

Dear Editor:

With aircraft leaving Sea-Tac International Airport every one and one-half minutes, each carrying about one hundred and fifty people, or more, would translate into a lot of people in a twenty-four hour period. All these people coming into and leaving Sea-Tac need ground transportation, either to get there or away from there.

If the price of an airline ticket would include a shuttle flight ticket to connect with the major airline at Sea-Tac, and that shuttle flight were to be boarded at Paine Field in the North and Tacoma Narrows airport in the south, the number of cars on the freeway between Everett and Tacoma would diminish considerably.

For every seat on an airplane, it takes two cars on the road to service it. One to pick the person up that used the seat and one to deliver the person that will be using the seat. Most all those cars will be carrying at least two people, to satisfy the requirements of the HOV lanes. This translates into about 288,000 cars in a twenty four hour period. A good portion of that could be stopped either north or south of Seattle, creating less pollution and ground travel time. That translates into, MONEY SAVED, plus getting a lot of cars off I-5.

The cost to implement Shuttle flights to Sea-Tac would be minuscule compared to the Tax Dollars required to move all those vehicles to Sea-Tac and back again. There are many airports in the U.S.A. that are served by small airlines, such as Horizon Air. This could put a person flying to the east coast, into Sea-Tac from Everett, in ten to fifteen minutes, instead of the hour and one half it takes now to drive there. Think about it.

Sincerely

Dwayne M Lewis  
Everett, WA.