






City of Camarillo Airport Issues Survey



OPINION
RESEARCH
& STRATEGY

Survey Specifics and Methodology

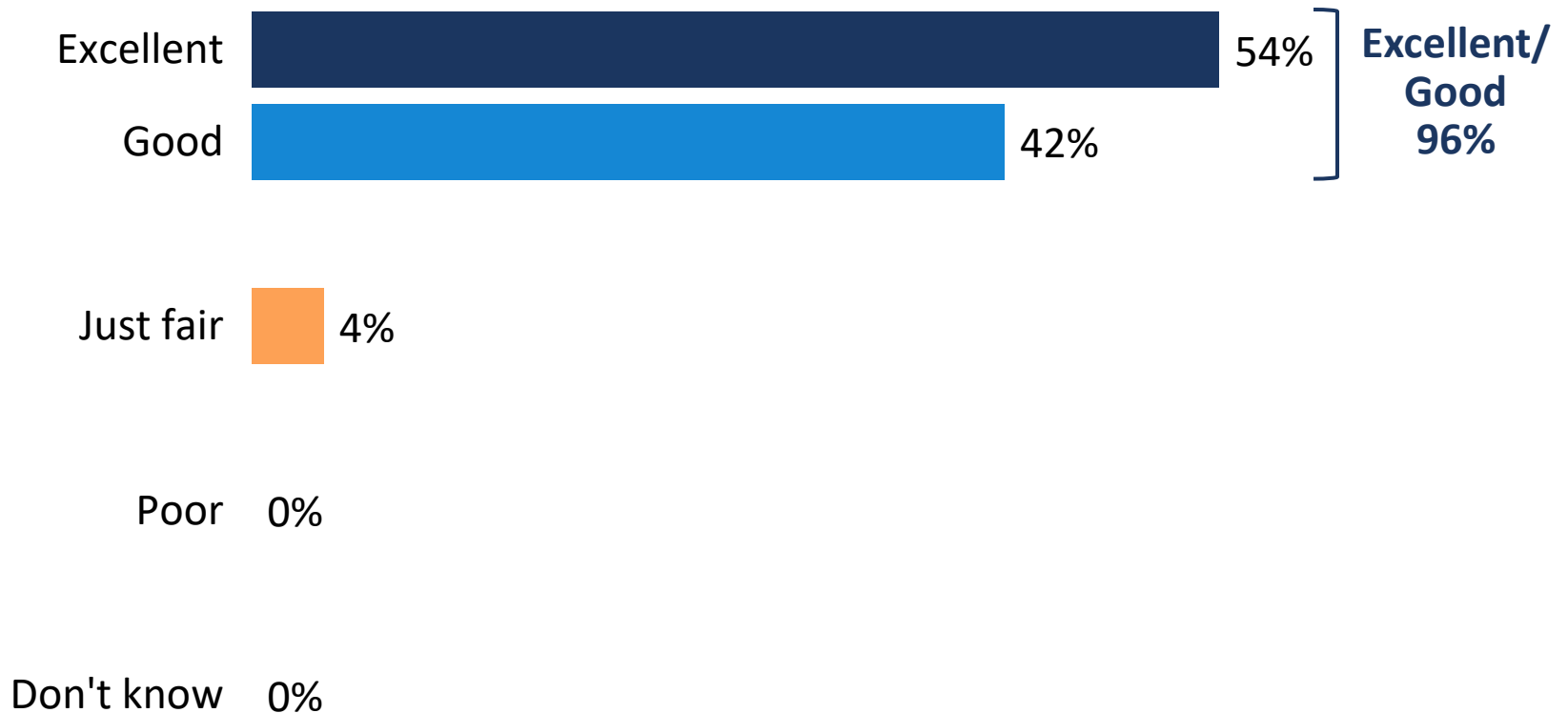
Dates	September 19 th - 30 th , 2021
Survey Type	Dual-mode Survey
Research Population	City of Camarillo Adult Residents
Total Interviews	600
Margin of Sampling Error	(Full Sample) $\pm 4.4\%$ at the 95% Confidence Level (Half Sample) $\pm 6.2\%$ at the 95% Confidence Level
Contact Methods	 Telephone Calls  Email Invitations  Text Invitations
Data Collection Modes	 Telephone Interviews  Online Interviews
Languages	English & Spanish

(Note: Not All Results Will Sum to 100% Due to Rounding)



Views About the City

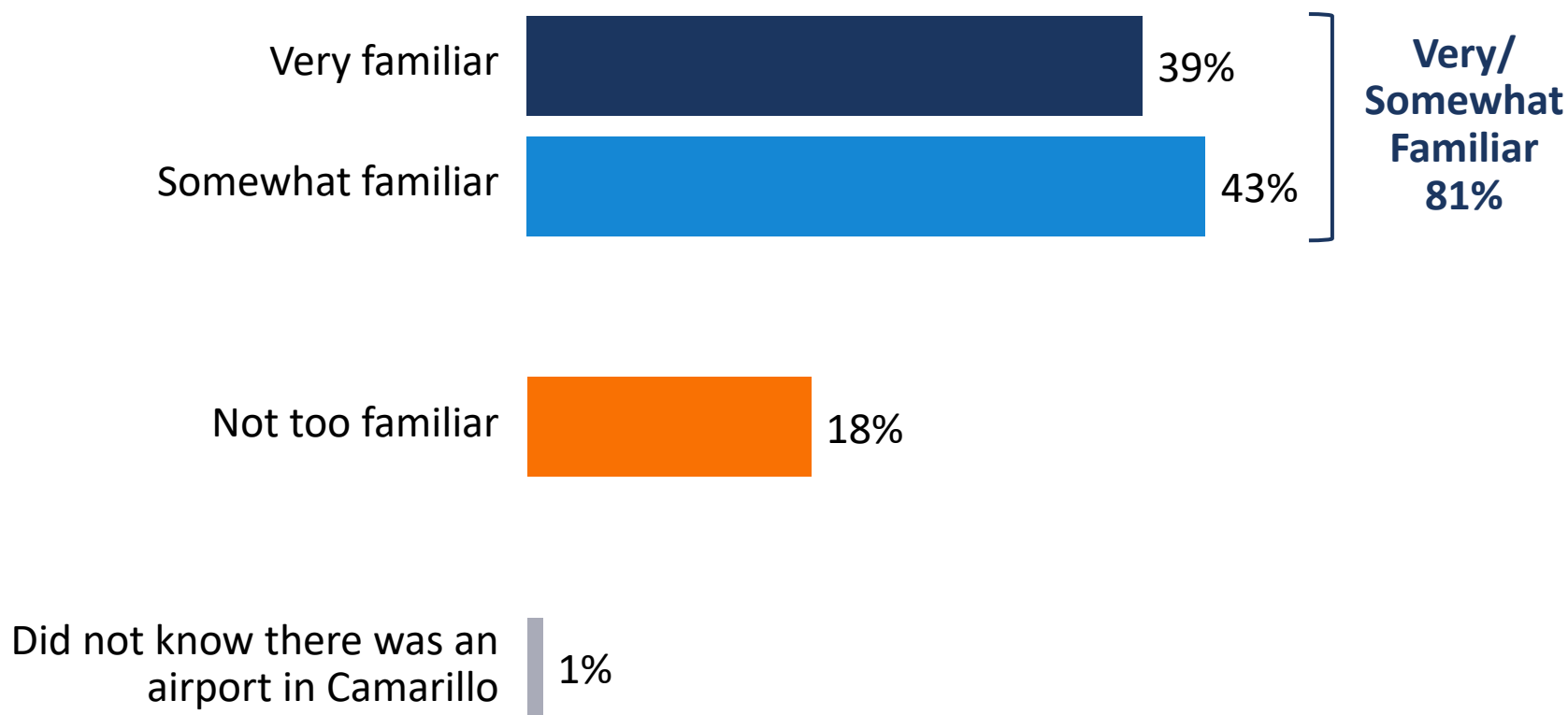
Almost all residents rate Camarillo favorably as a place to live, with over half saying "excellent" and more than four-in-ten saying "good."





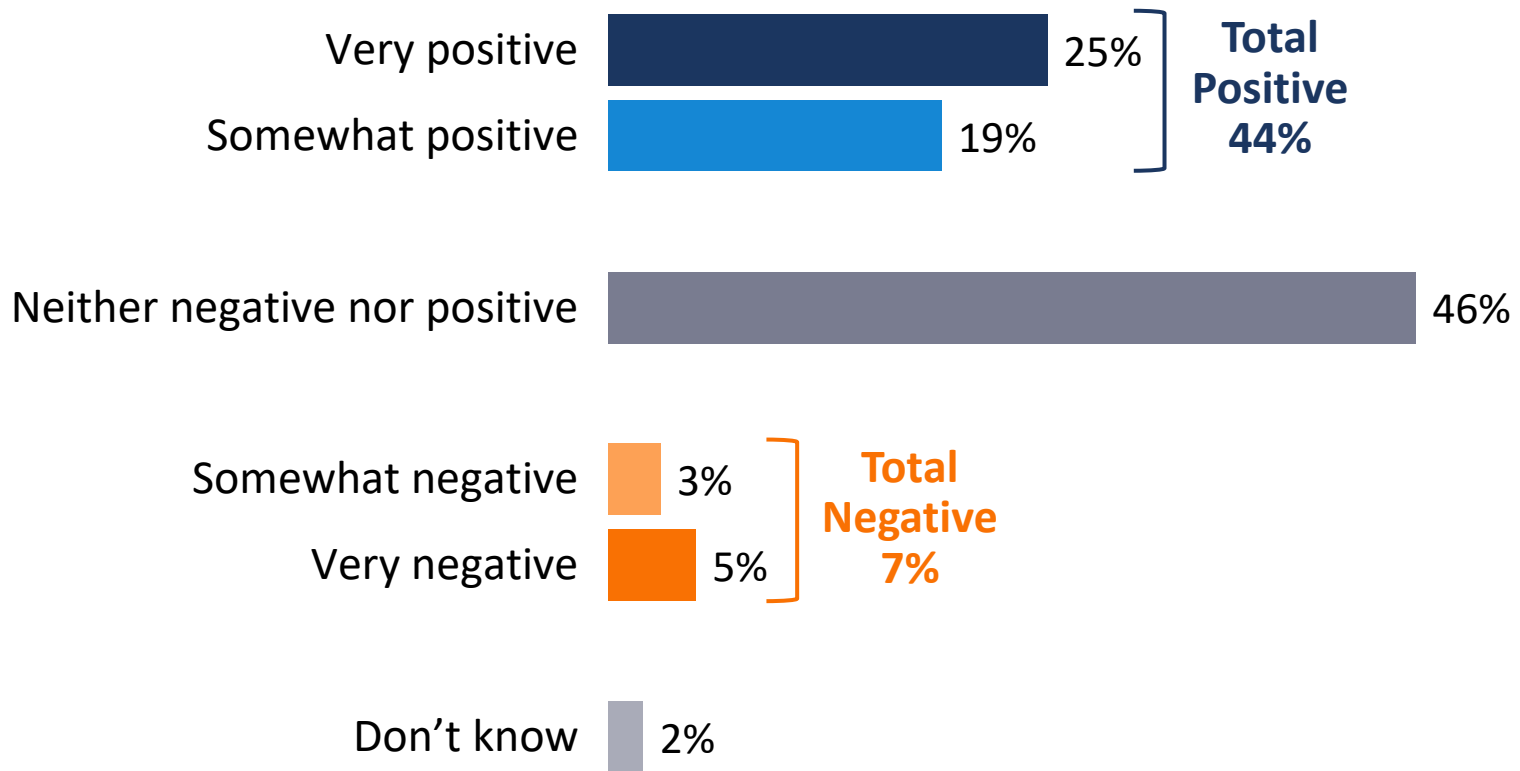
Familiarity With and Attitudes Towards the Camarillo Airport

While roughly eight-in-ten were at least somewhat familiar with Camarillo Airport, only about four-in-ten report being very familiar.



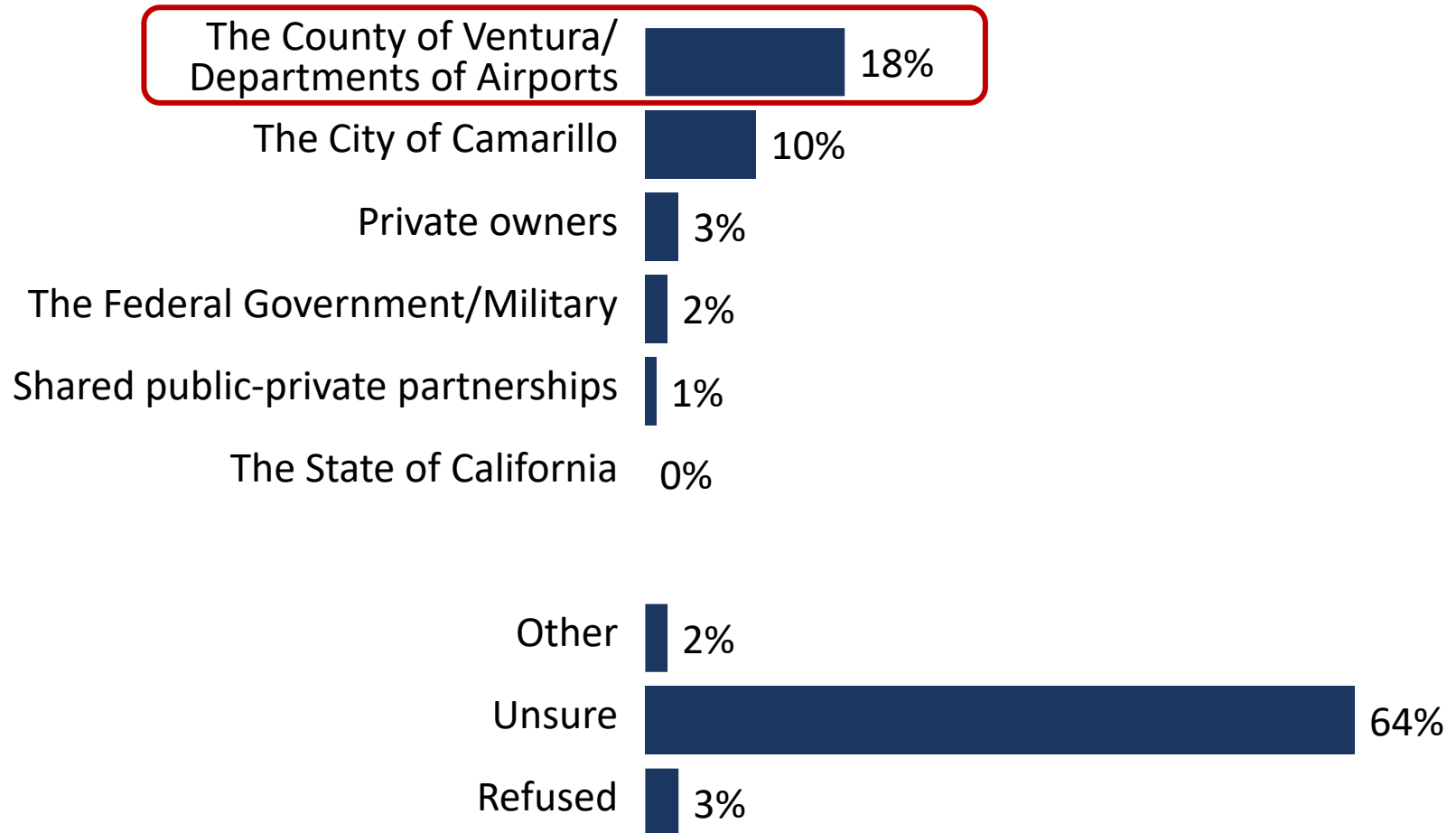
While just under half say their opinion of Camarillo Airport is neither negative nor positive, a similar percentage has a positive opinion of the Airport.

(n=596)*



Q. Generally speaking, do you have a negative or positive opinion of the Camarillo Airport, or is your opinion neither negative nor positive?
*Asked of respondents who said they were "very", "somewhat", or "not too familiar" in Q6.

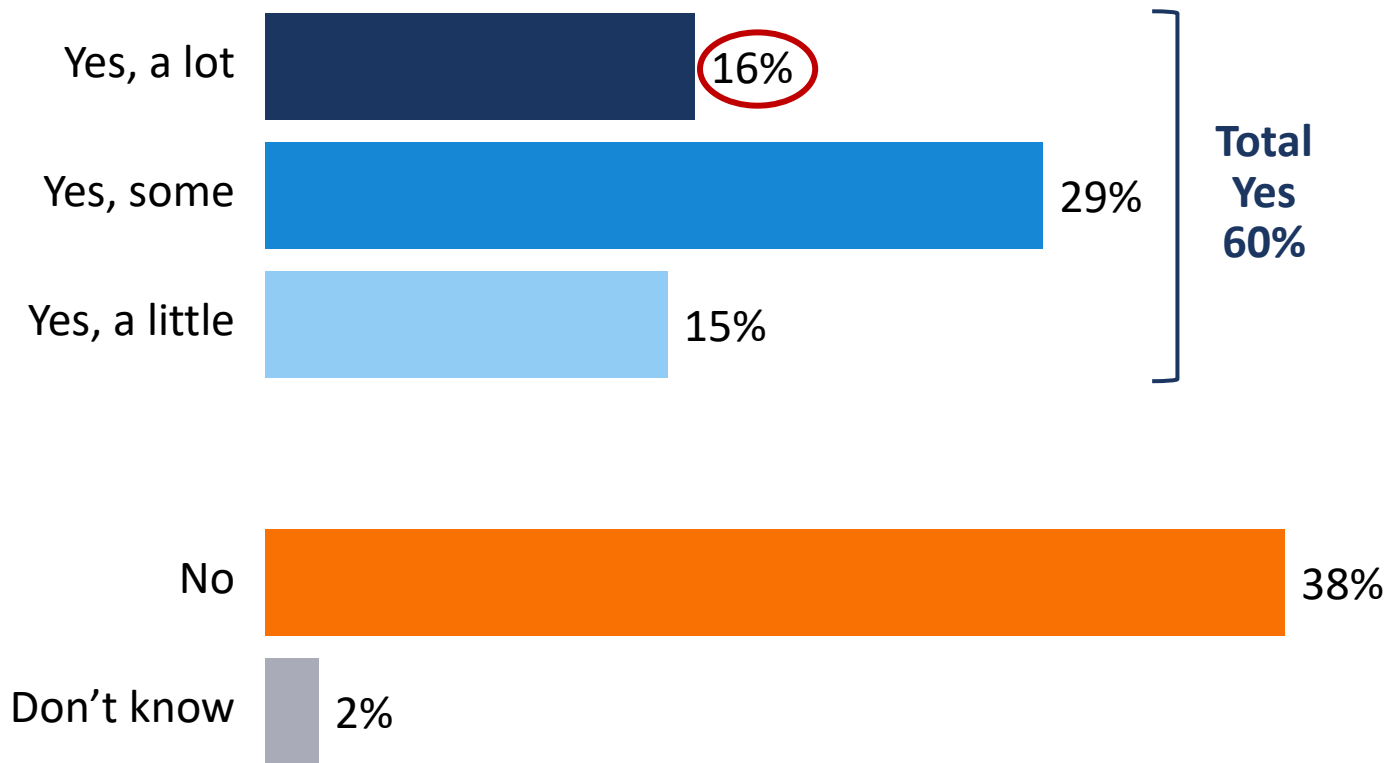
Nearly two-thirds were unsure of who owns and operates the Camarillo Airport, and only about two-in-ten were correct in saying it is owned and operated by the County of Ventura/Department of Airports.





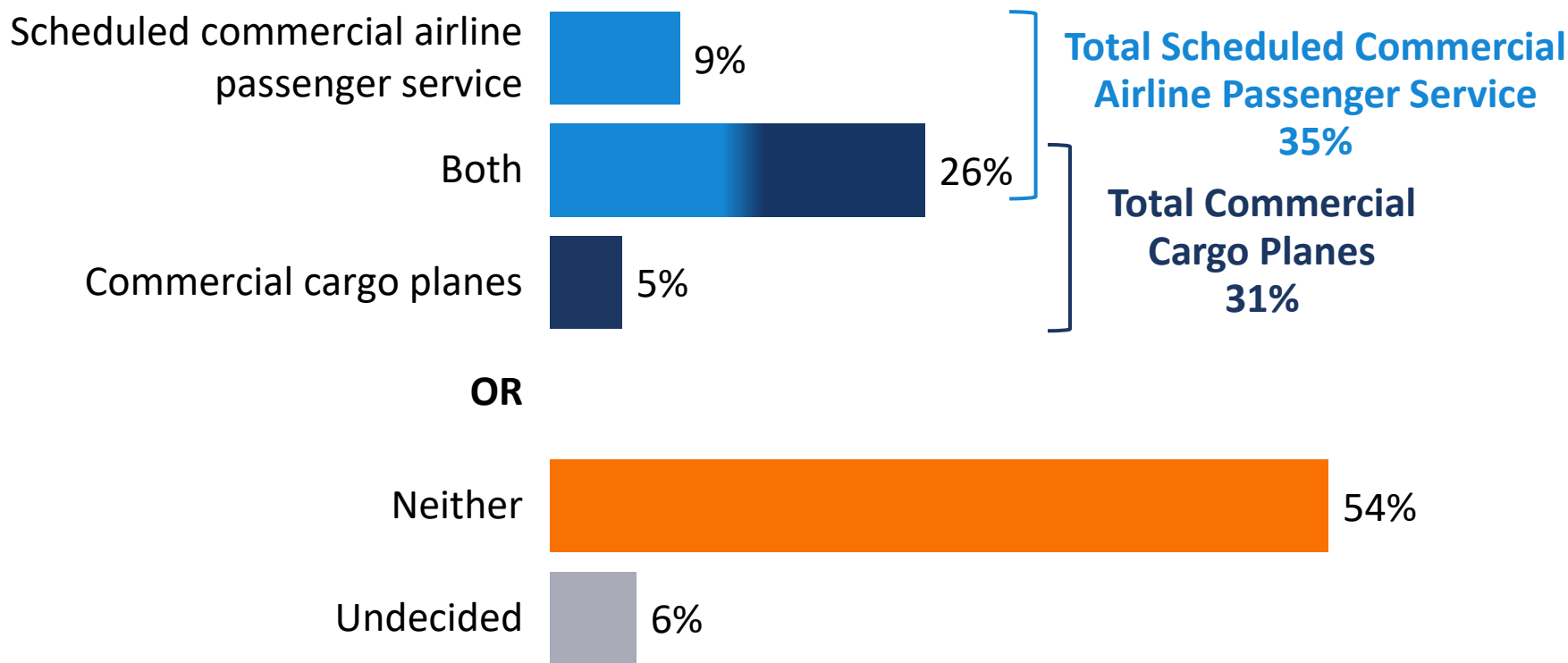
Camarillo Airport Master Plan Update

Six-in-ten indicated they have heard, read, or seen something about the potential changes to services allowed at the Camarillo Airport; only 16 percent report they have heard, read, or seen “a lot.”



More than half initially do not support either scheduled commercial airline passenger service or commercial cargo planes; only roughly one-third support allowing one or the other.

Regardless of how familiar you are with the Camarillo Airport, generally speaking, would you support also allowing at the Camarillo Airport:

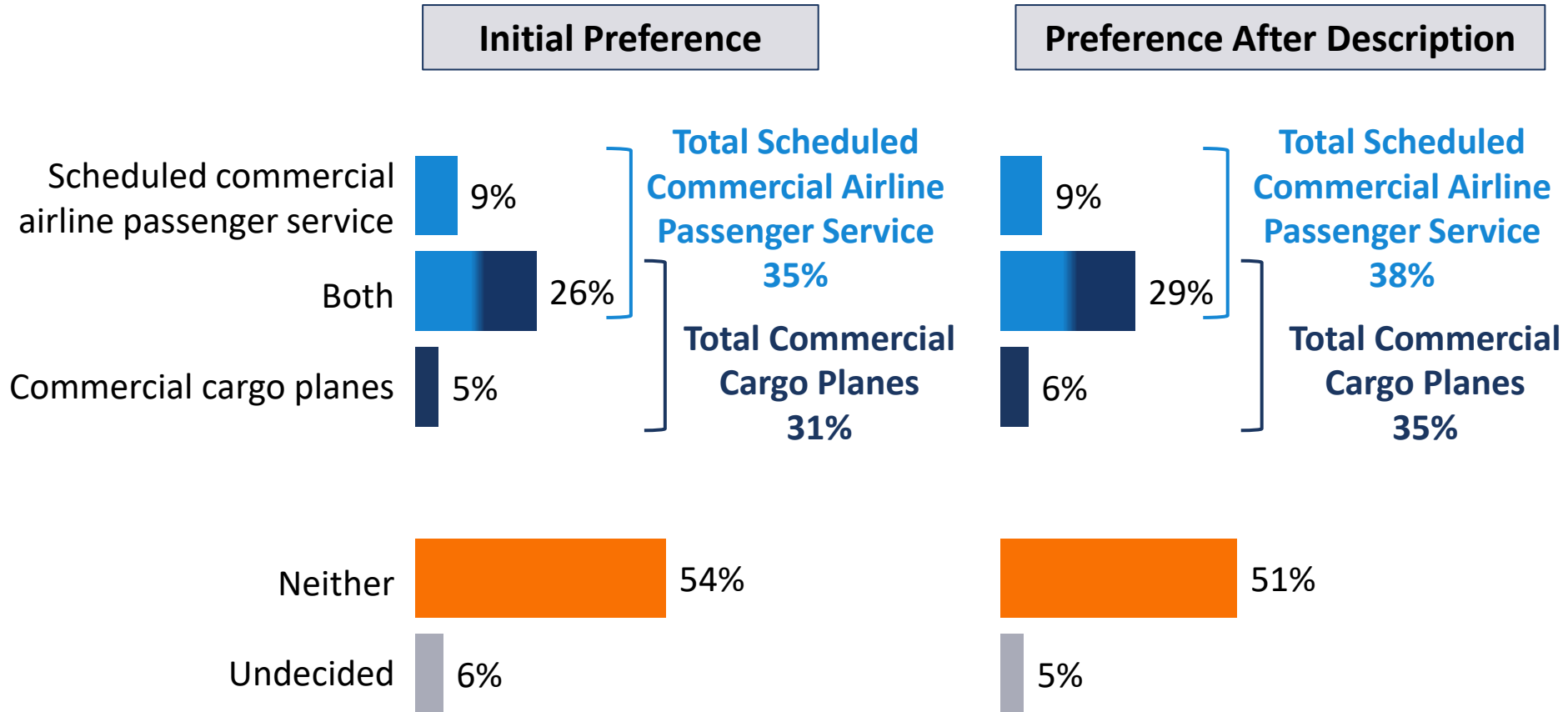


Q. Presented to respondents prior to being asked the question: As you may know, currently, only small, non-commercial planes are allowed to use the Camarillo Airport, such as small private and executive planes.

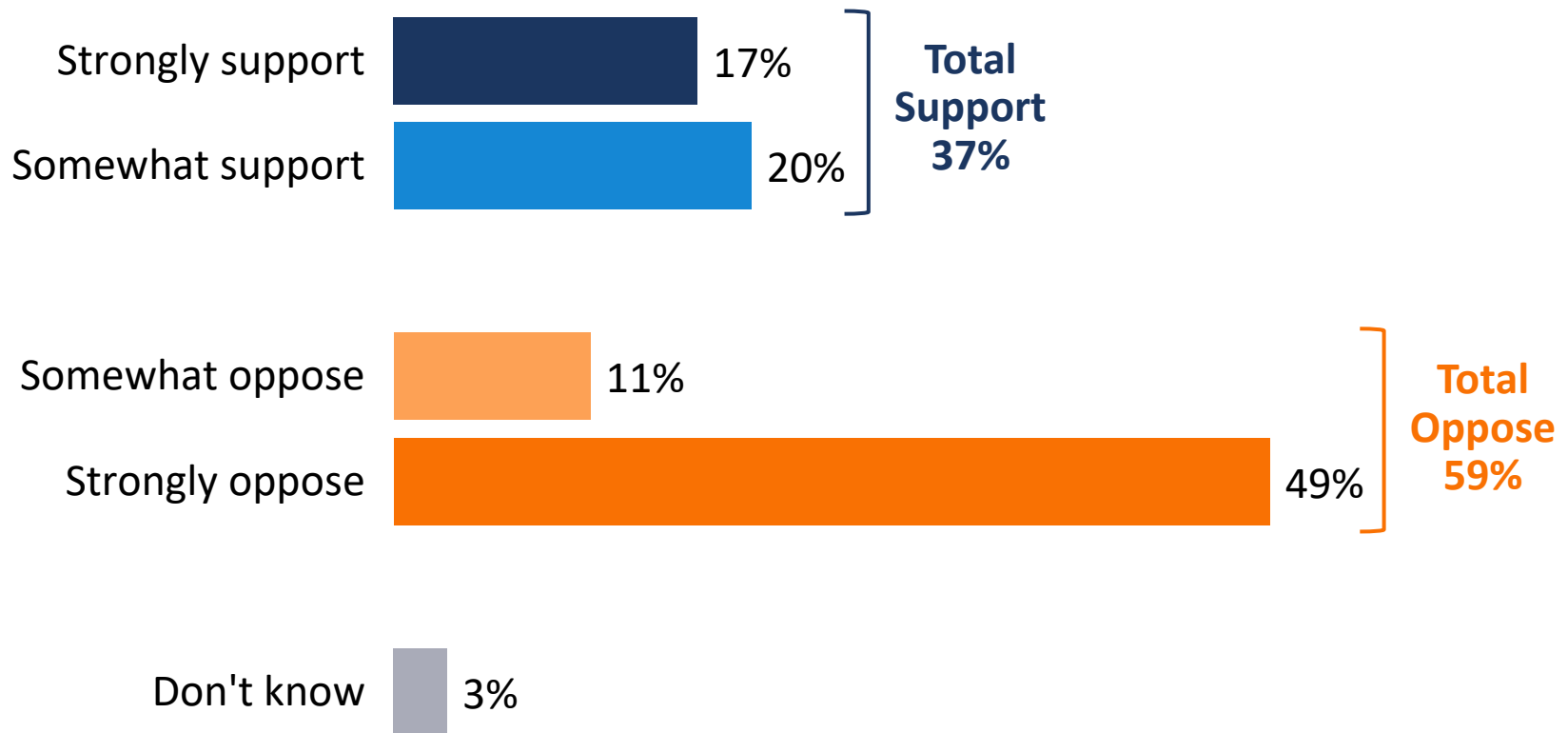
Additional Information Provided

Currently, only small, non-commercial planes are allowed to use the Camarillo Airport. This is based on an agreement made between the County of Ventura and the City of Camarillo in 1976. The Ventura County Department of Airports is updating its master plan for the future of Airport development which, if implemented, would require modifying this agreement, and could allow scheduled commercial airline passenger service and cargo service at the airport. The Camarillo Airport runway is long enough to service these aircrafts, and no airport runway expansion would be needed.

After information, there is little change in preferences regarding the expansion of Camarillo Airport services; about half continue to say they want neither commercial airline passenger service nor cargo planes.



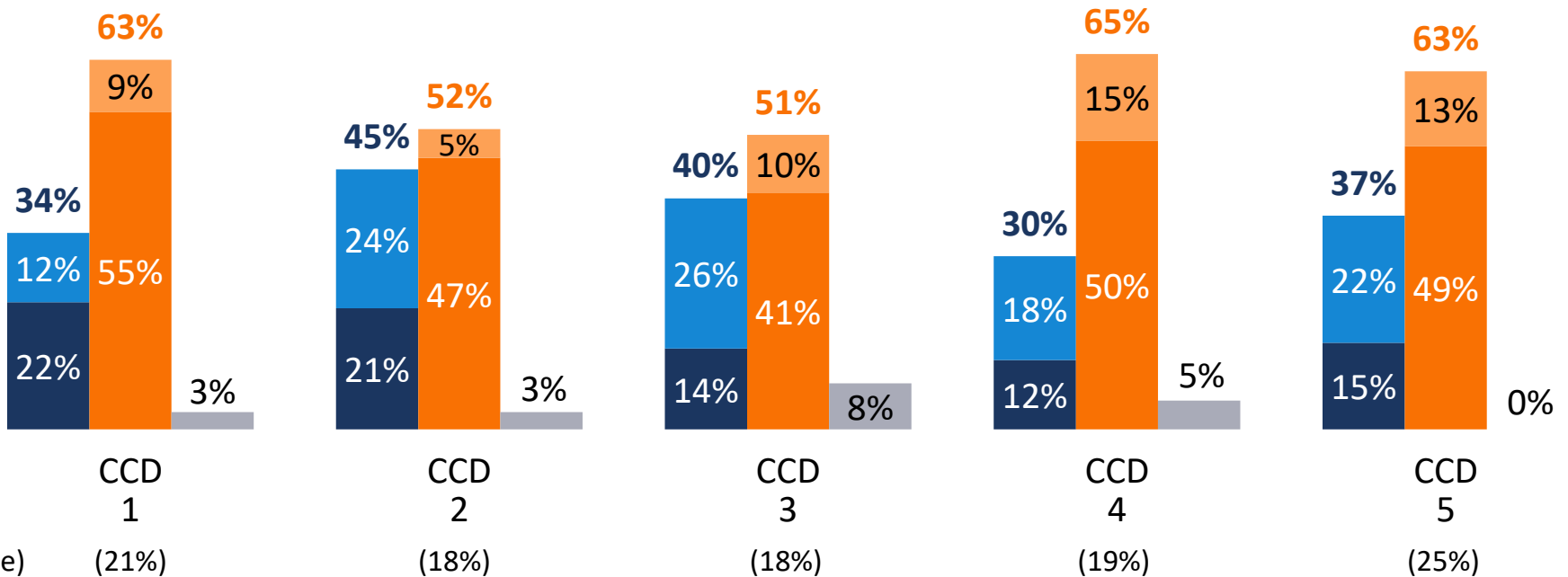
Just above one-in-three initially support modifying the 1976 agreement to allow both scheduled commercial airline passenger service and commercial cargo planes at the Camarillo Airport.



At least half of all residents in each City Council District oppose modifying the 1976 agreement, with much higher percentages strongly opposing than strongly supporting the modification.

Initial Preference for Modifying the 1976 Agreement by City Council District

■ Strng. Supp. ■ Smwt. Supp. ■ Strng. Opp. ■ Smwt. Opp. ■ Don't Know

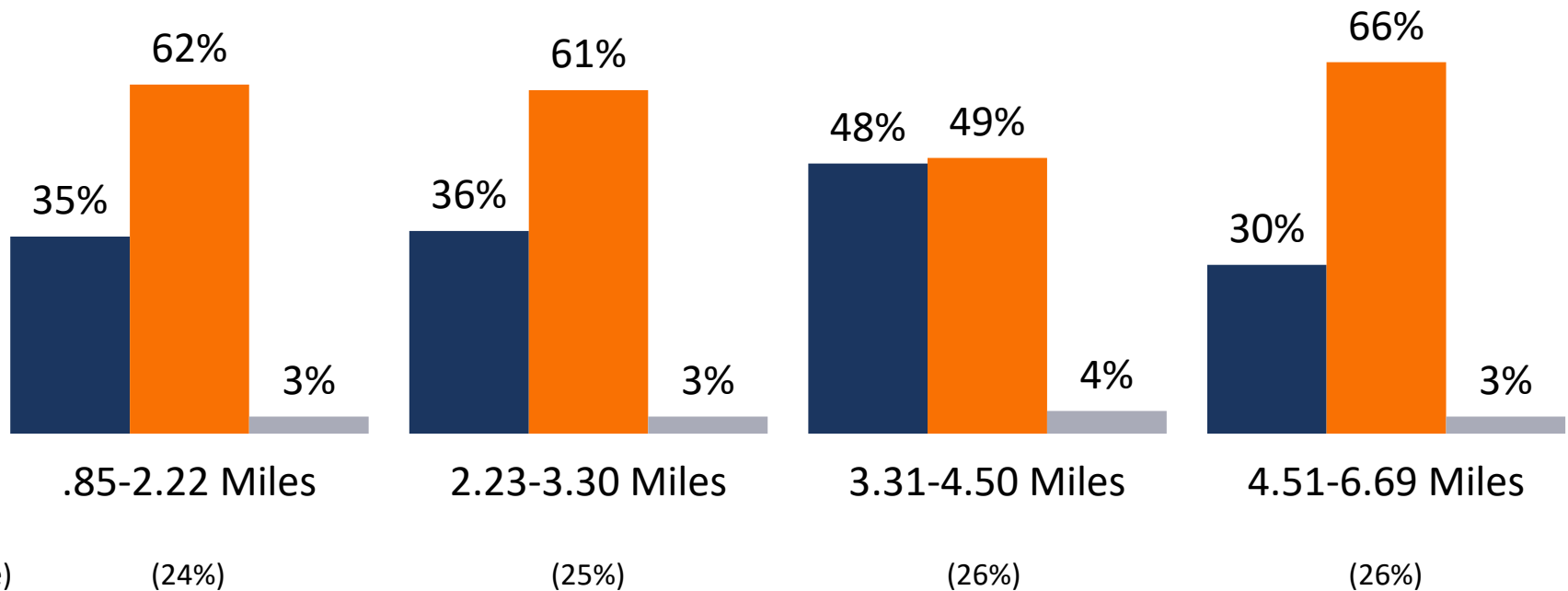


Q. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose modifying the 1976 agreement if it allowed BOTH scheduled commercial airline passenger service and commercial cargo planes at the Camarillo Airport?

Distance from the Airport does not appear to be a major factor in determining the level of support or opposition for modifying the agreement.

Initial Preference for Modifying the 1976 Agreement by Distance from Airport

■ Total Support ■ Total Oppose ■ Don't Know



Q. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose modifying the 1976 agreement if it allowed BOTH scheduled commercial airline passenger service and commercial cargo planes at the Camarillo Airport?



Supportive and Opposition Messages for Modifying the 1976 Agreement

Messages to Modify the 1976 Agreement

(CONVENIENT TRAVEL) Expanding services at the Camarillo Airport will give our residents convenient and cost-effective scheduled commercial airline passenger service to such places as Las Vegas, Seattle and the Bay Area. Instead of having to drive to Burbank, Santa Barbara or as far as LAX to catch a flight, we can do so right here in Camarillo.

(ECONOMIC ENGINE) The Camarillo Airport is an economic engine for our area. It generates over \$230 million each year in economic output, including supporting over 1,700 good-paying jobs and providing \$11 million each year in taxes that support our local schools, police, and roads. Expanding operations to cargo planes and scheduled commercial airline passenger planes will greatly increase these benefits, sustain and attract new businesses to our area, and be a huge boost to our local economy.

(BENEFIT RESIDENTS) For years, our tax dollars have paid for this airport, but it only serves wealthy pilots and private plane owners, many of whom are from outside of Camarillo. Now we have a chance to have passenger and cargo service to benefit the residents of this area and our local economy.

(AIR CARGO) Allowing air cargo business will support our local community by servicing the Port of Hueneme, delivering emergency supplies for hospitals and forest fire control, and delivering goods ordered online to our residents faster.

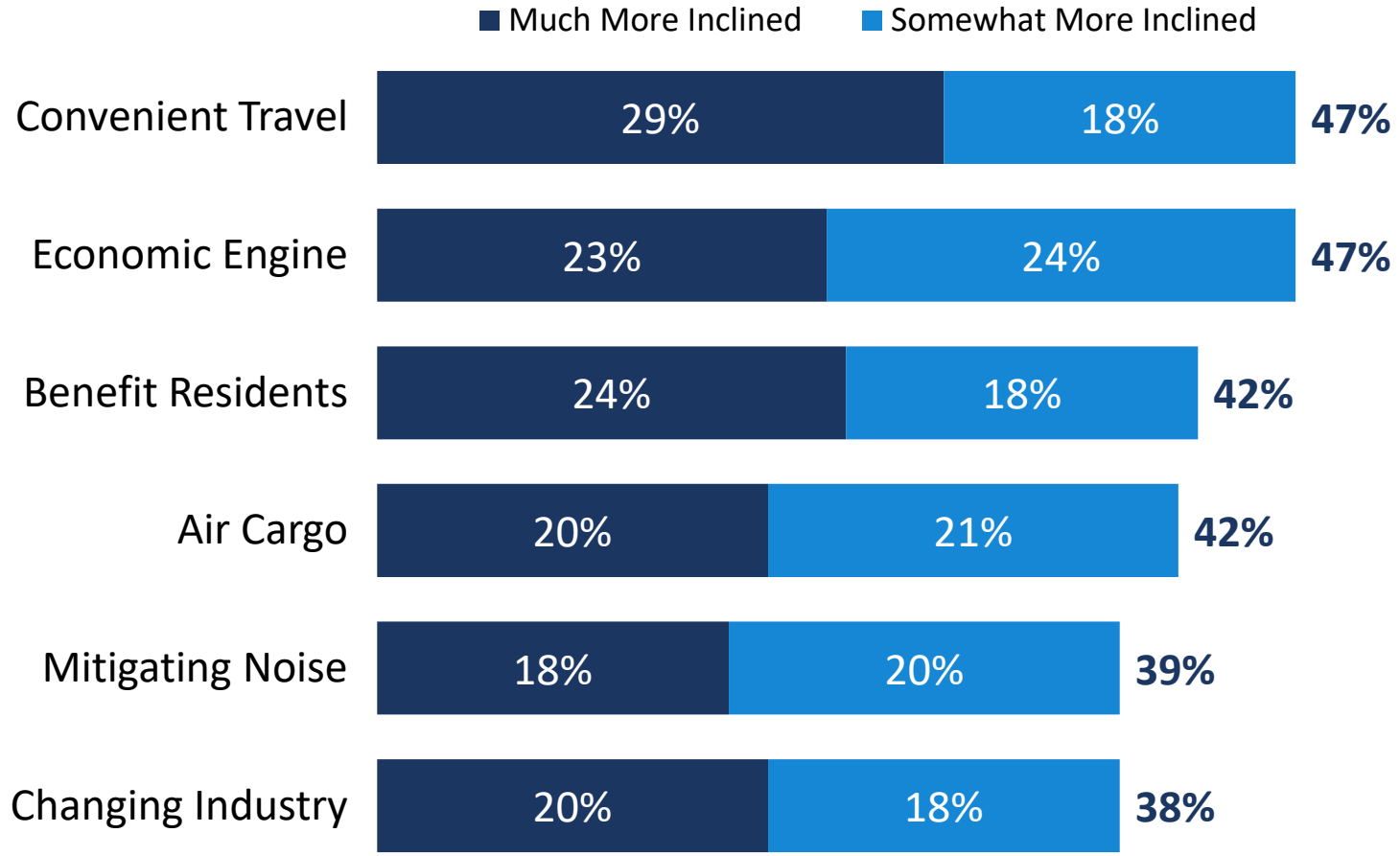
(MITIGATING NOISE) Modern airplanes are significantly quieter than the planes that were being flown when the airport limits were put in place. Additionally, the FAA requires larger commercial aircraft to employ noise mitigation techniques on takeoff and landing. These advances will reduce the noise impacts of expanded services at the Camarillo Airport.

(CHANGING INDUSTRY) The current limits to services at our airport were set in place 45 years ago in 1976. The aviation industry is changing and so is Ventura County. This is the only way to keep up with the industry and protect our local airport revenues.

*Q. I am now going to read some statements that could be made by supporters of modifying the 1976 agreement which would allow both scheduled commercial airline passenger service and commercial cargo planes at the Camarillo Airport. Please tell me if it makes you more inclined to **support** modifying the 1976 agreement.*

Convenient passenger travel and providing opportunities for an economic boost to the City were leading reasons to support modifying the 1976 agreement.

(Ranked by Total More Inclined to Support the Modification of the 1976 Agreement)



Q. I am now going to read some statements that could be made by supporters of modifying the 1976 agreement which would allow both scheduled commercial airline passenger service and commercial cargo planes at the Camarillo Airport. Please tell me if it makes you more inclined to **support** modifying the 1976 agreement.

Messages to Maintain the 1976 Agreement

(CARGO TRAFFIC) Allowing cargo services at the Camarillo Airport will lead to the airport becoming a large cargo hub for Amazon's distribution center in Oxnard and other similar companies. This will result in large 18-wheeler trucks pouring onto our local roads and the 101 all day and night.

(POLLUTION) Allowing large cargo and passenger planes to fly in and out of Camarillo will cause even more pollution of our air, land, and nearby beaches from harmful aircraft exhaust and increased car and truck traffic.

***(SLIPPERY SLOPE)** Modifying the airport agreement to allow expanded services is a slippery slope. The County will say they are adding just one commercial terminal, but then will add another and another-just like what happened in Burbank and at John Wayne in Orange County.

(NOISE WORSE) Noise disturbances from the airport have gotten worse every year as airport traffic has increased. Allowing even more planes-particularly large commercial jet planes-to fly right over our neighborhoods day and night will make a bad problem even worse.

(ALREADY BUSY) Currently, there are over 15,000 take offs or landings from the airport each month. This is already up 20% from 2019, before the pandemic. Allowing commercial passenger and cargo flights will result in even more air traffic. We don't want to turn our small-town airport into a busy, large, Burbank-style airport.

(ANTI-GROWTH) Many of us live in Camarillo for its small-town rural feel. Expanding services at the airport will bring more people to this area, leading to growth and development, greater traffic and congestion, crime, and strain on city services and infrastructure.

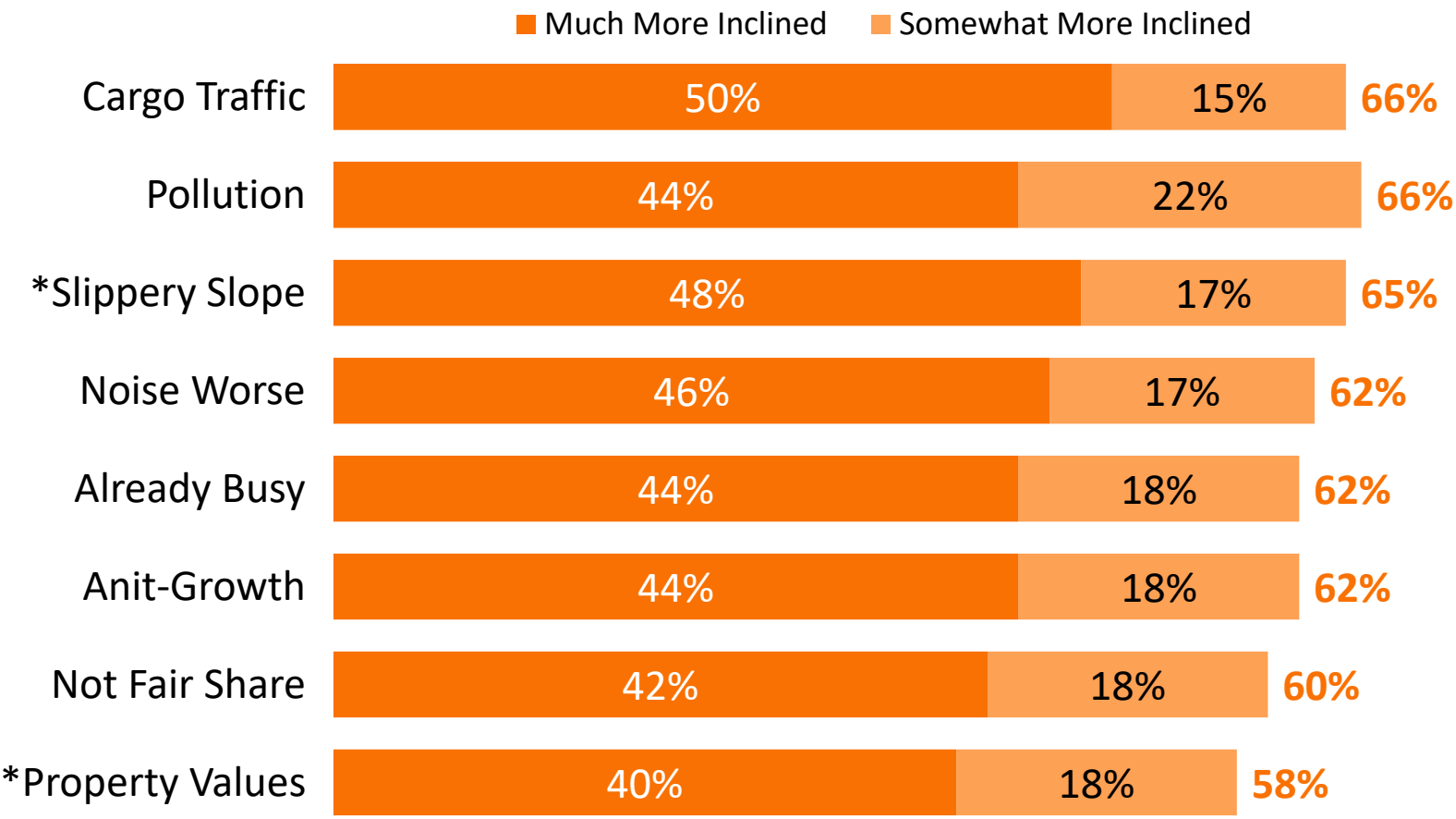
(NOT FAIR SHARE) By allowing large commercial cargo and passenger jets to use our local airport, the county and surrounding cities will get most of the revenue and economic development and our city will get all the negative impacts of a bigger, noisier, busier, more polluting airport, but only a small part of the revenue.

***(PROPERTY VALUES)** Camarillo residents bought their homes knowing that an agreement had been in place since 1976 to prevent any expansion at the airport. If the agreement is modified and commercial cargo and scheduled passenger airplanes are allowed, the noise, pollution, and traffic from the airport will hurt property values not only in the flight path, but beyond it.

*Q. I am now going to read some statements that could be made by opponents of modifying the 1976 agreement which would allow both scheduled commercial airline passenger service and commercial cargo planes at the Camarillo Airport. Please tell me if it makes you more inclined to oppose modifying the 1976 agreement. If you do not believe the statement, or if it has no effect on your thinking one way or the other, please tell me that instead. *Split Sample*

Concerns over cargo traffic on the 101, pollution caused by planes and increased cars and trucks, and fear that Camarillo Airport will end up just like Burbank and John Wayne Airports were leading reasons to oppose modifying the 1976 agreement.

(Ranked by Total More Inclined to Oppose the Modification of the 1976 Agreement)



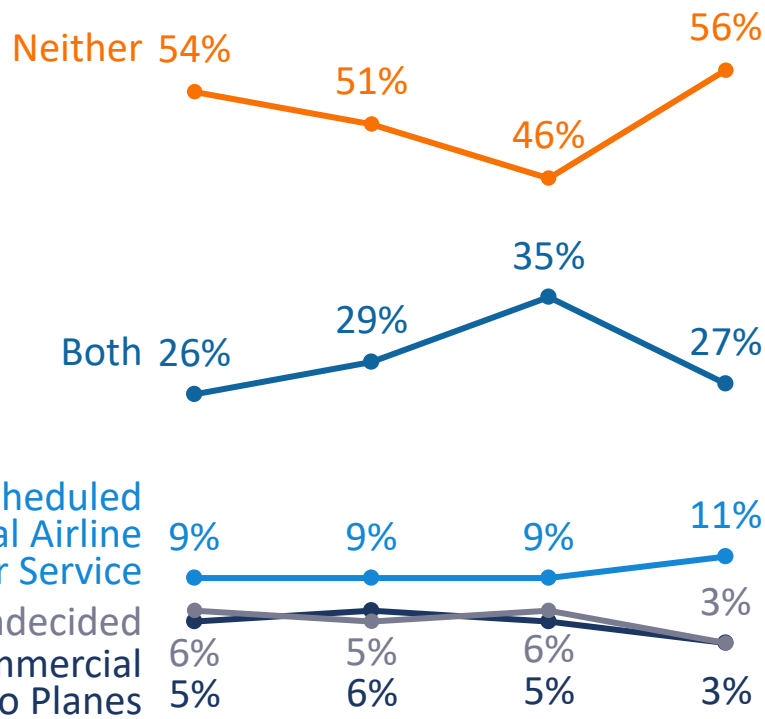
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After hearing all statements, there is no meaningful difference in preference based on which statements were presented first.

Supportive Statements First vs. Opposition Statements First

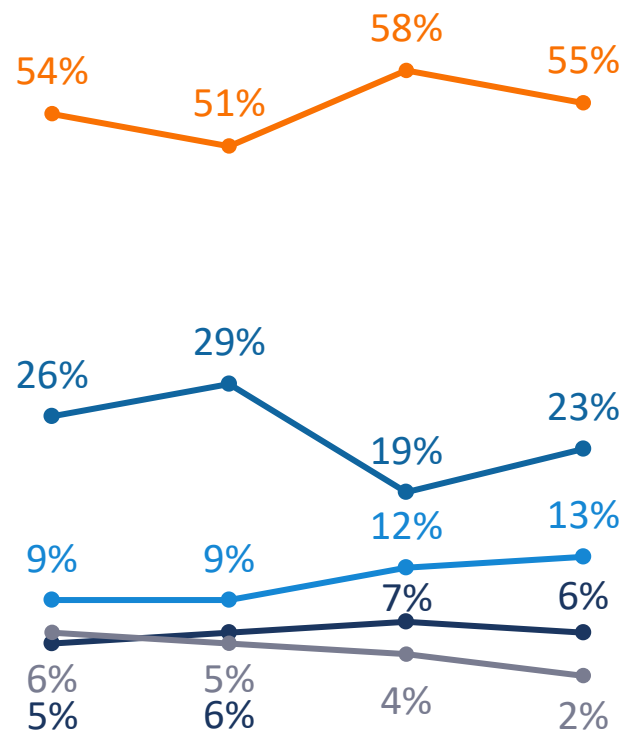
Supportive Statements Presented First

Initial Preference	Preference After Description	After Supportive Statements	After Supportive & Opposition Statements
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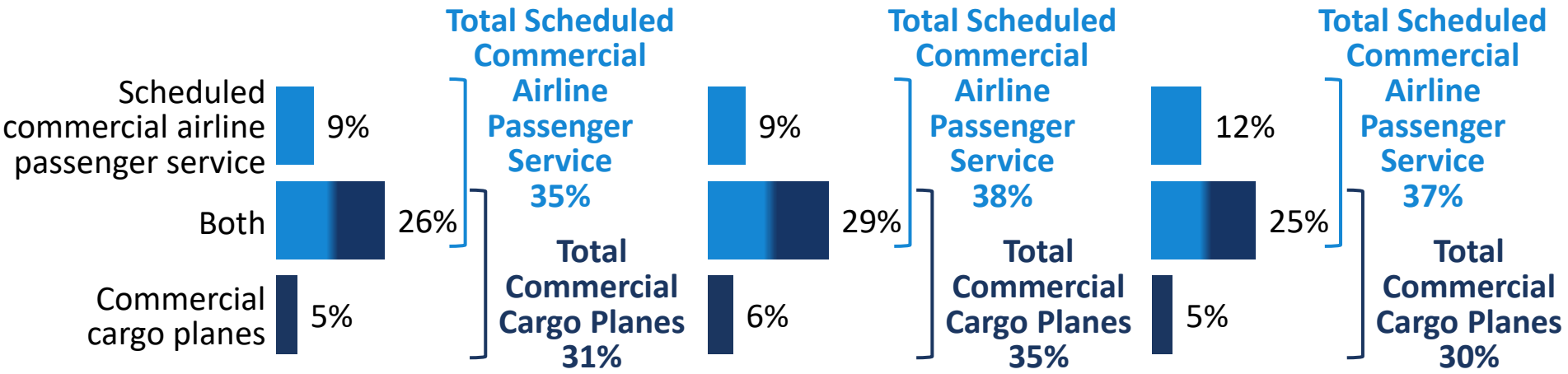
Opposition Statements Presented First

Initial Preference	Preference After Description	After Opposition Statements	After Opposition & Supportive Statements
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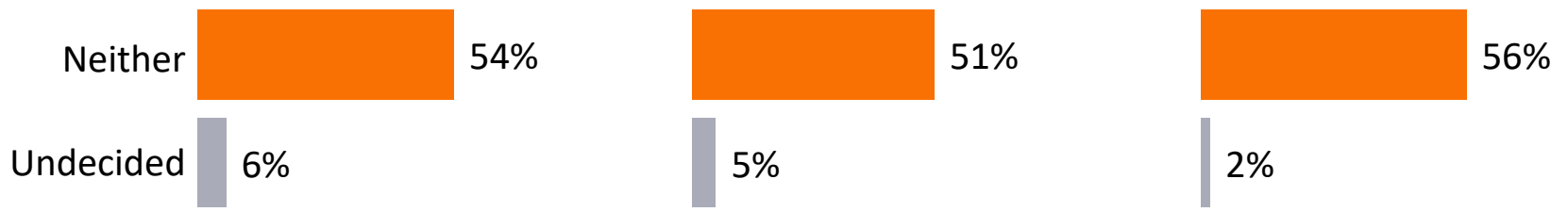


After all information, there is little change in preferences for expanding Camarillo Airport services, with slightly more than half saying they do not want either.

Initial Preference Preference After Description Preference After All Statements



OR



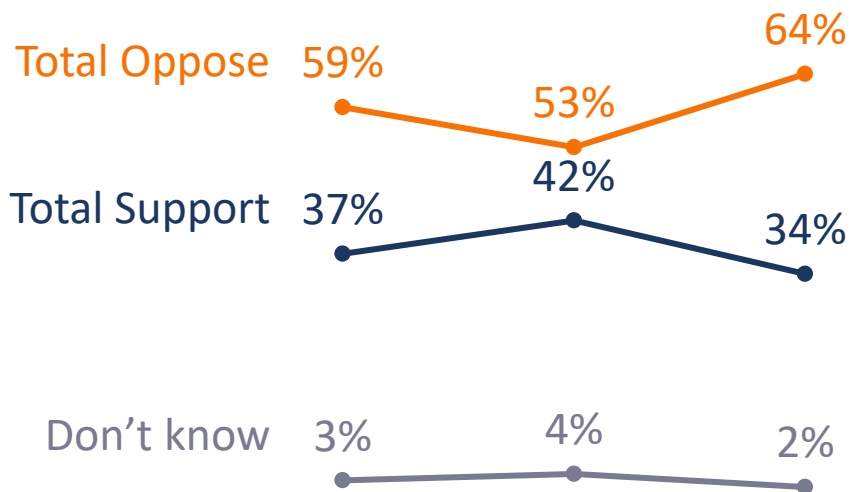
Q. Regardless of how familiar you are with the Camarillo Airport, generally speaking, would you support also allowing at the Camarillo Airport:
 Q. Having heard this, would you support modifying the 1976 agreement to expand services at the Camarillo Airport to allow:
 Q. (Total). Sometimes over the course of a survey like this, people change their minds and sometimes they do not. So, I would like to ask you one last time, would you support modifying the 1976 agreement to expand services at the Camarillo Airport to allow:

After hearing all statements, there is no meaningful difference in support between those presented supportive statements first and those who had opposition statements presented first. Opposition outpaces support by nearly a two-to-one ratio.

Supportive Statements First vs. Opposition Statements First

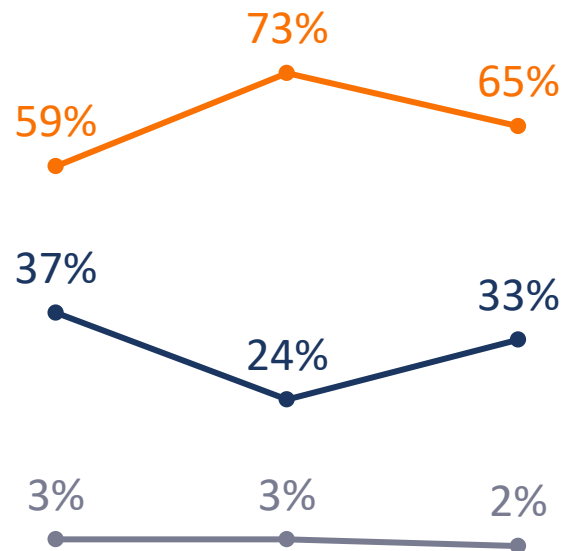
Supportive Statements Presented First

	Initial Preference	After Supportive Statements	After Supportive & Opposition Statements
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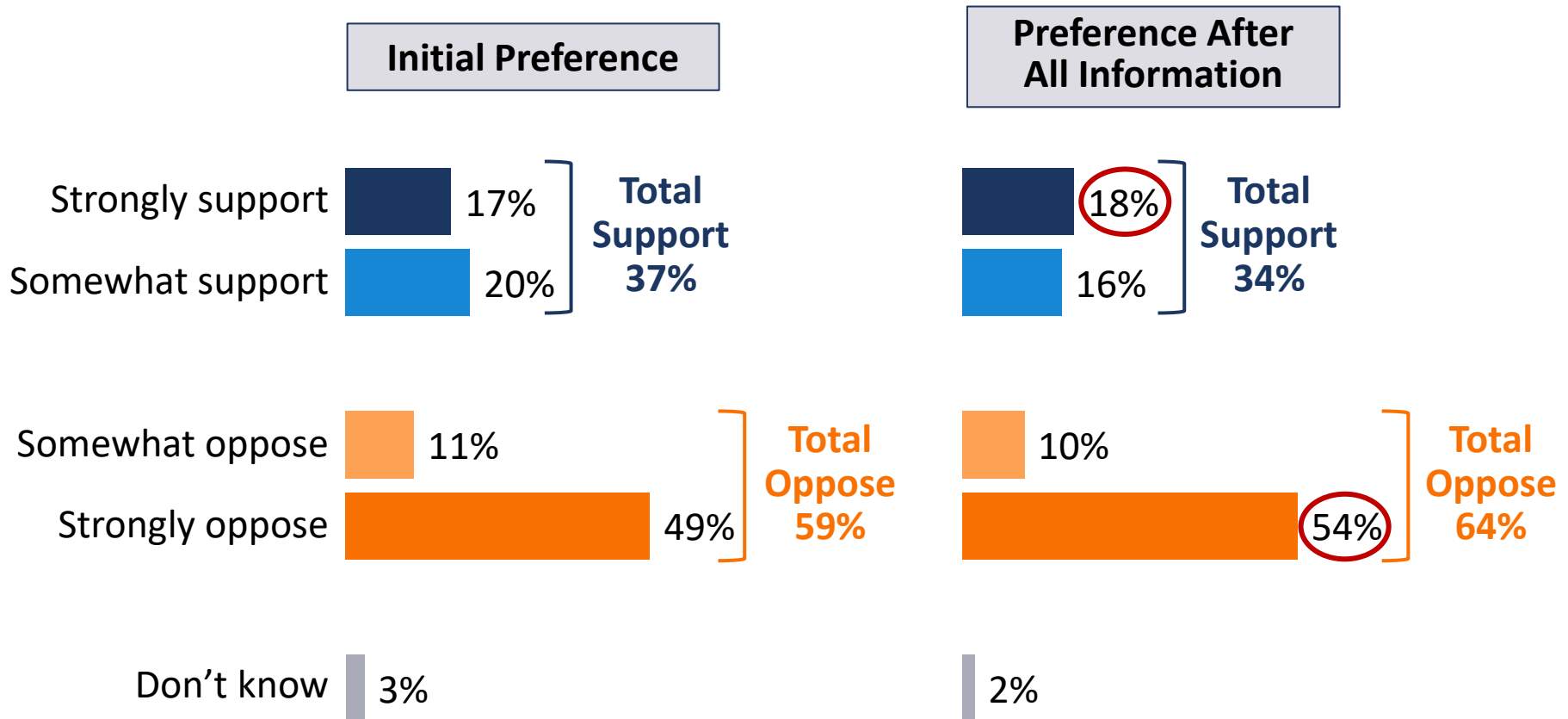
Opposition Statements Presented First

	Initial Preference	After Opposition Statements	After Opposition & Supportive Statements
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Q (Split C & D). Would you strongly support, somewhat support, somewhat oppose, or strongly oppose modifying the 1976 agreement if it allowed BOTH scheduled commercial airline passenger service and commercial cargo planes at the Camarillo Airport?

After all supportive and opposition statements are presented, opposition increases to just under two-thirds for modifying the 1976 agreement to allow both scheduled commercial airline passenger service and commercial cargo planes at Camarillo Airport.

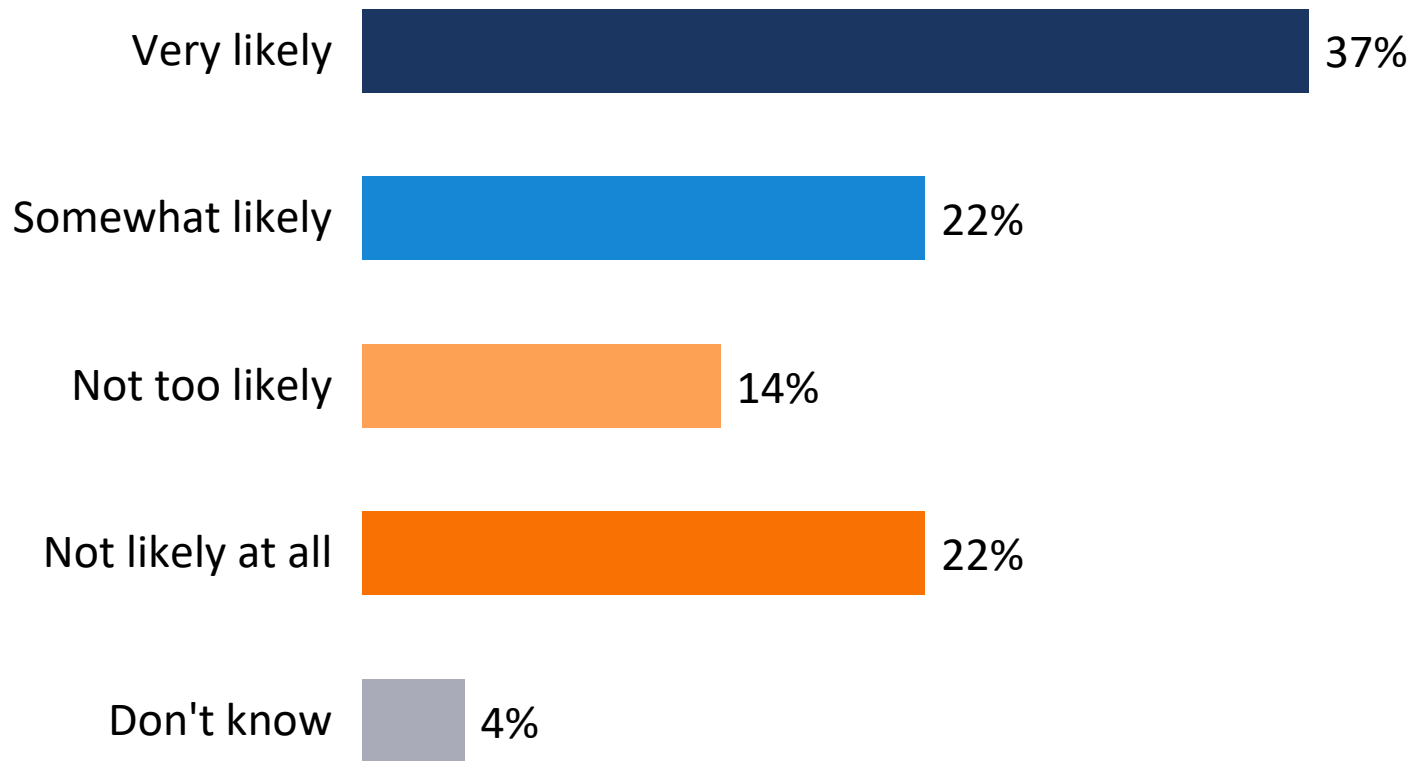


Q. (Total). Would you strongly support, somewhat support, somewhat oppose, or strongly oppose modifying the 1976 agreement if it allowed BOTH scheduled commercial airline passenger service and commercial cargo planes at the Camarillo Airport?



**Likelihood to Use Camarillo
Airport if Scheduled
Commercial Airline
Passenger Service is
Available**

If the 1976 agreement was modified and commercial passenger flights were available at the Camarillo Airport, slightly more than one-third of residents would be very likely to take a flight.



Q. Regardless of your opinion on modifying the 1976 agreement, if there were commercial passenger flights from the Camarillo Airport to other cities in California and across the country, would you be very likely to take a flight from the Camarillo Airport, somewhat likely, not too likely, or not likely at all?



Conclusions

Conclusions

- **Most** residents are at least somewhat familiar with **Camarillo Airport**, though **less than two-in-ten** know the **County of Ventura/Department of Airports** owns and operates it.
- A **plurality** have either a **positive** view of the airport or **do not have an opinion**.
- **Six-in-ten** have **heard** something recently **about potential changes to the airport**, but less than **two-in-ten** said they **know a lot**.
- Throughout the survey, a **slight majority** prefers the **Airport not allow scheduled commercial airline passenger service or commercial cargo planes**, while smaller minorities prefer allowing one or both.
- **After hearing arguments** in favor of and in opposition to **modifying the 1976 agreement** to allow both commercial airline passenger service and cargo planes at Camarillo Airport, **opposition grows to close to two-thirds, with about one-third remaining consistently supportive of modification**.
- Supportive statements about the **opportunity for convenient scheduled passenger air travel** and that the **modification could lead to an economic boost** for the City are **leading reasons to support** the agreement modification.
- However, **opposition statements** receive much more favorable reaction, **led by the concern about increased cargo traffic on the 101, additional pollution caused by planes, cars and trucks, and the fear that a modified agreement will lead to the Camarillo Airport growing to be more like Burbank and John Wayne Airports**.

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