a person’s hearing ability or cause various health problems, such as hypertension, myocardial infarction, psychological disease, and sleep disturbance. Sleep deprivation, which is caused by sleep disturbance, is related to obesity, hypertension, diabetes, cardiovascular disease, depression, and increased risk of mortality.

This question is most relevant to people living within 5 miles of Morey Airport who are under an existing flight path. It would also be appropriate to ask this question of the teachers and students of all schools and daycare centers in the geographic vicinity around Morey Airport.

- **Had aircraft noise disrupt my enjoyment of my time in my yard?**

Comment: Again, what does this question mean? The use of the word “disrupt” is vague, and assumes that people are still able to use and “enjoy” their yard, if they even have a “yard”. In addition, this question would be more relevant if individuals were aware of the lead or other airborne aircraft pollutants that are deposited in areas near the flight paths.

- **Enjoyed watching planes take off/land**

Comment: Remove this biased question. It has nothing to do with the advisability of expanding Morey Airport.

- **Made a noise complaint about a low flying aircraft via Middleton’s phone hotline or online form**

Comment: What is the relevance of this question? The City received first-hand complaints from the public about low altitude, loud Morey Airport aircraft overflights and apparent retaliation by pilots until the Airport Commission banned public input in 2021. The City’s online complaint system requires registration and a password to use it, and residents have expressed privacy and technology concerns regarding its use. Residents have also stated that they have quit making complaints about Morey Airport overflights and noise due to a lack of improvement in the situation.

City of Middleton “information” box between Survey Questions 2 and 3:

The City owns the Middleton Airport, but most of its development was completed through federal funding. The City has covenants with the Federal Aviation Administration and has a fiduciary responsibility to maintain the airport as a part of the regional transportation network. As such, the City cannot reduce use at the airport, the same way it could not reduce use of the Beltline Highway.

Comment regarding the above “information” box: This is a leading statement and should not be included in the Survey. It implies that the City of Middleton has little or no say about the development of the airport due to “covenants” (These “Covenants” are actually called “Grant Assurances”). Under 49 USC § 47101, the City of Middleton has a legal responsibility to minimize the impacts of the airport on the surrounding community, and this information should also be set forth in the Survey. In addition, the statement that “the City cannot reduce use at the airport” is misleading. In fact, there is no obligation for the City of Middleton to promote or increase use of the airport via Fly-In Special Events nor is there any requirement for flight schools at the Airport.

Question 3. The current number of flights in and out of the Middleton Airport is estimated to be about 40,000 per year (about 20,000 take-offs and 20,000 landings). While the numbers vary each day, the average is about 120 take-offs or landings per day. What levels of airport usage are acceptable to you?

Comment: This is an inappropriate question. If a Survey respondent lives under an existing Morey Airport aircraft flight path, no level of polluting, low, loud aircraft overflights are “acceptable” and daily overflight “averages” are irrelevant.

Question 4. The City’s aviation consultant prepared an aviation forecast to estimate a reasonable trend in future activity levels based on demand. It was vetted by the Federal

Aviation Administration and approved. Which statement best describes your opinion about this forecast?

Comment: This is not accurate. Stating that the forecast was vetted and approved by the FAA is a method for effectively steering the respondent. “Vetted” means to make a careful and critical examination of something. Instead, according to the July 30, 2020 FAA letter to the City of Middleton, the FAA states in part, “...the FAA approval of the information provided in this forecast document is limited to the reasonability of the methodologies used and analysis completed. This is not an assessment of the forecasted number of operations or enplanements. FAA approval of the forecast does not provide justification to begin construction of airport development.”

You should also make it clear at the outset of the Survey that according to the City of Middleton’s Airport Consultant, Mead & Hunt, the predominant use of Morey Airport is recreational for the convenience of a few. The full service Dane County Regional Airport is an airport of necessity, only 9 nautical miles from Morey Airport.

This question is irrelevant and misleading, and should be removed.

Question 5. Some residents have expressed concerns about expanding use at the airport if runways are extended or upgraded. How concerned are you about the potential for each of the following to happen?

Comment: Use of the word “some” is inappropriately negative and should be removed. The use of the word “upgraded” is misleading and should be deleted. The word “potential” is misleading and the word “actual” or “existing” should be used instead for Survey respondents living within 5 miles of Morey Airport, particularly to the west where the majority of aircraft overflights occur.

- **Increased number of aircraft**

Comment: City approved new Airport Fly-In Special events are already causing an increase in the number of Morey Airport aircraft. The responses to this question are most relevant from Survey respondents living within 5 miles of Morey Airport, particularly to the west where the majority of aircraft overflights occur.

- **Noisier planes**

Comment: The City already approved “noisier” Cirrus and Aviate Husky aircraft at Morey Airport with the relocation of Capital Flight from Dane County Regional Airport to Morey Airport. Again, the responses of Survey respondents most impacted living within 5 miles of Morey Airport should be the most relevant. Cirrus SR20, SR22, SR22Turbo, and Vision models all exceed 82 decibels.

- **Larger planes**

Comment: Larger (and noisier) planes are already flying into Morey Airport such as Beech King Air and Beech 1900C.

- **More helicopters**

Comment: City Public Officials frequently make public comments that inaccurately leave the inference that Morey Airport is a med-flight base, which it is not, and that these are the only helicopters that may use Morey Airport, which they are not. There are a number of loud, private helicopters that fly, for convenience, at very low altitudes in, around, and into Morey Airport directly over homes, schools, playgrounds, and parks.

- **Increased risks for air pollution**

Comment: Significant air pollution is already a fact and it should be explicitly stated that Morey Airport produces at least 217 pounds of airborne lead emissions annually (32% of all airborne lead emissions in Dane County) from piston-engine aircraft using leaded aviation gas. In addition, Morey Airport aircraft emit other hazardous, airborne particulate matter pollution that affects public health. This is currently a community public health risk.

- **Increased risks of ground pollution**

Comment: The City's approval of new Airport Fly-In Special Events promoting more lead emissions from additional piston-aircraft out-of-area Fly-In traffic, stunt planes, and fireworks over the Airport wetlands, aquifer, water recharge area puts everyone's drinking water at an increased risk of heavy metal contamination. This should be explicitly stated.

City of Middleton “information” box between Survey Questions 6 and 7:

The City of Middleton is developing a 10-year plan for the Middleton Airport. The plan provides parameters for what will be allowed in the Airport but does not guarantee that the plans will be implemented. The plan is a requirement for the City to be eligible to receive federal funding to make any changes or improvements to the airport, but funding would still need to be sought.

The City wants input from residents to help ensure the plan reflects their values and desires for the airport.

Comment: Two items are erroneous in this statement. First, as clearly established in the City of Middleton's Scope of Work Agreement for the Airport master plan, this is a 20-year plan, not a 10-year plan. The Scope of Work, page 16, states the following: “The alternatives analysis will

result in identification of a recommended course of action for the City of Middleton (Airport) to follow over the ensuing 20-year planning period.” The Airport expansion Financial Plan is classified in three phases: short (5-year), intermediate (10-year), and long-term development (20-year) – “Particular focus will be given to detailing the short-term development projects...”, page 17. Second, an updated master plan is *not* required for federal funding eligibility. The only item legally required by the FAA is a conditionally approved Airport Layout Plan (and any subsequent environmental study), and perhaps a stand-alone updated aviation forecast. Master plans are only recommended by the FAA.

Question 7. How important, if at all, should the following considerations be as the City finalizes the airport master plan?

- **Air quality impacts**

Comment: Morey Airport produces 217 pounds of airborne lead emissions pollution annually. That should be explicitly stated. It should also be stated that an increase in Airport activity will increase the level of airborne pollution.

- **Supporting local businesses based at the airport**

Comment: The wording leaves a mistaken inference of numerous “businesses” based at the airport. Specify the specific companies (Morey Airplane Company, Inc.; Capital Flight, LLC; Morey Partners, LLC; and Rapid Imaging Technologies LLC).

- **Financial self-sustainability (users pay for close to all the expenses)**

Comment: If users pay for *all* expense, it is considered “financial self-sustainability”. If the City of Middleton pays any costs not covered by user fees and/or grants, the term “self-sustainability” cannot be used. This is misleading.

For example, The City of Middleton provided \$50,000 of the total \$250,000 required to fund an Airport master plan.

- **Restricting the number of take-offs and landings**

- **Restricting the size of planes**

Comment: According to statements already made in the Survey, the City of Middleton, due to “covenants with the FAA”, cannot reduce use at the airport. Given this statement, why are questions being asked using the term “Restricting”?

- **Supporting delivery services that allow for packages to be delivered within 24-hours to my home**

Comment: This is a misleading statement since there would effectively be no impacts to a 24-hour delivery service if a package is delivered through the Dane County Regional Airport as opposed to Morey Airport. In addition, UPS uses truck ground transportation from its Rockford hub to deliver packages to the area.

- **Maintaining space for the City’s solar array that is housed at the airport.**

Comment: It is prudent to note that all power, or any revenue generated from the sale of power from this solar array, should be kept on the airport facility otherwise it may constitute revenue diversion, which is prohibited under the FAA grant assurance agreement with the City.

Question 8. All changes to the airport would require EPA mandated assessments of potential environmental impacts (for example, on groundwater, drainage, noise and air quality). Which best reflects your opinion about this process?

Comment: The statement is misleading and should be changed. Any environmental review under the National Environmental Policy Act (NEPA) can involve three different levels of policy analysis: 1) A Categorical Exclusion determination (CATEX) where a federal action project may be "categorically excluded" from a detailed environmental analysis; 2) Environmental Assessment/Finding of No Significant Impact (EA/FONSI); or 3) Environmental Impact Statement (EIS) if a proposed major federal action is determined to significantly affect the quality of the human environment. The regulatory requirements for an EIS are more detailed and rigorous than the requirements for an EA. However, NEPA does not require a particular result, and it does not require that the best alternative from an environmental perspective be selected.

(See <https://www.epa.gov/nepa/national-environmental-policy-act-review-process>; and the Council on Environmental Quality, Executive Office of the President, *A Citizen’s Guide to the NEPA, Having Your Voice Heard*, December 2007, at https://ceq.doe.gov/docs/get-involved/Citizens_Guide_Dec07.pdf)

Question 9. Assuming the project would only be pursued if Federal Funding became available and there would be no significant environmental impacts, how strongly would you support or oppose the following?

Comment: Rarely is any project completely Federally Funded. This question implies that all projects are fully Federally Funded. Most projects require a “Local Funding Match”. This should be stated in the question.

Why was no question offered as to whether it was advisable to maintain the existing left-hand traffic pattern, which is causing the majority of Morey Airport aircraft traffic to fly over existing residential neighborhoods, schools, playgrounds, and parks, versus the implementation of a right-

hand traffic pattern so as to fly mainly over vacant land to promote reduced impacts on surrounding residential areas and schools.

- **Add 200-400 feet of pavement to the primary runway to improve the safety of current takeoffs and landings, with no expansion of the airport footprint**

Comment: This is biased language and incomplete – “improve the safety” implies it is unsafe now, and it should state this expansion would be to the west, making it closer to ATC high-voltage tower Airport obstructions to the west, and closer to the Montessori School and Sunset Ridge Elementary School also to the west, which may actually decrease safety of people on the ground.

- **Purchase farmland at fair market value and re-route Schneider Road to pave and extend the length of the crosswind runway, which would make it possible for most pilots to fly over farmland and business rather than homes located east and west of the airport, depending on weather conditions.**

Comment: This is a misleading, inaccurate, and incomplete statement. “Purchase” assumes there is a willing seller. The City has made it clear in Appendix I of the Airport master plan that it will use Eminent Domain to take prime farmland for Airport expansion. The Airport master plan also did not include any study that would support the assertion that a paved north south runway (now grass) would cause “most pilots to fly over farmland and businesses rather than homes located east and west of the airport”. Westerly winds cause most airplanes and helicopters to take off to the west over the towns of Middleton and Springfield homes, schools, playgrounds, and parks, not vacant land. The City already made this promise once in Resolution 1998-20, Intent for Morey Airport Property – to urge pilots to fly over commercial and industrial areas and away from homes – and that promise has already been broken.

- **Maintain the turf crosswind runway for the operators of tailwheel aircraft who prefer (although a paved runway would not preclude their use of the airport)**

Comment: Do not mislead the public with this statement. The plan is to also expand the number and location of grass (turf) runways at Morey Airport.

City of Middleton “information” box between Survey Questions 9 and 10:

Some aircraft owners pay annual rent to the City along with personal property taxes to store their aircraft in hangar buildings at the airport. All the current hangar space has been booked there are aircraft owners who would like to lease new or additional space.

Comment: This is a suggestive and misleading statement that implies the hangars at the airport are a viable source of revenue generation that add to the tax base. Typically, hangars are leased at less than fair market value and do not pay for themselves. With the additional ancillary infrastructure and maintenance required to facilitate hangars, they are almost always a financial liability to an airport.

City of Middleton “information” box between Survey Questions 10 and 11:

The development of the Airport and subsequent improvements have been funded through Federal grants, while operating the airport is funded through user fees (fuel sales and hangar fees). However, the City does devote staff time coordinating planning efforts (as it does for other amenities like the golf course).

Comment: City of Middleton TIF #3 funds were used for the airport purchase/development, and the City has currently budgeted TIF money for more, larger 100 x 100 airplane hangars.

Questions 13 through 23 requesting personal information.

Comment: Each question should contain a “Prefer not to answer” option should respondents wish to protect their privacy.

Final Comment: The failure of this Survey to provide any information or ask any questions with respect to the airborne lead and other aircraft pollution produced annually by Morey Airport operations renders the Survey almost completely invalid. Cumulative airborne lead exposure and poisoning of Middleton area children by Morey Airport operations is a significant public health risk and the residents of all three municipalities that are directly affected by Airport operations should be fully advised of the potential problem and attendant health risks and allowed to express their opinion on what should be done about it. The small number of Survey respondents should not be deciding the degree of health risk the entire population of three municipalities will be required to assume.

Appendix B



OFFICE OF THE CITY ADMINISTRATOR

CITY OF MIDDLETON
7426 HUBBARD AVENUE
MIDDLETON, WI 53562-3118

PHONE: 608.821-8358
E-MAIL: mdavis@ci.middleton.wi.us
WEB: www.CityofMiddleton.us

November 2021

Dear Middleton-Area Resident:

You are being invited to participate in the 2021 Middleton Airport Survey. The City of Middleton is seeking input as it further develops the Middleton Airport 10-year Master Plan. This research is being conducted by National Research Center (NRC) at Polco. NRC has over 25 years of experience in crafting and conducting surveys to meet the research needs of local governments.

NRC has randomly selected residents from the City of Middleton and the Towns of Middleton and Springfield to participate in this research. This random selection is important to ensure statistically valid results.

Your participation is very important – the more of the randomly selected households we hear from the more robust this research will be. Your feedback will help Middleton make decisions that affect our region.

To help ensure the quality of this research study please note:

- To hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.
 - If we receive more than one response per household, only one will be kept.
 - You can complete a paper survey and return it in the enclosed postage-paid envelope
- OR
- You may choose to fill this survey out online. The online survey version can be found at

polco.us/xxplaceholder

You will need to enter this 8-character passcode **X1234567**

- Your responses to this survey are confidential and will be reported only as an aggregated group, no individual identifying information will be shared.

Please do not share the survey link or your passcode! This survey is for randomly selected households only. The City will conduct a separate survey that is open to all residents just a few weeks from now.

If you have any questions about the survey please call 608-821-8358.

Thank you for your time and participation!

Sincerely,

Mike Davis
City Administrator

1. How far is your home from the airport?

- 0 to less than ½ mile
- ½ mile to less than 1 mile
- 1-2 miles
- 3-5 miles
- 6 or more miles

2. About how often, if at all, have you done or experienced the following, related to the Middleton Airport?

	Never	Once a year	A few times a year	1-2 times a month	Weekly	Daily
Flown in or out of the airport.....	1	2	3	4	5	6
Had visiting friends/ family fly in or out of the airport....	1	2	3	4	5	6
Attended an event at the Middleton Airport.....	1	2	3	4	5	6
Had aircraft noise disrupt my enjoyment of my time in my yard.....	1	2	3	4	5	6
Had aircraft noise disrupt me in my house.....	1	2	3	4	5	6
Enjoyed watching planes take off/land.....	1	2	3	4	5	6
Felt unsafe because of nearby planes.....	1	2	3	4	5	6
Made a noise complaint about a low flying aircraft via Middleton’s phone hotline or online form.....	1	2	3	4	5	6

The City owns the Middleton Airport, but most of its development was completed through federal funding. The City has covenants with the Federal Aviation Administration and has a fiduciary responsibility to maintain the airport as a part of the regional transportation network. Unless it were to fully reimburse the Federal funds provided to develop the airport, the City cannot reduce use at the airport, the same way it could not reduce use of the Beltline Highway.

3. The current number of flights in and out of the Middleton Airport is estimated to be about 40,000 per year (about 20,000 take-offs and 20,000 landings). While the numbers vary each day, the average is about 120 take-offs or landings per day. What levels of airport usage are acceptable to you?

	Totally acceptable	Acceptable	Somewhat acceptable	Not at all acceptable	Not sure
Current levels (average of 120/day).....	1	2	3	4	5
Predicted 5% increase in levels (average of 126/day)	1	2	3	4	5
A larger than predicted increase.....	1	2	3	4	5

4. The City’s aviation consultant prepared an aviation forecast to estimate a reasonable trend in future activity levels based on demand. It was vetted by the Federal Aviation Administration and approved. Which statement best describes your opinion about this forecast?

- I have not heard anything about this forecast
- I have heard about it, but don’t have an opinion about it
- I heard about it and thought the estimates were reasonable
- I heard about it and was concerned that the estimates were not accurate

5. Some residents have expressed concerns about expanding use at the airport if runways are extended or upgraded. How concerned are you about the potential for each of the following to happen?

	Very concerned	Concerned	Somewhat concerned	Not at all concerned	Not sure
Increased number of aircraft					
Noisier planes	1	2	3	4	5
Larger planes.....	1	2	3	4	5
More helicopters.....	1	2	3	4	5
Increased risks for air pollution.....	1	2	3	4	5
Increased risks of groundwater pollution.....	1	2	3	4	5

6. How familiar, if at all, are you with the Middleton Airport Master Plan process?

- Not at all familiar
- I am aware of it (have heard or read a little about it)
- I have been following it somewhat closely
- have been following it very closely/I know a lot about it

The City of Middleton is developing a 10-year plan for the Middleton Airport. The plan provides parameters for what will be allowed at the Airport but does not guarantee that the plans will be implemented. The plan is a requirement for the City to be eligible to receive federal funding to make any changes or improvements to the airport, but funding would still need to be sought.

The City wants input from residents to help ensure the plan reflects their values and desires for the airport.

7. How important, if at all, should the following considerations be as the City finalizes the airport master plan?

	<u>Essential</u>	<u>Very important</u>	<u>Important</u>	<u>Somewhat important</u>	<u>Not at all important</u>
Air quality impacts.....	1	2	3	4	5
Impacts on groundwater quality	1	2	3	4	5
Noise pollution levels	1	2	3	4	5
Safety (ensuring aircraft operations are safe for pilots, passengers and nearby residents)	1	2	3	4	5
Financial self-sustainability (users pay for close to all the expenses)	1	2	3	4	5
Meeting FAA requirements for safety.....	1	2	3	4	5
Supporting local businesses based at the airport.....	1	2	3	4	5
Supporting local businesses that rely on the airport for shipping goods and/or receiving supplies.....	1	2	3	4	5
Supporting delivery services that allow for packages to be delivered within 24-hours to my home	1	2	3	4	5
Impacts on local farmland	1	2	3	4	5
Impacts on stormwater drainage or flood mitigation.....	1	2	3	4	5
The airport's role as part of the transportation system.....	1	2	3	4	5
Restricting the number of take-offs and landings	1	2	3	4	5
Restricting the size of planes.....	1	2	3	4	5
Providing a place where future pilots are trained.....	1	2	3	4	5
Maintaining space for the City's solar array that is housed at the airport.....	1	2	3	4	5
Providing infrastructure for tourism	1	2	3	4	5
Providing a transportation option for local residents and their friends/family.....	1	2	3	4	5
Encouraging economic development, such as new hotels..	1	2	3	4	5

Currently the Middleton Airport has two runways: a 4,000 ft. long, paved, east-west (primary) runway used for most flights, and an 1,800 ft. long, unpaved, north-south (secondary) runway used by tailwheel aircraft and by some (but not all) other planes when crosswinds favor use of that runway.

When planes take-off and land on the primary runway, the east-west flight pattern mostly goes over farmland and homes. When planes take off and land on the secondary (crosswind) runway, the north-south flight pattern mostly goes over farmland and businesses. Both runways could be further developed to improve safety for aircraft. If the crosswind (secondary) runway was significantly improved, the flight pattern could be changed to reduce the number of flights that go over homes (and therefore reduce noise).

However, depending on the extent of runway development, the following may be needed:

- Purchasing farmland at fair market value to expand the airport footprint and ensure a buffer next to the airport for take-offs and landings
- Re-routing Schneider Road to connect directly with the Highway 12 interchange (resulting in a short-term disruption from construction and a long-term traffic pattern change)
- Mitigating any environmental impacts such as groundwater contamination or stormwater drainage

8. All changes to the airport would require EPA mandated assessments of potential environmental impacts (for example, on groundwater, drainage, noise and air quality). Which best reflects your opinion about this process?

- I think the assessment will ensure there are no significant environmental impacts
- I am concerned that even with assessment there will be somewhat negative environmental impacts
- I am concerned that even with assessment there will be very negative environmental impacts

9. Assuming a runway improvement project would only be pursued if Federal Funding became available, and there would be no significant environmental impacts, how strongly would you support or oppose the following?

	<u>Strongly support</u>	<u>Support</u>	<u>Oppose</u>	<u>Strongly oppose</u>	<u>Don't know</u>
No changes	1	2	3	4	5
Add 200-440 feet of pavement to the primary runway to improve the safety of current takeoffs and landings, with no expansion of the airport footprint	1	2	3	4	5
Purchase farmland at fair market value (which would increase the airport footprint) in order to lengthen the primary runway beyond 440 feet to improve the safety of current takeoffs and landings in all weather conditions	1	2	3	4	5
Purchase farmland at fair market value and re-route Schneider Road to pave and extend the length of the crosswind runway, which would make it possible for most pilots to fly over farmland and businesses rather than homes located east and west of the airport, depending on weather conditions.	1	2	3	4	5

Some aircraft owners pay annual rent to the City along with personal property taxes to store their aircraft in hangar buildings at the airport. All the current hangar space has been booked there are aircraft owners who would like to lease new or additional space.

10. Assuming the cost of hangar construction and upkeep would be borne by aircraft owners, how strongly would you support or oppose the following?

	<u>Strongly support</u>	<u>Support</u>	<u>Oppose</u>	<u>Strongly oppose</u>	<u>Don't know</u>
No new hangars	1	2	3	4	5
Allow development of new hangars within the current airport footprint, but only if concerns about floodplain and stormwater drainage can be mitigated	1	2	3	4	5
Purchase farmland east of the Airport at fair market value to make space for new hangars (hangars would now be closer to Highwood Circle homes)	1	2	3	4	5
If, and only if, a full runway extension is pursued (where farmland is purchased and Schneider Road is re-routed), build additional hangars to the east of the airport on newly acquired land which is farther from homes.....	1	2	3	4	5

The development of the Airport and subsequent improvements have been funded through Federal grants, while operating the airport is funded through user fees (fuel sales and hangar fees). However, the City does devote staff time coordinating planning efforts (as it does for other amenities like the golf course).

11. How strongly do you agree or disagree with the following related to funding any changes to the airport?

	<u>Strongly support</u>	<u>Support</u>	<u>Oppose</u>	<u>Strongly oppose</u>	<u>Don't know</u>
The cost of development should be fully covered by Federal funding and/or fees and users of the airport.....	1	2	3	4	5
The City should match a small proportion of the cost, if it is available in the City budget and is required to receive Federal funding	1	2	3	4	5

12. Is there anything else you would like to share about the Middleton Airport to be considered for the master plan?

Our last questions are about you and your household.

They help us understand who we have heard from by comparing overall responses to Census data.

All your responses to this survey are completely confidential and the results will be reported in group form only.

- 13. Which community do you live in?**
- City of Middleton
 - Town of Middleton
 - Town of Springfield
- 14. How many years have you lived in your current community?**
- Less than 2 years
 - 2-5 years
 - 6-10 years
 - 11-20 years
 - More than 20 years
 - Not applicable
- 15. Which best describes the building you live in?**
- One family house detached from any other houses
 - Building with two or more homes (duplex, townhome, apartment, or condominium)
 - Mobile home
 - Other
- 16. Do you rent or own your home?**
- Rent
 - Own
- 17. Do any children 17 or under live in your household?**
- No
 - Yes
- 18. Are you or any other members of your household aged 65 or older?**
- No
 - Yes
- 19. What is your gender?**
- Female
 - Male
 - Identify in another way
- 20. How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)**
- Less than \$25,000
 - \$25,000 to \$49,999
 - \$50,000 to \$74,999
 - \$75,000 to \$99,999
 - \$100,000 to \$149,999
 - \$150,000 to \$199,999
 - \$200,000 to \$249,999
 - \$250,000 to \$299,999
 - \$300,000 or more
- 21. Are you Spanish, Hispanic or Latino?**
- No, not Spanish, Hispanic, or Latino
 - Yes, I consider myself to be Spanish, Hispanic, or Latino
- 22. What is your race? (Mark one or more races to indicate what race you consider yourself to be.)**
- American Indian or Alaskan Native
 - Asian, Asian Indian, or Pacific Islander
 - Black or African American
 - White
 - Other
- 23. In which category is your age?**
- 18-24 years
 - 25-34 years
 - 35-44 years
 - 45-54 years
 - 55-64 years
 - 65-74 years
 - 75 years or older

Thank you for completing this survey.

**Please return the completed survey in the postage-paid envelope to:
National Research Center, Inc., PO Box 549, Belle Mead, NJ 08502**