

## 1. Public Involvement Summary

### A.1. PUBLIC OUTREACH

Public involvement began early and continued throughout the project using multiple avenues of participation. The project team drew upon a variety of resources for this public outreach effort. Tools were designed to ensure that public concerns and key issues were identified and considered, and to demonstrate the Airport and Port's commitment to considering public feedback. Public involvement tools varied in approach and provided a variety of methods for stakeholders to participate in the process.

### PUBLIC INVOLVEMENT TOOLS

#### A.1.1. SURVEYS

A survey was conducted in the spring of 2021 on behalf of the OLM that included 28 airport users and pilots. Percentages are based on the number of respondents who answered each question.

Of the respondents, there is a range between 1-7 aircraft they each respectively own and operate at OLM. Flight schedules vary from daily, weekly, to monthly and can be categorized as 78% personal use, 35% business (36% own a business in the area), and 57% training/local flying. Of the pilots, 64% of respondents currently hold an instrument rating, 60% commercial, 39% private, and 50% multi-engine. OLM has published instrument approaches that 81% of the based respondents use, and 92% indicate that the runway meets their current needs.

Hangars are utilized by 89% of the respondents. 81% currently rent, 11% own, and 7% are located on the ramp. There is a desire to build hangars by 39% of those surveyed. Several airport issues were presented to the respondents in which they rated the urgency that they should be addressed. The top 4 issues ranked very important were 1.) self-serve fuel: 100LL, 2.) additional box hangars to rent, 3.) additional T-hangars to rent, 4.) Airfield Lighting in areas that only have reflectors.

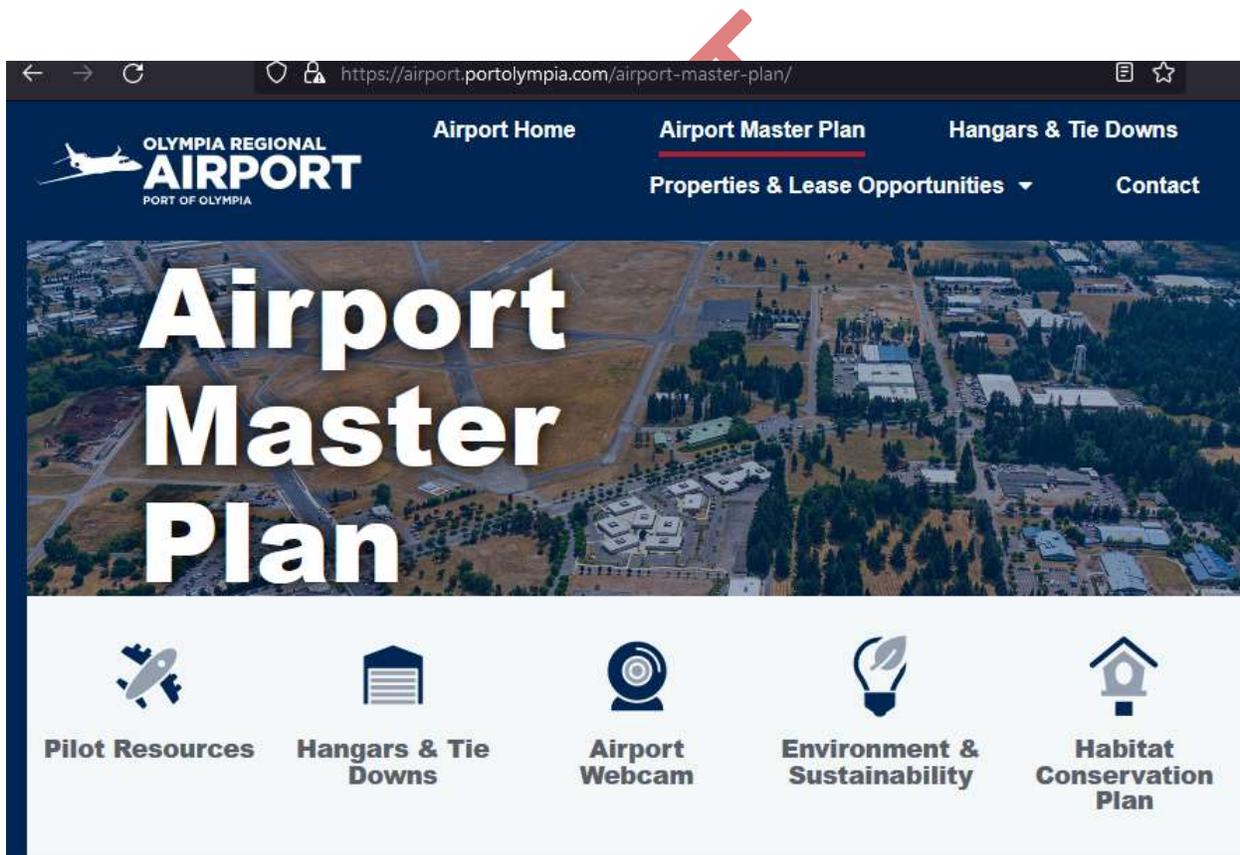
Additional services and improvements that were rated as important or very important by based airport users included comments such as respondents expressing the need for more hangar space, an actual General Aviation pilots lounge (available 24/7), lighted taxiways on the east side of the airport and additional restrooms – possibly located with a future GA terminal. Respondents echo the sentiment of growth possibilities that come with the development of the airport.

## A.1.2. PROJECT EMAIL LIST FOR E-NEWSLETTERS

A project email distribution list of agencies, organizations, aviation interests, and individuals with an interest in the airport was maintained throughout the project. The email list was updated based on emails from entities interviewed, those who participated in public and other stakeholder meetings, and other contacts during the project.

## A.1.3. WEBSITE

The Airport website (<https://airport.portolympia.com/airport-master-plan/>) served as a library for the project and housed many of the resources described later in this document, such as the survey link, Fact Sheet, FAQ, open house material, and the previous planning studies completed by the Airport. Viewers of the website also had the opportunity to submit their email address on the site to sign up for the E-Newsletter and to be on the email list. Viewers could also submit comments electronically to the project email address.



## A.1.4. FAQs

Throughout the Master Plan Update process comments and questions were received from the public via email and public open house comments and questions. As many people may have had similar questions,

a Frequently Asked Questions (FAQ) page was maintained on the Master Plan Update website and updated regularly.

### **A.1.5. PRESS RELEASES**

The project team submitted press releases periodically to The Olympian and social media avenues run by the Port of Olympia.

### **A.1.6. PUBLIC OPEN HOUSES**

The project team hosted three virtual public open house meetings and one hybrid meeting (in person and virtual) open to all interested community members. Meetings were held virtually due to the COVID-19 Pandemic and Port, City, County, and State Requirements. Once in person meetings were able to be conducted the Port opted to include that avenue for communication. The in person meeting still maintained a virtual presence to ensure everyone was afforded the opportunity to participate. The purpose of these meetings was to inform the public of project progress, to solicit input, and gather information for development of the preferred alternative. Meetings were advertised through the project email distribution list, in The Olympian and on the project website. The open houses were formal open houses that typically were scheduled for 90 minutes and covered a presentation on the active portion of the Master Plan Update with an opportunity for public comment.

Each public open house focused on informing the public of specific tasks being focused on by the project team. Meeting attendance and copies of boards or presentations are included at the end of this Appendix for review.

**Public Open House #1 (September 2021)** - Inventory and Forecasts

**Public Open House #2 (February 2022)** - Facility Requirements and Alternatives

**Public Open House #3 (May 2022)** – Preferred Alternative

**Public Open House #4 (October 2022)** – Revised Preferred Alternative and Commercial Feasibility Study

### **A.1.7. TECHNICAL ADVISORY COMMITTEE MEETINGS**

A Master Plan Update TAC was formed and called upon to comment on the master plan update process and findings. This committee was made up of aviation interests and other stakeholder representatives, and advised the master planning team at key stages of the project.

This committee met four times virtually throughout the project. Though not a part of the committee, the FAA Seattle Airport District Office and Washington Department of Transportation – Aviation Division were invited to all TAC Meetings. Additionally, the general public was invited to listen into the discussion.

TAC members included:

**Table Error! No text of specified style in document.-1: OLM Master Plan Update TAC Members**

Name	Representing
Michelle Tirhi	Washington Division of Fish and Wildlife
Max Platt	WSDOT Aviation Division
Dave Ritchie	Washington Department of Natural Resources Aviation
Lt. Krista Greydanus	Washington State Patrol Aviation
James Boone/Rick Johnson	OLM Air Traffic Control Tower
Katrina Van Every	Thurston Regional Planning Council
Brad Medrud	City of Tumwater
Jeff Powell	Airport Hangar Tenant
Mike Theilen	Airport Fixed Business Operator Owner
Shawn Pratt	Airport Fixed Business Operator Owner
Mike Reid	City of Olympia
Cameron Wilson	Port of Olympia Citizens Advisory Committee

Source: The Aviation Planning Group 2022.

## A.1.8. PORT OF OLYMPIA MEETINGS

A presentation was given to the Port of Olympia Commission during a Commission meeting in October 2022. The meeting reviewed the progress to date and the findings of the MPU and Part 139 Feasibility study.

### A.1.1. COMMENTS (COLLECTION AND REPORTING)

Comments received by the project team during public open houses or electronically (email/website), by phone, or in writing were considered formal public comments.

Formal public comments and project team responses were recorded in a comment database and provided to the Airport and planning team.



Olympia Regional Airport Master Plan Update Log

<b>AL 2022-##</b> <b>Received Date</b> <b>Response Date</b> <b>Name</b> <b>Email</b>	<b>Topic:</b> <b>Staff that responded:</b> <b>Response:</b>
<b>AL 2022-01</b> 18 January 2022 18 January 2022 Jan Witt ljwitt312@aol.com	<b>Topic:</b> Olympia Airport Master Plan - another question  Hi Leah,  Thank you again for sending the links to meetings and websites  I have another question:  During the Dec 16 meeting you mentioned a "Commercial Service Feasibility Study." Would you please tell me the names of the agency and consultant that is conducting that study.  Thank you!  Jan Witt  <b>Staff that responded:</b> Leah Whitfield from The Aviation Planning Group <b>Response:</b> Lisa, It is a component of the master plan that we are completing. Leah
<b>AL 2022-02</b> 3 February 2022 Joel Carlson fox7799@gmail.com	<b>Topic:</b> Limited use of Olympia Airport for commercial flights  A limited number of commercial flights for South Sound residents out of the Olympia Airport would probably be OK since it would save all the pollution and time of having to drive to SeaTac. Sincerely, Joel Carlson, 3634 Loren St NE, Lacey, WA 98516
<b>AL 2022-03</b> 16 February 2022 17 February 2022 Warren and Esther Kronenberg wekrone@gmail.com	<b>Topic:</b> We oppose the airport expanding  As residents of Olympia, we treasure Thurston County and its wonderful quality of life. We like the lack of industrial activities, our cultural downtown and the rural quality of much of the County.  We are strongly opposed to any expansion of the Olympia Airport. Turning Olympia into a busy airport with warehouses to satisfy the latest business

	<p>trends is short-sighted, will only profit a minority, and will further jeopardize our already fragile natural areas .</p> <p>The citizens of the County will have to put up with the increased traffic, threats to our natural areas and parks, more noise and more air pollution. Rates of serious illnesses increase the closer one lives to an airport.</p> <p>We want Thurston County to stay healthy. We don't want to become subject to more noise, more traffic, more industry, more of everything that is damaging to the health of people and the environment.</p> <p>There is no way you can expand this airport and not radically change the Olympia we love.</p> <p>We would rather see the funds going into high speed rail.</p> <p>Thank you.</p> <p>Warren and Esther Kronenberg Olympia, WA 98502</p> <p><b>Staff that responded:</b> Jennie Foglia-Jones</p> <p><b>Response:</b> Ms. Kronenberg, Thank you for your email dated February 17. Your comments have been logged.</p>
<p><b>AL 2022-04</b> 17 February 2022 February 2022 Anne G Thom annegthom@hotmail.com</p>	<p><b>Topic:</b> Please NO airport in Olympia</p> <p>Dear City Planners, An airport in Olympia does not serve the greater good. It will support a small number of wealthy inhabitants. The environmental damage will be great. Olympia residents already contend with JBLM traffic, please don't add more air traffic. One of the best things about Olympia is the quiet.</p> <p>To the average citizen, city planning appears to spend most of its energy on building more concrete structures to benefit wealthy people. For example all the new freeways have not alleviated traffic. We don't need more concrete. A plan to remove structures (that are not low income housing) rather than build more would be welcome.</p> <p>Please change your priorities. Build some structures to house the people living on Ensign road. How can we in good conscience leave that there while building an airport? It makes no sense to a normal citizen without a private plane.</p> <p>Thank you, Anne G Thom Westside Olympia</p> <p><b>Staff that responded:</b> Jennie Foglia-Jones</p>

	<p><b>Response:</b> Ms. Thom, Thank you for your email dated February 17. Your comments have been logged.</p>
<p><b>AL 2022-05</b> 17 February 2022 Ursula Euler ueuler@hotmail.com</p>	<p><b>Topic:</b> Public Comment to AMP Update - regarding decision criteria</p> <p>This comment relates to decision criteria for options currently considered in the Master Plan Update. The decision criteria were presented as:</p> <ul style="list-style-type: none"> <li>Satisfies Facility Requirements</li> <li>Available Developable Land</li> <li>Operational and Airspace</li> <li>Environmental</li> <li>Roadways</li> </ul> <p>and apparently receive a rating of '+', '++', or '+++'</p> <p>The sixth decision criteria needs to be included and that is: Public Health Public Health within the context of research and reports by</p> <p>King County Department of Health report on Tacoma-Seattle International Airport SeaTac <a href="https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf">https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf</a> and research by Tufts University School of Engineering on Los Angeles International Airport LAX <a href="https://pubs.acs.org/doi/pdf/10.1021/es5001566">https://pubs.acs.org/doi/pdf/10.1021/es5001566</a> and Boston Logan International Airport <a href="https://pubs.acs.org/doi/pdf/10.1021/acs.est.7b05593">https://pubs.acs.org/doi/pdf/10.1021/acs.est.7b05593</a> Please, begin to familiarize yourselves with those studies and begin to be responsible for public health and environmental justice within ten miles around the airport. This will be in addition to FAA requirements. The Airport and Port of Olympia are funded with public monies - tax monies - and it is your obligation to take public health into account. Best regards, Ursula Euler Ursula R. Euler, CPA, MBA   10448 Cristen Ct SW   Olympia, WA 98512 USA   P 360-705-3608 M 360-250-0764</p>
<p><b>AL 2022-06</b> 17 February 2022 Sally Nole sksnole@icloud.com</p>	<p><b>Topic:</b> Olympia airport expansion</p> <p>I've only lived down Tilley Rd for a couple of years. I live very near Millersylvania State Park. It seems that everywhere I drive there is more construction and development. That's needed I know but can't we save this little bit of rural life that's left in Thurston County? There's the state park and the tree farm and Rocky Prairie and the land the Port of Tacoma owns adjacent to Rocky Prairie. The citizens are trying to get Tacoma to let go of that property so there will be a very big connected green space for deer and elk and other animals to migrate</p>

	<p>through.. maybe even a tunnel to get across the freeway. We so need to maintain the farm and forest and prairie character of south Thurston County. Please do not consider Oly airport for further expansion. If it must be that there is another airport between Seattle and Portland please go further south east or south west. But don't put and a larger airport and flyways over Olympia and the state park and south Thurston County.</p> <p>Thank you Sally Nole</p>
<p><b>AL 2022-07</b> 17 February 2022 17 February 2022 Glen Anderson glenanderson@integr a.net</p>	<p><b>Topic:</b> I STRONGLY OPPOSE expanding the airport.</p> <p>I STRONGLY OPPOSE expanding the airport. <b>Staff that responded:</b> Jennie Foglia-Jones <b>Response:</b> Mr. Anderson, Thank you for your email dated February 17. Your comments have been logged.</p>
<p><b>AL 2022-08</b> 17 February 2022 17 February 2022 Meryl Bernstein space4now@gmail.co m</p>	<p><b>Topic:</b> Comment 2/17/22 Open House --(in lieu of zoom)</p> <p>To Whom It May Concern; Regrettably, I do not have the ability to connect to zoom using my outdated technology so I am hereby submitting my comment via email. <i>Please tell me if this will be included or is not acceptable.</i></p> <p><u>COMMENT:</u> We are no longer living in an era where the impact on environs can be overlooked, as generally happens with airport expansions and is likely to be part of your thought process.</p> <p>That is a given, would you not agree?</p> <p>Being from this county, you have undoubtedly witnessed the loss of undeveloped land masses due to residential and commercial expansion. With that comes more vehicles and congestion. The quality of life <i>that currently remains</i>, the way Washingtonians are accustomed to and seek out, <i>is right here in South Thurston county</i> --the rivers, nature preserves, a State Park, prairies, farmland, equestrian centers, hunting grounds, swimming holes and more. Expanding the airport to accommodate increased flights and larger aircraft would, without a doubt, ruin what is left in our county: Residents relish the fact that a quick drive or bike ride from home to the great outdoors gives them and their children a respite from congestion and a variety of opportunities to recreate. (Mental health is no small part of the benefits derived from easy access to what our county [currently] has to offer.)</p> <p>You may not think this bears much weight in light of your task and what you think you should factor into your analysis, however, the resultant noise and exhaust pollution from intensified air traffic will degrade an entire region and that is not something to take lightly.</p> <p>Thank you for including my point of view in your Open House, Meryl Bernstein Thurston resident</p>

	<p><b>Staff that responded:</b> Jennie Foglia-Jones</p> <p><b>Response:</b></p> <p>Meryl, Thank you for your comments regarding the Airport Master Plan Update. They have been logged.</p>
<p><b>AL 2022-09</b> 17 February 2022 Paige Griffith-Wright wagrad2018@gmail.com</p>	<p><b>Topic:</b> Oly airport</p> <p>I just happened on a post on Facebook that discussed master plan. I would like to know why no one informed the surrounding community of any new plans or ways to participate?? Its pure luck that I know about this a year later. I'm pretty sure people don't randomly check port of Olympia website. Very disappointed! Paige</p>
<p><b>AL 2022-10</b> 24 February 2022 25 February 2022 Pete Kmet <a href="mailto:pnkmet@comcast.net">pnkmet@comcast.net</a></p>	<p><b>Topic:</b> Comment on Airport Master Plan</p> <p>This update to the Airport Master Plan provides an opportunity to create a public mixed use trail around the perimeter of the airport. This trail would be an asset to attracting businesses at the airport, easily passing the test of supporting airport operations. it would provide a regional attraction and opportunity to connect to the long range regional trails system, a branch of which is planned to pass to the south of the airport in the future. It would also help connect residents that live around the airport to businesses at the airport and the larger community. Considerable funding is targeted for trails in the federal infrastructure bill and may represent a once in a lifetime opportunity.</p> <p>There is room around the perimeter of the airport, with perhaps a minor adjustment to the fence in the SW corner, to make a full circle around the airport on Port property. Using airport property for such a trail has precedent. Just south in Lewis County, the airport in Chehalis has a trail around part of its perimeter. On a national level, the Baltimore-Washington International Airport has a full perimeter trail (see attached). This is a much busier airport. I'm sure there are many other examples if one did a little more research. The airport often draws negative public comment because the public views it as a negative polluting, noisy burden on the community, serving a few private pilots and industries that have little connection to the community. Providing a public amenity like this could help change that perspective.</p> <p>It is past time for the Port step up and provide a public amenity at its airport holdings similar to what it has done in its marine holdings. Including a conceptual trail plan in the Airport Master Plan would be an important first step.</p> <p>Pete</p> <p><b>Staff that responded:</b> Jennie Foglia-Jones</p> <p><b>Response:</b></p> <p>Mr. Kmet,</p>

	<p>Thank you for your comments regarding the Olympia Regional Airport Master Plan Update. They have been shared and logged.</p>
<p><b>AL 2022-11</b> 3 May 2022 3 May 2022 Eszter Munes eszter.munes@dfw.wa.gov</p>	<p><b>Topic:</b> AMPU update request</p> <p>Hi Leah, The WDFW wishes to submit a letter of comment on the Airport Master Plan update. Is this the best email address to submit that letter? Do you have full contact information I could include on a letterhead?</p> <p>Thank you for your time. Sincerely, Eszter Munes (she/her) Westside SGCN Habitat Restoration Coordinator Washington Department of Fish and Wildlife (360) 701-7968 eszter.munes@dfw.wa.gov <b>Letter attached</b></p> <p><b>Staff that responded:</b> Leah Whitfield</p> <p><b>Response:</b> Hi Eszter,</p> <p>I would recommend directing the comments directly to Rudy Rudolph and copying me.</p> <p>Rudy Rudolph, A.A.E. 7643 Old Hwy 99 SE, Tumwater, WA 98501</p> <p>Leah Whitfield 530 Commons Drive Golden, CO 80401 leah@Theaviationplanninggroup.com 307.267.9670</p> <p>Thank you, Leah</p>
<p><b>AL 2022-12</b> 27 September 2022 29 September 2022 Uriel uriniguez@gmail.com</p>	<p><b>Topic:</b> Airport plan</p> <p>Airplanes flying too low over the Olympia high school neighborhood has not been resolved. This constituent has concerns over noise and safety. It would be nice if these issues are resolved before any plans on expanding the airport are implementing.</p> <p>Uriel Sent from my iPhone <b>Staff that responded:</b> Lorie Watson <b>Response:</b> Uriel,</p>

	<p>Thank you for your email dated September 27. Your comments have been logged.</p>
<p><b>AL 2022-13</b>            5 October 2022            5 October 2022            Dana McInturff            danamcinturff@hotmail.com</p>	<p><b>Topic:</b> No east Olympia Airport!!!</p> <p>I oppose the airport in East Olympia because of environmental impacts, noise pollution, zero supporting infrastructure, traffic congestion, and destruction of the local farms and community.</p> <p>Dana McMinturff</p> <p><b>Staff that responded:</b> Warren Hendrickson</p> <p><b>Response:</b>            Good afternoon Dana,            Thank you for your email. The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia.</p> <p>I have forwarded your comment to the CACC for their awareness and to ensure your comment is placed in the record.</p>
<p><b>AL 2022-14</b>            5 October 2022            6 October 2022            Amanda Sanders            amandasandershomes@gmail.com</p>	<p><b>Topic:</b> Olympia NEW Airport</p> <p>This am I awoke to news that it is being considered to build a massive airport right where I live. We have many wetlands around us, Spurgeon Creek, Sunwood Lake and all kinds of animals that would never be able to find refuge out here. We are also nowhere near the I-5 corridor. I am puzzled and extremely frustrated that this was even brought to the table? We live on an apple orchard out on Spurgeon Creek Rd. We have tribal lands up the street.</p> <p>There is no logic to building another airport when there is already an airport established in Tumwater. At what point do taxpayers have to say use our money effectively and quit throwing it around.</p> <p>Lastly, why is it when a barn needs to be built, and addition on a home is requested it becomes an issue where gophers are looked for and if spotted work can not continue. WE HAVE gophers out here and many of us have not been able to build or paid great additional expense to build because Thurston County states they are endangered or there are wetlands here. How can an airport be put on top of wetlands, streams, lakes and these protected gophers so simply when they think they need another airport?</p> <p>Thank you !</p> <p>Amanda Sanders            Broker at Abbey Realty Inc.            Cell: 360.259.7673            Office: 360.459.0428            4621 Lacey Blvd S.E Lacey Wa. 98503</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b></p>

	<p>Ms. Sanders, Thank you for your email. The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia. Your comment has been forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at CACC@wsdot.wa.gov.</p>
<p><b>AL 2022-15</b> 5 October 2022 7 October 2022 Jackie Thomason jltandwlt@aol.com</p>	<p><b>Topic:</b> Opposed to Thurston County Site for new airport</p> <p>I have lived in Thurston County since 1986 and in the area near the central proposed area for the airport and definitely in the impact area of the proposed airport since I live in Sunwood Lakes between Rainier Road and Yelm Highway just northeast of Rainier. I am completely opposed to this coming into Thurston County and disrupting our more rural and green way of living. This would displace animals (wildlife) as well as families that really don't have the means to move to another more costly area of living (especially with the housing market and cost of living what it is today). Many seniors have retired in this area planning for years to live here where the cost of living is lower to meet their needs/finances.</p> <p>The noise and commercial air traffic (to just name a couple cons) would greatly change all of our lives for the worse. We already deal with JBLM noise and are willing to accept that since the base and flight patterns/training areas were here when we moved in. That was part of the pros and cons contemplated when moving into this area. This proposed airport is another story though. There is plenty of areas wanting a commercial airport to boost their employment opportunities for their communities. There is no reason to force this on a community that does NOT want it.</p> <p>The Thurston County Commissioners have been on record for years that they oppose Thurston County as an airport site. This construction site could easily impact or contaminate our community well (with over 375 families in our development alone). There are also other developments in the area as well as homes with acreage.</p> <p>I have signed the below petition and I am in agreement with it as well as my many family members and friends that all live in the area and most in or near the impact area.</p> <p>Jackie Thomason 7939 Vireo Court SE Olympia, WA 98513 (Sunwood Lakes Homeowners Association) jltandwlt@aol.com 360.456.4536</p> <p>Petition regarding airport proposed site in Central Thurston County</p> <p>To the WA state legislature, Governor Inslee, WSDOT, Thurston County local leaders, stakeholders and members of the community:</p>

We the undersigned strongly oppose creation of a new major commercial airport in Thurston County. We call on the Thurston County commissioners to create consequential and enforceable land use rules to protect the community from this project. We demand that Governor Inslee and WSDOT remove the "central Thurston greenfield" site from the Commercial Aviation Coordinator Commission's consideration for a new major airport.

The proposed central Thurston site contains 40 acres of land owned by the Nisqually Tribe and also includes parts of JBLM training areas 22 and 23. We ask that the Tribe and the Federal government prohibit the use of their land for a new commercial airport here.

Where the aviation industry sees dollar signs, the residents of Thurston County see noise, pollution, sprawl and congestion. We see the destruction of climate, natural resources, water and, in the south county, our rural way of life. The Washington public at large agrees. In 2021 and 2022 surveys conducted by the CACC, the public said no to aviation expansion unless environmental impacts are mitigated. The proposed mitigation of these impacts, such as electric planes, has been small scale and minimal. It is irresponsible to justify major aviation expansion with experimental and premature technology.

Adding another major airport to our region is not a sustainable investment in our future. The CACC's vision of unfettered growth in regional aviation does not support Washington's commitment to greenhouse gas reductions of 45 percent below 1990 levels by 2030 and 95 percent below 1990 levels by 2050.

Regarding natural resources, the proposed Thurston County Central airport site encompasses 79 acres managed by the Capitol Land Trust as important habitats: The Spurgeon Valley Preserve, the Shermer-Deschutes Preserve and the Bentley Conservation Easement.

The proposed site is directly adjacent to the Center for Natural Lands Management's Tenalquot Prairie Preserve and JBLM's Weir Prairie Research Natural Area, both habitat for multiple conservation targets including the federally threatened Mazama pocket gopher, golden paintbrush, Oregon vesper sparrow, the western bluebird and the Taylor's checkerspot butterfly.

The proposed site directly overlaps the McAllister Springs Geological Sensitive Area, whose well fields supply drinking water to Olympia and the Nisqually reservation. The majority of the proposed airport site lies on lands that are considered Category 1 – extreme aquifer sensitivity, providing very rapid recharge with little protection from the groundwater pollutants that would be generated by a major airport.

We question the CACC's growth predictions for the aviation industry. They are unchecked for changes in travel behavior, induced and artificial demand, and other transportation options. We believe that there are better alternatives like high speed rail to meet the region's future transportation needs. However if

	<p>the growing population of the greater Seattle area must have another major commercial airport, let that community, not ours, bear the burden of its creation.<b>Response:</b></p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Thomason, Thank you for your email. The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia. Your comment has been forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-16</b> 9 October 2022 10 October 2022 Alaine Schumann and alaine.schumann@gmail.com</p>	<p><b>Topic:</b> Thurston County Airport</p> <p>We are strongly opposed to a large commercial airport in Thurston County.</p> <ul style="list-style-type: none"> <li>- Lack of infrastructure - parking, restaurants, hotels, gas stations, roads would all have to be built in the area.</li> <li>- Destruction of rural living quality</li> <li>- Noise pollution and lowering of property values in flight paths.</li> <li>- Distance from I-5</li> <li>- It is easy to travel to the Portland airport from Thurston County.</li> </ul> <p>We live at Scott Lake.....south of Tumwater.</p> <p>Alaine Schumann Dan Christoffer Sr. 2523 Blooms Ct SW, Olympia, WA 98512</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms.Schumann and Mr. Christoffer, Thank you for your email. The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia. Your comment will be forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-17</b> 10 October 2022 Jim Pierson jpierson@godaddy.com</p>	<p><b>Topic:</b> master planning for airport</p> <p>Hello, I understand the master plan meeting on 12th is not intended to include CACC discussions, but I’m wondering what is a “Master Plan” that leaves out a major consideration like this.</p> <p>“The Port of Olympia’s process of updating the [Regional Airport ] master plan and the commercial service feasibility study are unrelated to the</p>

	<p>state’s process of locating a new commercial service airport. See the Commercial Aviation Coordinating Commission website for more information about the state’s process.”</p> <p>Why is the Regional Airport not part of the Commercial Aviation discussion? Why are the local airports already existing not being considered?</p> <p>A number of my neighbors and I only just learned about CACCs although the commission says they advertised broadly... We are looking for someone to tell us more about the planning. Yes, I’ve contacted the CACC email and am waiting for a response. In the meantime, I anticipate a number of people will visit your presentation to discuss CACC anyways.</p> <p>Jim Pierson 425-891-3286 8145 Summerwood Dr SE Olympia (Thurston County central)</p>
<p><b>AL 2022-18</b></p> <p>12 October 2022 12 October 2022 Jeri Dee McAferty nautihorse@gmail.com</p>	<p><b>Topic:</b> East Olympia Proposed Airport Site</p> <p>The satellite view of the proposed area is VERY old. It doesn't show the housing developments that have been built in the last 10 years. There are wetlands in this area. There are several schools in this area. It would displace a lot of families that have been here for years.</p> <p>-- Jeri Dee McAferty "I love a dog. He does nothing for political reasons." - Will Rogers</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. McAferty, Thank you for your email. The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia. Your comment will be forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-19</b></p> <p>12 October 2022 12 October 2022 Lynn Higgins lynnrhiggins@gmail.com</p>	<p><b>Topic:</b> No to Airport in Thurston County</p> <p>Hello,</p> <p>I am unable to attend the zoom meeting but I am adamantly opposed to an airport in Thurston County.</p> <p>1. We are still semi-rural and need to preserve all of our open space due to climate change and the investment we as a county are making in salmon restoration so as to save our killer whales. We need to be good stewards of the environment first and foremost.</p>

	<p>2. Thurston County is small in size and the area proposed has hundreds of residences located within or adjacent to the boundaries of the plan. Unacceptable.</p> <p>3. Our county does not have infrastructure to accommodate the increase in traffic, water and sewage and pollution associated with this project. We don't have a population to support the work force therefore they will be traveling to the area on what roads? Why not build it where the population exists to support the work force that is needed.</p> <p>4. If we are to improve our lives, air travel is not it. We should invest in light rail from Seattle thru Tacoma and onto our area whether that is the Lacey train station or an as yet to be determined location. Not polluting our air with jet fumes etc.</p> <p>5. Just because Amazon wants an airport, it doesn't mean we should have one. Their interests are not aligned with the sensitive environmental needs of our county.</p> <p>I will never support this move. I believe the port should join with the county commissioners who have voiced their disapproval and stand united with the citizens of Thurston County. If we need to fly we have SeaTac and Portland to choose from.</p> <p>Thank you</p> <p>Lynn Higgins lynnrhiggins@gmail.com 360-819-6713</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Higgins, Thank you for your email. The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia. Your comment will be forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-20</b> 12 October 2022 12 October 2022 Michele Stevie mlstevie56@gmail.com</p>	<p><b>Topic:</b> Fwd: Oppose Thurston County commercial airport proposal 10-11-2022</p> <p>Please see attached letter in opposition of expanding an airport in Thurston County.</p> <p>Thank you. Michelle Stevie</p>

	<p>(Included attached letter addressed to Port of Olympia Commission, saved in email.)</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Stevie, Thank you for your email. As your letter is addressed to the Port of Olympia Commission, I have copied their staff to ensure it is routed appropriately.</p> <p>The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia. Your comment will be forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-21</b></p> <p>12 October 2022 12 October 2022 Evan E. <a href="mailto:evanenright@hotmail.com">evanenright@hotmail.com</a></p>	<p><b>Topic:</b> SUPPORT for Building Tenino Airport As a resident and homeowner in Olympia, my family and I HIGHLY SUPPORT building this new airport. It would save us from having to drive in Seattle traffic and it would be much closer and ease traffic. We already have air traffic noise from JBLM.</p> <p>Please support this proposal and build the airport!!!</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Evan, Thank you for your email. The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia. Your comment will be forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-22</b></p> <p>30 October 2022 Davies Davies <a href="mailto:davie5davies@yandex.com">davie5davies@yandex.com</a></p>	<p><b>Topic:</b> Port of olympia question , thank you</p> <p>Hello. Please forward to the appropriate committee regarding the airport concepts? thank you We have lived in the Tenino, Southeast Thurston County area for 32 years. Before that, we lived in the general Olympia area since 1962.</p> <p>We are firmly opposed to addition of another airport. We are firmly opposed to additional air traffic. Directly overhead our home are frequent JBLM helicopters, and local small planes from the Olympia Airport on Highway 99 in Tumwater. To the immediate east, we see approximately one large jet every 1 to 4 minutes, going northbound at about 5000 feet, presumably on the way to Sea-Tac International</p>

	<p>airport. We see a different jet traffic pattern going southbound every 5- 10 minutes near the same area.</p> <p>We have ENOUGH air traffic in the area. When JBLM helicopters fly over our home, often they are at 500 to 600 feet. It is very loud, shakes the house, and scares children and animals. When they do training at night, it is difficult to sleep. We work day jobs, and need sleep.</p> <p>Thank you for your consideration.</p>
<p><b>AL 2022-23</b> 8 November 2022 8 November 2022 Megan Carns carns.megan@gmail.com</p>	<p><b>Topic:</b> Master plan opposition</p> <p>Hello,</p> <p>My family is opposed to the Master Plan update for the Olympia Regional Airport.</p> <p>Our family have been residents and farm owners for over 100 years and live just a mile from the airport. Increasing air traffic with commercial and cargo flights would affect us and our neighbors greatly. There are many farmers, homeowners, businesses and schools that would be affected.</p> <p>Please reconsider your plan and think of those that live in this area for a reason. It is not to accommodate large business and industrial development.</p> <p>We believe our effort to maintain farmland and rural land matters.</p> <p>Thank you for your time.</p> <p>Megan Carns</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Hello Ms. Carns, Thank you for your email. Based on your comment about increasing air traffic with commercial and cargo flights, it appears you might be referring to the work of the Commercial Aviation Coordinating Commission rather than the Olympia Regional Airport's master plan update, which does not include changes to the existing use of the airport.</p> <p>The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia, and thus separate from the Olympia Airport's Master Plan Update process. Your comment will be forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further</p>

	<p>comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-24</b> 10 November 2022 10 November 2022 Kathy O'Halloran ocusack1@comcast.n et</p>	<p><b>Topic:</b> No jets</p> <p>Adding commercial jet service to the Olympia Airport will increase noise, pollution and traffic thereby diminishing the quality of life in the area. I do not support this expansion.</p> <p>Kathy O'Halloran</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. O'Halloran, Thank you for your email dated November 10. Your comments have been logged.</p>
<p><b>AL 2022-25</b> 29 November 2022 29 November 2022 Julie Forth julie.forth@icloud.com</p>	<p><b>Topic: Strongly oppose Coca Cola lease</b></p> <p>Hello,</p> <p>We STONGLY OPPOSE the 75-year lease the port commission is planning to enter into with Coca Cola!</p> <p>We do not want to see the airport becoming an industrial business park. There is a ton of industrial park space that's perfect for what Coca Cola wants to do in North Thurston County near Hawks Prairie, north of I-5, in that already established industrial park area.</p> <p>Moreover, we very much want to see the Olympia Regional Airport used for commercial travel again. It's crazy to us that we have such a fabulous small airport in our city that cannot be used for domestic travel (unless you're wealthy enough to charter a private flight). It's ridiculous that we have to fight an hour or two of traffic north, in order to fly anywhere south, such as Oregon or California. Making real use of the Olympia Regional Airport is certainly preferable to a whole new monitor sized airport in our county. How will the airport ever be of use again to the common citizen if you sign away such large portions of it for a lifetime? Unacceptable!</p> <p>We do NOT support this hasty, unnecessary, and short-sighted plan with Coca Cola.</p> <p>Thank you, Julie Forth Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Forth,</p>

	Thank you for your email dated November 29. Your comments have been logged. Your email was also forwarded to Mr. Allyn Roe, the Port's Business Development and Real Estate Director.
<b>AL 2022-26</b> 2 December 2022 Kyle Willoughby kylewillough@gmail.com	<b>Topic:</b> No airport expansion  Please vote down the proposal to expand the Olympia airport. Let them expand Boeing field or Paine field. Please don't spoil rural Thurston county.
<b>AL 2022-27</b> 7 January 2023 10 January 2023 Richard Moon moonrb@gmail.com	<b>Topic:</b> Airport Master Plan Update  Dear Commissioners:  I support the Airport Master Plan Update! I support the modifications and improvements described in the Preferred Development Alternative. However, I hope you will prioritize the phase-out of 100LL AvGas by offering unleaded 100UL fuel and SAF, and encouraging users to transition to these fuels as soon as practical. I also hope you will enthusiastically support the development of E-aviation activities and services, as well as solar PV and power storage infrastructure at the airport. I believe the Olympia Regional Airport is a critical resource for our community and must be modernized to support future aviation needs and emergency services.  Richard Moon Olympia, WA moonrb@gmail.com  <b>Staff that responded:</b> Lorie Watson  <b>Response:</b> Mr. Moon, Thank you for your email dated January 7 and your comments regarding the Olympia Regional Airport Master Plan Update. They have been logged.  As your email is addressed to the Port of Olympia Commission, we have copied their staff to ensure it is routed appropriately.
<b>AL 2022-28</b> 8 December 2022 Jim Bundy jbundy48@hotmail.com	<b>Topic:</b> Olympia Airport master plan input  It's obvious that more airport capacity is needed in Western Washington. The question of course is where. There are possibilities in several locations. For SW Washington there's really only one where the population is large enough to justify it, and that is Olympia. That contingency needs to be a part of your planning. Thank you for your consideration. James Bundy Centralia WA Dec 8 2023
<b>AL 2022-29</b> 10 January 2023 10 January 2023 Suzanne Pelley spelley@outlook.com	<b>Topic:</b> Regional Airport  It becomes obvious the people opposed to a county location for an additional airport don't travel by air. We desperately need more airports. Anyone that has flown out of Sea-Tac finds it an unacceptable process. From Olympia we have to allow a 90 minute drive based on potential traffic, then when get to airport can take 45 minutes circling terminal parking to hopefully find a parking slot, then over the skybridge to terminal interior and with the very

	<p>long TSA lines we are expected to allow up to 3 hours prior to my flight departure . So adding all these three time factors I am now 5 hours from home and not yet on my flight. I took a friend to the airport very recently and dropped her off at departure curb. She texted me and said the TSA line winded through the back and forth line in terminal then extended back through the terminal , across the skybridge and out into the parking building just waiting to slowly crawl backwards to this process before even getting ones turn with face to face of TSA check.</p> <p>This is not acceptable. We desperately need a local major airport.</p> <p>Some friends travel to Portland airport for departures. But it is not pleasant on the return from a long flight landing in Portland on the return flight and the still have that long drive home to Olympia.</p> <p>Situation is urgent. People opposed obviously don't fly.</p> <p>Suzanne Pelley 3066 Edgewood Dr SE Olympia, WA 98501 360 357 5839 land line and 360 280 7841 cell for texting</p> <p>Email : spelley@outlook.com</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Pelley, Thank you for your email dated January 10.</p> <p>The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia. Your comment will be forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-30</b> 10 January 2023 10 January 2023 Brenda Hicks Wickersham wickershambrenda@c omcast.net</p>	<p><b>Topic:</b> Tumwater residential impact</p> <p>I personally oppose the creation of a regional airport in the Tumwater/Olympia area. As a resident of the Tumwater/ Olympia area since 1987, I have witnessed the impact of growth. Prior to this, I primarily lived in large metropolitan areas in the Midwest and Seattle.</p> <p>I understand population density and the accompanying living conditions that arise.</p> <p>My Tumwater home is near Olympia High School. Over the years, I have witnessed the increased traffic in our area arising from the many neighborhoods that have been created and travel through our area to access I-5. The current air traffic pattern is directly over our neighborhood. Helicopter traffic particularly creates a noise burden.</p>

	<p>The impact of the projected increase of air traffic would cause a level of noise and air pollution that would create a negative impact upon our residents. Please reconsider your plan. Perhaps planners would have a different perspective if they lived in the neighborhoods being impacted.</p> <p>Brenda Hicks Wickersham</p> <p>Sent from my iPhone</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Wickersham, Thank you for your email dated January 10 and your comments regarding the Olympia Regional Airport Master Plan Update. They have been logged.</p> <p><b>Follow-up Email Received:</b> Thank you, Ms Watson, for acknowledging my response. I hope there is lively debate and a sound decision.</p> <p>Brenda Hicks Wickersham</p>
<p><b>AL 2022-31</b> 10 January 2023 11 January 2023 Patricia Holm pholm76@gmail.com</p>	<p><b>Topic:</b> Do not upgrade our airport to accept heavier planes</p> <p>2021 airport master plan update. Please do not upgrade the runways to accept heavier planes. We already have enough air traffic; we do not want anymore.</p> <p>Patricia Holm 3803 Giles Rd NE, Olympia, WA 98506 360-357-4151</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Holm, Thank you for your email dated January 10 and your comments regarding the Olympia Regional Airport Master Plan Update. They have been logged.</p>
<p><b>AL 2022-32</b> 10 January 2023 11 January 2023 Sheryl Barbour sanelranch@yahoo.com</p>	<p><b>Topic:</b> airport</p> <p>It doesn't matter where it goes, they will be noise and traffic. Olympia is the most logical place for this new site.</p> <p>It is close to I-5 (5 min) Already a exit off I - 5 Already has land, flat Accommodations close ( number of hotels/motels ) Half way between Seattle and Portland Established runways Hangers</p> <p>Roy Does have</p>

	<p>NO Close access to I – 5 ( 25 minutes with no traffic) Wetlands Miles to go for any accommodations Two lane roads already over crowded Too close to McCord drop zone air space A real waterway in the middle of the proposed site</p> <p>Please consider these facts for both monetary and practical reasons</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Barbour, Thank you for your email dated January 10. Based on your comments about a new airport site, it appears you might be referring to the work of the Commercial Aviation Coordinating Commission rather than the Olympia Regional Airport’s master plan update, which does not include changes to the existing use of the airport.</p> <p>The Commercial Aviation Coordinating Commission (CACC) that is investigating a potential Thurston County greenfield site for a new airport is a completely separate entity from the Olympia Regional Airport and the Port of Olympia, and thus separate from the Olympia Airport's Master Plan Update process. Your comment will be forwarded to the CACC for their awareness and to ensure your comment is placed in the record. To submit further comments for consideration by the CACC, please email them directly at <a href="mailto:CACC@wsdot.wa.gov">CACC@wsdot.wa.gov</a>.</p>
<p><b>AL 2022-33</b> 11 January 2023 12 January 2023 Cindy Shave eshaves@comcast.net</p>	<p><b>Topic:</b> Concern/Comment</p> <p>Thank you for the opportunity to comment on our Olympia Regional Airport-Master Plan Update, and an on-going concern that has had increased impacts this past year to my family who live at 7730 Osborn St SW, Olympia, WA, on the opposite side of interstate 5, but in line with one of the runways. This past year, we have seen during the day and heard at night increased amounts of loud, vibrating flyovers over our roof and treetops. We don’t understand why these flight paths have been so low, instead of well above our home. And it’s been concerning and unnerving, as I’ve listened to hear if a crash will result from them as they go over. I have a video of the sound of one of them if you’d like to hear it.</p> <p>I understand that the FAA is responsible for low flying aircraft and loud noise complaints, other than military. But I believe neighborhood attitudes for our airport can be improved, if the airport also is concerned with the flight patterns of the users of the airport, and work with the users themselves to abate this type of impact to the neighborhoods. Thank you for your consideration of this.</p> <p>Sincerely,  Cindy Shave</p>

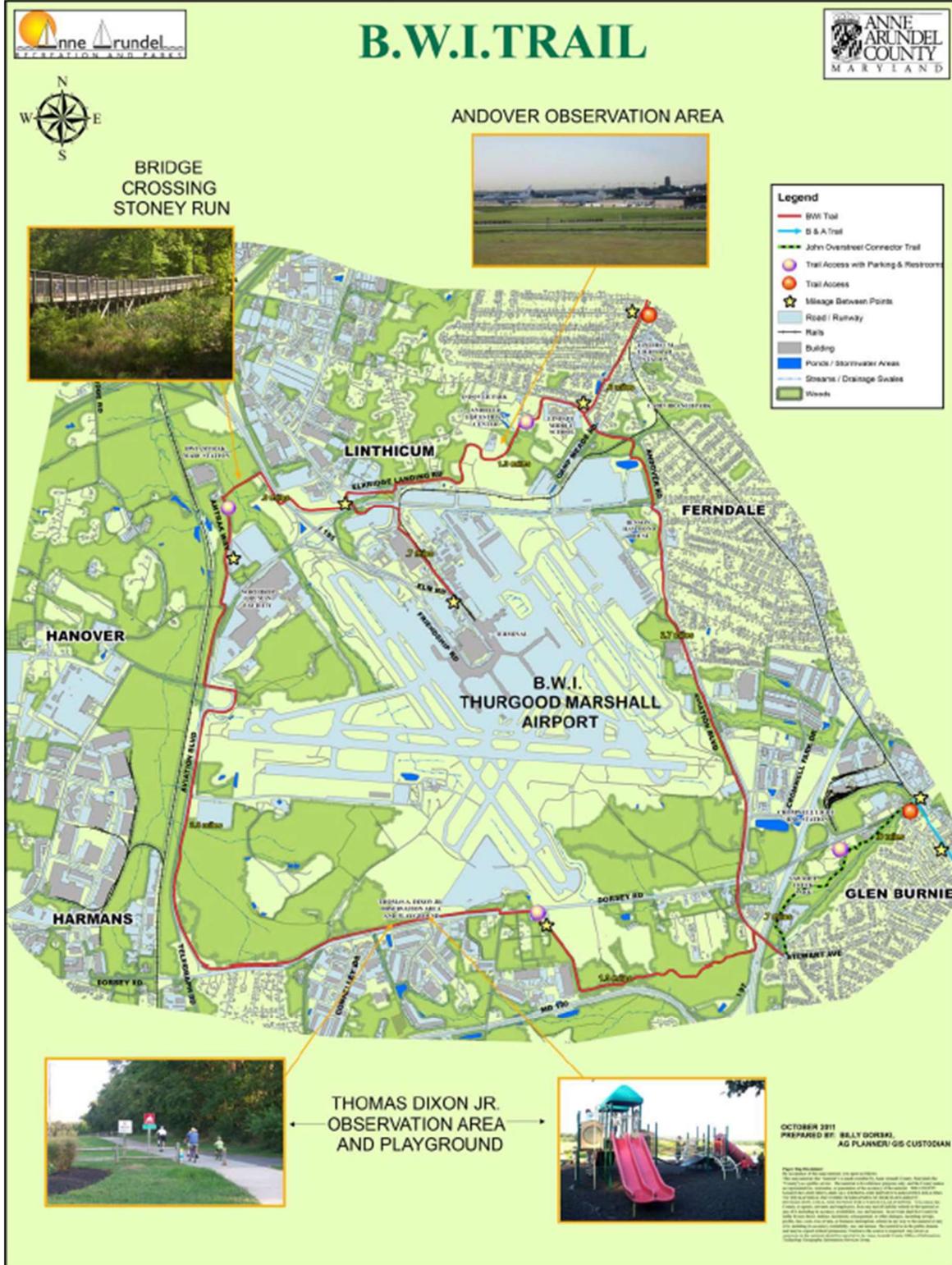
	<p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Shave, Thank you for your email dated January 11 and your comments regarding the Olympia Regional Airport Master Plan Update. They have been logged.</p> <p>Your photos and video of the Department of Natural Resources' fire fighting training exercises were also received.</p>
<p><b>AL 2022-34</b> 15 January 2023 TIM PHILLIPS ssstphillips@comcast.net</p>	<p><b>Topic:</b> Olympia Airport master plan update</p> <p>As a general aviation participant, I have no issues with the proposed changes to the master plan. The airport exists to function as an airport as safely as possible. Tim Phillips 4510 Eld Ln NW Olympia, WA 98502</p>
<p><b>AL 2022-35</b> 23 January 2023 24 January 2023 Phyllis Farrell phyllisfarrell681@hotmail.com</p>	<p><b>Topic:</b> MPU climate mitigation</p> <p>Greetings, how will the MPU mitigate the expected increase in GHG emissions associated with the expected growth/increase in operations? Will this Plan be included in the MPU approved by the Port Commissioners?</p> <p>I have reviewed the 2017 Greenhouse Gas Emission Inventory; will there be an updated one for the MPU along with a 20 year Plan to mitigate the expected increases necessary to conform to the Thurston Climate Mitigation Plan goals/actions?</p> <p>Respectfully,</p> <p>Phyllis Farrell, Sunwood Lakes, Thurston County</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Farrell, Thank you for your email dated January 23 and your questions regarding the Olympia Regional Airport Master Plan Update. They have been logged and will be reviewed for potential consideration by the Airport Master Plan Update project team.</p>
<p><b>AL 2022-36</b> 21 May 2024 21 May 2024 Hazel Ray HRay@LundOpsahl.com</p>	<p><b>Topic:</b> Airport Master Plan - Status</p> <p>Hello</p> <p>My name is Hazel Ray with Lund Opsahl, a structural engineering firm in Seattle. I noticed that the schedule for the Airport's MPU has an expected release of 2023, but I couldn't locate this document. Is there an update on this?</p> <p>Thank-you!</p> <p>Hazel Ray She/They LUND OPSAHL</p>

	<p>1215 Fourth Avenue, Suite 1200          Seattle, Washington 98161          Phone: 206-402-5156  <a href="http://www.lundopsahl.com">www.lundopsahl.com</a></p> <p><b>Staff that responded:</b> Leah Whitfield from The Aviation Planning Group</p> <p><b>Response:</b>          Hazel          The master plan has been on hold for over a year. We will make sure we update the website with our new schedule. Thank you for bringing this to our attention. We expect a draft later this summer.</p>
<p><b>AL 2022-37</b>          18 June 2024          21 June 2024          Sue Ellen White          sewhite@whidbey.com</p>	<p><b>Topic:</b> Adopted Master Plan Update</p> <p>Hello Ms. Watson:          Your timeline for the Master Plan Update of 2021 indicates that you are now nearing the final stages of implementation.          To clarify, since I cannot view your webpage now, does that mean that you will adopt the plan in September of 2024 or that you will have finished implementing the plan in September of 2024?          Has any official action been taken regarding the final plan?          Thank you,          Sue Ellen White          Editor; book publication management          Member, Society of Professional Journalists, retired          "Freedom of the press is not just important to democracy, it is democracy." – Walter Cronkite.</p> <p><b>Staff that responded:</b> Chris Paolini, Airport Senior Manager</p> <p><b>Response:</b>          Good afternoon Ms. White,          I apologize for any confusion regarding the terminology attached to the last phase of the master plan update project. As you mentioned, the goal is to adopt the plan by September 2024. We will be releasing final drafts of 1-2 chapters each month (have not released any yet) for public viewing with a final action by the commission this Fall/Winter to adopt the master plan update in its entirety. The master plan update is a planning document for the next 20-year period. Implementation of the items identified in the master plan update will take place over the next 10–20-year period as FAA and local funding and environmental assessments allow. Again, I apologize for the any confusion, the term implementation was intended to mean implementing the master plan update as part of the Port’s strategic documents through the adoption process.</p> <p>Thank you for the question and please do not hesitate to let me know if I can be of any further assistance. I hope you have an opportunity to enjoy this beautiful sunny weekend!</p> <p>Take care</p>

## 2022 EMAIL ATTACHMENTS

EMAIL ATTACHMENT FOR AL2022-10 (Kmet)

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State of Washington  
Department of Fish and Wildlife

Mailing Address: P.O. Box 43141, Olympia, WA 98504-3141 • (360) 902-2200 • TDD (360) 902-2207  
Main Office Location: Natural Resources Building, 1111 Washington Street SE, Olympia WA 98501

May 13, 2022

To: Rudy Rudolph, Operations Director / Airport Director  
Port of Olympia | Olympia Regional Airport  
7643 Old Hwy 99 SE,  
Tumwater, WA 98501  
[RudyR@portolympia.com](mailto:RudyR@portolympia.com)  
360.528.8074

Cc: Leah Whitfield, Principal/Senior Aviation Planner  
The Aviation Planning Group  
530 Commons Drive  
Golden, CO 80401  
[leah@Theaviationplanninggroup.com](mailto:leah@Theaviationplanninggroup.com)  
307.267.9670

Cc: Brad Medrud, Long Range Planning Manager  
City of Tumwater  
555 Israel Rd SW,  
Tumwater, WA 98501  
[BMedrud@ci.tumwater.wa.us](mailto:BMedrud@ci.tumwater.wa.us)  
360.754.4180

To Whom it May Concern:

On behalf of the Washington Department of Fish and Wildlife (WDFW), we appreciate the opportunity to provide input regarding the Olympia Regional Airport's (Airport) 2021 Airport Master Plan update (MPU). In this letter, we address how proposed Airport development may impact state and federally protected wildlife species, including streaked horned lark (*Ermeophila alpestris strigata*; lark), Olympia pocket gopher (*Thomomys mazama pugetensis*; gopher), and Oregon vesper sparrow (*Pooecetes gramineus affinis*; sparrow), collectively referred to as the "covered species". Comments and recommendations reflect WDFW's participation in the MPU Technical Advisory Committee and our review of the associated November 2021 draft Bush Prairie Habitat Conservation Plan (draft HCP), which covers the effects of construction, maintenance, and use activities at the Airport. The WDFW review of the draft HCP contains additional details and recommendations related specifically to that draft document.

The Port of Olympia is encouraged to incorporate WDFW recommendations into the MPU update to prevent foreseeable, adverse impacts on state and federally listed wildlife at the Airport. The City of Tumwater is encouraged to do likewise through the draft HCP. We appreciate continued coordination between developers of both documents to ensure agreement between the MPU and the draft HCP and provide clear guidance as to which document takes precedence.

Due to our understanding of the relationship between the MPU and draft HCP, our comments offered here pertain to both documents, though we attempt to focus primarily on the MPU. Our primary concern with the MPU is the amount of habitat that may be permanently lost due to development, without assurance that those losses will be mitigated with habitat of greater or equal value. In the draft HCP plan area, the Airport is core habitat for gopher and lark and impacts to species at the Airport will have a disproportionately high impact on the species at the population level. Development will result in habitat constriction and increased edge effects, while the projected increase in Airport use may introduce elevated levels of soil compaction and disturbance. Below, we elaborate on these and other concerns and offer recommendations for habitat assessment, compensatory mitigation, species monitoring, Best Management Practices (BMPs), and Airport operations and maintenance.

#### HABITAT ACREAGE, LOCATION, AND CONFIGURATION

1. **Prioritize development in timbered or already developed areas to avoid further impacts to species and habitats.**

The Airport is the largest area occupied by the Olympia pocket gopher across its range, with a population index of approximately 6,000 individuals (McAllister and Schmidt 2005) and contains the highest known density of Olympia pocket gophers. It also has the only known nesting population of larks in Thurston County and the only breeding occurrence of larks in the draft HCP Plan Area (Washington Department of Fish and Wildlife 2016). Between 21 and 48 lark pairs have been detected between 2010 and 2018 (Washington Department of Fish and Wildlife unpublished data). Oregon vesper sparrows have been inconsistently found over the years, but there is at least one record of sparrow at the Airport in 2013 (Altman 2015). Loss of grassland acres at the Airport for development will have permanent site and potential population level impacts to the covered species (or subspecies in the case of gopher). We recommend that development be prioritized in timbered or already developed areas, including outside of the perimeter fence, where connectivity to gopher soils does not exist. We recommend considering the effects of development on source populations and impacts to those populations on translocation potential.

*All species (unless specified, text below applies to all species):* To minimize impacts to gopher, lark, and sparrow, we recommend the Port avoid or minimize development in grassland habitat. If it is necessary to build within the perimeter fence, we recommend consultation with WDFW to assess relative impacts on covered species. WDFW recommends allowance to continue with species surveys to enable more specific guidance (see Monitoring below).

*Gopher:* The southeast corner of the Airport property contains some of the highest density of gophers in relatively large and contiguous connected habitat. Loss of this area is unlikely to be successfully mitigated. The area is important as a source population if future translocations are needed to establish new populations.

2. **Include acres of occupied habitat for covered species at the Airport and clarify assumptions used for acreage calculations of modeled habitat for each species. Incorporate configuration, vegetation structure and composition when modeling habitat for the reserve system.**

The draft HCP and MPU should estimate acres of *occupied* habitat for covered species at the Airport, both currently and with the proposed development. Such estimates within the airport, outside the airport in the permit area and within the greater plan area, would greatly assist in the understanding of the effects of the draft HCP on the covered species. Currently, there are concerns with the model

parameters and/or estimated acreages for each species. Additional details about modeling and habitat configuration can be found in the WDFW response to the draft HCP or upon request, and we would welcome further discussion about our concerns with both the Port of Olympia and the City of Tumwater.

*Gopher:* We recommend that the habitat model more accurately reflect habitat preferences of gophers, as defined by USFWS (2015) to include soil preference and barriers to movement. Further, we suggest removing shrubs from the grass layer and creating a woody vegetation layer based upon percent cover. Incorporation of habitat preferences should result in modeled "occupied" sites having a "high-likelihood" of being occupied.

*Lark:* Anderson and Pearson (2015) show a relationship between lark detections and edges. We recommend integrating this function into assessments of available lark habitat. In addition, only habitat that is contiguous with the runways and taxiways and is in grassland should be considered as lark habitat for the Olympia Airport.

Edge effects can have complex and cumulative impacts on species, including encroachment of woody vegetation, higher exposure to predators, displacement by urban species, and more. With development as currently proposed, the size and shape of grasslands that will remain at the Olympia Airport will likely be functionally inadequate for larks to nest within successfully. This loss of function will reduce the population locally and regionally, with the likely loss of the second largest nesting population of larks in Washington.

*Sparrow:* The description for the sparrow habitat model does not clearly articulate the model parameters. We recommend clarifying and discussing parameters and considering in-text comments in the draft HCP for model revision. Like lark, literature suggests that sparrow may be sensitive to patch size and edge effects. These factors should be reviewed and considered in the plan, and appropriate habitat structure/composition should be addressed when developing a reserve for this species.

### 3. Focus conservation on priority areas or large habitat blocks.

In the draft HCP, most proposed development occurs within Reserve Priority Areas or Designated Critical Habitat, including the Airport. In contrast, proposed conservation measures focus not within Reserve Priority Areas or large habitat blocks, but within the "Permit Area for Conservation Only". The implication is that prime species habitat lost within a mapped Reserve Priority Area or Designated Critical Habitat will be mitigated for in less than prime habitat in the Permit for Conservation Only area. This exchange is not in the best interest for recovery of these listed species. Impacts to species may be mitigated by acquiring habitat within Reserve Priority Areas or large habitat blocks with appropriate connectivity. We suggest expanding the "Reserve design of the HCP" section of the draft HCP with more detail, the approach to achieve occupancy and acquisition priorities for all covered species. The USFWS guidance focuses on reserve development in reserve priority areas (USFWS and WDFW 2014).

*Gopher:* The draft HCP currently mitigates high-preference, high-density, and high-quality occupied sites with any other occupied sites in the mitigation area. We suggest incorporating plans to minimize the loss of high-preference soils and areas of high gopher densities. Improving the vegetative conditions of a lower preference soil type through active management is unlikely to result in densities of gophers that are comparable to densities in high-preference soil sites at the Olympia Airport. We recommend mitigation of like-to-like habitat (that includes soil preference and composition) at 1:1

and develop mitigation ratios for like-to-unlike habitat (occupied sites in high-preference soil vs. low-preference soils, for example).

4. **Maintain and monitor occupied acres within the Airport throughout the draft HCP period without reducing occupied acres at any time.**

Per the commitment of the draft HCP to not reduce occupied area, we request the same standard be met within the airport.

#### MONITORING

1. **Monitor every three years or more frequently to determine abundance.**

We recommend the Airport be surveyed for abundance on a three-year basis as a minimum, though surveys should occur more frequently with development or changes in land use. The full inventory of gophers that began in 2021 should be completed and then converted to a rotational basis (e.g., 3-5 years). In the absence of development or land use changes, occupancy status of the covered species at the Airport is unlikely to change in the foreseeable future, and abundance estimates would provide a better metric for tracking population fluctuations for all species. This will be particularly important if individuals at the Airport are used for future translocation.

#### AIRPORT USE, OPERATIONS, AND MAINTENANCE

While habitat loss may pose the biggest risk to covered species, airport use, operations, and maintenance can all have short- and long-term effects, as well as cumulative impacts. The MPU technical advisory group anticipates that the addition of new hangars will increase Airport use.

1. **Take measures to reduce soil compaction caused by off-pavement parking and driving.**

*Gopher:* Several covered activities in Chapter 3 of the draft HCP have and will continue to cause soil compaction. WDFW considers soil compaction a permanent impact to this species. We recommend that parking be restricted to paved areas at the Airport and leased lands to avoid soil compaction. This includes staging equipment and airport maintenance unless necessary for completing a permitted activity. This recommendation is also included in the Lark Working Group BMP document (Tirhi et al. 2022).

2. **Modify timing and parking arrangement of the Olympia Airshow.**

We suggest the Airport consider using a shuttle service to off-site parking, rather than to allow public parking on fields, to minimize compaction of gopher soils. We also recommend the airshow be moved outside the nesting season, such as late summer or early fall, to avoid impacts to nesting larks.

3. **Adopt further Best Management Practices (BMPs) developed by species working group.**

*Gopher:* We recommend seeking assistance from gopher specialists and/or the Gopher Working Group to develop gopher BMPs. WDFW can be contacted to initiate this process.

*Lark:* We recommend that the BMPs developed by The Larks and Airport Working Group (Tirhi et al. 2022) of which Olympia Airport is a participant, be included in the draft HCP and applied on the Olympia Airport. Maintenance of the remaining grassland habitat for larks at the Airport will be critical. Evidence from Olympia, Shelton, and JBLM airports indicate that larks decline, and specifically females which results in a skewed sex ratio, where active management does not occur.

## REGULATORY

**1. Ensure provisions of the USFWS and FAA Memorandum of Understanding (MOU) are met.**

Under the MOU, larks should continue to receive protection on airfields that they currently occupy until larks have been successfully established at off-airport sites.

**2. Provide distinction and clarity when referencing state and local regulatory documents.**

For example, the draft HCP references the MPU and *The Comprehensive Scheme (2017)* as having a role in planning for future development at the Airport. We recommend including a description of how the MPU process fits into the Comprehensive Scheme and how they differ. Further, identifying where state and federal input is received through the MPU and Comprehensive Scheme process, and which document will help guide species management, would be helpful.

We again appreciate the opportunity to provide comment and hope that these recommendations will be helpful guidance for drafting the MPU. We ask to be notified when the draft MPU is available for public comment. Please do not hesitate to reach out with any questions or concerns; they can be directed to Eszter Munes ([Eszter.Munes@dfw.wa.gov](mailto:Eszter.Munes@dfw.wa.gov)).

Sincerely,



Captain Dan Chadwick  
Acting Director, Region 6  
Washington Department of Fish and Wildlife

<mailto:Eszter.Munes@dfw.wa.gov>

Cc: Eszter Munes, Westside Habitat Restoration Coordinator ([Eszter.Munes@dfw.wa.gov](mailto:Eszter.Munes@dfw.wa.gov))  
Gwen Lentes, Regional Habitat Program Manager ([Gwendolen.lentes@dfw.wa.gov](mailto:Gwendolen.lentes@dfw.wa.gov))  
Janet Gorrell, Landscape Conservation Section Manager ([Janet.Gorrell@dfw.wa.gov](mailto:Janet.Gorrell@dfw.wa.gov))

## REFERENCES

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Dear Port of Olympia Commissioners

My name is Michelle Stevie, I am a lifelong WA resident and have resided in Olympia for 37 years. Thirty-five of those years I have worked as a biologist protecting and restoring Thurston County's streams, wetlands, forests, prairies, Puget Sound, wildlife and salmon.

**I am writing to you asking you to oppose the proposal for a commercial airport in Thurston County. If an expansion is necessary then it should be added to an already existing industrial area such as Paine Field.**

Creating an airport of this magnitude will severely affect many natural functions including:

- Air quality
- Water quality
- Light pollution affecting plants, animals, humans, pollinators, bees, migrating birds etc
- Impact groundwater recharge in as intense area of imperviable surface will eliminate natural recharge
- Cause ground water contamination from toxic stormwater runoff
- Contaminate soil
- Put small farmers out of business due to soil contamination
- High loss of valuable wildlife habitat including essential habitat for endangered species
- Impacts to nearshore species and other marine species from runoff and absorption of air pollution particulates
- Impact the last 30 plus years of work protecting and restoring forest, wetland, prairie habitat and Puget Sound
- Eliminate essential habitat for fish and wildlife
- Land conversion from rural, residential to high impact industrial
- Increase population into an area already in crisis from intense shoreline building
- Affect citizens way of life
- High climate impacts

Many millions of dollars have been spent the last several decades restoring streams, marine shorelines and forest habitats in Thurston County. This funding was granted due to the fact that Thurston County possessed valuable, intact habitat that supports a thriving area with many natural features supporting native plants, fish and wildlife.

Tens of thousands of residents rely on Thurston County's natural resources for their livelihood. Our area supports a thriving commercial and sports fishing industry and industrial forestry. The area also employs numerous residents who work directly and indirectly managing, protecting and restoring the valuable habitats of Thurston County. Allowing a commercial airport in Thurston County which is still quite rural will destroy the natural resources of the county, displacing already marginalized wildlife, including endangered species.

**EMAIL ATTACHMENT FOR AL2022-20 (Stevie)**

**Page 2 of 2**

An airport is much more than acres and acres of impervious surface/concrete and air, noise and light pollution. The impacts of stormwater pollution alone from this amount of impervious surface will severely degrade our groundwater, streams, ponds, wetlands, and Puget Sound. Vulnerable salmon populations and other listed terrestrial and aquatic species will be even more impacted.

Besides the change in landuse for the airport the surround area will be impacted changing the landuse to commercial/industrial, eliminating natural features, wildlife habitat and corridors and impacting waterways.

**The overall costs to our environment, and way of life is too high to be considered. Please oppose an additional airport inn Thurston County.**

Respectfully,

Michelle Stevie, Habitat Biologist (35 years)

<b>AMP PC 2025-##</b> <b>Received Date</b> <b>Response Date</b> <b>Name</b> <b>Email</b>	<b>Topic:</b>  <b>Staff that responded:</b> <b>Response:</b>
<b>AMP PC 2025-01</b> 11 January 2025 13 January 2025 Jan Witt ljwitt312@aol.com	<p><b>Topic:</b> public comment</p> <p>On January 10, 2025 I emailed the following comment to Port staff and Port Commissioners. Please enter this into the official record of public comments pertaining to the draft Airport Master Plan Update:</p> <p>Jan Witt</p> <p>January 10, 2025 Dear Port of Olympia Commissioners,</p> <p>The draft Olympia Airport Master Plan Update (OAMPU) outlines, discusses, proposes and promotes airport development designed to accommodate and encourage increased aircraft operations at the Olympia Airport. Airport development and increased low-flying aircraft flights over Thurston County would, in turn, have cumulative direct and indirect adverse environmental impacts. It is therefore particularly striking and troubling that the Port has not provided a SEPA Checklist in conjunction with this draft Master Plan Update (MPU).</p> <ol style="list-style-type: none"> <li>1. The National Environmental Policy Act (NEPA) and our State’s Environmental Policy Act (SEPA) were enacted in the 1970s to aid in avoiding the sort of enormous environmental damage that had occurred because decision makers had approved proposals and projects without first considering potential environmental consequences. NEPA and SEPA mandated an ‘eyes wide open’ approach in which, BEFORE rendering of decisions pertaining to plans, proposals, projects, etc., subject to those laws, decision makers and the public would be provided with information not only about economic benefits, but also about adverse environmental impacts. The SEPA Checklist was designed as a format for disclosure of information about potential impacts on various environmental elements (air, water, etc.)</li> <li>2. The OAMPU timeline presented during the Port Commission meeting of November 25, 2024 indicates that the official public comment period for the OAMPU will begin on January 13, 2025, and that the Port will present the MPU to Port Commissioners for approval on February 25, 2025. Further, the timeline indicates that the Port will “commence SEPA Checklist in support of the Airport Master Plan Update” in March/April 2025. The timeline is sequentially flawed. A SEPA Checklist should be prepared and available for public and other agency review before the start of the comment period and before Port presentation of the MPU to Commissioners for approval.</li> <li>3.</li> </ol>

	<p>One explanation given by Port staff regarding the 'cart before the horse' approach to environmental review has been that "... This is identical to the Port process used for the 2013 AMPU..."</p> <p>Public records indicate that the timeline which the Port is applying to this current OAMPU IS not identical to the timing applied during the 2013 AMPU process.</p> <p>The 2013 MPU had serious flaws, however public records indicate that at least the SEPA Checklist for the 2013 MPU was issued before approval of that MPU. According to those records:</p> <p>September, 2013: The Port prepared a SEPA Checklist for the 2013 MPU.  October 10, 2013: The Port issued a Determination of Nonsignificance (DNS) pertaining to the 2013 MPU.  November 19, 2013: After receiving public and other agency comments, the Port withdrew the DNS  January 2014 the Port issued an updated SEPA Checklist for the 2013 MPU. The response to Checklist question #6 stated "It is anticipated that the Port of Olympia will adopt a Master Plan Update for the Olympia Regional Airport after Federal Administration (FAA) approval of the master plan document. This is likely to occur in early 2014."  May 30, 2014: The FAA issued conditional approval of the MPU 2013 Airport Layout plan.</p> <p>In summary, public records indicate that the 2013 MPU SEPA Checklist was prepared and available to the public and other agencies before the 2013 MPU was approved by Port as well as before approval by the FAA.</p> <p>4.  The draft OAMPU outlines and discusses plans for projects that would encourage and accommodate significant increases in airport operations and aircraft flights over Thurston County, including increased private, corporate, pilot training, helicopter and commercial (cargo &amp; passenger) low-flying flights over nearby residential areas, schools and parks.</p> <p>Commissioners, please assure that a SEPA checklist pertaining to the draft OAMPU is prepared and available for public review, including your review, at least 30 days before the date of the hearing pertaining to the OAMPU and before Port staff will present the OAMPU to you for approval.  Thank you for your attention,  Jan Witt</p> <p>PS: Public records, including email correspondence with Port staff and the FAA, verifying the 2013 MPU timeline will be shared upon request.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Witt,  Thank you for your email dated January 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-02</b></p>	<p><b>Topic:</b> Comment draft Olympia Airport Master Plan Update</p>

<p>11 January 2025 13 January 2025 Jan Witt ljwitt312@aol.com</p>	<p>On January 6, 2025 I emailed the following to Port staff and Commissioners. Please enter this into the official record of public comment pertaining to the Olympia Airport Master Plan Update Jan Witt</p> <p>Dear Port of Olympia Commissioners, This email pertains to the Olympia Airport Master Plan Update (OAMPU). During the November 25th Commission meeting Port staff and Commissioners acknowledged that, due to its huge volume, additional time for public review of the OAMPU should be allotted - i.e., more time than just the official 30-day comment period set to begin January 13th. Subsequently, during the busy Holiday Season (a few days before Christmas and the first day of Hanukkah), the Port disclosed hundreds of pages of the draft MPU containing very important and often highly technical information. It's unlikely that many of your constituents have found time yet to read all of the material thus far disclosed. Today the Airport Manager reported that appendices to the MPU, including the Commercial Aviation Feasibility Study for the Olympia Airport, may be released "by the end of this week, but no later than next Monday, January 13th". Indications are that the appendices will also be very lengthy. I assume that you intend to read all of the draft MPU, including appendices. I also assume that, in addition to the public at large, officials of other agencies and jurisdictions likely to be significantly impacted if plans outlined in the draft MPU come to fruition, will also want to carefully inspect the document in its entirety and offer their input. This OAMPU has been years in the making. Given its huge volume as well as its complex content, the current timeline for public review and discussion of the MPU is insufficient. It is unreasonable to expect that people could read and digest such a significant amount of information and formulate comprehensive responses in such a short time.</p> <p>Please delay the beginning of the official OAMPU comment period and extend the comment deadline. Thank you for your attention, Jan Witt</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Witt, Thank you for your second email dated January 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-03</b> 14 January 2025 15 January 2025 Ingrid Schultze ischultze21@gmail.com</p>	<p><b>Topic:</b> Olympia Airport Question</p> <p>Just starting to look at information regarding the proposed airport expansion.</p> <p>Can you please direct me to the area of the website that explains "what problem is this (the expansion) trying to solve?"</p> <p>I have lived in the area for less than 5 years and am not unsatisfied with air services offered at Seatac and Portland.</p>

	<p>As a railroad industry consultant for the duration of my career, I often teamed with customers to look at closing rail yards to save money and improve trip connection reliability. So at first glance this expansion seems counterintuitive.</p> <p>Am wondering if improving rail service options would solve the problem of excessive traffic on I5, which is the only problem I am aware of.</p> <p>Looking forward to hearing from you.</p> <p>Ingrid Schultze ischultze21@gmail.com 908 240 9663</p> <p><b>Staff that responded:</b> Chris Paolini <b>Response:</b> Good evening Ingrid, Please accept this email as confirmation your email regarding the Olympia Regional Airport Master Plan Update was received. I attempted to call you this evening to discuss the question in your email below, however, an automated message advised the "service has been restricted". Please feel free to reach out to me via the phone numbers in my signature block below or please provide an alternate number I may be able to reach you at. Thank you for your comments. Take care,</p>
<p><b>AMP PC 2025-04</b> 15 January 2025 21 January 2025 Brenda Goates bgoates1@gmail.com</p>	<p><b>Topic:</b> Public comment</p> <p>I live on the corner of 88th avenue and Armstrong , and just accidentally stumbled across your proposed master plan. I am really mistrustful of your plans because the statement on your website said that the public has been well informed about your expansion. However, I never received any mail, email or any kind of information about your proposed plans until I accidentally stumbled across an article in the Jolt, which I hardly ever read. How you claim to have given adequate advanced notice to the neighborhood just infuriates me. My property value will plummet. I would never have chosen to live there had I known of your plans before.</p> <p>I am also upset because this expansion will greatly decrease the quality of life in my corner of the neighborhood. The noise level is already too much, and I see on your plans that you plan on mowing down the forest barrier between us and the airport. Not only will the noise increase, but the natural barrier that holds back some of the leaded fuel exhaust from getting into my lungs will be gone. Not only that, but the shade and the cooling effect that those trees provide will also be gone, thus increasing the heat in the summer. I beg of you to leave that strip of forest alone and build your building somewhere else that's already barren.</p> <p>Signed, A very disgruntled neighbor Brenda Goates</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b></p>

	<p>Ms. Goates, Thank you for your email of January 15, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-05</b> 16 January 2025 21 January 2025 Bonnie Blessing bonnie.blessing@gmail.com</p>	<p><b>Topic:</b> Airport Master Plan Update comment</p> <p>Hello; Feel free to share this for the Airport Master Plan;</p> <p>I truly enjoy the airshows and small planes near the airport. As you expand can you please be careful for the extremely rare wildlife that I believe may only occur there in Thurston County. Larks and gophers. I may have parked on gopher mound by the way. But the prairies and wildflowers there at the south end that may support these critters are odd little wildlife that may also have a right to exist. So thank you for protecting places that host the lark and gopher! Wild places and wild things constitute a treasure to be cherished and protected for all time. The pleasure and refreshment which they give man confirm their value to society. More importantly perhaps, the wonder, beauty, and elemental force in which the least of them share suggest a higher right to exist--not granted them by man and not his to take away. In environmental policy as anywhere else we cannot deal in absolutes. Yet we can at least give considerations like these more relative weight in the seventies, and become a more civilized people in a healthier land because of it.</p> <p>Bonnie Blessing</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Blessing, Thank you for your email of January 16, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-06</b> 16 January 2025 21 January 2025 Warren and Esther Kronenberg wekrone@gmail.com</p>	<p><b>Topic:</b> Airport Master Plan update concerns</p> <p>Hello Olympia Airport, I write with concerns about the present Master Plan Update for the airport. The airport is in a rural area of the county with habitat of endangered species in danger of becoming extinct. The plan states that airport capacity could increase to as many as 230,000 take offs and landings per year. That is a huge increase! Have the airport managers considered the impacts of such an increase? we would imagine:</p> <ol style="list-style-type: none"> <li>1 - a huge increase in traffic in this rural area with increased parking for cars</li> <li>2 - more of the recharge areas of our aquifer covered over and threatened with increased pollution from these cars when Tumwater already is having trouble accessing new wells for its population.</li> <li>3 - Increased air pollution from all those planes using leaded fuel</li> <li>4- impacts to the habitat of the gopher, the lark and the oregon spotted frog</li> <li>5 - the likelihood of more cargo planes, more warehouses, more trucks, more noise overall</li> <li>6- the impacts on Millersylvania State Park</li> </ol>

	<p>We don't believe this is in the best interests of the people of this county and we don't believe the people of this county would want this if they realized what the impacts would be. Our quality of life is more important than increased commercial traffic.</p> <p>We do not support this type of development in our county and we urge you to consider the long-term impacts of what you are proposing.</p> <p>Thank you. Warren and Esther Kronenberg Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. and Ms. Kronenberg, Thank you for your email dated January 16, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-07</b> 18 January 2025 21 January 2025 Karen Messmer karen@karenmessmer.com</p>	<p><b>Topic:</b> Airport Master Plan comments</p> <p>Port Commissioners,</p> <p>I want an airport plan that does not increase the air traffic coming to the airport. We already have noisy helicopters over our home at all hours of the day and night. That noise degrades our quality of life.</p> <p>Increased air traffic of any kind will have air and noise pollution impacts on our neighborhoods.</p> <p>The current plan appears to assume massive increases in the number of flights. The infrastructure to support that is expensive and would lead to major traffic problems in the area. Commercial air service has been tried in Olympia in the past and has failed. Seatac is close enough that people do not want to transfer and go through the hassle of a multi-plane trip.</p> <p>Please keep the airport simple and modest in size as it is currently. We don't need the expansion and the cost to our environment is too high.</p> <p>Karen Messmer <b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Messmer, Thank you for your email dated January 18, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-08</b> 20 January 2025 21 January 2025 Cc zerotolerancexyzllp@gmail.com</p>	<p><b>Topic:</b> Curious if expansion</p> <p>Hoping for expansion in Olympia wa to remove the commute to Seattle for flights.Thank you</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello,</p>

	<p>Thank you for your email of January 20, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-09</b>  20 January 2025  21 January 2025  Bob Jacobs  jacobsoly@aol.com</p>	<p><b>Topic:</b> Concerns about aircraft over my neighborhood</p> <p>Port Commissioners and staff:  I moved to my neighborhood 50 years ago. Airplane flights were not a problem. Today is different. Lots of planes of all kinds. Military helicopters are especially troubling because they are so loud -- and they don't even need to be here; they have their own airfields.  We also now know that most airplanes use leaded fuel, resulting in health risks to those of us who are near the flight paths.  We also now have research that just the noise of the flights is bad for our health. And my property value is also affected.  The new airport master plan should include a commitment to reducing the number of flights and not adding any commercial flights. Also to requiring unleaded fuel.  Thank you,  Bob Jacobs  360-352-1346  720 Governor Stevens Ave. SE  Olympia 98501</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Mr. Jacobs,  Thank you for your email dated January 20, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-10</b>  28 January 2025  29 January 2025  Kyle Leader  kchuckles11@yahoo.com</p>	<p><b>Topic:</b> Master Plan Olympia Airport Comment</p> <p>Hello, as a Olympia resident I like would express my opposition to the airport expansion. This seems like an expansion made for the good of the few while burdening the rest of us with more pollution and noise. I am also concerned about the negative impacts on local wildlife. I visit Millersylvania State Park and West Rocky Prairie often and would not like to see those wonderful places ruined by constant flyovers. Thank you for your time.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello Kyle,  Thank you for your email dated January 28, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-11</b>  28 January 2025  29 January 2025  Jamie Rainwood  jamierainwood@gmail.com</p>	<p><b>Topic:</b> Airport Master Plan Response</p> <p>We live near Watershed Park, under the current flight path. Where do you all live? Do you have to stop talking while the jets thunder over on a sunny day? I don't believe you have any idea how blatantly destructive to quality of life the present airport is. I vote, but I sure didn't vote for any of you. And yet there you are. Eventually you'll poison this town and retire. Sweet. For you.</p>

	<p>Jamie Rainwood</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Rainwood,  Thank you for your email dated January 28, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-12</b>  28 January 2025  29 January 2025  2gardenguru  2gardenguru@comcast.net</p>	<p><b>Topic:</b> Oly airport</p> <p>Stop this insanity.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated January 28, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-13</b>  28 January 2025  29 January 2025  Diane Solomon  rosiesdog2015@gmail.com</p>	<p><b>Topic:</b> Airport expansion</p> <p>I highly oppose this expansion. The multitude of the environmental impact is enormous. Wildlife is already being pushed out by over building homes. Our environment is struggling to breathe and survive the amount of pollution that is already extremely high. This airport would do no good. Theres human lives that are impacted especially children in near by schools. The noise would impact learning and jobs would be interrupted. This is the wrong place for this type of expansion.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Solomon,  Thank you for your email dated January 28, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-14</b>  28 January 2025  29 January 2025  Michael Smith  michaelpeninsula@gmail.com</p>	<p><b>Topic:</b> NOT IN MY BACKYARD!</p> <p>I retired to Olympia, Thurston County eight years ago, after an extensive search across WA State. It was important for me to find a place I could call home, away from the din of noise found in my home city of San Francisco, CA. Months after starting my search, I finally found that place I can call home for whatever time I have left on Earth.</p> <p>I love living in the tranquil rural of Thurston County, despite increasingly expensive property taxes, for which there are no benefits. I revel in the peace at night and the wide-open skies of blue during the day, and nights awash with quiet stars at night. My house, my property is that place I call home now. My home sits on McCorkle/113th between Old Hwy 99 and Tilly Road. When I moved in only a few, occasional vehicles broke the roads silence. No longer. In the last couple of years, and after Thurston County's Planning Commission approved the destruction of beautiful forest lands and construction of massive warehouses, Costco, Benjamin Moore and a slew of large, empty warehouses now operate in the area. I've seen an influx of huge commercial hauling trucks,</p>

	<p>too large for these roads, flood most all roads proximate to my home, most all of them driving considerably faster than the posted speed limit.</p> <p>In the last several months there have been many serious accidents including collisions, roadway derailments, and property damage along Tilly Road and on McCorkle/113. Those roads, devoid of bike or pedestrian lanes, will eventually give way to death. It's just a matter of time, before a speeding truck, speeding warehouse worker, or impaired driver hits someone.</p> <p>This all comes to Thurston County, into my neighborhood without any consequences for established citizens, residents, or for that matter, consideration to property taxes. You'd think Thurston County's self-serving Planning Commission would understand the meaning of "equity" in making decisions, but clearly, they don't. It's a pathetic example of partisan stupidity.</p> <p>Now, proposals for expanding Olympia municipal airport's operations, for the singular purpose of increasing revenues, do NOTHING for me, my neighbors, my safety, my enjoyment, or my life.</p> <p>My home is a couple of miles from the south end of the runway. An occasional jet, single-engine plane, or helicopter is tolerable. But, the proposed expansion would deafen my experience, and cheapen my property, while I receive NOTHING in COMPENSATION for the grief, increased danger, or increased property insurance the result of enhanced risk by overhead air traffic.</p> <p>You want to do this on YOUR PROPERTY and AT YOUR EXPENSE, go ahead, but DON'T make me suffer the consequences of self-serving incompetence that places those entrusted with preserving the charm that is Thurston County at risk! No, NOT ON MY PROPERTY, because if someone were ever in an accident resulting of a large truck, or speeding warehouse employee, it wouldn't just be an accident, it would be an unmitigated disaster for Thurston County and every member of the Planning Commission and I won't be held hostage to brazen mismanagement of resources.</p> <p>Thank you, Michael.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Michael, Thank you for your email dated January 28, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-15</b> 29 January 2025 29 January 2025 Blaine Snow snowinolympia@gmail.com</p>	<p><b>Topic:</b> No Airport Expansion in Olympia</p> <p>Dear Port of Olympia,</p> <p>I strongly oppose the proposals that have been outlined in your Master Plan Update MPU for our local airport. In this MPU, you clearly ignored all previous expressed concerns and instead made a plan as if nothing but expansion, growth, and development mattered.</p> <p>Thurston County residents believe our quality of life matters more and, as OUR Port, you represent our quality of life as much as business interests in our area. We're already sick and tired of the noise, congestion, pollution, and disruption to our local communities have endured in recent years and your Oly airport MPU clearly seeks to make all that much, much worse.</p>

	<p>Thurston County residents will not take this lying down. You cannot just unilaterally force our communities to accept more noise, more congestion, higher property prices, more pollution, and significant disruptions to our ways of life in this county. Forces of resistance are and will move fast to oppose this egregious and reckless plan that flies in the face of the concerns of our residents. The Port's alignment with outside business and money interests and not with the Thurston County residents who live here.</p> <p>The Port should be ashamed at putting forward a plan that so completely ignores the concerns of our residents. We will continue to fight back against this destructive proposal. Blaine Snow Olympia, WA 98506</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Snow, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-16</b> 29 January 2025 29 January 2025 John Green jgreen2317@aol.com</p>	<p><b>Topic:</b> Airport We do not need more airport capacity at Olympia airport. There are too many people flying now and there is not infrastructure to support the numbers flying. Our roads and freeways are crowded now. Please do not increase capacity at Olympia, it is not needed in light of our infrastructure deficiencies. John Green Lacey, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Green, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-17</b> 29 January 2025 29 January 2025 Jana Wiley janalynwiley@aol.com</p>	<p><b>Topic:</b> Airport expansion To the Port of Olympia, and to Warren Hendrickson who told me directly on a phone call that there were no plans for expansion, and that maintenance was all they sought: The residents of Thurston County have always been against any airport expansion for multiple reasons. But for some reason, the Port of Olympia is doing the FAA money grab to expand anyway. 1) Reduction in quality of life. Already there are more training flights and low flying small planes over properties. The sounds are becoming disturbing even with this ramp up of training. Forget about wanting peace and quiet any day of the week. Sometimes it is a plane every few minutes noisily flying overhead. 2) Poisoning of the lands with lead from small planes. Last year Mr. Hendrickson assured me that they would be the first to have unleaded fuel and that he would be first in line to fuel up. This never happened. So with increased flights there is increased lead deposition around the airport.</p>

	<p>3) Jet fuel exhaust. Ultrafine particles, and other by products of jet traffic will definitely poison people and their habitats in proximity to the airport. There is already a lot of published literature on this that goes back decades.  <a href="https://www.google.com/url?sa=t&amp;source=web&amp;rct=j&amp;opi=89978449&amp;url=https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-00690-y&amp;ved=2ahUKEwisyMDon5uLAXfATQIHZ2hHK0QFnoECBQQAQ&amp;usg=AOvVaw1t7ZRI1IOyje8uzZtCciJ">https://www.google.com/url?sa=t&amp;source=web&amp;rct=j&amp;opi=89978449&amp;url=https://ehjournal.biomedcentral.com/articles/10.1186/s12940-020-00690-y&amp;ved=2ahUKEwisyMDon5uLAXfATQIHZ2hHK0QFnoECBQQAQ&amp;usg=AOvVaw1t7ZRI1IOyje8uzZtCciJ</a></p> <p>3a)  <a href="https://www.google.com/url?sa=t&amp;source=web&amp;rct=j&amp;opi=89978449&amp;url=https://www.amazon.com/Jet-Fuel-Toxicology-Mark-Witten/dp/1420080202&amp;ved=2ahUKEwisyMDon5uLAXfATQIHZ2hHK0QFnoECDYQAQ&amp;usg=AOvVaw3vNRxkGV-PDW1Om5RONfpg">https://www.google.com/url?sa=t&amp;source=web&amp;rct=j&amp;opi=89978449&amp;url=https://www.amazon.com/Jet-Fuel-Toxicology-Mark-Witten/dp/1420080202&amp;ved=2ahUKEwisyMDon5uLAXfATQIHZ2hHK0QFnoECDYQAQ&amp;usg=AOvVaw3vNRxkGV-PDW1Om5RONfpg</a> It is noteworthy that Dr. Mark Witten is the consultant for the SEATAC airport lawsuit that is going forth. Here is his bio:  <a href="https://www.google.com/url?sa=t&amp;source=web&amp;rct=j&amp;opi=89978449&amp;url=https://trevorstrek.org/wp-content/uploads/2021/08/Witten-CV.pdf&amp;ved=2ahUKEwisyMDon5uLAXfATQIHZ2hHK0QFnoECDAQAQ&amp;usg=AOvVaw2QDeDZuztU6FfUIZ-LbhmV">https://www.google.com/url?sa=t&amp;source=web&amp;rct=j&amp;opi=89978449&amp;url=https://trevorstrek.org/wp-content/uploads/2021/08/Witten-CV.pdf&amp;ved=2ahUKEwisyMDon5uLAXfATQIHZ2hHK0QFnoECDAQAQ&amp;usg=AOvVaw2QDeDZuztU6FfUIZ-LbhmV</a></p> <p>3b) more on jet fuel exposure  <a href="https://www.google.com/url?sa=t&amp;source=web&amp;rct=j&amp;opi=89978449&amp;url=https://www.publichealth.va.gov/exposures/petroleum/jet_fuels.asp&amp;ved=2ahUKEwi26qfRoJuLAXVzCTQIHT3tJgQQFnoECBMQAQ&amp;usg=AOvVaw2I_j8wBXvdyNI9aXCWBIpo">https://www.google.com/url?sa=t&amp;source=web&amp;rct=j&amp;opi=89978449&amp;url=https://www.publichealth.va.gov/exposures/petroleum/jet_fuels.asp&amp;ved=2ahUKEwi26qfRoJuLAXVzCTQIHT3tJgQQFnoECBMQAQ&amp;usg=AOvVaw2I_j8wBXvdyNI9aXCWBIpo</a></p> <p>3c)  A study supported by the Robert Wood Johnson Foundation in collaboration with the University of California and Columbia University found that people who lived within six miles of 12 of California's largest airports exhibited higher levels of asthma and heart-related problems. Mar 6, 2023</p> <p>4) Are you expecting a robust ROI at the expense of citizens? And who is making the money? POO who taxes us every year whether we support their ill begotten policies and questionable accounting practices that have been highlighted by those experienced with accounting?</p> <p>5) The way the Master Plan was rolled out and not every citizen that you tax, had the chance to see it unless they had set up email communications is a questionable way to inform the greater whole.</p> <p>6) I believe that this whole expansion plan should be put to a vote to the citizens, not left up to POO.</p> <p>Sincerely,  Jana Wiley  Thurston County resident and tax payer</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Wiley,  Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-18</b>  29 January 2025</p>	<p><b>Topic:</b> Olympia Airport Expansion  To Whom it may concern at the Port of Olympia,</p>

<p>29 January 2025 Aimee de Ney birdsongoly@gmail.com</p>	<p>I am a concerned citizen of Olympia and a climate scholar writing to share my grave concern over the MPU for the expansion of the Olympia airport. We are deep in climate change, and now is the time to be innovating to be able to assure the ongoing health and wellbeing of all citizens by making decisions that prioritize the environment. We need the Port of Olympia to be considering the impact of all industry within its jurisdiction, and working to minimize proven pollution of fossil fuel transport. Noise pollution, destruction of habitat, increased use of fossil fuels are not the solutions needed in this time of crisis.</p> <p>We citizens elect the Port Commissioners. Climate mitigation is a top concern we expect you to prioritize. Collaboration across agencies is critical for meeting climate mitigation goals. You are not holding up your end of the task at hand with this misguided plan to increase air traffic at the Olympia airport. Your plan will degrade the land, the quality of life, health outcomes, property values, and increase the speed and severity of climate collapse. Beyond financial gain, what are you thinking?</p> <p>Wealth acquisition can no longer take precedence over climate mitigation. Future generations depend on the decisions we are making now. Be responsible and act out of integrity.</p> <p>Thank you, Aimee de Ney -- Aimee de Ney, EdDc Olympia resident (she/her) (360)485-3677</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. de Ney Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-19</b> 29 January 2025 29 January 2025 Jean Shaffer jeanorjerelshaffer@gmail.com</p>	<p><b>Topic:</b> Oly airport</p> <p>Dear Air Port Planners, the Port, and our elected representatives,</p> <p>It's unconscionable that this deadly expansion of the Olympia Air Port is being planned, in the face of the fact, our whole County (it's citizens, elected officials and businesses) unamanmously protested and defeated the past threatening proposal of a mega airport to be situated amongst our population.</p> <p>I will bring up an example of a personal experience of what low flying huge air craft can do to the bird population on my own 20 acre property here, east of the Olympia Air Port. A helicopter flew low over my forest, just barely clearing the tree tops. I was standing in my kitchen window. As the vehical flew low, I witnessed a helpless frenzied cloud of various bird species <b>BLASTING</b> out of the forest, crashing into one another and into trees.</p> <p>Please defeat this new threat to us, within your powers of your positions the people of Thurston County have bestowed upon you.</p>

	<p>Thank you, Jean Shaffer</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Shaffer, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-20</b> 29 January 2025 29 January 2025 Jacob Squirrel jacob_squirrel@yahoo.com</p>	<p><b>Topic:</b> do not expand airport</p> <p>I do not support expanding the Olympia Airport.</p> <p>Peace &amp; Progress,  Jacob Squirrel, MAOD Pronoun: They What's This? Blog: UncomfyChair 206-271-5771</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Squirrel, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-21</b> 29 January 2025 29 January 2025 Ellen Grant stopallready@comcast.net</p>	<p><b>Topic:</b> Comments on the Draft Airport Master Plan Update</p> <p>Dear Port Authority Members, Having lived on North Capitol Hill in Seattle before moving to Olympia, it is important to know that the impact of an airport extends far beyond the 8 nautical miles in diameter referenced in the Airport Master Plan Update for the Seattle Tacoma International Airport. Living in a designated flight pattern for large jets landing at SeaTac meant enduring very loud noise from overflying jets every 2 minutes during the day and slightly less frequently throughout the night. The impact on the peaceful enjoyment of living is real, to say nothing of the impact on health, the environment and real estate values. The map defining the Very High Frequency Omnidirectional Range (VOR) for the Olympia Regional Airport (OLM) on page 1-15 reflects the reach of potential the landing patterns for an airport expanded to accommodate larger planes and more frequent takeoffs and landings. The impact of this reach is mind boggling. I imagine a flight pattern flyover down Puget Sound and Budd Inlet to the airport. The fact that we sometimes hear planes on descent to SeaTac is enough. Yes, SeaTac sometime uses a South Puget Sound flight pattern. (image) I have not commented on all of the Environmental Review Inventory sections. I have attempted to communicate the egregious impact that a cursory and short-sighted consideration of these issues could have. Well-heeled population centers like Bellevue, Redmond have avoided the establishment of an airport despite the</p>

potential for funding and use. The logical expansion of Boeing Field Airport in Snohomish County has been rejected many times over the years. The fact that the Port of Olympia would consider this venture is troubling. It is inappropriate in light of the resources demanded by other Port initiatives like Budd Inlet Cleanup, Deschutes Estuary restoration, improvement of the Marine Terminal and Swantown Marina and Boatworks Facilities, sea level rise resilience, etc.. Olympia is a unique water-centric gem. I encourage the Port to focus on preserving and improving the core of its water resources mandate. Leave the folly of airport expansion to Bellevue, Redmond and Snohomish County. Beyond the consideration and adherence to Washington State requirements, it is important to note that the purge underway at the Federal level will gut the review resources and result in a mere rubber stamp for any commercial initiatives. This might be good for development, but not good for the health and welfare of individuals.

Respectfully Submitted,  
Ellen Grant, Esq.

A concerned resident of Cooper Point

Here are some comments regarding specific Inventory topics:

Section 1.6. Environmental Review Inventory on page 1-36 describes a number of issues that should be seriously researched and evaluated. This Draft does not include anything beyond a cursory mention of considerations. How can anyone who merely contemplates OML expansion believe that these regulatory protections be met? Thinking about any single one of these issues should stop the consideration of OLM expansion before additional resources are wasted on strategies to skirt or ignore these statutes and regulations.

1.6.1 Air Quality: Air Quality analysis for federally funded projects must be prepared in accordance with applicable air quality statutes and regulations that include the Clean Air Act of 1970, the 1977 Clean Air Act Amendments, the 1990 Clean Air Act Amendments, and the National Ambient Air Quality Standards (NAAQS). Meeting the more strict Washington State standards is required. THE In particular, the air pollutants of concern in the assessment of impacts from airport-related sources include six "criteria pollutants:" carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO2), ozone (O3), particulate matter (PM10 and PM2.5), and sulfur dioxide (SO2). OLM WOULD REQUIRE THE PERMITTING THE RELEASE OF AIR POLLUTANTS.

1.6.2. Farmland: The proposed OLM expansion is located in "PRIME FARMLAND".

1.6.3 Floodplains: While the proposed OLM expansion is NOT within the 100-year floodplain, the runoff associated with ground covering structures would surely impact the surrounding properties.

1.6.4. Historical, Architectural, Archeological, and Cultural Resources: The paltry consideration of these properties and resources reflects an inadequate appreciation for the geographic reach and impact of the many issues earmarked for evaluation for an expanded airport

1.6.5 Noise and Compatible Land Use: The definition of problematic noise as being "above the DNL 65 dB level due to a DNL 1.5 dB or greater increase is considered to be significant" is less problematic and the area that is to be evaluated. Apparently the conclusion has already been drawn, "Future development at the Airport is unlikely to present a significant noise impact to surrounding land use based on the current 65 DNL noise contour, providing that compatible land use in the future is maintained by the City of Tumwater."

	<p>Ignoring the noise impact and property value depreciation for residents less proximate to the airport property is naive and ill-advised.</p> <p>1.6.6. Department of Transportation Act 4(f): The skirting agenda is blatantly stated - "Should any proposed Airport development resulting from the Master Plan Update involve more than a minimal physical use or a "constructive use" substantially impairing these facilities, and no prudent and feasible alternatives exist that would avoid impacting the facilities, then section 4(f) may be applicable. If section 4(f) is applicable, then appropriate measures will be determined and implemented through consultation with the officials responsible for those facilities."</p> <p>1.6.7. Fish, Wildlife, Plants: The necessity of "an Environmental Assessment or Environmental Impact Statement may have to be prepared prior to project implementation." The Airport seems to be charged with determining if threatened or endangered species are located within the proposed project area. The potential for the Airport defining the "project area" in a very narrow manner seems problematic.</p> <p>1.6.8. Critical Areas</p> <p>1.6.9. Water Quality</p> <p>1.6.10. Wetlands</p> <p>1.6.11. Secondary (Induced) Impacts</p> <p>1.6.12. Socioeconomical Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks "Socioeconomic effects could involve relocating people from their homes, moving businesses, or causing substantial changes in local traffic patterns. They also involve dividing or disrupting established communities or planned development, and creating notable changes in employment."</p> <p>1.6.13. Light Emissions and Visual Impacts</p> <p>1.6.14. Hazardous Material, Pollution Prevention, and Solid Waste</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Grant, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-22</b> 29 January 2025 29 January 2025 Marianne McNabb mariannemcnabb@gmail.com</p>	<p><b>Topic:</b> Olympia Airport</p> <p>I am writing with some serious concerns regarding the updated Master Plan that the Port has recently published. I had thought that expansion of the current airport was NOT under current consideration, after the community and many leaders voiced concerns and objections.</p> <p>I could reiterate our many objections to the proposed expansion-everything from the obvious health concerns of residents of Thurston County to the fact that the Port has provided no legitimate way for Thurston County residents to voice concerns and objections.</p> <p>But the major point I would like to make is the need for a thorough environmental review. Done by an impartial third party, such a review would identify and assess direct and indirect cumulative impacts of airport growth, along with the opportunity for broad community discussion and meaningful participation in planning and decision-making processes.</p> <p>The Port has an obligation to the community to be transparent. Many of those in my community have assumed that the airport expansion was a 'dead' issue. You</p>

	<p>need to initiate an environmental and social review NOW! It is long past due and needed now.</p> <p>Marianne McNabb L. Leland Blanchard 1522 Rogers Street NW Olympia, WA 98502</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. McNabb, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-23</b> 29 January 2025 29 January 2025 Josh Stottlmyer toodeep_one@yahoo.com</p>	<p><b>Topic:</b> Airport MPU Comments - Revisions needed</p> <p>Who are these expansion plans for? The vast majority of the community doesn't want or need a larger or more utilized local airport. It's only the richest few who can afford planes and local flights. This is development for the rich at the cost of the many.</p> <p>Please revise the MPU to maintain current traffic levels only (or better yet decrease them). And please include provisions addressing the following.</p> <ul style="list-style-type: none"> <li>• We have already noticed a significant increase in airport traffic over our house in the last several years. The draft MPU includes absolutely NO consideration or acknowledgement of the very close proximity of the Olympia Airport to densely populated areas to the north and a State Park to the south. Flight paths have been drawn directly over nearby residential neighborhoods, schools, parks and wildlife preserves.</li> <li>• The MPU ignores the issue of significant serious public health risks which have been positively associated with aircraft emissions and noise.</li> <li>• There are no regulations to limit extremely loud aircraft such as helicopters (which buzz our homes frequently) and no restrictions on night flights over residential areas.</li> <li>• The MPU focuses on benefits to a few, while totally ignoring costs that would be borne by most people living in our community, costs such as the inevitable decline in residential property values that come with being designated a "fly over" zone.</li> <li>• There is no discussion about expanded wildlife hazard zones required by FAA regulations for airports offering commercial passenger services and potential impacts throughout Thurston County on wildlife, including migratory birds.</li> <li>• The MPU repeatedly states that some projects proposed in the plan would be contingent on approval of a Habitat Conservation Plan (HCP) that is currently being developed by the Port of Olympia and the City of Tumwater (both of which would benefit financially from airport development). The HCP would require approval of the U.S. Fish and Wildlife Service. As of now, there is no such approval. Yet airport planners have forged ahead with the Update. The MPU does not explain that the Port's ultimate objective is to secure "take" permits allowing them to crush, injure, kill (words taken from official HCP planning documents) endangered species that have always inhabited airport land and to relocate most</li> </ul>

	<p>of those remaining creatures facing risk of extinction to properties with soil conditions less preferred by the species.</p> <ul style="list-style-type: none"> <li>There is no discussion in the MPU about impacts of increased fossil fuel-burning aircraft flights over Thurston County on local climate mitigation plans</li> </ul> <p>Thank you for your consideration. --Josh Stottlemeyer - Thurston County Resident near airport.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Stottlemeyer, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-24</b> 29 January 2025 29 January 2025 Kaye Adkins kadkins65@gmail.com</p>	<p><b>Topic:</b> Expansion of airport</p> <p>The need for more airport services in Olympia is obvious. Using Olympia is not. Olympia is too small to accommodate more airport space, much less an extension of the present, small one. There are obviously better places to site more runways. I and my family are personally affected because we are near the current airport. We already have house-shaking helicopters over our homes from ft Lewis. This is a bad plan and ignores our safety and comfort in the area. We object strenuously to this plan and will oppose it however we can. Apparently Puget Sound is out of space for airports. Time to try siting one in eastern Washington with a bullet train into the area. Thank you for considering my opinion as a citizen and homeowner.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Adkins, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-25</b> 29 January 2025 29 January 2025 Fehlya Ehrlander fehlander@gmail.com</p>	<p><b>Topic:</b> Airport concerns</p> <p>I'm one local against the proposed airport expansion. I want more quiet, more clean air, etc. I don't see a community need for airport expansion.</p> <p>Fehlya (FAY-Leah) Ehrlander Song Leader, Vocal Coach (360) 485-2439 www.OlySongMama.com Every voice is vast and magical.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Ehrlander, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-26</b> 29 January 2025 29 January 2025 Katherine Ransom</p>	<p><b>Topic:</b> Stop Oly Airport Growth</p> <p>Good afternoon, I am very concerned about the plans for Olympia Airport expansion and my primary reasons are stated below.</p>

<p>katransom365@gmail.com</p>	<p>The negative environmental effects include Air pollution: Airliners release pollutants like carbon dioxide, water vapor, and nitrogen oxides into the atmosphere. This contributes to climate change and worsens local air quality; Noise pollution: Aircraft noise will disrupt sleep, learning, and work; Greenhouse gas emissions: The construction of airports uses materials like steel, aluminum, and glass, which have high embodied energy and Destruction of natural habitats: Airport expansion will damage local wildlife and habitats.</p> <p>The local community effects include: Health risks: Airport pollution will increase the risk of asthma, heart disease, and high blood pressure; Quality of life: Airport expansion will reduce the quality of life for local residents; Inequality: The benefits of airport expansion are felt by a small number of people, while the harms are felt by everyone.</p> <p>Please reconsider your plans for the environment and the community.</p> <p>Sincerely, Katherine Ransom</p> <p>-- Katherine Ransom cell 360.999.0144   katransom365@gmail.com</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Ransom, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-27</b> 29 January 2025 29 January 2025 Suzanne Victoria sn_victoria@comcast.net</p>	<p><b>Topic:</b> airport update</p> <p>I am concerned about increased public health risks (asthma, heart disease etc.) associated with aircraft emissions and noise. Flight paths over schools and playgrounds. How about ever-more noisy, low-flying aircraft, including thunderous helicopters, over residential neighborhoods and the inevitable decline in residential property values under flight paths. What about impacts of loud and intrusive noise on Millersylvania State Park and those who seek a break from stressful lives by spending time swimming, fishing or camping there. How about the impacts of multitudes of noisy aircraft on wildlife in the nearby West Rocky Prairie Wildlife Preserve. I am concerned about what will happen to endangered species that have always lived on airport prairie land if those bulldozers are brought in. What about local climate mitigation planning that would be totally undermined if MPU plans come to fruition.</p> <p>I am very concerned. Suzanne Victoria</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Victoria, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-28</b> 29 January 2025 29 January 2025 Miranda Mellis</p>	<p><b>Topic:</b> about the Olympia Airport MPU</p> <p>To airport planners, the port, and elected officials, Thank you for not allowing the metastasis of the Olympia airport. In preventing this, you are thereby preventing increased public health problems for children and</p>

<p>mirandamellis@gmail.com</p>	<p>adults (asthma, heart disease etc.) empirically associated with aircraft emissions and noise, and flight paths over schools and playgrounds. We have too many noisy, low-flying aircraft as it is disturbing human and wildlife functioning, including thunderous helicopters, over residential neighborhoods. Loud and intrusive noise on Millersylvania State Park is unacceptable: this is a much needed respite and recreational area, and we need to think about the toxic impacts on habitat there as well. Noisy aircraft will harm wildlife West Rocky Prairie Wildlife Preserve as well. Noise pollution is a growing and real health catastrophe for animals and humans, along with air pollution and light pollution. Bulldozing prairie land for airports threatens already stressed and endangered species. Local climate mitigation planning will be undermined by these Master Plan Update plans.</p> <p>Your civic duty is to prevent these harms. We must reduce our fossil fuel emissions not expand them. We must clean our air and water, not continue to despoil it.</p> <ul style="list-style-type: none"> <li>• The draft MPU includes absolutely NO consideration or acknowledgement of the very close proximity of the Olympia Airport to densely populated areas to the north and a State Park to the south. Flight paths have been drawn directly over nearby residential neighborhoods, schools, parks and wildlife preserves.</li> <li>• The MPU ignores the issue of significant serious public health risks which have been positively associated with aircraft emissions and noise.</li> <li>• After decades of deriving revenue from the sale of leaded aviation fuel, and in spite of the well-known ill effects of lead exposure, there's still no indication that the Port of Olympia will engage in sampling air, soil, water or blood to test for lead in and around the airport.</li> <li>• There are no regulations to limit extremely loud aircraft such as helicopters and no restrictions on night flights over residential areas.</li> <li>• The MPU focuses on benefits to a few, while totally ignoring costs that would be borne by most people living in our community, costs such as the inevitable decline in residential property values that come with being designated a "fly over" zone.</li> <li>• There is no discussion about expanded wildlife hazard zones required by FAA regulations for airports offering commercial passenger services and potential impacts throughout Thurston County on wildlife, including migratory birds.</li> <li>• The MPU repeatedly states that some projects proposed in the plan would be contingent on approval of a Habitat Conservation Plan (HCP) that is currently being developed by the Port of Olympia and the City of Tumwater (both of which would benefit financially from airport development). The HCP would require approval of the U.S. Fish and Wildlife Service. As of now, there is no such approval. Yet airport planners have forged ahead with the Update. The MPU does not explain that the Port's ultimate objective is to secure "take" permits allowing them to crush, injure, kill (words taken from official HCP planning documents) endangered species that have always inhabited airport land and to relocate most of those remaining creatures facing risk of extinction to properties with soil conditions less preferred by the species.</li> <li>• There is no discussion in the MPU about impacts of increased fossil fuel-burning aircraft flights over Thurston County on local climate mitigation plans</li> <li>• Alternatives discussed in the MPU do not include sustainable transportation alternatives such as rail</li> </ul> <p>Thank you for listening,</p>
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	<p>Miranda Mellis</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Mellis, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-29</b> 29 January 2025 30 January 2025 Din Wilkie dinwilkie@protonmail.com</p>	<p><b>Topic:</b> Olympia Airport Expansion</p> <p>As a resident and homeowner in Thurston County I am totally against this expansion proposition. I am amazed and disappointed with the total inconsideration of we, the residents. This will not occur on our watch.</p> <p>Din Wilkie</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Din, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-30</b> 29 January 2025 30 January 2025 Polly Taylor pollyktaylor@comcast.net</p>	<p><b>Topic:</b> Olympia airport expansion</p> <p>I am contacting you with my concerns regarding the Master Plan that the Port has recently published. I had thought that expansion of the Olympia regional airport was no longer under consideration. Many in my community, including myself, have voiced our serious concerns. I will not repeat the concerns I previously voiced but focus my comments on the following:</p> <ul style="list-style-type: none"> <li>• The draft MPU includes absolutely NO consideration or acknowledgement of the very close proximity of the Olympia Airport to densely populated areas to the north and a State Park to the south. Flight paths have been drawn directly over nearby residential neighborhoods, schools, parks and wildlife preserves.</li> <li>• The MPU ignores the issue of significant serious public health risks which have been positively associated with aircraft emissions and noise.</li> <li>• There are no regulations to limit extremely loud aircraft such as helicopters and no restrictions on night flights over residential areas.</li> <li>• The MPU focuses on benefits to a few, while totally ignoring costs that would be borne by most people living in our community, costs such as the inevitable decline in residential property values that come with being designated a "fly over" zone.</li> <li>• There is no discussion about expanded wildlife hazard zones required by FAA regulations for airports offering commercial passenger services and potential impacts throughout Thurston County on wildlife, including migratory birds.</li> </ul> <p>Be well, stay grateful, amazed, and use your voice for justice. Polly Taylor, Olympia</p> <p>I acknowledge my home is on the homeland of the Squaxin Island people.</p>

	<p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Taylor, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-31</b> 29 January 2025 30 January 2025 Mike Daugherty jbox07@ponybridge.com</p>	<p><b>Topic:</b> MPU for Olympia Airport</p> <p>I strongly oppose the MPU for the Olympia Airport. The proposed expansion is poorly defined, inappropriate and unnecessary. It is a special interest project that would come at the financial cost and significant negative impact to the greater community. This expansion would lead to serious noise impacts, worsened traffic and congestion, additional air and water pollution, negative impacts to climate change, loss of wildlife habitat, and many other problems. The plan fails to properly account for these issues, fails to acknowledge the long standing opposition in the community to this project, and fails to consider other more responsible and sustainable options. Olympia has existed many years without an expansion to the airport and such and effort is wasteful and not needed. The MPU represents a bad plan without appropriate gains and should not move forward. - Mike Daugherty Olympia, Washington</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Daugherty, Thank you for your email dated January 29, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-32</b> 29 January 2025 30 January 2025 Marianne Tompkins marianned.tompkins@gmail.com</p>	<p><b>Topic:</b> I Oppose the draft Master Plan Update regarding Airport Growth</p> <p>I am highly opposed to the airport expansion.</p> <p>I am deeply concerned about increased public health risks, especially for our children (asthma, etc.) associated with aircraft emissions and noise. We are in a climate crisis, and we are continually watching the crisis play out in floods and wildfires in WA, Ore and CA. Considering more aircraft emissions is insanity. We need to protect our children with every decision we make-- flight paths over schools and playgrounds are unacceptable. Noisy, polluting low-flying aircraft, including helicopters over residential neighborhoods, and the inevitable decline in residential property values under flight paths is not what we want in Olympia. Millersylvania State Park and the wildlife that live there would suffer with increased air traffic. I could go on and on. Most importantly, local climate mitigation planning, that many of us have worked hard on for years, would be totally undermined if MPU plans come to fruition.</p> <p>We can not afford another nail in the coffin with this climate crisis we are in. It is critical that we make decisions based on the best climate science for the health of</p>

	<p>our children, the health of our habitat/ wildlife, and the health of Thurston County residents as a whole.</p> <p>I can not stress enough-- please do not expand the airport.</p> <p>Thank you for your service, and your thoughtful consideration.  Marianne Tompkins  Olympia, 98506</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Tompkins,  Thank you for your email dated January 29, 2025. Your comments have been logged</p>
<p><b>AMP PC 2025-33</b>  29 January 2025  30 January 2025  Randy Tompkins  sumpumpkin@gmail.com</p>	<p><b>Topic:</b> Opposing Proposed Airport Growth</p> <p>Honorable Commissioners:</p> <p>I'm writing to voice my opposition to the proposed expansion of the Olympia Airport.  I've lived in the Puget Sound area my entire life and experienced how increasing SeaTac air traffic has added noise, pollution, and traffic congestion. All lessening the quality of life for local residents.  There's a reason I choose to live in Thurston County and not in Burien, SeaTac, Federal Way, or Seattle. We do not want constant air traffic and all that comes with it.  Because of the environmental impacts, I choose to fly very rarely - it's something I purposely avoid. More people are coming to the same conclusion for the sake of future generations. Please put local citizens ahead of corporations and developers as you weigh your decisions.</p> <p>Sincerely,  Randy Tompkins  Olympia, 98506</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Mr. Tompkins,  Thank you for your email dated January 29, 2025. Your comments have been logged</p>
<p><b>AMP PC 2025-34</b>  30 January 2025  30 January 2025  Susan Davenport  sdavenportmoore@gmail.com</p>	<p><b>Topic:</b> trains, planes, buses, taxis</p> <p>Port of Olympia,  Master plan for an Olympia Airport has to include a transportation HUB that creates less reliance on automobile entry and access for arrivals and departure. The plan for the airport should not be implemented until there is rail service from Portland to Tacoma and Seattle so that the airport can serve travellers without including auto impact on the Olympia area.  I demand taking alternative transportation and related infrastructure into account as a priority for development PRIOR to new construction on an airport.</p>

	<p>Susan Davenport 115 Sherman St. NW Olympia, WA 98502</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Davenport, Thank you for your email dated January 30, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-35</b> 30 January 2025 30 January 2025 Kathleen Snyder ksnyder75@gmail.com</p>	<p><b>Topic:</b> Comments on MPU for the Olympia airport</p> <p>Dear Sirs: I have many reservations about the Master Plan Update for the Olympia Airport. My husband and I live near Squaxin Park and are often barraged with the sound of airplanes and helicopters flying directly over our house. When I look at the flight path and usage that is being proposed in the Master Plan, it is apparent that this will increase drastically if the plan is approved. I fear, really fear, that this will render our home so affected by noise that we will want to move and that our house will lose value if we sell. Also of great concern is the effect a taxiway expansion will have on the habitat for Streaked Horned Larks which is an endangered species in WA and a threatened species federally. As you know, there is no approval at this point of a Habitat Conservation Plan by WA Fish and Wildlife. The airport plan should not be approved when there is no approved HCP. A thorough environmental review that would identify and assess direct and indirect impacts of airport growth, along with the opportunity for broad community discussion in the planning and decision-making process, is needed. Sincerely, Kathleen Snyder 1220 Devon Loop NE Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Snyder Thank you for your email dated January 30, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-36</b> 30 January 2025 30 January 2025 Ken and Bonnie Miller kenbonniemiller@gmail.com</p>	<p><b>Topic:</b> Draft Master Plan Update for Olympia Airport</p> <p>To Whom it May Concern: Please add us to Thurston county residents who do not want our rural airport to significantly expand in usage. We have a home and 100 acres of timberland adjacent to Millersylvania State Park directly in the airport flight path. We have tremendous pressures to develop our land but wish to keep it rural. Significant increases in air traffic/noise will push us/our heirs away from forestry towards development. Please keep us advised of future efforts to industrialize our community airport. Ken and Bonnie Miller 11834 Family Forest Ln SW, Olympia, WA 98512</p>

	<p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. and Ms. Miller, Thank you for your email dated January 30, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-37</b> 30 January 2025 30 January 2025 Dayle Parry parryda@gmail.com</p>	<p><b>Topic:</b> No airport expansion!</p> <p>It will be a nightmare for ALL of us!! Do Not do this, I am unequivally opposed!!!! The land, air, environment, wildlife, and our lives will forever be changed, and not for the good!!! We, as Olympians do NOT need this! You will not be forgiven!</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Dayle, Thank you for your email dated January 30, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-38</b> 30 January 2025 30 January 2025 Diana Moore dianamoore1814@gmail.com</p>	<p><b>Topic:</b> Stop Planning to Expand the Olympia Airport</p> <p>Port Commissioners and others, I am a resident of Olympia and a voter. I am opposed to the plan to expand the Olympia airport. Increased emissions and noise from airplane traffic would negatively affect our neighborhoods, our children, and the nearby natural areas where so many people hike, camp and enjoy nature. The prairie surrounding the airport will be negatively impacted as well as the plans for climate mitigation in the county. Please table the idea of expanding the airport in Olympia. Thank you, Diana Moore, Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Moore, Thank you for your email dated January 30, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-39</b> 30 January 2025 31 January 2025 Joni Brill jecho87@gmail.com</p>	<p><b>Topic:</b> Hazardous airport expansion</p> <p>Port Commissioners,</p> <p>As a homeowner in Olympia I oppose your proposed expansion of the Olympia Airport. The expansions noted in your Master Plan update are too extreme for our modest sized city. If enacted they will do irreparable environmental harm and will reduce the quality of life for all who live here. There are no benefits to the overwhelming majority of residents and by all appearances, these proposals will only enrich a few already wealthy people. Shame on you, Joni Brill Taxpayer and voter</p> <p><b>Staff that responded:</b> Lorie Watson</p>

	<p><b>Response:</b> Ms. Brill, Thank you for your email dated January 30, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-40</b> 31 January 2025 31 January 2025 Dylan Desmond dylandesmond@gmail.com</p>	<p><b>Topic:</b> disapprove of the airport</p> <p>Hello, I'm writing to voice my disapproval for the proposed airport extension in Olympia. Our quiet, peaceful city will be disrupted on countless levels if this expansion occurs. It will upset environmental factors, noise factors, wildlife factors, public health factors, property values, among others. Please do not move forward with this expansion. Thank you for your time -Dylan in West Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Dylan, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-41</b> 31 January 2025 31 January 2025 Michele Zukerberg mzuckerberg@gmail.com</p>	<p><b>Topic:</b> No to Olympia Airport Growth</p> <p>Dear Port of Olympia, I am deeply concerned about the proposal to expand the Olympia Airport and the lack of a transparent and comprehensive public process for the Master Plan Update (MPU). I have lived in Olympia for more than 25 years. I raised my family here and I care about our community and our quality of life. We already hear and see planes flying over our house multiple times a day. An expansion of the airport would impact the clean air and quiet neighborhoods we celebrate in our county. It would open the door to ever-increasing low-flying aircraft bringing noise and pollution. Among my many other concerns about the MPU are:</p> <ul style="list-style-type: none"> <li>• The MPU ignores the serious public health risks that come from increased emissions and noise;</li> <li>• There are no regulations limiting loud aircraft and no restrictions on night flights. I was up just last night with the sounds of helicopters flying over our house near Olympia High School;</li> <li>• The proposal benefits very few people while ignoring the cost to those of us who live in a flyover zone;</li> <li>• and, there is no discussion in the MPU about impacts of increased fossil fuel-burning aircraft flights over Thurston County on local climate mitigation plans.</li> </ul> <p>I look forward to your response detailing how the Port of Olympia plans to address these serious concerns. Sincerely, Michele Zukerberg Olympia Resident</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Zukerberg,</p>

	<p>Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-42</b>  31 January 2025  31 January 2025  Margo Murphy  margo228@comcast.net</p>	<p><b>Topic:</b> STOP THE AIRPORT</p> <p>Again I say, STOP THE AIRPORT, DO THEY NOT UNDERSTAND HOW FAMILIES LOVE THEIR HOMES. Do they think WE DONT WANT THEM...?  We have been through it before. We were happy where we were, but was forced to leave.  So far, as far as I know, we don't even know where they are wanting to take peoples land.  WHERE IS THE line where does it start and stop?  STOP THE AIRPORT, THIS IS INSANE. OLYMPIA DOES NOT NEED THIS.</p> <p>Think of the families having to move , leave their homes.....it is not fun. We bought our homes because we loved them, and want them  Do you , any of you have a heart at all?  STOP please  Margo Murphy</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Murphy,  Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-43</b>  31 January 2025  31 January 2025  Don Freeman  donfreeman74@gmail.com</p>	<p><b>Topic:</b> Olympia airport Expansion</p> <p>I write in opposition to plans being considered to greatly expand the size of and activity level at the Olympia Regional Airport. My family home at which we have lived for the past 26 years is situated in current and proposed flight paths for the facility. Over this time period we have witnessed the steady growth of residential development in this area just north of the airport. The community now consists of older single family residences like mine and others of even more value than ours ranging up to seven figures. The value of our property will be drastically reduced despite the years of higher property taxes that we have paid for our investments.</p> <p>Additionally, in surrounding areas there has been extensive development of much needed new housing for our community. In addition to more single-family units there are a number of multi-family developments in the area. The demographic of these units favors young growing families which means a greater ratio of infants and young children which are disproportionately affected by the increased noise and pollution associated with low flying aircraft.</p> <p>We already feel the impact of frequent low flying disturbance including military helicopters that are magnitudes louder than the many private and commercial aircraft that currently impact our residents.</p> <p>And all this ignores the very real increased likelihood of calamities resulting from dense air traffic. The very recent crash of a military helicopter and a commercial airliner in Washington DC has been greatly attributed to heavy mixed traffic which is precisely what is being proposed.</p> <p>I am certain that you will also receive compelling opposition from environmental and wildlife advocates regarding the noise and chemical pollution from increased construction and air traffic. Therefore, I will confine my comments to the</p>

	<p>deleterious effects to the peace, health and safety of my family and that of my neighbors.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Freeman, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-44</b> 31 January 2025 31 January 2025 Sally Nole sallykay757@gmail.com</p>	<p><b>Topic:</b> Airport expansion</p> <p>I am quite troubled about this march to industrialize and destroy Thurston county. We need a thorough environmental review that would identify and assess direct and indirect cumulative impacts of airport growth, along with the opportunity for broad community discussion and meaningful participation in planning and decision-making processes.</p> <p>Sally Nole 12908 Tilley Rd S</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms Nole, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-45</b> 31 January 2025 31 January 2025 Andrew Brown brownandsonscigars@gmail.com</p>	<p><b>Topic:</b> Olympia airport</p> <p>We DO NOT want this in our area! Look at Shelton, Wa as they would be a better choice and away from military air force base. We don't need to continue to waste money investigating something so ridiculous. Get out of here!!!</p> <p>Regards, Andrew Brown Brown and Sons Premium Cigars 6502 Martin Way E Olympia WA 98516 360-888-4603</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Brown, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-46</b> 31 January 2025 31 January 2025 Jane Freeman jpfree653@gmail.com</p>	<p><b>Topic:</b> Draft Master Plan Update (MPU) for the Olympia Airport</p> <p>For many reasons I am opposed to expansion of the Olympia Airport. I have lived in a Tumwater neighborhood north of the airport for over two decades. Increased air traffic over our neighborhoods would negatively affect the quality of life and home value for my family and that of many others living in this area. Expanding the airport's current level of use will undoubtedly also have negative ecological impacts.</p> <p>Thank you for your attention to this matter.</p> <p><b>Staff that responded:</b> Lorie Watson</p>

	<p><b>Response:</b> Ms. Freeman, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-47</b> 31 January 2025 31 January 2025 Marcia Keizer marciakeilee@gmail.com</p>	<p><b>Topic:</b> The expanded use of the Olympia Airport</p> <p>Dear Port of Olympia people, Regarding the expansion of the Olympia Airport, please review and consider the following points: A thorough environmental review that would identify and assess direct and indirect cumulative impacts of airport growth, along with the opportunity for broad community discussion and meaningful participation in planning and decision-making processes, is long past due and needed now.</p> <ul style="list-style-type: none"> <li>• The draft MPU includes absolutely NO consideration or acknowledgement of the very close proximity of the Olympia Airport to densely populated areas to the north and a State Park to the south. Flight paths have been drawn directly over nearby residential neighborhoods, schools, parks and wildlife preserves.</li> <li>• The MPU ignores the issue of significant serious public health risks which have been positively associated with aircraft emissions and noise.</li> <li>• After decades of deriving revenue from the sale of leaded aviation fuel, and in spite of the well-known ill effects of lead exposure, there’s still no indication that the Port of Olympia will engage in sampling air, soil, water or blood to test for lead in and around the airport.</li> <li>• There are no regulations to limit extremely loud aircraft such as helicopters and no restrictions on night flights over residential areas.</li> <li>• The MPU focuses on benefits to a few, while totally ignoring costs that would be borne by most people living in our community, costs such as the inevitable decline in residential property values that come with being designated a “fly over” zone.</li> <li>• There is no discussion about expanded wildlife hazard zones required by FAA regulations for airports offering commercial passenger services and potential impacts throughout Thurston County on wildlife, including migratory birds.</li> <li>• The MPU repeatedly states that some projects proposed in the plan would be contingent on approval of a Habitat Conservation Plan (HCP) that is currently being developed by the Port of Olympia and the City of Tumwater (both of which would benefit financially from airport development). The HCP would require approval of the U.S. Fish and Wildlife Service. As of now, there is no such approval. Yet airport planners have forged ahead with the Update. The MPU does not explain that the Port’s ultimate objective is to secure “take” permits allowing them to crush, injure, kill (words taken from official HCP planning documents) endangered species that have always inhabited airport land and to relocate most of those remaining creatures facing risk of extinction to properties with soil conditions less preferred by the species.</li> <li>• There is no discussion in the MPU about impacts of increased fossil fuel-burning aircraft flights over Thurston County on local climate mitigation plans</li> <li>• Alternatives discussed in the MPU do not include sustainable transportation alternatives such as rail.</li> </ul> <ul style="list-style-type: none"> <li>• Thank you,</li> <li>• Marcia Keizer</li> <li>• Yelm, Washington</li> </ul>

	<p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Keizer, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-48</b> 31 January 2025 31 January 2025 Tallia Fierro Email</p>	<p><b>Topic:</b> Oly airport growth</p> <p>If the latest incident of the airplane s d helicopter crash isn't enough to prove the negative impacts then this is a disgusting tragedy and disrespect for humans, animals and the negative impacts it will have on our environment. Humans and animals are already being displaced, no homes, no land, no fresh air to breathe, loud noises all day and night. Find an area that is wide open and no impacts or very little like the desert. Please do not let this expansion happen.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Fierro, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-49</b> 31 January 2025 31 January 2025 Peggy and Paul Butler butlerpwp@aol.com</p>	<p><b>Topic:</b> Expansion of Olympia airport</p> <p>To whom It May Concern,</p> <p>We are strongly opposed to any expansion of the Olympia Airport. More flights would directly impact us and our neighbors. We already have the occasional DNR helicopters and JBLM helicopters and airplanes flying over our house near the eastern edge of Capitol Forest. The noise and vibrations are disturbing. Many more regular flights over our area would impact our daily lives and destroy the rural character of our neighborhood. Regular flights would add to the noise and vibrations but also have the added concern of air pollution. Flight is one of the most carbon intensive activities. Besides CO<sub>2</sub>, the emissions include nitrogen oxides, soot, water vapor, and sulfate aerosols. Many neighborhoods, schools, and parks would feel the impacts of flight paths overhead.</p> <p>Let's think globally, too. Did you know air travel contributes 100 times more pollution than shared bus or train rides? Air travel contributes 4% to global warming. That's more than almost all countries.</p> <p>Our local governments are working to reduce our carbon footprint. How does an expansion of air travel fit into this effort?</p> <p>Expansion is a bad idea and we hope you will not move forward with this proposal.</p> <p>Sincerely, Peggy and Paul Butler</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. and Ms. Butler, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-50</b> 31 January 2025 3 February 2025</p>	<p><b>Topic:</b> Proposed Changes to Olympia Airport</p> <p>For the past couple of years or more, I have been hearing and reading about the proposed enlargement of the Olympia Airport located in Tumwater, Washington,</p>

<p>Kristin Felix kristinfelix@yahoo.com</p>	<p>in order to handle traffic from the increasingly-overloaded SeaTac Airport. While I fully support your concerns about the SeaTac Airport, and your desire to provide an answer to that dilemma, I do NOT support doing it in Tumwater, nor anywhere near dense populations and protected areas such as parks. I love Millersylvania Park, which is in the area that would be affected. It is forested with numerous, winding paths, and is quiet and natural. I used to walk there and learned most of those complicated trails. I spent 31 years, most of my working life, with a state agency in a building less than a mile from the Olympia Airport. I also took walks just beside the airport many times. I have friends and former co-workers in the area. Many, many people live and work and attend schools nearby, who, if asked, would say they treasure the relative quietness of having only a small airport, since there must be an airport, and who would bitterly lament having all of that changed because the area seems like a perfect fit and the answer to a problem. It would be the cause of numerous other problems, far into the future. Please remove our small airport from your plans, and continue looking for an equally promising place that is not beautifully semi-rural and loved for that quality.</p> <p>Thank you for your attention.</p> <p>Sincerely,</p> <p>Kristin Felix (360) 999-7523 kristinfelix@yahoo.com</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Felix, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-51</b> 31 January 2025 3 February 2025 Susan Finkel susanhmfinkel@hotmail.com</p>	<p><b>Topic:</b> Increasing the size of Olympia airport</p> <p>Increasing the size of the Olympia airport, with more pollution, noise, and activity, is a terrible, poorly conceived idea that has no place in a reasonable conception of the south part of Olympia. Please scrap this idea immediately. Thank you, Susan Finkel</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Finkel, Thank you for your email dated January 31, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-52</b> 1 February 2025 3 February 2025 Colleen Bradford</p>	<p><b>Topic:</b> Here we go again</p> <p>Dear Port of Olympia, I believe that Olympia went through this a few years ago. In fact, I think the Port was behind that effort. Instead of wasting a lot of time and taxpayer money, please go back and look at the results of that effort. Nobody wants it!!! We</p>

<p>c_brad@comcast.net</p>	<p>already have multitudes of black hawk helicopters and other military assets flying over Olympia and once again the City is pushing to increase density and Willy Nelly building in Olympia. In addition, we already have extremely congested traffic on I-5 in this area and we are ripping up wildlife habitat even as I write this. Why can't local government allow the Olympia, Lacey, and Tumwater area to save some semblance of what attracted people here to begin with and remain a decent place to live.</p> <p>Sincerely, Colleen Bradford, Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Bradford, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-53</b> 1 February 2025 3 February 2025 Melissa Finder melissafinder@mac.com</p>	<p><b>Topic:</b> No on the Olympia airport expansion</p> <p>Hello, I am strongly opposed to the plan to expand the Olympia airport. It is completely unnecessary and inappropriate for the community and will do much damage.</p> <p>Thanks you, Melissa Finder</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Finder, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-54</b> 1 February 2025 3 February 2025 Eric Klein eric96k@icloud.com</p>	<p><b>Topic:</b> 2021 Airport Master Plan -feedback</p> <p>To whom it may concern. I live at 16816 OLD HWY 99 SE in Tenino. We are a cattle ranch located outside of Tenino and our home and ranch are used for a lot of aircraft training. Sometimes it can be a bit annoying when a pilot uses my home for too many ground reference maneuvers. But as a pilot myself and tenant of the H Hangars I know that this doesn't happen very often and I have great relationships with Safety In Motion and Glacier. Our ranch is a good area for training and I'm glad to see it being used as such.</p> <p>For the MPU I overall offer my support in its development and specifically in regards to increased Hangar capacity for GA. I also want to express the need for better maintenance facilities. Currently I have to take my 1980' Bonanza down to Pearson in Vancouver WA for service. This is not only time-consuming and expensive. But ultimately is a loss in revenue for the airport and community. Some specific comments.</p> <p>Taxiway realignment. These are much needed and the combination of Alternative 1 and 2 are sound. Nice.</p> <p>Runway alternatives. While I am concerned about reducing the length of RWY 8/26 the proposal makes sense. I really like the idea of a grass landing area being added.</p>

	<p>For commercial development I love the Agriculture planned use outside of RWY 17. How can we do more of this? Sincerely Eric Klein N3679Z H Hangar tenant.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Klein, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-55</b> 1 February 2025 3 February 2025 Kendall Hardy hardykn@gmail.com</p>	<p><b>Topic:</b> Concerns about the Master Plan Update</p> <p>To Whom It May Concern:</p> <p>I am concerned about the Master Plan Update regarding the Olympia Airport expansion. Health impacts to those within a vicinity of the airport are a major worry, as indicated by the SeaTac class action lawsuit put forth by Flight Pattern Kids. Aircraft emissions, aircraft noise, and jet fuel leaching into the surrounding ground are all major pollutants that will certainly negatively impact the health and wellbeing of our communities. In addition to peoples' homes, we have parks within the airport vicinity (Millersylvania State Park, Pioneer Park to name a couple), and schools, so the impacts on the community would be vast. I am also concerned about the impact to wildlife and our sensitive ecosystems. Habitat preservation and climate mitigation should be at the forefront of our minds, and developing land that serves as important habitat, carbon sinks, and agricultural land would go against this. Additionally, people live and visit these rural areas to enjoy a peaceful landscape - Thurston county is beautiful and serene and we should keep it that way. We really need to start thinking creatively about how to preserve the health of our community and surrounding land/ecosystems, and I don't think the MPU reflects this. At the very least, we need a thorough environmental review regarding the MPU and Olympia Airport expansion. Thank you for reading my thoughts.</p> <p>Sincerely, Kendall Hardy</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Hardy, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-56</b> 1 February 2025 3 February 2025 Andrea Hicklin trigtchr@comcast.net</p>	<p><b>Topic:</b> concerns with the update</p> <p>My name is Andrea Hicklin. I am a long-time resident of the Olympia/Lacey/Tumwater area. I am writing to you to voice my concerns over the recent update in planning for the Olympia/Tumwater airport. My biggest concern is simply that you are planning to enlarge the airport. This will completely destroy the unique small-town-in-a-big-area atmosphere that this region currently enjoys. Your plan talks about deliberately destroying species of animals. That is not acceptable.</p>

	<p>Your plan talks about flying over neighborhoods, including school zones. That is not acceptable.</p> <p>Thurston County residents do not want to become another Kent or Renton, serving only as an extension of Seattle and putting up with constant flyovers. We want to preserve our wetlands and wildlife habitat, our serenity and peace of mind, and our ability to maintain a balance between urban areas and rural areas. Go back and rewrite this plan. You have grossly mistaken the desires of the voters who elected you.</p> <p>Sincerely, Andrea Hicklin</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Hicklin, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-57</b> 1 February 2025 3 February 2025 Jeff Waddington jeffwaddington@yahoo.com</p>	<p><b>Topic:</b> Potential degrading to Thurston County quality of life...</p> <p>...if proposed Olympia Airport expansion happens. This is not asked for nor wanted by residents of the area. The increase in CO2 emissions that would come from increased airport traffic would also contribute to the deterioration of the quality of life for all of us. Instead, we should be planning for more efficient and less CO2 generating forms of transportation: rail, EV cars and trucks, etc. This climate heating coming from increased fossil fuel use is a problem we need to deal with now: witness the increasing wildfires, decreased species abundance and decreasing health of our human populations.</p> <p>Our and your responsibility is to make these changes to our current growth patterns to ones more compatible with a good quality of life for all - and not to pursue growth policies that do not align with the needed changes in the way we as a society should be making now.</p> <p>More fossil fuel use for transportation is what will lead to a miserable quality of life for us: just ask the LA wildfire residents...</p> <p>Please do the responsible thing here: opt for climate helping solutions, not climate harming development.</p> <p>Thanks for your help.</p> <p>-Jeff Waddington 823 Linwood Ave SW Tumwater, WA 98512 PS Please keep me posted of your progress in this matter.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Waddington,  Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-58</b> 1 February 2025 3 February 2025</p>	<p><b>Topic:</b> Against Olympia Airport Expansion</p> <p>I am writing to express my negative opinion of increasing airport traffic and facilities at the Olympia Airport.</p>

<p>Cathy Rivers coachrivers@comcast.net</p>	<p>I was an property owner down on 93rd Ave SW when the last expansion occurred. That was abrupt and disruptive to residents and this is where it needs to stop.</p> <p>Increased traffic and facilities will negatively impact the quality of life for south Thurston County residents. It increases physical danger. It will destroy the current level of peace and quiet at Millersylvania. It will increase the toxic load of air and soil.</p> <p>Please count me as a vote against the Master Plan.</p> <p>I have been a resident and tax payer in Thurston County since 1973.</p> <p>Cathy Rivers 8553 Bainbridge Loop NE Lacey WA 98516 360.480.0183</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Rivers, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-59</b> 1 February 2025 3 February 2025 Christine Cook christinecookwa@aol.com</p>	<p><b>Topic:</b> the airport</p> <p>Hello:</p> <p>I'm a home owner in Olympia and only a few miles from the airport. If you go forward with this, I'll never have a moment's peace. But of more concern is that my property values will disappear. Hopefully, you'll listen to the people who ALREADY LIVE HERE, and find a place outside of town for this. Or, we'll be doing this to other people and paying for it again 20 years from now. This is NOT RIGHT.</p> <p>Christine Cook 3114 Red Fern Dr. NW Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Cook, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-60</b> 1 February 2025 3 February 2025 Mary Pashyo mpashyo@aol.com</p>	<p><b>Topic:</b> Olympia airport expansion</p> <p>I am writing in opposition to your proposed expansion of the Olympia airport property for the following reasons: The current proposed designs would eventually open the floodgates to ever-increasing pollution-emitting, low-flying aircraft traffic over Thurston County. The resulting outcome would be the the end " to clean air and quiet neighborhoods,</p>

	<p>rural lands, and farmland. Goodbye to years of efforts to protect endangered species in our parks and wildlife preserves.” It is this vitality and wonder of natural environments that make Thurston country stand out, Don't be the ones who destroy the specialness of Olympia and Thurston county. Mary Pashyo Rainier, WA 98476</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Pashyo, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-61</b> 1 February 2025 3 February 2025 Jon Ceazan jdceazan@gmail.com</p>	<p><b>Topic:</b> Olympia Airport Master Plan</p> <p>I am very concerned about the Olympia airport master plan that is being considered for approval by the Port Commissioners in a few weeks. I believe that the AMPU, as currently proposed, will be very detrimental to the health and well being of all of us who live in the vicinity of the airport The airport manager claims that there will not be expanded flights out of the airport, but I find this claim to be inconsistent to what is proposed in the Master Plan. If there were to be no increase in flight activity why would there be a need for more aircraft hangers, an expanded commercial aviation area with a new passenger terminal, a 259,000 square foot area for passenger and cargo aircraft parking, loading and unloading, and 6 gates and a commercial aircraft deicing area. This plan will be detrimental to health and well being to all of us who live in the area, and will destroy what little prairie habitat that is left. Please, do not go forward with this plan. Jon Ceazan 303 41st Ave NE , Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Ceazan, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-62</b> 1 February 2025 3 February 2025 Cindy Rae cynrae523@gmail.com</p>	<p><b>Topic:</b> Olympia Airport Master Plan Update</p> <p>Dear Olympia Airport planners, Mayor Payne, and City Council Members, I am writing to you out of concern for the Olympia Airport Master Plan Update. Olympia residents already suffer from the noise of low flying aircraft from JBLM. Adding 600+ "operations" PER DAY would destroy enjoyment of our beautiful parks, undermine current climate mitigation planning, decrease property values, decimate local wildlife, and create more traffic than our roads can handle. The plan does not address sustainable transportation alternatives such as rail. And the emissions pouring out on flight plans that go over residential neighborhoods, schools, parks and wildlife preserves pose serious health risks to residents and wildlife. A thorough environmental review is needed to identify and assess direct impacts of airport growth prior to any plan being implemented. Sincerely, Cindy Rae (concerned resident) 1521 Bowman Ave NW</p>

	<p>Olympia, WA 98502</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Rae, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-63</b> 1 February 2025 3 February 2025 Michelle Blanchard qorx759@gmail.com</p>	<p><b>Topic:</b> To the Port of Olympia Commissioners</p> <p>To the Port of Olympia commissioners: Two years ago, when you first admitted to your plans on `expanding airport operations, fifty or so residents of Tumwater and Thurston County met with you in your chambers. We were peaceful and respectful. We did not bring our protest signs into the view of your cameras. Many of us spoke to you in the allotted time of three minutes. Several of us quoted directly from your plans of over 300 daily departures and landings. One of your members seemed surprised at the number, said it wasn't true, and one of us read it to him verbatim. While we spoke, your expressions at our testimony were revealing. All of you wore expressions of boredom, disdain and utter contempt. One of you spent some time examining their fingernails, as if to say, "Are you finished? Because I really need to trim these nails." When we left, we all knew that all we'd done was waste our own time. You had the `meeting' solely out of contractual obligation, NOT to listen to the people who are going to pay the price of your horrible plans. Your minds were set in solid stone and haven't changed a jot. Your minds are closed to anything but your own selfish plans. We voiced our concerns, our reasons for your plans being unreasonable and unnecessary. In response, your current plan has merely expanded. You've double downed on us. You completely disregarded our voices. If nothing else, you have given us a lesson in your stubborn and obstinate refusal to listen and consider the many reasons why you are wrong, as is your plan. I am convinced that none of you will be living in the flight paths or on the borders of the monstrosity. You will not be affected by it, but definitely enriched. NO to your plans. NO to all of them, no matter how you parse them into individual projects. We are not stupid. Your plan is really a megaproject that will destroy livelihoods, families, homes (through eminent domain); will inflict noise, stress and fear in those in the flight paths; harm us due to light pollution, noise pollution, air pollution, exposure to hazardous materials such as solvents, jet fuel, fire retardants (known carcinogens that contaminate soil and the water we drink), environmental degradation, willful extirpation of endangered species, destruction of farm land, forest land and a beloved State Park; a loss of income due to increased costs and lowered property values (of those homes that you don't condemn). Your eminent domain actions will turn innocent tax payers into criminals as you force them out of their homes. The emissions from your thousands of jet flights will contribute to health concerns such as heart disease, respiratory diseases, several forms of cancer, and cognitive issues in children exposed to daily noise and emissions. Your plans purposefully put the entire cost on us: in the form of the need for huge demands for water, sewage disposal, electricity and a new landfill to accommodate the vast</p>

	<p>amounts of garbage and hazmat materials your mega airport will produce. You will expect us, the taxpayer, to pay for the 'improvements' that include widening Hwy 99, flattening homes, killing a 400 year old HEALTHY heritage oak tree, and increase congestion, crime and waste.</p> <p>I do remember your tiny crumb of justification, that being that tired, old possibility of 'jobs'. That handful of 'jobs' will be relatively few, janitorial in nature, pay minimum wage, with no expectation of advancement in any field other than replacing the toilet paper in the bathrooms. They won't even come close to replacing the massive loss of individual income, businesses being driven under, and people who lose their current jobs or homes due to your destructive plans.</p> <p>The economic blight and loss of property taxes will result in Tumwater and Thurston County having to raise revenue in other ways.</p> <p>Those people who do lose their homes to your bulldozers and cement trucks will have to find a home that they probably can't afford. Your 'fair market value' is nothing but propaganda and lies. What is the fair market value of a house right under a flight path? Or one that you condemn? Zero decimal point zero.</p> <p>Your plans are no different and as callous and uncaring as the one that was planned by the CACC a year earlier. That one you objected to, solely because you had a plan yourselves. Same destruction, just different bulldozers.</p> <p>Your tiny cabal of 'commissioners' consider themselves gods, with total control over the lives of thousands of the people who pay your salary. We are nothing but annoyances to you. We are dust to you.</p> <p>Somewhere I read that your justification for this monstrosity of a social and environmental crime is that you are operating under a 'mandate'.</p> <p>It is time we disband you, defund you, and rescind this mandate. In other actions you have proven unwilling to consider to weigh your grandiose plans against reality, and demonstrated complete disregard for our protests. You cannot provide a real reason when we ask you WHY. It is apparent that you hope to get a position as airport managers with a six figure 'compensation' package. It is obvious you have no intentions other than carrying on this dreadfully heartless-and unnecessary plan.</p> <p>I am fairly certain you won't read this in full. Just another demonstration of your hubristic, self centered refusal to accept what 99% of us are saying.</p> <p>We do not need your mega airport. We do not want your mega airport.</p> <p><b>NO TO ALL YOUR PLANS.</b> Michelle Blanchard Tumwater, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Blanchard, Thank you for your email dated February 1, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-64</b> 2 February 2025 3 February 2025 René Bressieux</p>	<p><b>Topic:</b> Olympia airport expansion</p> <p>I find these Olympia airport plans to be offensive and invasive. I have lived in Olympia since 1977 and feel that air traffic is already excessive. Do not expand the airport.</p>

<p>renebressieux@m sn.com</p>	<p>Thank you</p> <p>René Bressieux</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Bressieux, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-65</b> 2 February 2025 3 February 2025 Valerie Krull vkrull@hotmail.co m</p>	<p><b>Topic:</b> Current plans to expand Olympia Regional Airport</p> <p>To Current Airport Planners, I am submitting my comments regarding the draft plans for extensive changes to our regional airport. First and foremost, the plans as they currently stand are completely unacceptable. The traffic that these plans describe is wholly inappropriate for the size, location, and environmental well-being of our community. Citizens of Olympia, Tumwater and Lacey would be appalled if they were made aware of your plans. As is often the case, the Port of Olympia is less than transparent with the public about the things it wants to do. If the average resident knew that this hugely impactful change was being planned, that they were looking at changes to our airport that would mean as many 630 flights coming and going, as in flying over their homes, parks, and workplaces on a daily basis, day and night, which in this plan amounts to potentially 59-98 airport "operations " taking place every hour, there would be a resounding negative response. I believe you should better publicize your public comment period and extend it beyond its current February 12th cutoff. Sincerely, Valerie Krull</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Krull, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-66</b> 2 February 2025 3 February 2025 Paul Bakke bakke456@hotmai l.com</p>	<p><b>Topic:</b> Comments on Olympia Regional Airport's Master Plan Update</p> <p>Dear Sir: I am writing to comment on, and to register my frustration with, the draft Master Plan Update (MPU) for the Olympia Airport recently posted by the Port of Olympia. I live 3.4 miles from the Olympia Airport. Already, under conditions of current use, the Airport is a source of daily annoyance from the loud noise of numerous flights originating from it, including helicopter and fixed-wing pilot training flights that regularly circle my neighborhood. I can only imagine how much more degraded my quality of life would be with the greatly expanded number of flights and aircraft types that are proposed in the MPU! It is apparent that the authors of the MPU care little about the quality of life or the health of the residents of Thurston County, much less the environmental degradation that will inevitably result from this proposed expansion. If effect, this plan is a one-sided</p>

	<p>"gift" to the tiny number of people who benefit financially from airport growth at the expense of public resources and public livability.</p> <p>Moreover, air pollution from aircraft exhaust, water and groundwater pollution from runway runoff, and a realistic assessment of severe impacts to sensitive, threatened and endangered species has not been truthfully or adequately addressed by the MPU. The airport shares a fragile coexistence with several Puget Sound prairie species, and expanded runways, buildings or operations would reduce the viability of that coexistence beyond repair.</p> <p>I suggest that the Port airport expansion proponents and authors of the MPU spend an afternoon walking the neighborhoods around Seatac Airport, as I have done, and see for themselves the environmental and socioeconomic damage that has been happening there. I suggest that they walk from the airport terminal to the Highline Botanical Garden north of that airport. Try to have lunch in the garden. And, be sure to bring your earplugs and perhaps even an oxygen bottle to be able to stand being there for an hour! This is not a future that is even remotely acceptable for the neighborhoods around south Olympia and Tumwater!</p> <p>I am opposed to many of the expansionist changes proposed by the MPU. I am opposed to increasing the number of daily flights. I am opposed to increased runway lengths or increased "capacity to accommodate aircraft operations." I am opposed to terminal building expansion and to building ever more and bigger hangars. I am opposed to the possibility of permitting more nighttime takeoffs and landings. I am opposed to expansion of impervious surfaces for yet more car parking, aircraft parking, and deicing. And most of all, I am frustrated and angered by the one-sided expansion-oriented theme of the MPU and the lack of a meaningful effort to address the needs of the public who lives here. This planning process needs to realistically assess a no-growth option, and needs to sincerely listen to the dedicated people who, for decades, have fought to protect our water and air quality, our vulnerable species, and our parks and wildlife preserves.</p> <p>Respectfully, Paul Bakke 4031 Wexford Loop SE Olympia, WA 98501 <a href="mailto:bakke456@hotmail.com">bakke456@hotmail.com</a></p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Bakke, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-67</b> 2 February 2025 3 February 2025 Susan Bakke <a href="mailto:susan.bakke.b3@gmail.com">susan.bakke.b3@gmail.com</a></p>	<p><b>Topic:</b> Expansion of the Olympia airport</p> <p>To Whom it may Concern, I have lived in Thurston Co since 2000, the past 6 years in SE Olympia, not far from the Olympia airport. In the summer there are often loud, low flying helicopters flying overhead. It is quite disturbing.</p>

	<p>I understand that the draft Master Plan Update (MPU) for the Olympia Airport includes increased numbers of flights taking off and landing totaling about 630 each day, including at night. That is insane! The noisy, low-flying aircraft, including thunderous helicopters, that fly over residential neighborhoods, and the inevitable decline in residential property values under flight paths, is unacceptable. I live in one of these neighborhoods and I DO NOT want this kind of growth at the airport.</p> <p>Also, I am concerned about the public health risks which have been positively associated with aircraft emissions and noise, including asthma and hearing loss. Families and individuals who hike and camp at nearby Millersylvania State Park go there to relax and destress. Continuous noisy planes overhead would do the exact opposite. I go there to hike with my hiking group several times a year.</p> <p>Lastly, a thorough environmental review that would identify and assess direct and indirect cumulative impacts of airport growth, along with the opportunity for broad community discussion and meaningful participation in planning and decision-making processes, should take place before any further planning of airport growth.</p> <p>Please let me know that my concerns will be addressed.</p> <p>Sincerely, Susan Bakke Newcastle Neighborhood</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Bakke, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-68</b> 2 February 2025 3 February 2025 John McClung steelguitarlessons@earthlink.net</p>	<p><b>Topic:</b> Olympia airport expansion</p> <p>Sent from my iPhone: I'm strongly opposed to plans to grow our airport. There are too many issues concerning the local flora and fauna habitat; noise pollution; proximity to many nearby homes; proximity to Millersylvania State Park; etc.</p> <p>I'm a member of a large and active local citizens group opposed to unreasonable plans to essentially ruin the rural character of this area of Thurston County, and we will do everything in our power to halt such plans.</p> <p>Sincerely, John McClung 8322 Bordeaux Loop SW Olympia, WA 98512-5931</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. McClung, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-69</b> 2 February 2025 3 February 2025</p>	<p><b>Topic:</b> olympia airport expansion</p> <p>I am writing to express my concern about the Port of Olympia's plan to expand the current Olympia airport as described in the Master Plan Update. I oppose the</p>

<p>Jean Gowen jean.gowen@gmail.com</p>	<p>MPU. As a 25 year resident of Olympia who lives in the current flight path for the airport, I do not understand why the Port Authority continues to move forward with an unpopular plan to allow more air traffic than we already have. Aside from the constant drone of civil and state government aircraft taking off, landing, and sometimes just circling above, we have to tolerate the intrusive noise and pollution from military planes and helicopters day and night.</p> <p>Our population is growing and we all must accept change. We are adding critical new housing within current city limits by building residences closer together, sometimes taking wooded lots and green areas to make room. We also sprawl out into adjacent forested areas and farmland. We sacrifice personal space as we crowd in more people. It is all the more important we make our shared living space as pleasant and stress free as possible. Allowing more and more loud, irritating, polluting aircraft the privilege of accessing the airspace above us does not help. I myself have never flown into or out of Olympia airport and few (if any?) of my friends and neighbors have either. Pilots and passengers on the planes and helicopters disturbing the peace of the city represent a tiny proportion of local residents, while the vast majority of us trying to live our lives down below are expected to put up with their intrusion into our small piece of the world whenever these people want. Most of us willingly accommodate medical flights in and out local hospitals. With Olympia as the Capitol of Washington we accept there are government agencies that use planes and helicopters to carry out their mandated functions. I know businesspeople, legislators and state government employees need airport access from time to time. However, I feel frustration much of the year when the noise caused by planes and helicopters overhead make it impossible for me to listen to music, podcasts and audiobooks or even hold conversations with family, friends and neighbors in my own back yard. I am tired of it. I am writing because I want you to know that. While I have finally been able to retire from a long career in public health, my life is busy and I do not have time to attend meetings of all state and local government councils, agencies and boards whose decisions have an impact on my life to make my opinions known. I want to be able to trust our elected officials to have our interests at heart.</p> <p>Clearly there are people who will benefit greatly from airport expansion, but it is not me or my neighbors. It is not local wildlife or sensitive environments in the flight paths of the planes and helicopters. There is time to change the troubling plan the Port is proposing. Please do not go forward with the planned expansion of the Olympia airport.</p> <p>Sincerely, Jean Gowen 1914 Forest Hill Dr. SE Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Gowen, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-70</b> 2 February 2025 3 February 2025</p>	<p><b>Topic:</b> Olympia Airport Growth</p> <p>To Whom it may concern,</p>

<p>Laura Newberry ann945n@yahoo.com</p>	<p>I live near the Olympia airport and have read the master update plan. I have serious concerns about the growth and projects anticipated for the airport with little to no concern for homeowners, noise, schools, and lead exposure. I urge planners to stop all conversation on ANY growth or projects at the airport until the Port and City conducts studies on lead exposure to those living around the airport and the schools near by. This has been proven to be a real and measurable risk as evident by a 2023 study done in Santa Clara out of California which I have included a link below. This is addition to my concerns about added noise to neighborhoods and communities around the airport. Please stop discussion on airport expansion and halt development until a study is done on the health risk to our local community including decreased property values, lead exposure and noise pollution. Please show that you are operating as a good neighbor and elected official and address these concerns so that any expansion project discussions and plans account for the increased lead levels in our children, schools (peter g schmitt and tumwater high), decreased property values and noise pollution. Only then can the true cost to our community be known before decisions are made. Thank you Laura Newberry <a href="https://news.santaclaracounty.gov/news-release/findings-county-commissioned-airborne-lead-study-published-online-proceedings-national">https://news.santaclaracounty.gov/news-release/findings-county-commissioned-airborne-lead-study-published-online-proceedings-national</a></p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Newberry, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-71</b> 2 February 2025 3 February 2025 Chris Maynard chris@featherfolio.com</p>	<p><b>Topic:</b> Airport Expansion Fears</p> <p>Dear Planners and Port Commissioners, I am afraid that airport expansion will reduce the quality of life for me and my neighbors who live nearby. I live near the Deschutes River. I moved here for the quiet for health reasons, knowing that the helicopters were quite noisy and flew low over me but I could sort of live with that, interrupting my work and sleep only occasionally. I am afraid that my health and sleep will suffer if the airport expands its operations with no attention to noise control such as higher flight height requirements, eliminating night flights, etc. I do have other concerns such as increased traffic, especially commercial traffic of trucks if the airport would be used for big cargo planes too. I don't want to live in an industrial area, not just industrially designated by the county but in an area that feels like a non-rural area because of noise, traffic, and environmental degradation. Thank you for taking my thoughts into consideration. I would be happy to lend a hand to help you think this through in a thorough, wholistic way that takes into account and addresses the many side effects that a larger airport could have on all of us. Yours truly Chris Maynard Chris Maynard, Featherfolio LLC Featherfolio.com</p>

	<p>+1 360 878-0755</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Mr. Maynard,          Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-72</b>          2 February 2025          3 February 2025          Penny Purkerson          pennypurky@yahoo.com</p>	<p><b>Topic:</b> Airport expansion - Olympia MPU</p> <p>I am concerned about increased public health risks (asthma, heart disease etc.) associated with aircraft emissions and noise!          I am concerned about flight paths over schools and playgrounds and health impacts on children!          I am concerned about more noisy, low-flying aircraft, including thunderous helicopters, over residential neighborhoods and the inevitable decline in residential property values under flight paths!          I am concerned about impacts of loud and intrusive noise on Millersylvania State Park!          I am concerned about the impacts of noisy aircraft on wildlife in the nearby West Rocky Prairie Wildlife Preserve!          I am concerned about what will happen to endangered species that have always lived on airport prairie land!          I am concerned about local climate mitigation planning that would be totally undermined if MPU plans come about!          Environmental review along with the opportunity for community discussion and participation in planning and decision-making processes, is long past due and needed now!</p> <p>Penny Purkerson          222 21st ave SE          Olympia, WA 98501</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Ms. Purkerson,          Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-73</b>          2 February 2025          3 February 2025          Virginia Drake          Cocayne          jnvdrake@gmail.com</p>	<p><b>Topic:</b> STOP OLYMPIA AIRPORT GROWTH</p> <p>A long-time community leader and protector of our county's environment has said: "Goodbye to clean air and quiet neighborhoods, rural lands, and farmland. Goodbye to years of efforts to protect endangered species in our parks and wildlife preserves." If the builders and Port Authority ride this horrid idea to fruition it will kill Olympia allbeit Thurston County.          IS THIS WHAT WE WANT FOR THE FUTURE OF OUR COUNTY?          NO IT'S NOT. AND SO THIS MAYBE THE LAST BATTLE I WILL PARTICIPATE In At the age of 73. I will put everything I have to STOP THIS AND PUT A BULLSEYE OF PROTEST ON THE EFFORT!          LIFE IS THE TIME I HAVE LEFT I OLYMPIA. MY FAMILY HAS LIVED HERE SINCE 1965. TO SEE THIS OCCUR WOULD BE A HORRIBLE UNNECESSARY END TO MY BEAUTIFUL CITY OF OLYMPIA.</p>

	<p>Virginia Drake Cocayne Veteran USAR NSA Service Dog Handler</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Drake Cocayne, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-74</b> 2 February 2025 3 February 2025 Tanalienda Hayes tatanatologan@gmail.com</p>	<p><b>Topic:</b> Healthy Urban planning considerations</p> <p>Hello, I'm adding my voice in opposition to expanding the Olympia airport in any way. As a community the Tumwater area has been experiencing growth that is very badly planned and executed. This area is a valuable resource in it's self. Tumwater and Thurston county have an opportunity to create infrastructure that builds on and supports long-term viability of it's natural assets, while protecting the fragile environmental ecosystem that contains water, wildress and wildlife that make it one of the more inviting places to invest in for the future. If infrastructure is needed to create jobs and bring in business to the area, why not a convention, arts, science and events center where the old Olympia brewery is? This would allow for growth and appreciation of the natural surroundings without the devastating impact that an expanded airport would have. Increased air traffic has been proven extremely harmful in many studies on human physical and mental health, air quality, water quality, wildlife habitat, migration disruption and the ecosystem. When a airport is expanded to the extent proposed, it disrupts so profoundly as to alter the ecosystems ability to cool down. It becomes a dead zone. We need to preserve as many wilderness corridors as possible. If we don't want the rising global temperatures to impact us more negativity than it already is. The birds of our plant need to be protected. Migration routes of a multitude of birds would be cut off to water ways and wilderness corridors that allow them safe travle if the airport was to expand. There is such a vast amount of negative impacts. To address them all, would be attaching hundreds of reports, studies and documents that prove trough intense research that expanding an airport is never positive. The only ones benefiting by an expansion in the short term, are the people lining their pockets with the profits. Thank you for your time. Please Do not expand the airport. Please also consider hiring a urban planner that can implement some long-term growth plans and preservation strategies that creates infrastructure and housing that is based upon studies that encourage healthy communities, protecting the environment and prosperity. Not short term short sighted destruction for construction investors that are not truly invested in our future as a community. Tanalienda Hayes</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b></p>

	<p>Ms. Hayes, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-75</b> 2 February 2025 3 February 2025 Debra Perdeu dsperdeu@hotmail.com</p>	<p><b>Topic:</b> STOP the Olympia Airport expansion</p> <p>To whom it may concern: I am a property owner adjacent to the Olympia Airport. This is so inconsiderate of you officials trying to do this expansion. There are 545 homes out here where I live. Not including all the others who this will directly affect. The noise levels will be off the charts for our area. Not to mention the pollution and the general effect it will have on our environment. The increased traffic for our 2-lane old highway 99. This new proposition needs to be stopped! Unless you plan on buying all of us residents out at market value. Because with the noise, pollution and the environment erosion, these homes will be uninhabitable.</p> <p>Respectfully, Debra Perdeu</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Perdeu, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-76</b> 2 February 2025 3 February 2025 Bonnie and Curt Knudsen bjmackaness60@gmail.com</p>	<p><b>Topic:</b> No Airport in Olympia</p> <p>We oppose the plan to put an airport in Our Olympia! For ALL the common sense reasons: Noise, Safety, unnecessary pollution and more traffic! We don't want any part of it! Bonnie and Curt Knudsen</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. and Ms. Knudsen, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-77</b> 2 February 2025 3 February 2025 Lawrence Bowman bowman150@gmail.com</p>	<p><b>Topic:</b> Olympia airport master plan - public input</p> <p>Dear Port of Olympia: I am writing as a citizen of this state and region, and one who places a high value on clean air, clean water, and quiet neighborhoods. In the strongest language, I do not support expansion of the Olympia Airport. I do realize the traveling public is stressing the capacity of SEATAC airport. That said, is all of that air traffic really necessary? We should be using ZOOM and other virtual meetings more - saving precious resources when face-to-face meetings really are not absolutely necessary. So much can be accomplished via e-mail and and even the US mail. Consider the fuel required to ship a two pound package via air versus a 200 lb man. I could retire comfortably on the savings.</p> <p>Thank you for considering my considered opinion. Best regards, /Lawrence Bowman/ Ph.D. and Member IEEE</p>

	<p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Mr. Bowman, Thank you for your email dated February 2, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-78</b> 3 February 2025 4 February 2025 Ronda Larson Kramer rlarsonkramer@mail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Please do an EIS for the Airport Master Plan Update (MPU). There are apparently rumors that the MPU will result in only a 5% increase in traffic. In fact, Warren Hendrickson said to the Tumwater City Council in 2023 that commercial passenger traffic was “forecast” to increase from zero to 20,000 by 2040. That is a 200% increase, not 5%. See page 10 here for his quote.</p> <p>Also, if you think alternatives to fossil fuels will solve the problems that citizens are telling you about, I ask you to reconsider. Under the Trump administration, the next four years do not look promising for electric or hydrogen airplanes. Even if Trump were not in office, large-scale commercial adoption of electric aircraft is still 20+ years away unless battery breakthroughs and infrastructure upgrades happen much faster. Several key challenges could slow down the widespread adoption of electric airplanes.</p> <p>As to hydrogen, unlike batteries, it requires entirely new airport storage and refueling systems. Hydrogen is bulky and needs cryogenic cooling (-253°C) or high-pressure tanks, making it hard to store and transport.</p> <p>In this case, the MPU focuses solely on benefits to the few, while ignoring harmful effects to the many. In addition to lead from airplanes affecting children’s cognitive skills, research indicates that air traffic causes other negative health effects, most importantly from particulate matter and noise.</p> <p>Studies consistently show that ultrafine particulate matter (UFP) is elevated in and around airports. Research indicates increased health impacts near airports including premature death, preterm births, and decreased lung function.</p> <p>Noise is considered one, if not the most detrimental environmental effect of aviation. There is sufficient evidence for a marked negative effect of aircraft noise exposure on children’s cognitive skills. There is also sufficient evidence that aircraft noise disturbs sleep and can impair sleep recuperation.</p> <p>The FAA specifically cautions airports on the need to complete an environmental review (including an EIS) if they know there is a lot of public opposition to a plan. Under FAA Order 1050.1F, “[a]n EIS is required when any of the impacts of the proposed action, after incorporating any mitigation commitments, remain significant to the human environment.”</p> <p>Moreover, one factor that makes impacts significant is when “the effects on the quality of the human environment are likely to be highly controversial.” See Order 1050.1F(4-3.2); see also FAA Order 5050.4B (NEPA Implementing Instructions for Airport Actions).</p> <p>We need a thorough environmental review now. Waiting to do that until discrete projects begin will lead to piecemealing (which SEPA and NEPA forbid). It will also prevent commissioners and the public from seeing the impacts that this MPU will have on our community’s health, and especially children’s health.</p> <p>This is a dangerous master plan. It needs to be set aside and reevaluated.</p> <p>Ronda Larson Kramer Cell: 360-259-3076</p>

	<p>rlarsonkramer@gmail.com</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Larson Kramer,  Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-79</b>  3 February 2025  4 February 2025  Joe Kane  kanejoe@comcast.net</p>	<p><b>Topic:</b> No to Olympia Airport Growth</p> <p>Dear Port of Olympia,  My family and I have lived in the City of Olympia, just north of Olympia High School, since 1997. We are deeply concerned — in fact, infuriated — by the proposal to expand the Olympia Airport. The lack of a transparent and comprehensive public process for the Master Plan Update (MPU), and the Plan's complete failure to acknowledge the opposition of so many local residents to expansion of the airport, is more than simply incompetent. It is insulting and injurious.</p> <p>We already hear and see planes and helicopters flying over our home multiple times a day. In spring, summer, and fall, by my count, we average up to ten flights an hour directly over our heads during daylight, most so loud that we cannot hold a conversation out of doors while aircraft pass.</p> <p>Nighttime is not much better. Every night we are blasted awake at least once, and often more, by air traffic.</p> <p>An expansion of the airport would impact the clean air and quiet neighborhoods we celebrate in our county. It would open the door to ever-increasing low-flying aircraft bringing noise and pollution.</p> <p>Among my many other concerns about the MPU are:</p> <ul style="list-style-type: none"> <li>• The MPU ignores the serious public health risks that come from increased emissions and noise;</li> <li>• There are no regulations limiting loud aircraft and no restrictions on night flights. I was up just last night with the sounds of helicopters flying over our house near Olympia High School;</li> <li>• The proposal benefits very few people while ignoring the cost to those of us who live in a flyover zone;</li> <li>• and, there is no discussion in the MPU about impacts of increased fossil fuel-burning aircraft flights over Thurston County on local climate mitigation plans.</li> </ul> <p>All of this by and large to benefit the wealthy few at the cost of the many. This is unconscionable.</p> <p>I look forward to your response detailing how the Port of Olympia plans to address these serious concerns.</p> <p>Sincerely,  Joe Kane  Olympia Resident</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Mr. Kane,  Thank you for your email dated February 3, 2025. Your comments have been logged.</p>

<p><b>AMP PC 2025-80</b> 3 February 2025 4 February 2025 Kyle Willoughby kylewillough@gmail.com</p>	<p><b>Topic:</b> Oly Airport growth</p> <p>Hello, My Name is Kyle Willoughby. I am a resident of Thurston County and I own property south of the Olympia Airport. I have two main concerns with the continuous expansion of the Olympia Airport: 1. General aviation STILL uses leaded gasoline which is a huge hazard to our health, and is the main source of lead exposure in our environment. I have been involved in general aviation, and I don't have anything against it in general, but since the EPA for some reason has chosen to do nothing about the problem for many many years, it is time for local municipalities to step up and do something to make an impact. Every small aircraft is spewing toxic lead into our airspace for the entirety of their flights, polluting our air, our soil, and our waterways. Something MUST be done. 2. I am against expansion of the commercial side of the airport. It has large negative impacts to the peace and quiet of our rural community, and in general is unneeded. Commercial air transport is several fold more expensive than truck and rail for the same weight. One person's quick package delivery is another person's loss of peace and quiet. Send the traffic to Boeing Field or one of the other urban centers, and please do not ruin our peaceful community. Thank you, Kyle Willoughby 360-994-1986</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Kyle, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-81</b> 3 February 2025 4 February 2025 Sandy Ckudre sandyvegg@comcast.net</p>	<p><b>Topic:</b> Please do not expand the Olympia Airport OR its capacities, services or number of flights or airplanes or airlines. We appreciate Olympia &amp; its Airport the way it currently exists. Sincerely, Sandy Ckudre, a concerned citizen</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Ckudre, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-82</b> 3 February 2025 4 February 2025 Sean Melton seanmelton2@gmail.com</p>	<p><b>Topic:</b> OPPOSITION to increased operations</p> <p>Hello, I was recently made aware of your intention to greatly increase the operations supported by the Olympia Airport. My family and I live in a neighborhood just south of the airport. I am greatly concerned on the impact that increased traffic will have on the health of my two elementary aged children. Aviation fuel is lead based. Are you able to guarantee that there will be no adverse affects on the people who live in the area. My oldest</p>

	<p>daughter has asthma. What will you do when her symptoms get worse when you enact your careless plan? Our house abuts a preserve for the endangered pocket gopher. I imagine the groups focused on protecting them bring solid information about how your proposals will bring them harm. I hope your plan gets shut because this area does not need any more noise or air pollution. I will be actively working against any expansion to the airport. Respectfully, Sean Melton</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Melton, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-83</b> 3 February 2025 4 February 2025 Reilly Fairbrother reillykai@gmail.com</p>	<p><b>Topic:</b> NO To Olympia Airport Expansion</p> <p>Dear Port of Olympia Commissioners, I am writing as a concerned resident of Thurston County to express my strong opposition to the proposed expansion of the Olympia Airport, as outlined in the draft Master Plan Update (MPU). The planned growth raises serious environmental, public health, and community concerns. The proposed increase in aircraft operations—potentially up to 230,000 per year—would significantly impact the quality of life for residents. The noise pollution, particularly from frequent low-flying aircraft and night operations, poses a threat to public health, with studies linking excessive noise to stress-related illnesses, heart disease, and sleep disruption. Additionally, the increased emissions from more flights directly contradict local climate mitigation efforts and will contribute to deteriorating air quality. Furthermore, the expansion would negatively impact Thurston County’s natural environment, including endangered species habitats and protected wildlife areas such as the West Rocky Prairie Wildlife Preserve. The proposed destruction of critical prairie land for additional hangars and commercial infrastructure is unacceptable. The long-term ecological consequences must be carefully considered before any development moves forward. Beyond environmental and health concerns, the MPU fails to address the economic burden on the community. Property values are likely to decline in areas designated as flyover zones, disproportionately affecting residents who have invested in their homes and communities. Additionally, the focus on commercial aviation expansion would fundamentally change the character of our region, prioritizing corporate interests over the well-being of local residents. I urge the Port of Olympia to reconsider this expansion and prioritize a transparent, community-driven planning process. A full environmental impact review, including comprehensive public health and economic impact studies, should be conducted before any further steps are taken. The voices of residents must be heard, and our concerns must be addressed before moving forward with any plans that would permanently alter the character of our county. Thank you for your time, Reilly Fairbrother reillykai@gmail.com</p>

	<p>Homeowner - The Preserve, Tumwater.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Reilly, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-84</b> 3 February 2025 4 February 2025 Roxane Burnett roxburnett@gmail.com</p>	<p><b>Topic:</b> Master Plan Update for Olympia airport</p> <p>Hello, I live in Thurston County and am concerned and against the proposed Olympia airport being built and operated. For the health of our wildlife and humans. We will all be affected by this, and it isn't necessary. Sea-Tac is less than an hour away, and it is an easy trip from there to Thurston County. This Olympia airport is unnecessary. Health issues: 1- Increased public health risks (asthma, heart disease, stress, PTSD etc.) associated with aircraft emissions and noise. I lived in Vancouver, WA, and had to move because the frequent and loud flights were horrible. It affects sleep and stress levels. 2- Flight paths over schools, neighborhoods, and playgrounds leave us vulnerable to high levels of noise. This will also affect residential property values under flight paths. 3- The health impact of multitudes of loud aircraft on wildlife in the nearby West Rocky Prairie Wildlife Preserve. 3- The health of the endangered species that have always lived on airport prairie land if those bulldozers are brought in. 4- The health of the local climate mitigation planning that would be totally undermined if MPU plans come to fruition.</p> <p>Please do not do this. Roxane Burnett 5652 Waldron Dr NE Lacey WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Burnett, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-85</b> 3 February 2025 4 February 2025 Dave Heywood d.heywood@comcast.net</p>	<p><b>Topic:</b> Opposition to Airport Expansion</p> <p>To Whom It May Concern: I am opposed to the expansion of Olympia Airport from extensive concerns over the myriad threats to public health. Sincerely, Dave Heywood</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Heywood, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>

<p><b>AMP PC 2025-86</b> 3 February 2025 4 February 2025 Lisa Nezwazky lisa.nez@gmail.com</p>	<p><b>Topic:</b> Port of Olympia's airport plan update</p> <p>To Whom It May Concern,</p> <p>I have recently received information that there is a new Port of Olympia's draft Master Plan Update (MPU) for the Olympia Airport. Didn't you hear us the first time? Our concerns are NOT being addressed in this MPU. We don't want this, for so many very important reasons. I understand that an airport has the potential to bring in loads of money for some people. But this is not as important as the health of the people and the land that live here. All I see in this MPU is the aircraft owners' desires for many more hangars and the growth objectives of Port and FAA-funded airport planners to lure, at our expense, ever-growing numbers and types of aircraft to the Olympia Airport. I am a pediatric physical therapist in Thurston County. The health risks for our children and adults of increased flight paths over our schools, neighborhoods, and playgrounds is great. The increased emissions can cause and aggravate asthma, and heart disease. Can also cause cognitive dysfunction, interfere with the nervous system, and nausea. Children cannot grow up strong and healthy, and be expected to learn at school if they are suffering from airplane exhaust. The airplane fuel is leaded. The idea of lead exhaust raining down on children, adults, animals, gardens, our food, the water, and the earth should be enough to shut this project down.</p> <p>The noise of the planes flying low in ascent or descent is already distressing with our present airport traffic. It rattles windows, and wakes us from our sleep. Your proposal of increasing the number of flights dramatically to 230,000 aircraft "operations," per year is unjustifiable.</p> <p>And on top of it all, we, all of us on this planet, are living in climate chaos caused by human activity, especially from burning fossil fuels. This is the wrong path for our very survival. Increasing the number of flights to this airport undermines the commitment made to the climate mitigation plan, our path forward for survival. For the love of healthy children, healthy people, a healthy planet, please do not increase the size of the Olympia airport, do not increase the number of hangars, and please do not increase the number of flights coming in and out of Olympia. Please listen to the people that this will affect.</p> <p>Lisa Nezwazky DPT Olympia, WA 901-652-3289</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Nezwazky, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-87</b> 3 February 2025 4 February 2025 The Bertram family bertramlove@gmail.com</p>	<p><b>Topic:</b> NO airport expansion</p> <p>Hello,</p> <p>We are a family that lives in the preserve community in Tumwater. We are extremely concerned about the possibility of the airport expansion and we oppose it very strongly. We do not want more noise and pollution to affect our quiet community. We have many families with children living here, and the negative effects would be very detrimental to the health and well being of these families. Also, we love that this community has a lot of rural areas and farm land, which</p>

	<p>would be negatively impacted as well. Please choose a more industrial place for this endeavor. A busy airport does not belong here.</p> <p>Signed, The Bertram family Viola St SE Tumwater</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-88</b> 3 February 2025 4 February 2025 Anja Huff agrace.huff@gmail.com</p>	<p><b>Topic:</b> Against Growth</p> <p>Hello. I live within 2 miles of the Olympia Regional Airport and I am against expansion of the airport and increasing the amount of flights in our airspace. We moved out here to have a semblance of peace and quiet. By expanding the airport and it's operations it will reduce the value of our area, increase noise and pollution, and increase the likelihood of negative interactions with Base air traffic. I implore the Port Commissioners to listen to their constituents that voted them into office and reject any "improvements" that will increase airtraffic. Our residential way of life is not for sale. Thank you. Anja Huff</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Anja, Thank you for your email dated February 3, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-89</b> 4 February 2025 4 February 2025 Susan Vanderburg vandersusie2@gmail.com</p>	<p><b>Topic:</b> response to draft MPU</p> <p>I am utterly disgusted with your recent draft MPU and am shocked that a governing body of elected individuals could so blatantly disregard the welfare of the citizens you are supposed to represent. We do not want nor need more air pollution, more noise, more low-flying aircraft, and projects that will lower our property values. I expected that an intelligent governing body in this day and age would be proactive about combating climate change instead of proposing activities that will only put more carbon into the atmosphere. Short-sighted ignorance in the name of "a growing economy" is killing us. Try watching the news about increased hurricanes, drought, wildfires, tornadoes, and winter storms. Try proposing projects that will help to curb climate change instead of ruining the environment. Try being a leader with integrity.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Vanderburg, Thank you for your email dated February 4, 2025. Your comments have been logged.</p>

<p><b>AMP PC 2025-90</b> 4 February 2025 4 February 2025 Louise Gilman louiseanded@protonmail.com</p>	<p><b>Topic:</b> Comments on Draft Master Plan Update (MPU) for the Olympia Airport</p> <p>The Port of Olympia should not allow the expansion of the Olympia Airport.</p> <ul style="list-style-type: none"> <li>• The expansion is not wanted by most people in Thurston County and mostly benefits commercial (passenger and cargo) aviation.</li> <li>• The MPU focuses on benefits to a few, while totally ignoring costs that would be borne by most people living in our community, costs such as the inevitable decline in residential property values that come with being designated a “fly over” zone.</li> <li>• The draft MPU includes absolutely NO consideration or acknowledgement of the very close proximity of the Olympia Airport to densely populated areas to the north and a State Park to the south. Flight paths have been drawn directly over nearby residential neighborhoods, schools, parks and wildlife preserves.</li> <li>• There are no regulations to limit extremely loud aircraft such as helicopters and no restrictions on night flights over residential areas.</li> <li>• Additional pollution from leaded fuel is not addressed, nor is the impact on the wildlife mentioned.</li> </ul> <p>Obviously, this expansion should never proceed. Louise Gilman PO Box 268 Tenino, WA 98589 (360)264-7374</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Gilman, Thank you for your email dated February 4, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-91</b> 5 February 2025 5 February 2025 Gary Wiles wilesharkey@yahoo.com</p>	<p><b>Topic:</b> comments on the draft Olympia Airport Master Plan Update</p> <p>Dear Port of Olympia,</p> <p>I wish to submit the following comments on the draft Airport Master Plan Update for the Olympia Airport. First, the Plan is very lengthy, with six chapters totaling nearly 200 pages and another 517 pages of appendices. Given this size and the Plan’s many technical aspects, it is wholly inadequate to provide the public just 30 days to review the full document. A 90-day review period would be far more appropriate. Furthermore, none of the chapters have tables of contents, making it difficult to navigate each chapter and to know what information each holds. Instead, readers are forced to laboriously scroll up and down to learn the contents of each chapter. Most of the chapters contain summaries, but these are excessively brief and not especially helpful in summarizing content in most cases. These problems need to be corrected in the next version of the Plan. According to the Port’s website, the Plan is intended to forecast aviation growth needs at the Olympia Airport through 2040, with apparently little or no consideration given to the environmental impacts associated with any new development. This makes it impossible for most of the public like myself to judge whether the changes proposed under the Plan are reasonable or not for the airport. For example, the airport holds two of the largest populations in Thurston County of two federally endangered wildlife species (the Mazama pocket gopher and streaked horned lark). Chapter 4 of the draft Plan shows that the</p>

	<p>Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy the majority of the habitat currently present at the airport for both species and is simply not compatible with the conservation of either species. This makes your development plans highly unrealistic.</p> <p>Similarly, the Plan offers no review of potential impacts from expanded airplane traffic and increased noise and pollution levels on neighborhoods, landowners, and the cities found in the vicinity of the airport. Again, this makes it impossible to know whether the Plan’s proposed changes in use of the airport are acceptable or not. Closely related to this, the Plan never acknowledges the close proximity of densely populated areas to the airport or the likelihood that such areas will continue to be built near the airport.</p> <p>One further problem I noticed was finding the Plan’s future projections in airplane traffic at the airport. This information seemed to be buried deep within Chapter 2, but differing projections are given, with none clearly identified as the most likely scenarios to happen.</p> <p>Overall, I find that the draft Plan does a poor job of describing how future development and growth at the Olympia Airport will fit within the greater needs of surrounding communities and Thurston County as a whole.</p> <p>Thank you for the opportunity to comment.</p> <p>Sincerely,  Gary Wiles  521 Rogers St. SW  Olympia, WA 98502</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Mr. Wiles,  Thank you for your email dated February 5, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-92</b>  5 February 2025  5 February 2025  Lawrence Blanton  starrfire7685@sbcglobal.net</p>	<p><b>Topic:</b> Olympia Regional Airport expansion</p> <p>Hello  I am very concerned about the proposed expansion of the Olympia Regional Airport particularly the very real prospect of 315 takes and landings per day. This would completely disrupt the area around the airport and add even more noise, and air pollution to this rural area. I strongly oppose any expansion.</p> <p>Regards  Lawrence Blanton  Lacey WA 98513</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Mr. Blanton,  Thank you for your email dated February 5, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-93</b>  6 February 2025</p>	<p><b>Topic:</b> friendly suggestion</p> <p>Dear Port of Olympia Leadership,</p>

<p>6 February 2025 Rebecca Canright rebeccagroovypea ce@gmail.com</p>	<p>Greetings! As a young person, I care deeply about. I respectfully ask you to please oppose any airport expansion in our beautiful community. Local citizens recognize the importance of our beautiful natural resources, and it's so important that we limit the development in our region, for the sake of wildlife and human communities. So again, please limit/ oppose airport expansion.</p> <p>Thank you very much, for your time and consideration! Have a great day, Rebecca</p> <p>Frigate birds fly for months over the ocean and can engage in both regular sleep and use half their brain at a time to sleep during soaring or gliding flight.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Canright, Thank you for your email dated February 6, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-94</b> 6 February 2025 6 February 2025 Jami Heinricher jamiheinricher@g mail.com</p>	<p><b>Topic:</b> Reject damaging airport growth</p> <p>I am writing to register my utter dismay at the plans to significantly grow the Olympia airport. There are so many reasons... though I share some concerns with Tumwater residents at impacts to their property values, congestion, airport noise, etc., I am more concerned with the environmental impacts of increased aviation noise, emissions, and traffic that a lot more airplanes will have on surrounding habitat and plant and animal species in the special prairie and forest lands adjacent to the airport and under flight paths.</p> <p>I am also just personally gobsmailed that so much money will be spent to advantage the wealthy who can afford airplanes and frequent airplane travel at a time when income inequality is making just simple housing and food unaffordable. Aviation has the very worst carbon footprint of any mode of transportation, and the wealthy do not deserve to have these impacts handed to them on a silver platter just because they can afford it. When communities reject this use of our collective resources to advantage the very wealthy, we are saying that we have higher priorities for the use of public resources.</p> <p>Especially at a time when any executive can meet while sitting directly in front of their computer, there is a diminishing argument for private aviation as a way to move executives around for business and pleasure.</p> <p>I am a frequent user of Millersylvania State Park... one of the last very quiet refuges in the South Puget Sound region where families can retreat to enjoy one of the few beautiful WPA era state parks. Camping, boating, fishing, foraging, walking... all slated for further disruption and degradation for the convenience of the upper class.</p> <p>Absolutely not. Jami</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Heinricher, Thank you for your email dated February 6, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-95</b></p>	<p><b>Topic:</b> MUP for airport</p>

<p>7 February 2025 7 February 2025 Julie Schaeffer julie.schaeffer2@gmail.com</p>	<p>Greetings</p> <p>While there are many reasons to object to the potential expansion of the Olympia Airport (including degradation of our communities), one that is rarely mentioned is the likelihood that air traffic as we now know it will be replaced in the future by something else, something we have not yet envisioned. Something that is less harmful.</p> <p>Already we have sufficient disturbances from the military helicopters and planes. Please add my voice to those objecting to expansion of the airport.</p> <p>Sincerely, JA Schaeffer Pifer @ North St Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Schaeffer, Thank you for your email dated February 7, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-96</b> 7 February 2025 7 February 2025 Rebecca Roberson rebecca.roberson@icloud.com</p>	<p><b>Topic:</b> Olympia AirPort Objection</p> <p>Don't destroy our homes and neighborhood. I don't want or need an airport or an expanded airport. The people impacted should have the only say. Not people from somewhere else who want what we have.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Roberson, Thank you for your email dated February 7, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-97</b> 8 February 2025 10 February 2025 Lisa Ceazan lisajonc@gmail.com</p>	<p><b>Topic:</b> Olympia Airport Expansion</p> <p>Dear Commissioners,</p> <p>I am writing to urge you to oppose the proposed Olympia Regional Airport growth plan that is part of the draft Master Plan Update. A thorough EIS is required before any action is taken and powerfully harmful impacts are forced on the public. We do not need this expansion.</p> <p>I have several concerns, especially in light of the horrendous aircraft collision in Washington, D.C. on January 29th. There are probably many reasons this accident occurred which we will eventually learn of. However, we do already know for a fact that Congress allowed for more flights per day simply for the convenience of members of congress who prefer to fly in and out of an airport closer to D.C., rather than in and out of the greater-capacity Dulles airport, an hour away. Wednesday's crash has resurfaced concerns about the airport's proximity to the river, narrow landing space and overcrowding. Despite the geographic and logistical challenges, Congress authorized (not the first time in the last 25 years) 10 additional "slots," or flights, to DCA's daily flight schedule. There doesn't seem to have been any consideration for the health and safety of the people who work and live in the area and the fact that there are many military flights and many commercial flights crowding the skies in this area. We</p>

	<p>also currently have a federal government which does not want regulations – otherwise known as “protections” – especially influenced by the likes of Elon Musk, who has constantly bucked the FAA in order to do whatever he wants with his company SpaceX. For example, on January 17, 2025, a SpaceX Starship explosion forced the FAA to divert flights to avoid debris. SpaceX posted on X the same day: “Starship experienced a rapid unscheduled disassembly during its ascent burn.”</p> <p>Will the citizens of Thurston County be subjected to the same type of Orwellian language when an accident occurs? I fear for a similar scenario to the one in Washington, D.C. here in Thurston County.</p> <p>Will the Port of Olympia also be attempting to dishonestly mollify Thurston County residents when citizens are suffering deleterious health impacts of increased emissions and noise? When our property values decline because of being directly under flight paths (my home is due north of the airport.) When the natural environment, such as at Millersylvania Park, is damaged, and which we desperately need for relief from the everyday stresses of living? When ecosystems are disrupted and destroyed? All of which summons up even more questions. Why is the legally required HCP not completed? Why is the Port ignoring the Thurston Climate Mitigation Plan, which it is a signatory to?</p> <p>We are grappling with an undermining of protections for the citizens for the financial benefit of the few on the federal level. It appears to me the Port of Olympia is taking a page from that playbook, ignoring and excluding the voters. It’s outrageous. Who are we to trust in government anymore? Meet the ethical requirements of your job. Commence with a thorough environmental review and an all-inclusive community discussion that brings the citizens into this critical decision-making process.</p> <p>I look forward to hearing your justification for your current actions regarding the planned airport expansion.</p> <p>Sincerely, Lisa Ceazan Olympia 98506</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Ceazan, Thank you for your email dated February 8, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-98</b> 8 February 2025 10 February 2025 Patty May greenergrad79@gmail.com</p>	<p><b>Topic:</b> Please stop Olympia Airport growth</p> <p>I'm writing to urge elected officials to look closely at the "draft" MPU for the Olympia Airport. Please limit growth, and vote to protect our environment from the increasing fossil fuel emissions and NOISE pollution that growth of the airport will bring. It's time to increase protections from noise pollution and light pollution! I am a member of the Black Hills Audubon club, and watch the decline of shoreline waterfowl due to rampant use &amp; abuse of outboard speed boats.</p>

I live with FAR too much noise pollution already. I live on BLack Lake, which is a "party lake". Boaters ignore the RARELY enforced boating regulations, and fireworks have reached obscene levels of abuse, since they have correctly been banned in surrounding city limits.

In addition, homeowners, my neighbors, are VERY frequent users of all varieties of home maintenance tools; chainsaws, leaf blowers, pressure washers, mowers, any number of shop saws & shop vacs.

"Peace and quiet" is apparently not a consideration in the county; noise regulations are only given to those with-in city limits. My neighbor uses big lights at night for mowing and not long ago, sawing "custom" concrete blocks, for months! They used the results of the agonizing, noisy project to build an illegal "bulkhead" (?) ignoring the shoreline protection act.

We need more urgency paid to protecting Thurston Co. and striving to keep farmlands and natural spaces for future generations! Again, I urge you to look closely at the "draft" MPU, and vote to limit airport growth!

Look at how fossil fuel emissions and noise pollution may impact local school children at recess?

Think about what you want for your own families and grandchildren.

We do not need to ignore climate change and increase dependence on fossil fuels.

I often try to "get away" from the noise at Black Lake, to ride my bicycle in the nearby Capitol Forest. Unfortunately, there I have to endure the noisy shooting range, and some illegal(?) shooting father out on the "D-Line" that is very worrisome.

If I choose to walk at McLane Creek Trail (2.5 miles from my home) the loud outboard engines from Black Lake are easily heard there too:(

Please do not increase air traffic pollution, but protect our environment and decrease dependence on fossil fuels! Perhaps we need to provide light rail to both SEATAC and PDX?

If there was adequate express bus service, publicly funded, to both airports, I'm sure they would be utilized well, and would be immediately appreciated.

In the 1980's I lived in Kyoto, Japan for several years (as a young college graduate). I have always been disturbed by the clear lack of interest in the US to provide high speed trains like I enjoyed there 35+ years ago.

Bullet trains travel 200 miles per hour and made travel delightful as they were both clean, and on- time! ("delightful travel" seems like much more of an oxymoron in the US")

I do also have a personal health bias; I have asthma, and this winter pneumonia. I have serious concerns about the number of children who suffer with asthma! I was not diagnosed with Asthma as a child thankfully.

I was not diagnosed until I moved to Thurston county as a parent with young children. Please make sure that improving air quality is a HIGH priority for all Thurston County residents. I urge you to look at how the MPU undermines climate change planning mitigation, and the quality of life in Thurston County.

THANKS for your time and consideration.  
respectfully.

	<p>Patty May Thurston county &amp; Tumwater school district resident</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. May, Thank you for your email dated February 8, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-99</b> 8 February 2025 10 February 2025 Juliet VanEenwyk julietv100@gmail.com</p>	<p><b>Topic:</b> PLEASE do not expand the airport</p> <p>I am concerned about the Port's update to the Master Plan, because it seems to include the long term objective of increasing air traffic in the area. The people of Thurston County spoke loudly and clearly that they did not want a third airport in the county. While expansion of the current airport may not (yet!) be equivalent to the third airport, it certainly raises the same issues, including reducing quality of life by increasing noise and air pollution and destroying wildlife habitat. Our climate is changing. We increasingly sit under rain-free inversions that trap pollutants in the domes of air we breathe. Adding more planes and the associated ground transportation will exacerbate this problem.</p> <p>Who benefits most from expanding the airport? I would argue the wealthy few who own private planes and corporate interests, but not the vast majority of Thurston County residents whose quality of life will once again take back seat for the benefit of the few.</p> <p>You can stop this. PLEASE!</p> <p>Sincerely, Juliet Van Eenwyk 4440 Frontier Drive SE Olympia WA 98501</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Van Eenwyk, Thank you for your email dated February 8, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-100</b> 9 February 2025 10 February 2025 Tiffany Crow tiffcrow30@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p>

	<p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Crow,  Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-101</b>  9 February 2025  10 February 2025  Linda Chapman  lgchapman63@comcast.net</p>	<p><b>Topic:</b> Comment on airport growth  <b>Subject:</b> Opposition to Olympia Airport Expansion</p> <p>To Whom It May Concern,</p> <p>I strongly oppose the expansion of Olympia Airport for several critical reasons:</p> <ul style="list-style-type: none"> <li>• Proximity to Residential Areas &amp; Natural Spaces – The airport is extremely close to densely populated neighborhoods to the north and a state park to the south. Current and proposed flight paths directly impact homes, schools, parks, and wildlife preserves.</li> <li>• Public Health Risks – Aircraft emissions and noise pollution have well-documented links to serious health conditions, including respiratory issues, cardiovascular disease, and cognitive decline.</li> <li>• Decline in Property Values – Homeowners in designated "fly-over" zones typically experience reduced property values, affecting the financial well-being of residents.</li> <li>• Threats to Wildlife – Thurston County is home to diverse wildlife, including migratory birds that will be negatively impacted by increased air traffic.</li> <li>• Harm to Endangered Species – The Port's official Habitat Conservation Plan (HCP) includes language explicitly permitting the crushing, injury, and killing of endangered species that have long inhabited airport land. The proposed</li> </ul>

	<p>relocation of surviving species to less suitable environments is unlikely to ensure their survival.</p> <ul style="list-style-type: none"> <li>• Environmental &amp; Climate Consequences – Increased fossil fuel consumption from additional flights contradicts local climate mitigation efforts and contributes to air pollution.</li> <li>•</li> </ul> <p>While all these concerns are significant, two stand out as especially alarming:</p> <ol style="list-style-type: none"> <li>1. Airborne Pollution &amp; Public Health – Exposure to fine particulate matter (PM2.5), such as that emitted by aircraft and diesel engines, has been linked to higher rates of dementia and other serious illnesses.</li> <li>2. Noise Pollution &amp; Cardiovascular Health – Studies show that prolonged exposure to loud noise, including frequent takeoffs and landings, increases the risk of heart attacks and other stress-related conditions.</li> <li>3.</li> </ol> <p>Frankly, it seems clear that this expansion will primarily benefit a small group of investors and businesses at the expense of the broader community’s health, property values, and environment. The costs far outweigh the benefits, and I urge decision-makers to reject any proposal for expansion.</p> <p>Sincerely, Linda Chapman Lacey, WA 98513</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Chapman, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-102</b> 9 February 2025 10 February 2025 Andi Douglass andronetta.n.douglass@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow,</p>

	<p>--Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. Andi Douglass andronetta.n.douglass@gmail.com</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Andi, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-103</b> 9 February 2025 10 February 2025 Jean Handley jeanhandley@yahoo.com</p>	<p><b>Topic:</b> airport</p> <p>Olympia's many, many issues on the ground are first priority.. not the skies...</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Handley,</p> <p>Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-104</b> 9 February 2025 10 February 2025 Brenda Wilmoth brenwilmoth@gmail.com</p>	<p><b>Topic:</b> Opposition to Olympia Regional Airport Growth and Increase in Air Traffic</p> <p>Dear Port Commissioners, Thank you for the opportunity to make a comment in regard to the recent Updated Master Plan for the Olympia Regional Airport. As a reminder I will be including my email in opposition to any growth and future increase in air traffic at the Olympia Regional Airport.that was submitted on November 27,2022 at the end of this email, plus other information for your review! With a futuristic plan of a wash station with drainage, a deicing station, hangers that will house aircraft that have potential for spillage, helicopter pad any increase in jet operations, fuel storage, why would a SEPA be insignificant? I feel during those projects it would be of utmost importance. Water quality is # 1 FOR wildlife and human life. The Deschutes Critical area is a concern! The percentage increase in JETS and the biofuel products especially near our God given waters and prairies and especially our human life is unnecessary . The potential risks of air crashes in the continued air traffic is a valid concern as being a longtime resident of East Olympia I am in the line of flight from not only JBLM but also Olympia Regional Airport. Please review the plan very carefully before you pass any approval.</p>

Please be reminded of this important reason and that is ground water for our wildlife, fish and safe drinking water for humans. Water is life!!!! We need and request detailed environmental reports that specifically address how any expansion could affect the Deschutes River and its surrounding critical habitat areas, also how growth and increased biofuels from increased air traffic could threaten the aquifer that supplies drinking water.  
[https://library.municode.com/wa/thurston\\_county/codes/code\\_of\\_ordinances?nodeId=TIT24CRAR\\_CH24.10CRAQREAR](https://library.municode.com/wa/thurston_county/codes/code_of_ordinances?nodeId=TIT24CRAR_CH24.10CRAQREAR)

Historically Chambers Prairie, and since the 1930's, now East Olympia which is within about 5.3 miles we have critical areas of the Deschutes Watershed, and groundwater wellhead protection and included due to the fragile aquifer that supplies water to the Olympia.  
[https://www.olympiawa.gov/Document\\_center/Services/Water%20Resources/Drinking%20Water/Groundwater%20Protection/IndianSummerDWPA.pdf](https://www.olympiawa.gov/Document_center/Services/Water%20Resources/Drinking%20Water/Groundwater%20Protection/IndianSummerDWPA.pdf)  
 PFA's are a huge concern to drinking water and filtration and the huge burden of cost does not eliminate them. There have been many lawsuits over the PFA's manufacture. Fire Foam is one factor in the PFA;s which has been used at Airports. Please review this ongoing battle.  
[https://www.robertkinglawfirm.com/personal-injury/military-base-water-contamination-lawsuit/fort-lewis/?fbclid=IwY2xjawIN7fVleHRuA2FibQIxMAABHZwSmawb1TY8iXU\\_juTtddr0Fble5OVbIaCtc4E-Rm4Y8jjzmLupdaf1g\\_aem\\_-DPCz\\_eAZZNzecTyrCuAPw](https://www.robertkinglawfirm.com/personal-injury/military-base-water-contamination-lawsuit/fort-lewis/?fbclid=IwY2xjawIN7fVleHRuA2FibQIxMAABHZwSmawb1TY8iXU_juTtddr0Fble5OVbIaCtc4E-Rm4Y8jjzmLupdaf1g_aem_-DPCz_eAZZNzecTyrCuAPw)

I want to make you aware that the possible increase in air traffic will possibly hinder our migratory bird population. Just last week, as I have many times in the past, I saw a beautiful bald eagle fly above my home which has protection. Many birds are in our area.  
<https://www.fws.gov/law/bald-and-golden-eagle-protection-act> Through the fifty plus years I have lived in this area I have viewed much wildlife and their trek to the river through the properties in our area.

I also view air traffic from the Olympia Airport and am sometimes curious as to flight paths and low flying aircraft and shared airspace also by JBLM sometimes with the recent events of accidents that has provoked much thought and concern as to the emergency services and medical care such an accident could evoke. Are there adequate emergency services?

I have seen much growth that is heartbreaking to see our historical lands being disseminated and the growth not being paused in areas that can help mitigate our climate.

Will the future see a farm, forest, river, wildlife ,salmon and prairie and rural farm life?

The airport also sits on historical property called Bush Prairie. There is much information on the historical significance of this area!

<https://pacific-hwy.net/bush.htm>  
<https://www.historylink.org/File/5646>

There are also shared bits of history on the development of Chambers Prairie aka East Olympia on the website of East Olympia Elementary School under the blue ribbon called , "Who We Are " beginning in the 1918's timeframe.

	<p>Please help to alleviate any further growth and protect our water, and environment that will truly mitigate our climate concerns for the greater good of our future generations.</p> <p>The loss of possible homes, water, and environment is too much of a risk outweighing any benefit.</p> <p>Thank you in advance for your mindful and diligent work on behalf of the citizens of the area and remember to put aside monetary gains for peace of mind.</p> <p>One last thing, there was no mention on the Olympia Port website in regard to any previous comments and/or opposition to the updated or previous plan, and I feel the comment period should be extended as it was very short in comparison to reading a very lengthy updated plan.</p> <p>I would appreciate a response that you actually received this email and any answers to my questions especially in regard to the significance to the SEPA review for this updated Olympia Regional Airport Plan!</p> <p>Thank you in advance. Brenda Wilmoth</p> <p>Brenda Wilmoth brenwilmoth@gmail.com                      Sun, Nov 27, 2022, 4:51 PM</p> <p>to BobI, JoeD, AmyE</p> <p>I am a longtime resident of East Olympia which is approximately 5.3 miles from Olympia Regional Airport located at 7663 Old Hwy 99 SE, Tumwater, WA 98501. Due to many concerns and especially the environmental concerns that commercial aircraft would impose upon humans, via air, water, soils, farms and animals and especially children</p> <p>I am in opposition of any commercial expansion that may be present in the Master Plan or any other way due to the known fact that, biofuels, and E-Fuel can impact the environment, which ruins the cycle of life. Aircraft emissions are still impacting GHG emissions and hence inducing climate change. Reduction in Aviation is key in your roles in protecting Climate for the future. Pioneer Park is about 2.2 miles from the Olympia Regional Airport and that is where many families, children, pets and sports teams are present and play. I have watched aircraft go above this area while attending my daughter and grandchildren games. We should not impact the area further.</p> <p>I wonder what the noise level and impact of emissions to those having wholesome enjoyment being disrupted having a Jumbo Jet fly overhead. We have many schools that will be exposed to further emissions, noise not to mention the increased traffic it will cause in the area of young drivers. Tumwater High School is approximately 1.4 miles from the Olympia Regional Airport. The noise impact to students during learning and during sports activities would surely be a disruptor. There is also Tumwater Middle School to consider as well as Black Hills High School and the New Market Schools. I am not representing them however I have been an educational volunteer in many schools and realize that learning should be in the best possible environment.</p> <p>The Deschutes River is also the area which supplies our wildlife with habitat and fish which winds through from the East Olympia area to Pioneer Park and moves toward Tumwater Valley then flows to Tumwater Falls and into Capitol Lake. I feel those same emissions would impact the river! We need to protect our climate for the future generations to live in. Our representatives should take mindful consideration in what we the citizens who pay tax dollars and live in these very</p>
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	<p>communities opposing.. We know what the greater good is for our lands. We are the Capital City and should be noticed for what the beautiful Pacific Northwest has to offer and showcased.. The rivers, lakes, forests, views of mountains, waterfalls, deer, wildlife, the salmon spawning, prairies, These are the treasures and wonders to leave for the future! Please take the common sense approach and do not destroy what is environmentally presently serving our climate for something that will risk it. Think about what is really going to serve us and is needed. A Convention Center, an aquatic center, and a possible new medical facility a hospital. These will create job opportunities, but not displace communities. during a housing crisis, which could add to the homelessness crisis ,and or mental health issues. We live in the Capital City and should showcase our nature and all the beauty of the Pacific Northwest.</p> <p>When you reflect on your decisions and life, When your journey ends, what do you want to leave for the next generations?</p> <p>Thank you for your very mindful consideration in this matter. I appreciate the thoughtful work you are doing, but feel the best would be to limit growth for the betterment of our climate and water concerns.</p> <p>I would also appreciate it if you would respond with any feedback.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Wilmoth,  Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-105</b>  9 February 2025  10 February 2025  Adam Harris  svartbjorn@gmail.com</p>	<p><b>Topic:</b> Don't make the noise pollution intolerable for long term residents near the airport.</p> <p>My 83-year-old mother lives immediately south of the Olympia airport on 5 acres of land, and has for many years. Over the last decade, the noise from increased incessant helicopter activity has made her previously quiet life almost intolerable. I understand this is from a new helicopter training school based at the airport. Adding additional capacity to this airport will make this once enjoyable area unlivable. Please just don't. Not all expansion is progress. Please don't sell out the people the local community for profits.</p> <p>Adam Harris</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Mr. Harris,  Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-106</b>  9 February 2025  10 February 2025  Leala Smith  smithleala@gmail.com</p>	<p><b>Topic:</b> Airport growth plans</p> <p>Hi,</p> <p>I am deeply concerned about your proposal to drastically expand the Olympia airport's footprint and operations.</p> <p>A few key concerns:</p> <ul style="list-style-type: none"> <li>- Environmental impact: Expansion will not only adversely impact endangered plant species and wildlife in the immediate area. The proposed flight paths would</li> </ul>

	<p>negatively impact the surrounding wildlife preserves and habitat. We need to protect these spaces for future generations.</p> <ul style="list-style-type: none"> <li>- Real estate value: Houses that are in close proximity to busy airport, and houses under flight paths have less market value. You will be taking assets and generational wealth from these families, and will change their lives for the worse.</li> </ul> <p>I used to live in Seatac, under a busy flight path. It was the only affordable place I could find to rent—it was affordable because it was under the flight path. The house values were low because of the airport. Don't misunderstand me, this is not a positive thing. They were affordable because it was almost intolerable to live with the noise and environmental pollution that the airport produces.</p> <ul style="list-style-type: none"> <li>- Noise: low flying airplanes are extremely loud and frequent. This negatively impacts humans and wildlife.</li> <li>- Pollution: I am concerned about the emissions produced by large volumes of aircraft. They produce lead, and adversely impact air, soil, and water quality. I request that you involve a neutral environmental agency to thorough study the impact the airport would have.</li> </ul> <p>I urge you to thoughtfully consider the impact your proposed airport expansion would have on the environment and its residents, human and non-human alike. Think about the future, and the permanent, net negative impact your proposal would have.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Smith, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-107</b> 9 February 2025 10 February 2025 Janeen Provazek janeenprovazek@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow,</p>

	<p>--Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Provazek, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-108</b> 9 February 2025 10 February 2025 Susan Morales susanmorales.19.sm@gmail.com</p>	<p><b>Topic:</b> Reject Olympia Airport Expansion Plan</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>• Endangered (in WA) Oregon vesper sparrow,</li> <li>• Threatened streaked horned lark, and</li> <li>• Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to</p>

	<p>acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Thank you for your time and assistance,</p> <p>Susan Morales Maple Valley</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Morales, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-109</b> 9 February 2025 10 February 2025 Suzanne Greenberg suzannegreenberg@gmail.com</p>	<p><b>Topic:</b> Stop Olympia Airport Growth!</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update, which disregards serious public health risks from increased emissions and noise. Electric airplanes will not be widely available in the foreseeable future, according to aviation experts. I am deeply concerned by the lack of transparency in the public process and the Plan's failure to acknowledge strong community opposition. Chapter 4 reveals that the Port aims to convert 380 to 443 acres of the airfield for aviation, industrial, and fuel farm expansion—threatening critical habitats for the endangered Oregon vesper sparrow, threatened streaked horned lark, and Olympia pocket gopher. The airport is the largest contiguous habitat for these species, making its conservation vital.</p> <p>The forecasted 200% increase in commercial passengers contradicts statements from Port executives and raises concerns about withheld information. Expanding airport operations will significantly elevate aircraft noise, harming children's cognitive skills, disturbing sleep, and increasing health risks from ultrafine particulate matter. The Plan fails to assess these impacts on nearby communities or acknowledge their growing populations.</p> <p>Furthermore, no meaningful environmental review has been conducted. The destruction of vital habitats and increased fossil fuel-burning flights directly oppose local climate mitigation plans. The proposal benefits a select few at the cost of thousands in flyover zones. The FAA mandates an Environmental Impact Statement when opposition is significant—ignoring this requirement is unacceptable.</p> <p>An expansion of Olympia Airport would permanently alter the clean air and quiet neighborhoods we value. A comprehensive environmental review must be conducted now, not after projects are approved piecemeal. The people of this county deserve full transparency and consideration in this decision.</p> <p>Sincerely, Suzanne Greenberg -- Suzanne Greenberg NIC Advanced Sign Language Interpreter (206) 226-3779 suzannegreenberg@gmail.com</p> <p><b>Staff that responded:</b> Lorie Watson</p>

	<p><b>Response:</b> Ms. Greenberg, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-110</b> 9 February 2025 10 February 2025 Becky Brown becky.lynne.brown@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Cordially,</p> <p>Rebecca Brown, Olympia Resident</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Brown, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-111</b> 9 February 2025 10 February 2025 Christy Bear</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric</p>

<p>christy@pdpsolutions.com</p>	<p>airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>I am also deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Time to consider alternatives plans that will better protect our Western Washington region!</p> <p>~Christy Bear Bellevue</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Bear, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-112</b> 9 February 2025 10 February 2025 Janell Middleton janell.middleton@cloud.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).

Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:

--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.

Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.

In addition, the expansion of this airport is in significant conflict with the expansion of residences in the Olympia and Tumwater area surrounding the airport. I am constantly dealing with loud helicopters and various planes flying and hovering over the neighborhood I live in throughout the day. It impacts my ability to work from home, and even go to bed as a reasonable hour as it continues through 9-10pm. I can't imagine raising a family with so much noise and potential danger with the expansion of the number of flights that could occur. It shouldn't come as a surprise in light of the many flight related accidents occurring on a monthly if not weekly basis, that having such a great expansion of flights will inherently create more risk to those living in the flight pathways. If this expansion goes through I'm certain we'll be moving as it's not worth the risk to me or my loved ones. And if something awful were to occur, I hope this (as well as the other comments the Port will be receiving) should put the Port on notice of what could come with such a poorly planned out expansion of the airport. I hope you all give this some serious thought because there are large communities of people (as well as the environment) being put at risk because your actions to approve this poorly planned expansion of the airport.

Please give this some serious consideration as this will impact so many in your community. Otherwise, I'm confident you'll see many trying to leave this community and area we've grown to love.

Best,  
Janell

**Staff that responded:** Lorie Watson

**Response:**

	<p>Ms. Middleton, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-113</b> 9 February 2025 10 February 2025 June Kempthorne juneempthorne@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Kempthorne, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-114</b> 9 February 2025 11 February 2025 Randy Tompkins sumpumpkin@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to</p>

	<p>expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species: --Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher. Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Thank you, Randy Tompkins Olympia 98506</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Tompkins, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-115</b> 9 February 2025 11 February 2025 Marianne Tompkins marianned.tompkins@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species: --Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher. Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by</p>

	<p>habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely,</p> <p>Marianne Tompkins Olympia 98506</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Tompkins, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-116</b> 9 February 2025 11 February 2025 Rhonda James ronisbooks@gmail.com</p>	<p><b>Topic:</b> OLYMPIA AIRPORT EXPANSION – OPPOSITION</p> <p>Dear Port Commissioners,</p> <p>I wrote about this issue last year and registered my strong opposition. I know that there was also opposition from the tribes, business owners, home owners and a number of environmental groups. In fact, from what I have read and heard, the reaction to the expansion from the people who will have to endure it has been overwhelmingly negative. Please listen to us.</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>• Endangered (in WA) Oregon vesper sparrow,</li> <li>• Threatened streaked horned lark, and</li> <li>• Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely, Rhonda James Olympia</p> <p><b>Staff that responded:</b> Lorie Watson</p>

	<p><b>Response:</b> Ms. James, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-117</b> 9 February 2025 11 February 2025 Susan Davenport sdavenportmoore@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. <b>NO AIRPORT UNTIL AN ALTERNATIVE FUELS TRANSPORT HUB IS ESTABLISHED:</b> electric trains. buses, taxis.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Maintaining the habitat at the Olympia Airport is crucial for their survival.</p> <p>Susan Davenport 115 Sherman St NW Olympia, WA 98502 District 22</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Davenport, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-118</b></p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p>

<p>9 February 2025 11 February 2025 Virginia Drake Cocayne jnvdrake@gmail.com</p>	<p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Virginia Drake Cocayne Veteran USAR NSA Service Dog Handler</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Drake Cocayne, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-119</b> 9 February 2025 11 February 2025 Kayte Makowski kayte.makowski@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

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<p><b>AMP PC 2025-120</b>          9 February 2025          11 February 2025          Lawrence Bowman          Email</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of</p>

	<p>development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>I've also seen the national news that reported a rare mid-air collision between a military helicopter and a commercial airliner - over a river near our nation's capital. This is a symptom of the airspace over our country being overstressed. Expanding the Olympia Airport would only make that problem worse, not better as most believe.</p> <p>Thank you for considering my comments.</p> <p>Sincerely,</p> <p>Lawrence Bowman 712 Salmon Ln SE Olympia, WA 98513</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Bowman, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-121</b> 9 February 2025 11 February 2025 Debra Perdew dsperdew@hotmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation,</p>

	<p>commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely, Debra Perdew</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Perdew, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-122</b> 9 February 2025 11 February 2025 Brenda Wilmoth brenwilmoth@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul>

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<p><b>AMP PC 2025-123</b> 9 February 2025 11 February 2025 Penny Purkerson pennypurky@yahoo.com</p>	<p><b>Topic:</b> Expansion of the Olympia Airport</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>• Endangered (in WA) Oregon vesper sparrow,</li> <li>• Threatened streaked horned lark, and</li> <li>• Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p style="text-align: center;">Olympia Pocket Gopher (<i>Thomomys mazama pugetensis</i>)   U.S. Fish &amp; Wildlif...</p> <p>Additional information on Mazama pocket gopher recovery Story Map: "Introducing... the Mazama Pocket Gopher"</p> <p>Sincerely, Penny Purkerson Olympia</p>

	<p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Purkerson, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-124</b> 9 February 2025 11 February 2025 Yevonne Bartlett yevonnebartlett@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Yevonne Bartlett</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Bartlett, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-125</b> 9 February 2025 11 February 2025 DA. Evans</p>	<p><b>Topic:</b> Update on Feedback on Airport Master Plan Update</p> <p>Port Commissioners,</p>

<p>evansfamilyworld@gmail.com</p>	<p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development impacts thousands of humans who live near the airport.</p> <p>I am not concerned about pocket gophers, but an airport of larger size should be placed much swayer from the existing Airport. Less population like further South in Lewis County.</p> <p>If you would invest in a separate location and maintain the current airport for current and emergency flights, I would feel less threatened.</p> <p>Respectfully, DA. Evans</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-126</b>  9 February 2025  11 February 2025  Rylee Uhrich  honorandnourish@gmail.com</p>	<p><b>Topic:</b> Please prevent unchecked growth</p> <p>Hello,  I am concerned about the potential development of the Olympia airport. I am an Olympia resident and part of what I love about this area is easy access to larger cities with expansive resources like Portland and Seattle. However, I choose to live in Olympia and not those places because it does not have the constant noise and pollution; it is someplace where you can still get out of the developed urban areas quickly.</p> <p>The development of the Olympia airport will have a flight path that impacts two of my favorite recreation areas: West Rocky Prairie and Millersylvania. I am no scientist but I understand the basic idea that not only will it impact my recreation it will also impact the many species who live in the surrounding areas for whom even noise pollution can cause detrimental stress.</p> <p>I understand that growth and development are often economic necessities and come because of balancing the needs of diverse constituents and attracting new business and residents. But even as necessary growth happens please put checks</p>

	<p>in the way of exponential growth so that this remains a beautiful and habitable home for those of us already living here.</p> <p>Thank you. <b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-127</b> 9 February 2025 11 February 2025 Christy White wc6517@scattercreek.com</p>	<p><b>Topic:</b> Opposed to Olympia Airport Expansion</p> <p>Dear Port Commissioners, I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I lived under Sea-Tac International airport for 35 years. During that time I saw the detrimental impact the creeping expansion did to the surrounding area and we lived 15 miles from it. There is nothing like being awakened by a low flying jet shaking your home at 4 am in the morning or the task of cleaning jet fuel exhaust debris from our deck. Thurston County is a rural quiet gem. If folks want to fly they can drive or take easily public transport to Sea-Tac or Portland.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>• Endangered (in WA) Oregon vesper sparrow,</li> <li>• Threatened streaked horned lark, and</li> <li>• Threatened Olympia pocket gopher.</li> <li>• Air and Noise pollution increase</li> <li>• Disruption of residents right to quiet enjoyment on their property</li> <li>• Additional traffic congestion that is already at critical mass due to the influx of residents in the County.</li> </ul> <p>This is not the airport to expand. Sincerely, Christy White Olympia, Washington</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. White,</p>

	<p>Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-128</b> 9 February 2025 11 February 2025 Julian Beattie beattie.julian@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-129</b> 9 February 2025 11 February 2025 Lorraine Carlucci lcarl2020@yahoo.com</p>	<p><b>Topic:</b> Reject Olympia Airport Expansion Plan</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).

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In 2023, as reflected in the publicly available meeting minutes (see page 10 of this pdf), then-Airport Senior Manager Warren Hendrickson told the Tumwater City Council that the "forecast" was to have 20,000 commercial passengers coming through the airport by 2040. This would be a 200% increase from zero commercial passengers now. Airport executives have a long history of keeping information from elected port commissioners. It appears to be happening now because at least one commissioner recently told people that the plan was merely a 5% expansion.

The Plan ignores the serious public health risks that come from increased emissions and noise. We need a thorough environmental review now. Waiting to do that until discrete projects begin will lead to piecemealing (which SEPA and NEPA forbid). It will also prevent commissioners and the public from seeing the impacts that this Plan will have on our community's health and especially children's health.

There are no regulations limiting loud aircraft and no restrictions on night flights.

The proposal benefits very few people while ignoring the cost to thousands of people who live in a flyover zone.

There is no discussion in the Plan about impacts of increased fossil fuel-burning aircraft flights over Thurston County on local climate mitigation plans.

At the very least, the public demands transparency regarding the plan and a comprehensive EIS as well.

Sincerely,

Lorraine Carlucci  
Environmental Advocate  
Bellevue, WA  
Environmental

	<p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Carlucci,  Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-130</b>  9 February 2025  11 February 2025  Bonnie Mackaness  bjmackaness60@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-131</b>  9 February 2025  11 February 2025  Bonnie Mackaness</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric</p>

<p>bjmackaness60@gmail.com</p>	<p>airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Bonnie Mackaness Knudsen</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Mackaness Knudsen,  Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-132</b>  9 February 2025  11 February 2025  Curt Knudsen  bjmackaness60@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p>

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<p><b>AMP PC 2025-133</b> 9 February 2025 11 February 2025 Margaret McDonald meg.mcdonald5@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul>

	<p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-134</b> 9 February 2025 11 February 2025 Carolyn Treadway carolyn@planetcar e.us</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>A large local airport is a tremendously BAD idea. Drop the idea of building it! It will harm many people, and many ecosystems.</p> <p>Most sincerely, Carolyn Treadway</p> <p><b>Staff that responded:</b> Lorie Watson</p>

	<p><b>Response:</b> Ms. Treadway, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-135</b> 9 February 2025 11 February 2025 Julie Corwin jcor2808@aol.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely, Julie Corwin 5926 McLane Ct SW Olympia, WA 98512 619-540-4181</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Corwin, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-136</b> 9 February 2025</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p>

<p>11 February 2025 Gordon MacDonald gmacboth@frontier.com</p>	<p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Gordon MacDonald Tumwater, WA Success is not final, failure is not fatal, it is the courage to continue that counts- Winston Churchill</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. MacDonald, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-137</b> 9 February 2025 12 February 2025 Cheryl Waitkevich c.waitkevich@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

	<p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>There are enough decisions made with the only focus being more economic growth. In these instances, again and again the vulnerable get hurt. Let's keep Thurston County manageable.</p> <p>sincerely cheryl Waitkevich</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Waitkevich, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-138</b> 9 February 2025 12 February 2025 Tara Murphy docsop1@hotmail.com</p>	<p><b>Topic:</b> Objection to Airport Master Plan Update</p> <p>Dear Port Commissioners, I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I moved to the Olympia/Tumwater area from a larger urban setting to get away from the pollution (both environmental and noise) and do not want to have to move and uproot my family to get away from the air traffic noise, the pollution and potential disruption of my sleep, and daily quality of life.</p> <p>My understanding is that this would put many endangered animal species at risk and in this time of increasing environmental changes, we do not need to move backward but forward in terms of REPAIRING damage to habitats not increasing them.</p>

	<p>Such changes would force myself and many families to move and create suffering for those families who could not afford to move without and any plan to mitigate the damage. Sincerely, Tara Murphy</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Murphy, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-139</b> 9 February 2025 12 February 2025 Peravena Wilson peravena@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>

<p><b>AMP PC 2025-140</b>            9 February 2025            12 February 2025            Peravena Wilson            peravena@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Plus our Air forces from our service planes need the spaces above the lower Puget Sound to train a lot of the time. We must keep our Air space protected! Small and larger aircraft will be in danger!!            Wilsons</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>            Hello,            Thank you for your second email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-141</b>            9 February 2025            12 February 2025            Anne Dalgity            ladycutter@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners, I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master</p>

	<p>Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species: --Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher. Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Thanks, Anne</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Anne, Thank you for your email dated February 9, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-142</b> 10 February 2025 12 February 2025 Julie Martinson jmartinson8@gmail.com</p>	<p><b>Topic:</b> Reject Air Traffic Increases at Olympia Airport</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>• Endangered (in WA) Oregon vesper sparrow,</li> <li>• Threatened streaked horned lark, and</li> <li>• Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations,</p>

	<p>primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival. Respectfully submitted, Julie Martinson, 2303 6th St, Everett 98201</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Martinson, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-143</b> 10 February 2025 12 February 2025 M. Bernstein space4now@gmail.com</p>	<p><b>Topic:</b> Comment: AIRPORT MPU</p> <p>Greetings Port Commissioners,</p> <ul style="list-style-type: none"> <li>• No! --&gt; to increased jet-fuel particulate pollution.</li> <li>• No! --&gt; to increased disturbing overhead noise.</li> <li>• No! --&gt; to increased frequency of low-flying aircraft and hovering helicopters.</li> <li>• No! --&gt; to a repeat of POO's lack of public engagement and trustworthy process.</li> <li>• No! --&gt; to the inevitable scores of commercial + industrial developments that would be an 'outgrowth' of airport expansion.</li> <li>• No! --&gt; to those infrastructure costs taxpayers will, undoubtedly, be burdened with.</li> <li>• No! --&gt; to ignoring the impact on habitat, large mammal wildlife + migratory corridors.</li> <li>• No! --&gt; to property devaluation --Thus, NO! to impoverishing the working + middle classes by greatly diminishing their major, if not only, asset.</li> <li>• No! --&gt; to overlooking the climate impacts.</li> <li>• No! --&gt; to risking our future.</li> <li>•</li> <li>• No! --&gt; to ruining suburban neighborhoods, rural life, tourism, farms: the entire region!^*&amp;%\$!</li> </ul> <p>Yours truly, M. Bernstein Tenino, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-144</b> 10 February 2025 12 February 2025 JunkRare Games junkrares.dec@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

	<p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-145</b>  10 February 2025  12 February 2025  Mary Condon  fionac203@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks from increased emissions and noise.</p> <p>I am deeply concerned by the lack of a transparent and comprehensive public process for the Master Plan Update and the Plan's failure to acknowledge the opposition of many residents to the airport expansion. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various developments, including general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could destroy the majority of the designated critical habitat at the airport for three protected species. It is simply not compatible with the conservation of these species:</p>

	<p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant population declines, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Mary Condon</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Condon, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-146</b> 10 February 2025 12 February 2025 Angeline Zalben ang.zalben@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely, Angeline Zalben</p>

	<p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Ms. Zalben,          Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-147</b>          10 February 2025          12 February 2025          Jaime Scott          jaimepace124@gmail.com</p>	<p><b>Topic:</b> Opposition to Olympia airport          I am a resident of Thurston County and am writing in opposition to the growth of the Olympia Airport.          This has significant impact on our city, the residents here and the environment.          Thank you.          Jaime Scott</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Jaime,          Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-148</b>          10 February 2025          12 February 2025          Elizabeth McNagny          emcnagny@icloud.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson</p>

	<p><b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-149</b> 10 February 2025 12 February 2025 Kathryn Cox kacox1234@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic.</p> <p>Sincerely, Kathryn Cox 4815 Edg</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Cox, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-150</b> 10 February 2025 12 February 2025 Nancy Sullivan synodis@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners, I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species: --Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher. Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p>

	<p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-151</b> 10 February 2025 12 February 2025 Marianne McNabb L. Leland Blanchard mariannemcnabb@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I have lived in Thurston County for many years and have held executive leadership positions in the Washington State government. In all that time, the Olympia airport has provided the level of service that is needed in Thurston County. We've had no need for anything like the disaster of SeaTac.</p> <p>My husband and I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>We are deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. Most critically, we're stunned that there is to be NO in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>This is a deeply unpopular move on the part of the Port. Rest assured, concerned citizens like ourselves will be tracking your political future.</p> <p>Marianne McNabb L. Leland Blanchard</p> <p><b>Staff that responded:</b> Lorie Watson</p>

	<p><b>Response:</b> Ms. McNabb and Mr. Blanchard, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-152</b> 10 February 2025 12 February 2025 Thomas Wilde senatortom@comcast.net</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>There are many reasons to oppose the Olympia airport expansion, however, the fact is this is the state capital. It has clear and definite need for commercial air traffic. The economic vitality of the region relies on the ability to efficiently move both people and goods without the need of relying on congested roadways.</p> <p>It isn't an issue that makes me clammer to plead for you to produce more noise, greater vehicular traffic, and additional development. But reality suggests that with the number of people moving to the area, the ever-increasing air-traffic load, and the economic imbalance between the Northern Sound and the Southern Sound areas, especially Olympia, it is inevitable. Whether this year or ten years from now it is going to happen. And as everyone has seen, each year that goes by construction costs tend to keep going up pretty dramatically.</p> <p>So while not the best situation for area residents, expansion of the airport capabilities seems to be in the best long-term interest of the area.</p> <p>Thomas Wilde</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Wilde, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-153</b> 10 February 2025 12 February 2025 Donna Clark doclark55@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat</p>

	<p>currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Hello,          Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-154</b>          10 February 2025          12 February 2025          Suzanne Cravey          suzq015@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise.</p> <p>There has been a lack of transparency. As nearly fifty year resident of Olympia, I am deeply concerned about the disregarding of the massive opposition by residents of our community to the opposition to the expansion of the airport.</p> <p>This plan is being pushed through without appropriate consideration of community voices and an in-depth environmental review that would show the effects on critical habitat for three species which are either threatened or endangered.</p> <p>Who is this airport being built for? It certainly isn't for our community!</p> <p>We did not vote for this!</p> <p>Suzanne Cravey          Olympia, WA</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of</p>

	<p>development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Cravey,  Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-155</b>  10 February 2025  12 February 2025  Jill Bremer  nanabremer@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations,</p>

	<p>primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival. I am adamantly opposed to this expansion. Jill Bremer</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Bremer, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-156</b> 10 February 2025 12 February 2025 Al Chickering dancingelves1@g mail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-157</b></p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p>

<p>10 February 2025 12 February 2025 Richard J. DeLapp johndelapp56@gmail.com</p>	<p>Dear Port Commissioners, I vehemently object not only to the proposed airport expansion, but perhaps more importantly, how the Port is approaching this issue. I am not going to restate the various environmental impacts, likely degradation of quality of life in the greater Olympia/Thurston County area or point out the procedural and administrative errors in how the Port is approaching this. That has been done by many others before me and if the Port is paying any attention at all, these issues are well known. I am simply joining those who have pointed out these shortcomings. The Port's apparent arrogance to simply advance something that impacts such a large part of our population and environmental stability is shameful. Proceeding down the current path certainly erodes the public's confidence and trust in how the Port goes about conducting their business. Please stand tall and do the right thing in the best interest of our community and not advance this airport expansion proposal.</p> <p>Richard J. DeLapp Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. DeLapp, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-158</b> 10 February 2025 12 February 2025 Craig Brown coughbrown@aol.com</p>	<p><b>Topic:</b> Airport expansion</p> <p>Dear Port Commissioners, I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>• Endangered (in WA) Oregon vesper sparrow,</li> <li>• Threatened streaked horned lark, and</li> <li>• Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p>

	<p>Sincerely, Craig Brown</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Brown, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-159</b> 10 February 2025 12 February 2025 Kelly Hall kellyhall2612@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update.</p> <p>I live in SE Olympia, and we already deal with noise from JBLM and are in the existing flight path of the airport. We're already kept awake at night during military training exercises, and the explosions already shake our windows. We already have too much noise from air traffic. The idea of adding the noise of commercial airliners over our neighborhoods does not improve the city in any regard, and comes at the expense of peace to our residents.</p> <p>I strongly encourage you to engage with residents as part of the process and make decisions based on feedback from people who live here. I have not spoken to a single Olympia resident so wants this airport expansion. Outside of parties who would financially benefit from this airport expansion, have you?</p> <p>Regards,</p> <p>Kelly Hall, Olympia WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Kelly, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-160</b> 10 February 2025 12 February 2025 Lasha H Steiwweg lasha.steiweg@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts and the expansion would be detrimental to our county.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p>

	<p>The airport location is in a critical habitat area and needs to be protected.</p> <p>The noise and air pollution that this expansion would create is not something that the citizens of Thurston County should be subjected to.</p> <p>I strongly object to this expansion proposal.</p> <p>Sincerely, Lasha H Steiwneg</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Lasha, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-161</b> 10 February 2025 12 February 2025 Kyle Willoughby kylewillough@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b></p>

	<p>Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-162</b> 10 February 2025 12 February 2025 rick strzelecki strzelecki@msn.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-163</b> 10 February 2025 12 February 2025 Matt Parnel mjparnel@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>My family and I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. I moved to the rural area of South Thurston County to get-away from the noise and bustle of a busy airport district, my family loves this area and does not relish the thought of being forced out.</p>

	<p>We are concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely, Matt Parnel</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Parnel, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-164</b> 10 February 2025 12 February 2025 Elaine Kohler kohler331@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion,</p>

	<p>and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely, Elaine Kohler</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Kohler, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-165</b> 10 February 2025 12 February 2025 Jessica Russell jessie17527@hotmail.com</p>	<p><b>Topic:</b> Olympia Airport Opposition</p> <p>My family of 6 opposes the master plan update for the airport! Please consider the health of our children. We moved to the country for a reason. If this passes, we'll be right in the flight path and we can't afford to move. We also can't afford to lose value in our property that we're sure to lose.</p> <p>Jessica Russell</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Russell, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-166</b> 10 February 2025 12 February 2025 Todd Davison foxbeartruth@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I live within two miles of the Olympia Airport and already think there is too much air traffic, and compounding that too much road traffic. The Port should be getting on board with ground based rail and bus service connecting up to Seattle and Portland not promoting more air traffic and converting more of the natural prairie lands in the area.</p> <p>And I agree with the following points against expansion provided by local organizations:</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric</p>

	<p>airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation.</p> <p>IN addition in my view- we do not need an airport at all. Who uses the airport? What percent of the area residents actually use it? It's a high income upper class and wealthy peoples and lobbyists quick way to get to the Capitol and then get away from it after taking care of business.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-167</b>  10 February 2025  12 February 2025  Elaine Jernberg  ejernberg@hotmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p>

	<p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-168</b> 10 February 2025 12 February 2025 mikec mfcartier@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p>

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<p><b>AMP PC 2025-169</b> 10 February 2025 12 February 2025 Bill Dole wrdole@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I'm writing to you about the Airport Master Plan Update as a concerned constituent.</p> <p>The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>I know that you're thinking of the present when you look at this plan. I encourage you to look at the future, and consider the impacts on the environment and the people.</p> <p>I think people move to Olympia, and the Pacific Northwest, to experience less chaos and more nature. If you agree, I encourage you to consider what an airport would do to this community.</p> <p>Thanks for thinking about this, and thank you again for your representation.</p> <p>-Bill Dole 3031 French Rd NW, Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Dole, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-170</b> 10 February 2025 12 February 2025</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p>

<p>Tori Johnson tori@vanguardlab.co</p>	<p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Tori Johnson</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Tori, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-171</b> 10 February 2025 12 February 2025 Albert Rios aar35e@hotmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p>

	<p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Overall, Chehalis would be a more appropriate location do its more rural open areas and less civilian population.</p> <p>Respectfully,</p> <p>Mr. Rios, A</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Rios, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-172</b> 10 February 2025 12 February 2025 Amy Fisher amycfisher360@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>It is time to take the long view that priritizes quality of life!</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation,</p>

	<p>commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Please reconsider in recognition of the beauty of this area and all the varied people and creatures who inhabit it. Do not imagine that exploiting them will be in the best interest of Thurston County into the future.</p> <p>Sincerely Amy Fisher Lacey WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Fisher, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-173</b> 10 February 2025 12 February 2025 Kim Putnam krputnam@outlook.com</p>	<p><b>Topic:</b> MPU Citizen Input</p> <p>Greetings, What I find most despicable about this plan is the failure to show concern about the very negative impact on the quality of life for those neighborhoods near the airport. This includes the very real and significant increase in the noise levels those of us who live in the impacted area will have to endure. The potential for 230,000 aircraft operations each year amounts to about 630 daily operations. Can you imagine living with that every day? The flight paths go directly over home, such as ours, and also over schools. Additionally, there appears to be no proposed regulations to limit extremely loud aircraft noise regardless of the time of day. Finally, the above will have a very negative impact on the value of everyone's home. We have lived in our house for over 37 years. This MPU will reduce the value of our property and the quality of our lives. This MPU is clearly not concerned with the citizens affected by this proposal. It is only concerned about growing the airport regardless of the impact on people.</p> <p>Kim Putnam 822 93rd Ave SE Olympia, WA 98501</p> <p><b>Staff that responded:</b> Lorie Watson</p>

	<p><b>Response:</b> Kim, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-174</b> 10 February 2025 12 February 2025 Sara Kent kentsara52@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sara Kent</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Kent, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-175</b> 10 February 2025 12 February 2025 Irene</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update.</p>

<p>analiceirene@gmail.com</p>	<p>The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>~irene</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Irene,  Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-176</b>  10 February 2025  12 February 2025  Amanda Christian  amanda.christian83@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>My concerns include:  -first and foremost, as a mother, the adverse effects of air and noise pollution from the expansion of the airport on our community's children's health. Aircraft noise exposure has negative affects on children's cognitive skills yet there are no regulations on limiting loud aircraft or if they can fly at night. With increased flights comes increased air pollution from leaded fuel. Research indicates that</p>

	<p>children who live near airports have lighter levels of lead in their blood which decreases their cognitive skills.</p> <p>-the adverse effects of air and noise pollution from the expansion of the airport on our surrounding community's members' health</p> <p>-the adverse effects of air and noise pollution from the expansion of the airport on the surrounding area's wildlife and their habitat</p> <p>-the adverse effects of converting more acreage on the surrounding area's wildlife and their habitat</p> <p>-the adverse effects of land conversion and airport expansion of acreage on critical habitat for 3 protected species (Oregon vesper sparrow, streaked horned lark and pocket gopher)</p> <p>-the adverse effects of land conversion and airport expansion on surrounding property values, especially on homes. Clean air and quiet neighborhoods are important, desirable and should be preserved.</p> <p>-the lack of a transparent and comprehensive public process for the Master Plan Update</p> <p>-the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>-the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Converting acreage and expanding the airport is NOT for the greater good. To prioritize monetary gain for the wealthy few ahead of an entire community's well-being and health and the health and well-being of wildlife and their habitat is unconscionable.</p> <p>Amanda Christian</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Christian,  Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-177</b>  10 February 2025  12 February 2025  Uli Johnson  ulijohnson@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

	<p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-178</b>  10 February 2025  12 February 2025  Steve Ferguson  steve.b.ferguson@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow,</p>

	<p>--Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Noise is bad for your health. Noise is considered one, if not the most detrimental environmental effect of aviation. There is sufficient evidence for a marked negative effect of aircraft noise exposure on children’s cognitive skills. There is also sufficient evidence that aircraft noise disturbs sleep and can impair sleep recuperation.</p> <p>Particulate matter is bad for your lungs. Studies consistently show that ultrafine particulate matter (UFP) is elevated in and around airports. Research indicates increased health impacts near airports including premature death, preterm births, and decreased lung function.</p> <p>Leaded fuel is bad for children's brains. Research indicates that children who live near airports have higher levels of lead in their blood. Lead decreases children's cognitive skills.</p> <p>The Plan offers no review of potential impacts from expanded airplane traffic and increased noise and pollution levels on neighborhoods, landowners, and the cities found in the airport’s vicinity. This makes it impossible to know whether the Plan’s proposed changes in use of the airport are acceptable or not. Closely related to this, the Plan never acknowledges the close proximity of densely populated areas to the airport or the likelihood that such areas will continue to be built near the airport.</p> <p>The Plan gives little or no consideration to the environmental impacts associated with the planned airport development. This makes it impossible for most of the public to judge whether the changes proposed under the Plan are reasonable or not for the airport.</p> <p>People are deeply concerned — in fact, infuriated — by the proposal to expand the Olympia Airport. People are extremely troubled by the lack of a transparent and comprehensive public process for the Plan. The Plan's complete failure to acknowledge the opposition of so many local residents to expansion of the airport is more than simply incompetent.</p> <p>Residents in the flight path already hear and see planes and helicopters flying over their homes multiple times a day. In spring, summer, and fall, by some people's count, there are on average ten flights an hour directly over residents' heads during daylight, most so loud that people cannot hold a conversation out of doors while aircraft pass. Nighttime is not much better. Every night residents in the current flight paths are blasted awake at least once, and often more, by air traffic. An expansion of the airport would impact the clean air and quiet</p>
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	<p>neighborhoods we celebrate in our county. It would open the door to ever-increasing low-flying aircraft bringing noise and pollution.</p> <p>No limits on noise. There are no regulations limiting loud aircraft and no restrictions on night flights. There really need to be. A large helicopter right over your house at 2am is not something you can sleep through.</p> <p>Steve Ferguson Thurston County Resident</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Ferguson, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-179</b> 10 February 2025 12 February 2025 Tom Sampson thomas.eh.samps on@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>Our strongest objection are the large / rescue / military and especially noisy helicopter flights that take place at night. The daytime small aircraft noise isn't a large concern, but thye very large scale helicopter traffic certainly is.</p> <p>Best, Tom Sampson 8027 Shadybrook LN SE Tumwater ...</p> <p>PS ... find us on the map ... we are directly in the helicopter flight pattern.</p> <p>Also ... I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and</p>

	<p>--Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Mr. Sampson,          Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-180</b>          10 February 2025          12 February 2025          Jesse Aaron          udlose@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Hello,          Thank you for your email dated February 10, 2025. Your comments have been logged.</p>

<p><b>AMP PC 2025-181</b>          10 February 2025          12 February 2025          Vanessa LaValle          vanessa.la.valle@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update - No expansion</p> <p>Dear Port Commissioners,</p> <p>Do not expand Olympia airport. Thurston County is already struggling to retain its rural character and this would implode hard work completed with our Growth Management Act/Urban Growth area laws. I strongly object to the Airport Master Plan Update for many reasons. The Plan ignores the serious public health risks that come from increased emissions and noise. I live nearby and my home is already under an air traffic highway, if this traffic were to increase it would irreparably harm my community.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival. Their survival is crucial for our survival. These animals, however small, provide important ecosystem services that even we need to continue.</p> <p>Best,          Vanessa LaValle</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Ms. LaValle,          Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-182</b>          10 February 2025          12 February 2025          Janice Klinski</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric</p>

<p>jazklinski@earthlink.net</p>	<p>airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>My personal concerns are about the amount of air traffic. I live directly underneath the flight path of planes and helicopters that land at the airport. Literally. The helicopters are especially difficult. The noise is horrendous. Lately I have noticed they are flying lower and lower. I have a very tall Hemlock tree in my yard, I am afraid that one will hit it some day.</p> <p>I know that some of the helicopters are from the military, and they, too, fly directly over my house and yard. They are even worse because they literally shake and rumble my house so that I think it's another Nisqually Quake. Together, these air activities make it difficult to have health peace and happiness in my own home and neighborhood that I have lived in since 2007, and my partner has lived in since 1990. The increase in noise has been nonstop. Neither of us can afford to move.</p> <p>The traffic from the Olympia Airport is about as bad as the military, the helicopters in particular are so noisy and irritating. Additional air traffic would make it even worse. I also grow food in my yard and am very concerned about the amount of lead dropping on a daily basis into my air and food. The amount of proposed increase in traffic is alarming. I wonder about the children here...</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>These are several of the most pressing concerns I have about the proposed increase in use of the Olympia Airport. I believe that the needs and desires of the people who live here and pay taxes should be put ahead of the desire for</p>
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	<p>more money. Unbridled development and pursuit of money at all costs, is becoming an alarming way of life, yet it leads to destruction of the things we hold dear, including our health and happiness. Many of us live here specifically because it is quiet and filled with nature and all sorts of birds and animals.</p> <p>Yet the Port keeps developing the airport and profiting from it, while we pay for it in taxes and ill health. It is time to stop the unbridled development and destruction of the things that makes Olympia unique and wonderful. Limits must be put on the amount of air traffic this tiny airport can support, and you must take into account the lives, health and happiness of the people that live here.</p> <p>Sincerely,</p> <p>Janice Klinski Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Klinski, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-183</b> 10 February 2025 12 February 2025 Adam Hall hall7528@gmail.com</p>	<p><b>Topic:</b> Airport Master Plan Update Feedback</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update.</p> <p>I am a resident in South East Olympia. I routinely am dealing with noise from the JBLM exercises and being in their frequent flight paths. My family and neighbors have rattling windows, shaking pictures and are awakened during their frequent training. Adding an airport expansion to the area via commercial airliners would further degrade this area and not improve it. The cost to residents would be significant.</p> <p>I strongly encourage you to engage with residents as part of the decision making process and make your decisions based on the residents. I have yet to meet or speak with any resident that is in support of this expansion. Only those parties set to benefit from this financially are supportive.</p> <p>Regards,</p> <p>Adam Hall Resident, Olympia Wa</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Hall, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-184</b></p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p>

<p>10 February 2025 12 February 2025 christieb christieb@proton mail.com</p>	<p>Dear Port Commissioners,</p> <p>I write this letter as a resident of Thurston county, a science teacher, and mother of a 3-year old. I appreciate the need for balance in development of infrastructure and other regional goals. I am NOT in support of the current airport Master Plan Update for multiple reasons. I articulate the 'process-based' concerns below but really, those go back to concerns about how the airport's proposed plan fits into our region's efforts to be a healthy place to live. Noise pollution, air pollution, environmental degradation, property value changes, all of these need to be considered NOW rather than cited as something to study later. The Master Plan Update should not merely be an exercise in compliance with the FAA; the Port, through the airport, should be working towards goals our communities have committed to.</p> <p>My process concerns about the airport's Master Plan Update are two-fold:</p> <ol style="list-style-type: none"><li>1. I am concerned that the Port, through the airport Master Plan Update, is operating in a compliance-based manner with the FAA that sets the Port against not only the wishes of many citizens re:noise and air pollution but also the goals of other jurisdictions in the immediate area, namely the Thurston Climate Mitigation Plan goals adopted by Thurston County, the city of Tumwater, the city of Lacey, and the city of Olympia.</li></ol> <p>The Master Plan Update should take into account the TCMP's goals and make airport project developments contingent on thresholds of technological advances in aviation and mitigation. If and only if the airport can increase service and complete projects without undermining the goals of the region should those projects move forward.</p> <ol style="list-style-type: none"><li>2. I am concerned that the Port is not following current legal requirements regarding when and how environmental impact studies are conducted in relationship to the Master Plan Update. Even 'non-project' decisions like the plan must include environmental reviews to be in compliance with the GMA (King County v Friends of Sammamish Valley). While those studies may be off by a large margin, they are needed to begin assessing impacts of plans. This is work that consultants can do, like the work of forecasting the number of future aircraft operations based on a myriad of factors.</li></ol> <p>Approving the Master Plan Update is not a foregone conclusion. It may certainly be frustrating to delay and revise as people have put considerable effort into it but that is the right thing to do, legally and democratically.</p> <p>Thank you,</p> <p>Christie</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Christie, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
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<p><b>AMP PC 2025-185</b> 10 February 2025 12 February 2025 George Burazer georgeburazer@gmail.com</p>	<p><b>Topic:</b> STOP the AIRPORT EXPANSION</p> <p>Dear Port of Olympia Commissioners,</p> <p>As outlined in the Master Plan Update, your votes concerning the Olympia Airport expansion will be critical to the county's environment and livability. Both will suffer. I continue to educate myself on the Plan's narrow view of all or nothing approach. It puts forth that expansion will accommodate up to 630 flight operations, coming and going.</p> <p>This volume of traffic will cause excessive air pollution, noise pollution, declining home values, destruction of wildlife, traffic congestion and perhaps many other calamities we may not envision. Other remedies to the overload at Sea-Tec must be found. A new regional airport in a less effected region should also be on the table.</p> <p>I realize as commissioners that your time to study the ramifications of this proposed expansion is limited. You rely on Port staff to give you the straight scoop. However, this issue demands that you learn all you can to inform your vote that will totally change the area forever. Call for public hearings on the matter. Is there middle ground to be had? Ask the hard questions that are not even addressed in the Master Plan Update .</p> <p>At this early stage, I urge all of you to vote "NO" on airport expansion if it came up for a vote tonight!</p> <p>Thank you for your time and service to the people of Thurston County.</p> <p>Sincerely, George Burazer Lacey, WA. 98503</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Burazer, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-186</b> 10 February 2025 12 February 2025 Janine Lindsey jhawkjani@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners &amp; others,</p> <p>Please understand that I've been following the Port's actions for over a decade, many other residents for far longer than that....and there is a SUBSTANTIAL lack of faith and trust in the methodologies the Port of Olympia uses for decision-making on incredibly important and critical issues.</p>

We elect commissioners who have followed and studied far less about the workings of our Port, its past behaviors and actions....and we've watched a literal roulette revolving door of staff moving through the Port over the last few years. The reasons for the latter are DIRECTLY RELATED to policies which continue to make incoherently poor standards and practices for our community relevant to the Port of Olympia.

In fact as you are no doubt aware, many in the community have studied at length and become educated and aware of environmental issues, air traffic complications, the Port's financial picture, legal frameworks for operations, etc. The community worked very hard during the CACC process to prohibit a major SeaTac level airport from moving into our County, which would have in multiple ways ruined the nature of living here. We have asked that the process for adopting the Olympia Regional Airport Master Plan slow down, as there are many truly consequential issues within it. I have spent many hours talking to Port staff, residents and others outside our area, regarding the airport and our community's future relevant to it.

In light of that...

I strongly object to the Airport Master Plan Update.

The Plan ignores quite serious public health risks that come from increased emissions, noise, disruption...and the ED, the Commission nor the staff seem willing to address their actual 'plan' for increased airport activity. But we are not blind, and we can see what the projections for that activity could look like.

I'm concerned by a lack of transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).

Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:

- Endangered (in WA) Oregon vesper sparrow,
- Threatened streaked horned lark, and
- Threatened Olympia pocket gopher.

Estimates suggest the airport contains thousands of Olympia pocket gophers. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. "Mitigation" for pocket gophers is an entirely un-scientific theory at this point and the HCP likely has been so slow in coming at least in part because no one knows for sure whether mitigation can even be accomplished for this very particular species. Saving them will take a concerted effort and compromise to limit human activity in THEIR HOME territory. How unfortunate it's at an airport run by the Port of Olympia, but that's the fact.

	<p>So...protecting the Olympia Airport is CRUCIAL for their survival. Our airport is NOT an appropriate target for increased traffic.</p> <p>It's unconscionable really that the Port has issued a DNS (even mitigated) on this project. It obviously contains many environmental effects and hazards--which should be measured &amp; explored BEFORE being finalized as a plan. Money and power-broking should not dominate the SEPA process, the whole point of it is exactly to counteract such things.</p> <p>I live on the border of Olympia and Tumwater, directly in the flight path of this already QUITE busy airport. Between the military, private jets and airplanes, and the wasteful nature of law enforcement aircraft...the skies directly above my head are a drone of activity day and night. Certain traffic will shake my home literally on its foundation, sending my pets running for cover. It's already too much!</p> <p>This is not even to mention or measure the unseen deleterious health effects of living near an airport.</p> <p>The plan offers no review of potential impacts from expanded airplane traffic and increased noise and pollution levels on neighborhoods, landowners, and the cities found in the airport's vicinity. This makes it impossible to know whether the Plan's proposed changes in use of the airport are acceptable or not. Related to this, the Plan never acknowledges the close proximity of densely populated areas to the airport or the likelihood that such areas will continue to be built near the airport.</p> <p>The plan gives little or no consideration to the environmental, social, or health impacts associated with the planned airport development. This makes it impossible for most of the public to judge whether the changes proposed under the Plan are reasonable or not for the airport.</p> <p>Due to this and much more....I officially register my opposition to this process and its potential outcomes. The public deserves a more transparent, thoughtful, educated, and inclusive Airport Master Planning process.</p> <p>Sincerely, Janine Lindsey Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Lindsey, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-187</b> 10 February 2025 12 February 2025 Patrick and Kathryn Townsend</p>	<p><b>Topic:</b> Proposed airport expansion</p> <p>Dear Port Commissioners:</p> <p>We believe that an expansion of the airport is not in the interests of the citizens of Thurston County. The proposed expansion will involve increased pollution, increased noise, increased administrative expenses of the Port of Olympia, and</p>

<p>patrick.townsend@townsendsecurity.com</p>	<p>potential other environmental impacts. Please pause the proposed update to the master plan until there is adequate public input and environmental review.</p> <p>Sincerely, Patrick and Kathryn Townsend ----</p> <p>Patrick Townsend</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. and Ms. Townsend, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-188</b> 10 February 2025 12 February 2025 K G kristagraman@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners, I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species: --Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher. Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-189</b> 10 February 2025 12 February 2025 Lisa Barber lbarb400@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

	<p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>The Plan offers no review of potential impacts from expanded airplane traffic and increased noise and pollution levels on neighborhoods, landowners, and the cities found in the airport's vicinity. This makes it impossible to know whether the Plan's proposed changes in use of the airport are acceptable or not. Closely related to this, the Plan never acknowledges the close proximity of densely populated areas to the airport or the likelihood that such areas will continue to be built near the airport.</p> <p>Thank you for your consideration</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-190</b>  10 February 2025  12 February 2025  Gina Darrow  gina.darrow@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

	<p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>You are entrusted by the people of this area to protect and seriously consider the needs of the precious habitat and quality of life for the creatures and humans of our beautiful region.</p> <p>Sincerely,</p> <p>Gina Darrow Resident of Thurston Co.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Darrow, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-191</b> 10 February 2025 12 February 2025 Charlia Messinger charliamessinger</p>	<p><b>Topic:</b> Thurston County Air Port</p> <p>Dear Port Commissioners, As a Thurston County resident, I strongly oppose the Airport Master Plan Update. This plan disregards serious public health risks from increased emissions and noise. Experts agree that large-scale electric aviation isn't happening anytime soon.</p> <p>The lack of transparency and meaningful public input in this process is unacceptable. The Plan also ignores widespread local opposition to airport expansion and fails to include a thorough environmental review, violating King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p>

	<p>Chapter 4 of the draft Plan reveals the Port’s intent to convert 380 to 443 acres of the airfield into general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500+ parking spaces. This level of development would devastate critical habitat for three protected species:</p> <ul style="list-style-type: none"> <li>— The endangered (WA) Oregon vesper sparrow</li> <li>— The threatened streaked horned lark</li> <li>— The threatened Olympia pocket gopher</li> </ul> <p>The airport contains thousands of Olympia pocket gophers and is the largest contiguous designated critical habitat for the species. All three species are in serious decline due to habitat loss. Expanding the airport would directly threaten their survival.</p> <p>Many wonderful people spoke out against the Airport Master Plan Update on 2/10/25. These people are well researched and reflect many thoughts that I have. We know that for all the people who speak out, there are hundreds behind them who have work, are unaware of the Update, or are otherwise unavailable to come to the meetings.</p> <p>This Plan is unacceptable. I urge you to reject it.</p> <p>Sincerely, Charlia Messinger</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Charlia, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-192</b> 10 February 2025 12 February 2025 M B mmbretherton@h otmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> </ul>

	<p>--Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-193</b> 10 February 2025 12 February 2025 Lynne Bannerman lynneabann@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Do please take this seriously.</p> <p>Lynne Bannerman Olympia, WA, 98502</p>

	<p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Lynne,          Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-194</b>          10 February 2025          12 February 2025          Betsy Bullman          betsy.bullman@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>As a lifelong resident of Olympia, I cannot name one "pro" for expanding airport Olympia Regional Airport operations. However, I can list several key consequences of the proposed expansion, as follows:</p> <ol style="list-style-type: none"> <li>1. Increase in exposure to toxic, ultrafine particulate from aircraft emissions. See link here from University of WA study, "Communities around Sea-Tac Airport exposed to a unique mix of air pollution associated with aircraft ": <a href="https://www.washington.edu/news/2019/12/03/communities-around-sea-tac-airport-exposed-to-a-unique-mix-of-air-pollution-associated-with-aircraft/">https://www.washington.edu/news/2019/12/03/communities-around-sea-tac-airport-exposed-to-a-unique-mix-of-air-pollution-associated-with-aircraft/</a> As the article discusses, aircraft dispel unique, highly-toxic, ultrafine particulate, exposure to which is linked to "...breast cancer, heart disease, prostate cancer and a variety of lung conditions." Expanded operations would significantly expose residents, including myself and my loved ones, to highly toxic particulate correlated with various cancers and lung disease. Thus, airport growth threatens human health and would cause a healthcare burden in Thurston County.</li> <li>2. Destruction of precious native prairie and wetland habitats that host endangered species. Thurston County maintains what is left of unique prairie habitat hosting endangered species, including the Mazama Pocket Gopher. The central Thurston area is also home to wetland habitat where the endangered Oregon Spotted Frog lives (see link here: <a href="https://wdfw.wa.gov/species-habitats/species/rana-pretiosa#climate">https://wdfw.wa.gov/species-habitats/species/rana-pretiosa#climate</a>). Other at-risk species like the streak horned lark and the OR vesper sparrow would also be further jeopardized. Airport expansion would further threaten and likely push to extinction these keystone species while devastating native habitats that serve flora, fauna, funga, and offer residents nature opportunities.</li> <li>3. Native American ancestral land considerations. Our county is the current and ancestral home of the native communities of the Chehalis Basin Indian Tribe, Squaxin Island Tribe, and Nisqually Tribe. Their stewardship of the land over centuries has resulted in the survival of species and habitat. To expand an airport</li> </ol>

	<p>here is to ignore and actually deride Native peoples' history, traditions, and stewardship of the land, and instead furthers racist, destructive practices that benefit white people in power.</p> <p>4. Noise pollution. Much of the county is in the flight path of JBLM and SeaTac air traffic, and expanding the Olympia airport would result in extreme noise pollution. Studies show airport employees suffer hearing disease and loss as a result of their work (<a href="https://www.jstor.org/stable/45016451">https://www.jstor.org/stable/45016451</a>), AND that hearing ability of children exposed to aircraft noise pollution from schools located near airports was "significantly worse" (<a href="https://link.springer.com/article/10.1007/BF00405728">https://link.springer.com/article/10.1007/BF00405728</a>). Additionally, data show noise annoyances, including those due to aircraft, increase depression and anxiety (<a href="https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4873188/">https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4873188/</a>). Aircraft traffic, especially low-flying noise, elicits a very intense stress response that can negatively impact mental health especially in those with PTSD, anxiety, depression, and other mental health concerns. An increase in aircraft traffic would result in negatively-affected quality of life for residents.</p> <p>5. Increase in traffic plus negative effects on the economy, costs of living, and tourism. Expanding the airport would result in land loss, plus massive increases in traffic. Thurston County infrastructure is not equipped to deal with the influx of traffic and frankly there is no more land to expand here.</p> <p>Airports are not places of tourism. I don't go to SeaTac to dine, go to the theater, shop, spend money. I go to SeaTac reluctantly as it is only to fly, and that is it, period. Olympia, Tumwater, Lacey, would experience ill effects from an airport and tourism dollars would be lost because people want to get away from airports after they land. Think about it - the Denver airport is far, far away from the actual city center. JFK is in Queens, far from the tourism centers of New York City. SFO is tucked away to the south of San Francisco, again away from the city center. This is because no one wants to live or recreate near a high-traffic airport. If operations increase as they are planned to do at the Olympia Airport, no one would want to stay near it, threatening the economy and tourism of city centers like Tumwater and Olympia.</p> <p>Please consider the needs, desires, and health considerations of people who live in Thurston County, who pay taxes to support the County, and who work and shop locally to support its economy, before embarking on unbridled development with serious negative consequences. Thurston County offers a unique way of life for residents with ample nature and quietude opportunities. This is why we choose to live here. Do not take away this quality of life by expanding airport operations, polluting citizens with excess noise and poison from planes, and destroying habitats and ecosystems for flora and fauna. It is incumbent upon you to take into account the lives, the health, and the happiness of your constituents who live here.</p> <p>Sincerely,</p> <p>Betsy Bullman Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Bullman,</p>
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	<p>Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-195</b> 10 February 2025 12 February 2025 Todd Steben tdsteben@msn.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Thank you.</p> <p>Todd Steben</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Steben, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-196</b> 10 February 2025 12 February 2025 Alice Flegel nostampz@outlook.com</p>	<p><b>Topic:</b> Olympia Airport Update</p> <p>Dear Port of Olympia,</p> <p>I'm deeply concerned about the draft Master Plan Update(MPU) which greatly expands the Olympia airport. We do not need to expand the Olympia airport as it will be at the expense of the people who live in Thurston County! They will pay with their health and well being. The noise, pollution and decreased property values from an expanded airport will be major stressors on residents.</p>

	<p>I live in a south county area which already has a lot of noise and pollution from JBLM air traffic. What will the overall health impact of an expanded Olympia airport be on Thurston County residents? Especially children? Growing up in South Seattle close to SEATAC my high school had to close permanently due to so much loss of instructional time from jet noise. The instructional time loss was estimated to be 10 minutes per hour. My teachers literally had to stop teaching because the jets were so loud, which often occurred numerous times per class period. We must not let this happen to our Thurston County schools and students!!</p> <p>Another grave concern I have is for the wildlife and wild areas on and near the airport. Does the MPU consider these to be important enough to do a thorough environmental review of the impacts to vulnerable species of animals and plants? Or will it be glossed over?</p> <p>Millersylvania State Park is close by. Too close to be immune from noise and pollution from a greatly expanded airport. Millersylvania is a jewel we must protect.</p> <p>Expanding the airport for an affluent few at the expense of the people, wildlife, plants and untouched land is wrong. It is also very foolish. There must be a better solution.</p> <p>Sincerely, Thurston County Resident Alice Flegel</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Flegel, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-197</b> 10 February 2025 12 February 2025 Rick Flegel nostampneeded@live.com</p>	<p><b>Topic:</b> Olympia Airport Expansion Plans</p> <p>Dear port of Olympia Representatives,</p> <p>I am strongly opposed to the proposed Airport Master Plan including all taxiway, runway pavement changes and possible addition of new and possibly larger hangers.</p> <p>The reasons include my opposition to any added air traffic and the associated noise, pollution, adverse health considerations (from both the noise and pollution), safety concerns with increased air traffic and a multitude of associated environmental impacts to the area.</p> <p>The airport functions as it is and I see no reason to try to expand the airport or increase landings and takeoffs. We have Sea-Tac and Portland airports and to bridge any gaps I strongly suggest we consider expanding other transit options such as light rail or bus.</p>

	<p>Thank you, Rick Flegel South Thurston County Resident</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Flegel, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-198</b> 10 February 2025 12 February 2025 Jeanette Murphy jmurphy0902@yahoo.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Thank you.</p> <p>Jeanette Murphy Olympia, WA Thurston County</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b></p>

	<p>Ms. Murphy, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-199</b> 10 February 2025 12 February 2025 Joy Griffin joyusgriffin@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly oppose and offended your trying to pass this under the wraps. Us residence need to be informed</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 10, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-200</b> 11 February 2025 12 February 2025 Elizabeth Alvarez</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric</p>

<p>ealvarez1095@live.com</p>	<p>airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Respectfully, Elizabeth Alvarez</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Alvarez, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-201</b> 11 February 2025 12 February 2025 Debra Boes debinoly@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p>

	<p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-202</b>  11 February 2025  12 February 2025  Debra Boes  debinoly@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,  There are a few people who will benefit from this plan and thousands of tax paying residents who will be adversely affected. Residents of Tumwater do not want this. It will only benefit the Port and Tumwater mayor and administrator.</p> <p>There is a culture at the Port and City of Tumwater to appear to be open to community opinion but it is very obvious that is a scam. The decisions are made behind closed doors and pushed through without community approval.</p> <p>If this airport expansion goes through the noise issue for thousands of residents will be major. But as typical for the Port and Tumwater City Council, you won't personally be adversely affected so what do you care.</p> <p>Our trees are being cut and replaced by concrete. Once beautiful Tumwater is becoming unrecognizable. What a shame.</p> <p>As usual..... when an article comes out in The Olympian it will state how the citizens of Tumwater approve this! Very biased to what the Port and Tumwater City Council mayor and administrator want.</p> <p>A BIG NO!</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

	<p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your second email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-203</b>  11 February 2025  12 February 2025  Lorree Gardener  lorreeg@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p>

	<p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Expanding the Olympia airport will not address the need for a larger airport! Lewis County has more space for a larger airport and would serve more people that live between SEA and PDX and it would be a reasonable drive from our state capitol. We can't even get a small plane connecting flight from the Olympia airport! Let's start with returning connecting flights on smaller planes from larger airlines like it used to have! Expanding businesses on the runway would not help solve this problem.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-204</b> 11 February 2025 12 February 2025 Renee Hodgkinson weski4@comcast.net</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p>

	<p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Renee Hodgkinson</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Hodgkinson, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-205</b> 11 February 2025 12 February 2025 Wilfrid Reissner wreissner@hotmail.com</p>	<p><b>Topic:</b> No to expansion of Olympia Airport</p> <p>I am writing to let you know of my strong opposition to any expansion of the Olympia Airport. We don't need or want further incursions into the rural nature of south Thurston County. And we don't want heavy air traffic spoiling the experience of Millersylvania State Park, just a few miles down the road.</p> <p>In addition, any money invested in expanding the existing airport is likely to be wasted. There have been multiple attempts to establish commercial service at Olympia Airport and all have been a failure, with the carriers leaving as soon as the subsidies run out. The Olympia Airport is too close to SEA and to PDX to be viable as a commercial alternative.</p> <p>Wilfrid Reissner 12413 Tilley Road S, Olympia, WA 98512</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Wilfrid, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-206</b> 11 February 2025 12 February 2025 Jeanette Finney pnjfinney@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners, I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these</p>

	<p>species: --Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher. Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-207</b>  11 February 2025  12 February 2025  Dianne Williams  alengrams@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. It ignores public health risks from increased emissions and noise. Electric airplanes won't scale up soon, according to experts.</p> <p>I'm concerned about the lack of transparency and the Plan's disregard for local residents' opposition to airport expansion. It also lacks an in-depth environmental review, violating King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan proposes converting 380 to 443 acres of the airfield into development for general, commercial, industrial, hangar, and fuel farm expansion, along with 500 parking spaces. This development may destroy most of the designated critical habitat for three protected species: the endangered Oregon vesper sparrow, the threatened streaked horned lark, and the threatened Olympia pocket gopher.</p> <p>People are deeply concerned about the proposal to expand Olympia Airport. They're infuriated by the lack of a transparent and comprehensive public process for the Plan. The Plan ignores the opposition of many local residents to expansion and fails to acknowledge the impact on the flight path residents already face.</p> <p>Residents in the flight path hear and see planes and helicopters flying over their homes multiple times a day. In spring, summer, and fall, there are on average ten flights an hour directly over residents' heads during daylight, most so loud that people can't hold a conversation outdoors. Nighttime is not much better. Every night, residents in the flight path are blasted awake by air traffic.</p> <p>An expansion of the airport would harm the clean air and quiet neighborhoods we cherish in our county. It would open the door to more low-flying aircraft bringing noise and pollution.</p> <p>The Plan ignores the serious public health risks from increased emissions and noise. We need a thorough environmental review now to prevent piecemeal</p>

	<p>construction and ensure commissioners and the public see the impacts on our community's health, especially children's health.</p> <p>There are no regulations limiting loud aircraft or night flights. The proposal benefits few people while ignoring the cost to thousands of people who live in a flyover zone. It also doesn't discuss the impact on local climate mitigation plans from increased fossil fuel-burning aircraft flights over Thurston County.</p> <p>This is all to benefit the wealthy few at the expense of the many, which is unconscionable.</p> <p>Sincerely, Dianne Williams</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Williams, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-208</b> 11 February 2025 12 February 2025 Nox Umbrose flamedarkmoon@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p>

	<p>Thank you,</p> <p>Mx. Nox Umbrose (they/them)</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-209</b> 11 February 2025 12 February 2025 Meggan Goudy meggan.goudy@gmail.com</p>	<p><b>Topic:</b> I'd rather battle traffic and chaos in SeaTac!</p> <p>Hello,</p> <p>I'm writing to comment that the Airport Master Plan Update sucks.</p> <p>I purchased my house at 494 Z ST SE in Tumwater in 2003. Expanding the airport will screw me out of the equity in my home. No one wants to live underneath passenger planes and commercial flights flying 24 hours a day, every day of the year.</p> <p>This rather shady and secretive plan only accommodates and accounts for the small percentage of people who will be using the airports services instead of addressing the concerns of the community who's daily lives will be impacted.</p> <p>I'm wouldn't consider myself an environmentalist but I despise pollution because it affects my chronic asthma. Also, I I am not going to welcome any of the displaced pocket gophers on my property.</p> <p>The lofty airport expansion plan will not generate enough money to justify ruining Tumwater. No one wants to be labeled as SeaTac's crappy sister-city.</p> <p>Sincerely, Meggan Goudy 494 Z St Se Tumwater, WA 98501</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Goudy, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-210</b> 11 February 2025 12 February 2025 David Forsberg daveforsberg@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p>

	<p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Kind Regards, David Forsberg</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Forsberg, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-211</b> 11 February 2025 12 February 2025 Maureen and Kent Canny mocanny@comcast.net</p>	<p><b>Topic:</b> Airport expansion update comments</p> <p>Hello Port Commissioners Vasavada, Evans Harding, Iyall, Sanders, and Tonge,</p> <p>Thank you all for serving our community, and pledging to use public resources responsibly.</p> <p>We've been following the debate about the Airport Expansion Plan Update. We listened in on public comments last night.</p> <ul style="list-style-type: none"> <li>• Please insist on a comprehensive environmental review (EIS) and other studies/analyses which outline the direct and indirect effects of an airport expansion on the health and well-being of our families, as well as the critical non-human species whose habitats will be destroyed.</li> <li>• Elicit broad community discussion about all the ramifications of an airport expansion. Discuss alternative solutions.</li> </ul>

	<p>Below are some of the concerns that we have about the Plan, many of which were mentioned last night:</p> <ul style="list-style-type: none"> <li>• A very significant increase in the number of flights will cause huge amounts of additional air pollution.</li> <li>• Fly-zones are directly over homes, school, parks, wildlife preserves, etc.</li> <li>• Apparently there are no restrictions on noise or timing of flights. Helicopters are particularly noisy. Residents under a fly path will have sleeping and other health issues. Our kids are particularly at risk for a number of respiratory and cognitive ailments.</li> <li>• Home property values will plummet across the county due increased noise, congestion, etc.</li> <li>• Autos in hundreds of new parking stalls, as well as increased equipment and cargo vans, will add to water, air, ground and noise pollution.</li> <li>• How does the convenience of increased flights, including highly-polluting private planes (for lobbyists?) fit in with our multi-layered local climate mitigation plans?</li> <li>• How will you pay for this, especially now that federal funding is being withdrawn and administrative personnel are being threatened with job loss?</li> <li>• Is a profit even feasible? Have you studied other regional airports and how it's worked out financially (and otherwise) for them?</li> <li>• Even if a profit is viable, how would it be used to benefit the citizenry, in particular those in our community who are most negatively impacted by an expanded airport?</li> </ul> <p>Thank you for your time, Maureen and Kent Canny Thurston County residents</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. and Ms. Canny, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-212</b> 11 February 2025 12 February 2025 Christine Rayburn christine.e.rayburn@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. These two points especially concern me and all the families in our Wildwood neighborhood. My family lives on Eskridge, just down off Capital Way and jets and helicopters have already increased their frequency flying directly over our house. They are so low and loud we can't even hear in our own house, let alone chatting with the neighbors and kids outside our homes. Sometimes they even set off car alarms and rattle things in our house! We've had to increase our dog's anxiety meds; every time a jet/helicopter flies over she panics and goes from room to room trying to find where is safe in the house! I realize that may seem trivial on many levels in the bigger scheme of things, but if its happening to us and our pet, then its happening to many more. Extreme noise pollution is not healthy.</p>

We have invested in our home over the years and the yard and gardens. It's really a lovely place to be, right in the middle of town, but right on a watershed. It's just a few blocks from Pioneer, the middle school and Olympia HS. Just around the corner from Vic's Pizza, Spuds and Oly Coffee. The neighborhood has blossomed over the years with new young families. We feel very lucky to have raised our girls here. However, even with the recent increase of planes and helicopters it has already changed the enjoyment of being out in the yard. According to your plan that could increase to 315 per day!? I cannot even fathom that constant noise. This was our forever home, but should we consider selling? This immense air traffic, noise and pollution will surely bring down the value of our home!?

Besides the noise pollution, air pollution is a major concern. The plan gives little to no consideration to the environmental impacts. Climate change is an existential threat to us. Our community and state should be investing in better, greener forms of transportation. Aviation accounts for a significant portion of carbon dioxide emissions and creates ultrafine particulate matter which research has already documented in causing premature deaths, preterm births and decreased lung function. The excuse that perhaps electric airplanes will make it all better is ridiculous. Anyone caring about sustainability knows that making something 'green' but still increasing production and waste, isn't a sustainable solution. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.

I am also deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).

Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:

--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.

Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival. Protecting species is critical to the health of ecosystems, we are all connected, and so it becomes our health as well.

I believe in growth and change. I don't want to be that person who always says, "not in my backyard!" However, it is also important to me as an active community

	<p>member to call out what is not beneficial to the people. It is my understanding that the plan will mostly be geared toward private jets and those people and corporations who can afford that lifestyle. So polluting neighborhoods with noise and air quality issues and putting endangered species at risk to benefit a select few is a bad idea for the community and the environment.</p> <p>I object to the Airport Master Plan update.</p> <p>Thank you for reading my letter and letting my voice be heard.</p> <p>Be well, Christine Rayburn Local school teacher 17+ yrs. Environmental education teacher 12+ yrs. Olympia Surfrider Foundation volunteer 10+ yrs and advocate for shopping local, supporting small businesses and small, local farms</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Rayburn, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-213</b> 11 February 2025 12 February 2025 John R. Van Eenwyk jveoly@gmail.com</p>	<p><b>Topic:</b> Airport</p> <p>Dear Commissioners:</p> <p>I would like to add my voice to the chorus of opposition to the appalling recommendations of the draft Master Plan Update (MPU) for the Olympia Airport. The MPU fails to consider the most important stakeholders, namely, the public, all of whom--even the few who may benefit financially--will be adversely affected by expansion of the airport (see: "negative physical and psychological effects," below). The MPU also completely disregards the effect airport expansion will have on the very sensitive environment surrounding (and even ON) airport property.</p> <p>Are the Port Commissioners (elected to be our representatives) being deceived by Port employees, whose attitudes and behaviors have soured the public on the Port? Have Port employees become slave to the "cut it and pave it" mandate of late 19th and early 20th century developers?</p> <p>To all but the most obtuse among us, those days are over. With regard to airport expansion, the lure of ephemeral dollars in the future may be blinding Port employees to the deterioration of quality of life that airport expansion poses for Olympia residents. Nowhere in the MPU are the negative physical and psychological effects on Olympia residents even mentioned!</p> <p>As you are no doubt aware, the Port of Olympia is increasingly held in very low regard by the Citizens of Thurston County. At the very moment in its history when Port Commissioners need to be standing up for the quality of life in Olympia, the MPU does exactly the opposite. We need our Commissioners to see through the narrow-minded and ill-advised recommendations of the MPU. We need you to support us. We hope you feel the same.</p>

	<p>Regards,</p> <p>John R. Van Eenwyk The Rev. Dr. John R. Van Eenwyk www.johnvaneenwyk.com</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Van Eenwyk, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-214</b> 11 February 2025 12 February 2025 Karen Bergh berghkm@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello,</p> <p>Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-215</b></p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p>

<p>11 February 2025 12 February 2025 Roxane Waldron rxshelly@aol.com</p>	<p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Roxane Waldron Olympia, WA 98501</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Waldron, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-216</b> 11 February 2025 12 February 2025 Sara Dill sara.dill29@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the</p>

	<p>airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-217</b> 11 February 2025 12 February 2025 Lorraine James lfjaws@hotmail.com</p>	<p><b>Topic:</b> Master plan update for the Olympia airport</p> <p>I am writing to express my deep concern about the planned growth for the Olympia airport. There are many concerns that are not addressed in this master plan update (MPU).</p> <p>* This seems to be an attempt to lure, at our expense, ever-growing numbers and types of aircraft coming to the Olympia airport. The amount of aircraft operations per year would increase significantly to the point where it will have far reaching and damaging effects.</p> <p>* Your update also indicates that in the future the airport could accommodate 59 to 98 aircraft operations every hour. The effect that low flying aircraft approaching or departing the Olympia airport every minute in flight pass over Thurston County neighborhoods would add to the continuous circling pilot training flights that are already occurring. My friends apartment located near Israel Road already has continuous noise from overhead air traffic. I cannot imagine how that will increase with your plans to add more flights. It will be a nightmare.</p> <p>* You're giving no consideration to the proximity of the airport to densely populated areas to the north and Millersylvania State Park to the south. Flight paths have been drawn directly over residential neighborhoods, schools, parks,</p>

	<p>and wildlife preserves. Do you remember the empty neighborhoods that happened around SeaTac. Property values will decrease</p> <p>* You are ignoring the issue of significant serious health risk which have been positively associated with aircraft emissions and noise. With the recent gutting of some of our federal oversight departments, and probably more to come in the future, there is no promise that the port of Olympia will engage in sampling air, water, soil , or blood tests for lead in and around the airport. We can't trust that there will be monitoring going on for these issues, including air traffic control safety, thanks to recent cuts by the Trump Administration.</p> <p>* You will need approval from the U.S. Fish and Wildlife on your habitat conservation plan. Your plan ultimately is to secure permits that will allow you to "crush, injure, kill" endangered species that have always inhabited airport land (according to your official HPC planning documents).</p> <p>* How do you plan to mitigate the impacts of increased fossil fuel burning aircraft over Thurston County? How do you plan to protect our local climate with more air pollution from this expansion?</p> <p>* Has there been any discussion at all about alternative ground transportation such as light rail?</p> <p>* This expansion comes at an extreme cost to our vital and IRREPLACEABLE livability and ecosystem in South Thurston County. The damage will be IRREVERSIBLE. We need to have an opportunity for participation in planning and the decision making process as well as a THOROUGH ENVIRONMENTAL REVIEW.</p> <p>Thank you, Lorraine James PO Box 189 Rochester, WA 360-273-8939</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. James, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-218</b> 11 February 2025 12 February 2025 Michelle De Bell debllm@earthlink.net</p>	<p><b>Topic:</b> Airport Objections</p> <p>Dear Port Commissioners,</p> <p>There is enough air traffic withthe base, I don't want any more near my home. This is a detriment to countyresidents.</p> <p>Environment: Increasedair traffic would lead to more pollution and climate change. Quality of life: Noiseand pollution would degrade quality of life for residents, and I believe lowerproperty values Property rights: Homeownerson potential sites for new runways could lose their land; this is anunacceptable outcome for a facility that is not needed.</p>

	<p>Infrastructure: The area lacks infrastructure to support increased air and ground traffic.</p> <p>Unproven technologies: The airport is preparing for unproven technologies like electric aircraft. This is irresponsible and dangerous; in addition electric aircraft should not be flying in Thurston county</p> <p>Habitat: The airport's lands are prime habitat for endangered species, again an environmental affect that is undesirable (sparrows, pocket gophers and meadow larks) The Port violated the law by not doing an in-depth environmental review. I find no large environmental study of the airport since 1994. The Port's 2/6/2025 environmental review () claims that an in-depth review isn't needed until later. This violates King County v. Friends of Sammamish Valley (<a href="https://web.archive.org/web/20240920204207/https://www.courts.wa.gov/opinions/pdf/1021771.pdf?link_id=24&amp;can_id=8fa10045cd98fd90e34fff02b623ce55&amp;source=email-submit-comments-by-212-re-dramatic-airport-expansion&amp;email_referrer=email_2603448&amp;email_subject=olympia-airport-set-for-big-air-traffic-expansion-comment-by-212">https://web.archive.org/web/20240920204207/https://www.courts.wa.gov/opinions/pdf/1021771.pdf?link_id=24&amp;can_id=8fa10045cd98fd90e34fff02b623ce55&amp;source=email-submit-comments-by-212-re-dramatic-airport-expansion&amp;email_referrer=email_2603448&amp;email_subject=olympia-airport-set-for-big-air-traffic-expansion-comment-by-212</a>) (<a href="https://airport.portolympia.com/wp-content/uploads/sites/8/2025/02/Airport-Master-Plan-SEPA-Checklist-Final-Jan-31-2025.pdf?link_id=23&amp;can_id=8fa10045cd98fd90e34fff02b623ce55&amp;source=email-submit-comments-by-212-re-dramatic-airport-expansion&amp;email_referrer=email_2603448&amp;email_subject=olympia-airport-set-for-big-air-traffic-expansion-comment-by-212">https://airport.portolympia.com/wp-content/uploads/sites/8/2025/02/Airport-Master-Plan-SEPA-Checklist-Final-Jan-31-2025.pdf?link_id=23&amp;can_id=8fa10045cd98fd90e34fff02b623ce55&amp;source=email-submit-comments-by-212-re-dramatic-airport-expansion&amp;email_referrer=email_2603448&amp;email_subject=olympia-airport-set-for-big-air-traffic-expansion-comment-by-212</a>)). In that 2024 case, the Washington Supreme Court held that the State Environmental Policy Act (SEPA) requires an in-depth review if significant environmental impacts are "likely to occur" as a result of the non-project decision. The Port is ignoring the serious public health risks that come from increased emissions and noise. We need a thorough environmental review now. Waiting to do that until discrete projects begin will lead to piecemealing (which SEPA and NEPA forbid). It might also prevent commissioners and the public from seeing the impacts that this Plan will have on our community's health and especially children's health.</p> <p>I find none of these acceptable:</p> <ul style="list-style-type: none"> <li>* Conversion of 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion.</li> <li>* Expanded commercial aviation area with a new, larger passenger terminal of at least 40,000 square feet.</li> <li>* 610 parking spaces and room for more.</li> <li>* Additional hangars for larger aircraft.</li> <li>* A 259,000 square foot area for passenger and cargo aircraft parking and loading and unloading,</li> <li>* 6 gates.</li> <li>* An aircraft deicing area</li> <li>* Helipads to accommodate increased helicopter traffic. Helicopters are very noisy.</li> <li>* Capacity for 59 instrument flight rule and 98 visual flight rule operations (takeoffs and landings) per hour.</li> <li>* Capacity for 630 operations per day (315 landings and 315 takeoffs). In 2020, there were only 193 total operations per day.</li> <li>* Strengthened runways so larger planes can come in.</li> </ul>
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	<p>* The implication is a plane a minute; that is not what I want or need in this county. Michelle</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Michelle, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-219</b> 11 February 2025 12 February 2025 Warren and Esther Kronenberg wekron@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>We strongly object to the Airport Master Plan Update. Such a significant change to the airport OBVIOUSLY REQUIRES AN EIS, especially as federally protected endangered species are present. The Port once again appears to be evading legal requirements to protect the public health and the environment.</p> <p>The Port is regrettably again acting without a transparent and comprehensive public process for the Master Plan Update and its failure to acknowledge the opposition of so many local residents to expansion of airport traffic.</p> <p>The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. We are also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. The additional ground traffic will undoubtedly further pollute critical aquifer recharge areas from polluted stormwater runoff.</p> <p>This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely,</p>

	<p>Warren and Esther Kronenberg Olympia WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. and Ms. Kronenberg, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-220</b> 11 February 2025 12 February 2025 Linda G Rubin linda.rubin23@gmail.com</p>	<p><b>Topic:</b> airport master plan</p> <p>To the port commissioners:</p> <p>I am very concerned about the master plan which would allow for and in fact, encourage the expansion of the airport. I know that the larger airports are feeling the pinch of too much air traffic. But we are a SMALL city and the airport is located very close to residential areas, not to mention sensitive environmental areas. There is already too much noise disturbance from aircraft. The last few summers, my afternoons have been ruined by planes going over my house (near watershed park) every 10 minutes or so. The planes fly too low and the helicopters are particularly bothersome. How did a helicopter training center even get to be allowed to be at the Olympia Airport??? I know that I must "share the sky" and there will be some air traffic but I oppose an expansion which would cater to recreational flyers and corporations, to the detriment of the citizens of our cities. There seem to be no reasonable limits to the number of flights and no noise complaint phone line. The port does not seem to be accountable to residents of our city. I am also concerned about the effects of air pollution - many health effects have been documented. Let's please try to keep our air as clean as possible.</p> <p>Any airport plan must consider the effects of development on the people who live and work below the air traffic. This MPU does not do that.</p> <p>Thank you for your time and attention. Please take action to stop the MPU and have the Port do a review which considers the health, safety and needs of those people and sensitive environments impacted by aircraft.</p> <p>Thank you,</p> <p>Linda G Rubin linda.rubin23@gmail.com</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Rubin, Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-221</b> 11 February 2025 13 February 2025 Nicole Sande</p>	<p><b>Topic:</b> Stop airport growth!</p> <p>I am writing to express my strong opposition to the proposal of expanding the existing airport near my home. As a concerned parent, resident, and community</p>

<p>nicole.sande@hotmail.com</p>	<p>member, I cannot understate the significant negative impact that an expansion would have on my family’s quality of life, safety, and well-being. Currently, we are already dealing with the daily challenges caused by excessive noise pollution, which frequently fly over our neighborhood. The vibrations from these helicopters and airplanes are so intense that they violently shake our home, and the noise often reaches late hours, with some flights occurring as late as 11:30 p.m. This constant disturbance has a direct and detrimental effect on my children’s sleep patterns and overall health. The repeated disruptions disturb their rest, leaving them exhausted and irritable during the day. It is also affecting their ability to focus at school, which is deeply concerning to me as a parent. This situation is already a significant challenge, but I am fearful that the proposed expansion of the airport will make it infinitely worse. The idea of adding more flights, especially with larger aircraft, could drastically amplify the noise and vibration levels. We live in a residential area, and the added air traffic will only worsen the already unbearable conditions.</p> <p>Furthermore, I am deeply concerned about the safety of my children. Helicopter and airplane traffic in our neighborhood has already raised significant safety issues, with the low-altitude flights creating a frightening environment. Expanding the airport will likely increase the volume of air traffic, which could present even more risks, especially given the proximity of flight paths to residential homes and Peter G. Schmidt Elementary School!! The possibility of accidents occurring near our community, especially with children and families in close proximity to the airport, is a grave concern that cannot be ignored.</p> <p>In addition to the noise and safety concerns, I believe an expanded airport will also have long-term effects on our environment and local ecosystem. Increased traffic and air pollution from additional flights will only add to the already strained local environment. For a community that values both the health and safety of its residents, this is not a move we can afford to make.</p> <p>I must also express that, like many of my neighbors, we have chosen to make this area our home because of its quiet and peaceful environment. My family has deep roots here, and I do not want to be forced into relocating due to the airport’s drastic changes. The thought of moving because of the increased noise and safety risks is not one we take lightly. We love the neighborhood we live in, the schools our children attend, and the sense of community we have built. Having to uproot our lives and find another place to live because of an expansion would be devastating. I simply do not want to lose our home or community because of a decision that could have been avoided.</p> <p>I urge you to reconsider the proposal to expand the airport and to take into account the voices of the residents who would be directly impacted by such a decision. Our neighborhood has already sacrificed enough in terms of noise pollution and safety risks, and we cannot afford to bear the burden of even more aircraft noise and potential hazards. Please act in the best interest of the children, families, and residents who live in the area.</p> <p>I am happy to discuss these concerns in more detail and hope that you will consider the overwhelming reasons against this expansion. Thank you for your time and attention to this pressing matter.</p> <p>Nicole Sande Nicole.sande@hotmail.com</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Sande,</p>
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	<p>Thank you for your email dated February 11, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-222</b> 12 February 2025 12 February 2025 Teresa Gypin tgy-pin@yahoo.com</p>	<p><b>Topic:</b> Concerns about expansion of Olympia Regional Airport</p> <p>This email is to log my opposition to any expansion to the Olympia Regional Airport that is actively being moved forward with the Master Plan Update.</p> <p>I am very much concerned about this plan to expand the operation of the airport. I live just south of it, and the impact of such a massive expansion will obviously be very great. My major concerns are the impacts on health and wildlife in the area for many miles around the airport; and of noise, traffic, new construction, and Climate Change.</p> <p>Climate change issues are constantly being used by the government to promote better practices (such as forcing the purchase of e-vehicles) but simultaneously ignored when government wants to advance a project such as this. Is climate change and our health no longer important when commercial enterprises and profit are at the forefront? You know that there are serious and well-documented risks to human health caused by aircraft emissions, and that those who live in this area and commute daily through it will certainly be the ones most impacted by these toxic emissions from the substantial increase in the numbers of aircraft planned to be operating out of this airport on a daily basis. And from everything we're always being told about climate change, the impact on it will be just as detrimental.</p> <p>I'm also concerned by all the new construction that will inevitably accompany a much larger airport operation. Already vast areas of land in this vicinity have been clear-cut to make room for the construction already happening. This has obviously been taking place for several years. It makes me wonder if this airport expansion is already "a done deal" and whether an investigation is needed to determine if anything improper has been occurring.</p> <p>I sincerely hope that all that has been transpiring is proper. I also hope that the serious risks and impacts on our community will be weighed carefully, and that you will decide in favor of human and environmental health and quality of community life over any profit, which typically benefits only a few at the cost of many. Please abandon this airport expansion project.</p> <p>Sincerely, Teresa Gypin</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Gypin, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-223</b> 12 February 2025 12 February 2025</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p>

<p>Jerilynn Vail jerilynnvail@yahoo.com</p>	<p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Thank you, Jerilynn</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Jerilynn, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-224</b> 12 February 2025 12 February 2025 comcast rickjohnson10@comcast.net</p>	<p><b>Topic:</b> airport plan</p> <p>i do not support the plan. Every day i am doused with lead from the fuel. no expansion especially when your polluting my air every day!!!</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>

<p><b>AMP PC 2025-225</b> 12 February 2025 12 February 2025 James Bresler james.bresler@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise.</p> <p>I moved here from King county to escape the noise of road and air traffic. I do not want ANY commercial traffic to use the Olympia airport, with or without passengers.</p> <p>I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>James Bresler Tenino, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Bresler, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-226</b> 12 February 2025 12 February 2025 Monica Hoover mmhoove@gmail.com</p>	<p><b>Topic:</b> Opposed to airport expansion</p> <p>Dear Port Commissioners,</p> <p>I am writing to express my opposition to the airport expansion actions described in the airport master plan update.</p> <p>It is essential that we choose a path forward of reduced emissions in order to stabilize the climate. We are likely already at 1.5 degrees C above the pre-industrial baseline. The past 10 years have been the warmest years on record. Human civilization has flourished in the last 10,000 years due to the stable climate of the Holocene Epoch. We are leaving that stable climate behind at our own choosing. I see no place for expansion of air travel under a reduced emissions scenario. Electrified air travel is not coming anytime soon. Air travel must scale back. We can build amazing lives close to home just as humans have done for millenia. I am not saying no air travel at all, but we need to scale back, not expand air travel.</p> <p>I am astounded that small planes continue to use leaded fuel, spewing lead contamination over the land as they fly around. I understand that it is a safety issue for these planes. Use of these planes should be scaled back as much as possible and should not be subsidized by taxpayers. Small plane usage for hobby and recreation should be halted, not expanded due to the adverse impacts of lead contamination. Why should the owners of small planes be allowed to continue polluting the land and air for everyone else in order to pursue their hobby? I know it sounds harsh but do they even think about the impacts?</p>

	<p>Airport expansion will lead to significant health impacts for those living near the airport and for the entire county. The negative health effects from noise and ultra fine particles are well documented.</p> <p>The Olympia airport is home to threatened and endangered species that will lose significant habitat from the expansion.</p> <p>There is significant opposition to this airport master plan.</p> <p>I oppose expansion of the Olympia airport.</p> <p>Sincerely Monica Hoover Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Hoover, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-227</b> 12 February 2025 12 February 2025 Larry jandloline@comcast.net</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations,</p>

	<p>primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-228</b>  12 February 2025  12 February 2025  Vince Cottone  redwoodie@gmail.com</p>	<p><b>Topic:</b> Objection to Airport Master Plan Update</p> <p>Dear Port Commissioners,  I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.  I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).  Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>• Endangered (in WA) Oregon vesper sparrow,</li> <li>• Threatened streaked horned lark, and</li> <li>• Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>The Plan gives little or no consideration to the environmental impacts associated with the planned airport development. This makes it impossible for most of the public to judge whether the changes proposed under the Plan are reasonable or not for the airport.</p> <p>The Plan offers no review of potential impacts from expanded airplane traffic and increased noise and pollution levels on neighborhoods, landowners, and the cities found in the airport's vicinity. This makes it impossible to know whether the Plan's proposed changes in use of the airport are acceptable or not. Closely related to this, the Plan never acknowledges the close proximity of densely populated areas to the airport or the likelihood that such areas will continue to be built near the airport.</p> <p>FAA says to do an environmental review. The FAA specifically cautions airports on the need to complete an environmental review (including an EIS) if they know there is a lot of public opposition to a plan. Under FAA Order 1050.1F, "[a]n EIS is required when any of the impacts of the proposed action, after incorporating</p>

	<p>any mitigation commitments, remain significant to the human environment.” Moreover, one factor that makes impacts significant is when “the effects on the quality of the human environment are likely to be highly controversial.” See Order 1050.1F(4-3.2); see also FAA Order 5050.4B (NEPA Implementing Instructions for Airport Actions).</p> <p>Sincerely, Vince Cottone Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Cottone, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-229</b> 12 February 2025 12 February 2025 Jan Witt ljwitt312@aol.com</p>	<p><b>Topic:</b> Olympia Airport Master Plan Update</p> <p>February 11, 2025</p> <p>Dear Port of Olympia Commissioners, Please find below as well as attached my comments pertaining to the draft Olympia Airport Master Plan Update (MPU) and associated information. The draft MPU repeatedly indicates that its primary objectives are to create a plan that positions the airport to meet future aviation demand and is responsive to wishes of current airport users. The Plan is designed to accommodate and promote increases in aircraft operations. What’s missing is a thorough analysis of the true costs of airport growth, financial, environmental, and otherwise. In addition to the costs associated with construction of structures on airport grounds (including loss of critical habitat for several federally listed species), increased airport activity and aircraft flights would have direct and indirect cumulative environmental effects far beyond the boundaries of the airport. A SEPA (State Environmental Policy Act) Checklist and MDNS (Mitigated Determination of Nonsignificance) for the MPU was issued by the Port last week. The SEPA Checklist responses and the MPU contain outdated, incomplete, misleading and incorrect information. (Examples will be given in my SEPA comments.) Furthermore, some information in Checklist responses conflicts with information provided in the MPU. SEPA Determinations should be based on recent and accurate information and data, which is not the case here. The MDNS should be withdrawn.</p> <p>The SEPA documents indicate that the Port intends to conduct environmental review of the MPU plan in a piecemeal (one individual project at a time) manner. That’s unacceptable. What’s needed is a comprehensive environmental review whereby all cumulative, direct and indirect impacts of the MPU at full buildout are identified and assessed.</p> <p>Commissioners, please assure that the best interests of the environment and those who live in Thurston County are taken into account by calling for an Environmental Impact Statement (EIS) for the Master Plan Update. This would 1) help assure that Commissioners have before them sufficient information upon which to base reasoned decisions pertaining to airport plans and 2) provide ample opportunity for robust, meaningful public involvement and participation the planning and decision-making process.</p> <p>Background</p>

During the past several decades the Olympia airport has been undergoing an incremental airport expansion. Projects have included forced property buyouts of an entire neighborhood south of the airport, extension of the main airport runway to accommodate faster jets, strengthening of that runway to accommodate heavier aircraft, larger hangars for larger corporate jets, and more.

While promoting and constructing expansion projects, and with absolutely no regard for impacts on nearby areas under flight paths, the Port has also leased to businesses known to generate significant adverse impacts, such as those offering pilot training. This has resulted in low-flying planes and helicopters repeatedly circling neighborhoods miles away from the airport.

According to an MPU planner, most airports the size of the Olympia airport have three helicopters based at those airports. The Olympia airport now has eighteen. And that does not include helicopters that operate out of a helicopter business adjacent to the airport.

I bought a home about three decades ago in a quiet neighborhood in SE Olympia. At that time there was virtually no aircraft noise in my neighborhood. Fast forward to recent years when, particularly during fair weather, there's often an unpleasant background drone of aircraft noise punctuated by thunderous, window rattling sounds of low-flying aircraft including helicopters. The noise occurs at all hours. It interferes with sleep. It impedes ability to enjoy outdoor activities. When it's very loud, even the birds vacate the area. Outdoor wedding and funeral proceedings have been interrupted because words couldn't be heard over the noise of low-flying aircraft.

Draft Olympia Airport Master Plan Update

The draft Master Plan Update plans and promotes the following: many additional hangars for larger aircraft, a new turf runway, an expanded commercial aviation area with a new, larger passenger terminal of at least 40,000 square feet, 610 new parking stalls, a 259,000 square foot area (just shy of 6 acres) for passenger and cargo aircraft parking, loading and unloading, 6 gates, an aircraft deicing area and pad and helipads to lure and accommodate more helicopters.

Plans to accommodate greater types and numbers of aircraft equate to even more aircraft flights over Thurston County.

Those living in busy airport communities – near airports and under flight paths - are subjected to air pollution and noise known to increase risks for hypertension, heart disease and respiratory problems, as well as other serious health disorders. (See Appendix 1 for further information.)

Noise is a concern often undermined, minimized and ignored by airport planners. Former U.S. Surgeon General William Stewart once stated "Calling noise a nuisance is like calling smog an inconvenience." Many studies have since found that noise pollution increases risks for heart problems, high blood pressure, stroke and much more.

Following are several studies specific to aircraft noise which merit serious consideration:

A recent publication in the Oxford Academic discussed a study which concluded: "Aircraft noise exposure induces pro-inflammatory transcriptional changes in the vasculature and primes cardiovascular inflammation ... Aircraft noise exposure prior to MI [heart attack] worsens cardiac and vascular function... Patients with incident MI have higher C-reactive protein levels at baseline and show worse left ventricular fraction when they had a history of aircraft noise exposure and annoyance."

<https://academic.oup.com/cardiovasres/article/119/6/1416/7005408>

A recent (April 7, 2024) publication of the Journal of the American College of Cardiology discussed a UK study which concluded:  
 "Aircraft noise exposure was associated with adverse cardiac remodeling and asymmetric septal hypertrophy. BMI [body mass index] and hypertension are potentially on the causal pathway. Given the ongoing expansion of the aviation industry, findings call for urgent consideration by policy makers." (Emphasis added.)

<https://www.jacc.org/doi/10.1016/S0735-1097%2824%2906603-8>

Those living under busy flight paths are exposed to noise levels deemed unhealthy by the Environmental Protection Agency, the World Health Organization and even the World Bank. (See Appendix 2 for additional information.)

**Wildlife**

The MPU repeatedly states that projects proposed in the plan, such as construction of new aircraft hangars, would be contingent on approval of the Habitat Conservation Plan (HCP) that is currently being developed by the Port of Olympia and the City of Tumwater (both of which would benefit financially from airport development). The HCP would require approval by the U.S. Fish and Wildlife Service. As of now, there is no such approval. Yet airport planners have forged ahead with the Update. The MPU does not explain that the objective is to secure "take" permits. Take permits allow construction activities even if endangered species are crushed, injured or killed (words taken from official HCP planning documents). Take permits can also allow endangered species to be relocated to properties with less-than-ideal soil conditions for their species. Additionally, if unfettered growth of the airport continues, wildlife beyond boundaries of the airport will also be adversely impacted by low-flying aircraft: The Black River National Wildlife Preserve, West Rocky Prairie Wildlife Area, Millersylvania State Park, the Deschutes River Preserve and Watershed Park all support a wide variety of wildlife and are located within 5 miles of the Olympia Airport. (See Appendix 1 for adverse effects on people and wildlife within a 10 mile radius.)

**Climate Impacts**

According to the MPU, 78 % of aircraft owners who base their aircraft at the Olympia Airport and responded to an airport survey use their aircraft for personal use.

The world is in the throes of a climate emergency. Business as usual cannot be an option, a fact recognized by Thurston County's 25 years of growth management planning and its recently adopted Climate Action Plan. Both of these would be completely undermined by expanded aircraft operations here.

Furthermore, our state has committed to a serious reduction in greenhouse gasses (GHG). The state's GHG goals are:

YEAR	LIMIT
2030	45% below 1990 level
2040	70% below 1990 level
2050	95% below 1990 level

Obviously, our state has a lot of work to do to bring these goals to fruition. Certainly, an important part of that work must involve dramatic changes to our transportation systems, including promotion of and support for sustainable means of transportation, such as rail, that everyone can benefit from.

**Economic Impacts**

While MPU planners have been quick to point out benefits of airport development, they've failed to even mention economic burdens borne by those living near the airport and under flight paths. Aircraft flight paths have been associated with depreciation of residential property values. Residential property is a major investment for many people; for some it is their sole financial asset. (Please see Appendix 3 for further information.)

Along with increased public health risks and the resulting financial burden and real estate losses, airports come with a less easily quantified, though potentially even more serious cost in the long run, such as diminished quality of life.

Commissioners, to ensure that the best interests of the environment and those who live in Thurston County are taken into account, please call for an Environmental Impact Statement (EIS) for the Master Plan Update,  
Thank you for your attention,  
Jan Witt

## APPENDIX 1

### Health Impacts

Increased public health risks associated with living near busy airports and under flight paths have been well documented in many studies.

In 2020, the Washington State Legislature directed Seattle and King County Public Health Departments to produce information pertaining to impacts of Sea-Tac airport operations on the health of those living within a one-mile, a five-mile, and a 10-mile radius of the airport.

Seattle and King County Public Health and the University of Washington completed the assigned tasks. Findings and monitoring results were discussed at length during an August 26, 2021 meeting of the now disbanded Commercial Aviation Coordinating Commission (CACC). The studies indicated that living within a 10-mile radius of Sea-Tac is associated with "causal" increased health risks.

According to the study:

"A relationship is considered causal when multiple, high-quality studies conducted by multiple researchers show that exposure leads to the health outcome in question, the biological pathways of harm are supported by the evidence available, and alternative explanations have been ruled out."

The studies concluded that there is a significant disparity in health risks for those living within a 10 mile radius of Sea-Tac in comparison with those living in other parts of King County; the closer to the airport and flight paths, the greater the risks. (Note: Much of Olympia, Tumwater and Lacey lies within 10 miles of the Olympia Airport.)

The literature review concluded that causal risks of living within a 10-mile radius of Sea-Tac due to noise include increased risk of hypertension and heart disease, sleep disturbance and annoyance and with likely causal risk of negative school performance among children. Sea-Tac aviation-related air pollution is associated with causal increases in hospitalizations for heart disease and respiratory disease and with likely causal increases in nervous system disorders and poor birth outcomes. As a group, airport-related pollutants have been linked to increased risk of stroke and likely causal risk of diabetes.

The presentation to the CAC included discussion about monitoring of ultrafine particles (UFPs) that had been conducted near Sea-Tac and under its flight paths: Substantially higher concentrations of UFPs were found under aircraft approach flight paths within 10-miles of Sea-Tac. UFPs are able to cross placenta barriers

	<p>and blood/brain barriers. Emerging research pertaining to the Los Angeles International Airport has found positive associations between aircraft-related UFPs and increased risk of pre-term births and malignant brain cancers near that airport.</p> <p>UFPs are not regulated by the EPA.</p> <p><b>APPENDIX 2</b>  <b>FAA Noise Metrics</b>  The FAA refuses to adhere to noise standards endorsed by the Environmental Protection Agency, the World Health Organization, the Federal Energy Regulatory Commission and the World Bank.</p> <p>For decades the FAA has been using a seriously flawed and outdated manner of measuring noise impacts on a community with a metric called DNL 65dB (annual day/night average of noise decibels). DNL levels are based on averages rather than single noise occurrences. Of course, people hear and are disturbed by single noise occurrences, not averages of noise.</p> <p>The decibel scale is logarithmic and, like the Richter Scale, not linear. An increase from 10 dB to 20 dB equals a 10-fold increase in loudness.</p> <p>The EPA recommends a maximum of 55 DNL to protect human health and welfare. But the FAA contends that 65 DNL, 10 times more, is the measurement below which impacts are deemed insignificant. In fact, the FAA noise recommendations are far higher than those recommended by the World Health Organization (50 DNL maximum to prevent serious annoyance), the Federal Energy Regulatory Commission (55 DNL maximum limit for noise in residential areas), and even the World Bank (55 DNL noise limit for any new development). Use of FAA noise regulation as a method of determining impacts on communities surrounding the Olympia Airport supposes that it is acceptable to subject communities near the airport to noise levels that the EPA, World Health Organization, Federal Energy Regulatory Commission and World Bank have determined are unacceptable and unhealthy to human beings.</p> <p>A 2020 letter to the FAA from twenty-five members of Congress (including Washington’s Adam Smith) states:  ...When the FAA Reauthorization Act of 2018 was passed into law, Congress sought to address community airplane noise concerns by utilizing the scientific and research arms of the FAA to substantively evaluate alternative noise metrics with an eventual eye to having those metrics inform FAA decision-making. There is widespread consensus that the DNL metric remains an inadequate measure because it averages noise over a 24-hour period, thereby understating the impact of individual noise incidences. Thus, the congressional intent underpinning Sections 188 and 173 was to address the inadequacy of the DNL metric and nudge the FAA towards a more comprehensive measure. The report fails to understand that intent. Instead, we have received a delayed and highly insufficient report that does not address community impacts of noise....</p> <p>Letter to the FAA from twenty-five members of Congress, September 23,2020  The FAA has not replaced the 65 DNL noise metric with one that more accurately depicts the actual effect of noise on those living in airport communities. Thus, unless the FAA addresses this concern soon, airport planners will continue to use an outdated and inaccurate means of measuring the effect of aircraft noise on our community.</p> <p><b>APPENDIX 3</b></p>
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	<p>Depreciation of Residential Property Value</p> <p>Many studies have found clear associations between depreciation of residential property values in busy urban airport communities, particularly under flight paths. Following are just a few examples:</p> <p>The Everett Herald newspaper has reported extensively on impacts associated with Paine Field. One such article stated:</p> <p>"...In 1994, a study on airports' effects on property values was done for the FAA. The study found that home values near Baltimore-Washington International Airport, Los Angeles International and John F. Kennedy Airport in New York all consistently suffered because of aircraft noise. Near Los Angeles International, the study found an 18.6 percent drop, or more than 1.3 percent per decibel, in home values from the quieter to the noisier of two otherwise comparable neighborhoods.</p> <p>A 1997 study funded by the Washington state Legislature estimated that a planned third runway at Sea-Tac International Airport would reduce the value of otherwise similar homes close to the airport by 10.1 percent compared to other locations..."</p> <p style="text-align: right;">"The Noise Question," The Everett Herald, April 16, 2011</p> <p>After expansion of the O'Hare airport in 2014, flight paths began cropping up over neighborhoods in Chicago that had previously not been subjected to aircraft noise. People in the affected neighborhoods began appealing their property tax assessments. The Cook County Assessor's office conducted a 2-year study of aviation data and real estate trends, which led to reduction in property assessments and property taxes of homes over which new flight paths had developed.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Witt,  Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-230</b>  12 February 2025  12 February 2025  Steven Paul  Purtell  spurtell23@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners, I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species: --Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher. Estimates suggest the</p>

	<p>airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Thank you,</p> <p>Steven Paul Purtell</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Purtell, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-231</b> 12 February 2025 12 February 2025 Ronda Larson Kramer ronda@larsonlawp llc.com</p>	<p><b>Topic:</b> Reject the Airport Master Plan Update and flawed SEPA review</p> <p>Dear Port Commissioners,</p> <p>Please accept this as my formal comment on both the SEPA review and the Airport Master Plan Update.</p> <p>I ask that you reject the Plan. The Plan seeks to set up the Olympia Airport to be a regional air cargo hub. This effort began before any of you were in office. Consider the warehouses that were just built on 93rd at I-5. There is now an insatiable appetite for multi-modal cargo distribution centers because Amazon and other corporations need it. The Port's tax revenue would be substantial.</p> <p>As would the ultrafine particulate matter (UFP) and noise pollution.</p> <p>Livability of Thurston County is at stake. In 2023, Livability.com ranked Olympia as the third-best place to live in the Western U.S. By contrast, BestPlaces.net has ranked SeaTac as the #1 Most Stressful City among the 100 largest metro areas in America. This is because prolonged exposure to aircraft noise near airports has been linked to sleep disturbances, increased stress, cardiovascular issues, and reduced cognitive performance in children. An EIS on the entire Plan is required. Nothing in King Co. v. Friends of Sammamish Valley allows cherry picking certain elements of the Plan and doing an EIS only on those. That case said that an EIS is required if significant environmental impacts are "likely to occur" at full build-out (i.e., if all the elements of the plan come to fruition). It would be illogical for the Court to allow anything less. The minute you leave office and another person takes your place, that person will have free reign to carry out whatever parts of the Plan they want, on whatever timeline they choose. Cherry picking under SEPA also is not allowed under the piecemealing doctrine. In fact, it is just another form of piecemealing. "Piecemealing is the practice of conducting environmental review only on current segments of public works projects and postponing environmental review of later segments until construction begins." Concerned Taxpayers Opposed to the Modified Mid-South Sequim Bypass v. Dep't of Transp., 90 Wn. App. 225, 231 n.2, 951 P.2d 812</p>

	<p>(1998). This is not allowed "because the later environmental review often seems merely a formality, as the construction of the later segments of the project has already been mandated by the earlier construction." Id.  Visionary leadership is needed in this climate crisis.  Yakima seeks to be a regional hub airport. To hasten the creation of high-speed rail to Yakima, you can decline to approve a plan that allows the Olympia Airport to be a regional hub. While the concept of high-speed rail to Yakima isn't currently in any official transportation plans, growing airport congestion in SeaTac can eventually force more creative solutions like this onto the table.  If other airport options closer to SeaTac hit roadblocks (i.e., if you reject a plan to make Olympia a regional hub), the Yakima plus high-speed rail option could become more attractive. But this takes statewide vision--the kind that creates lasting legacies.  Thanks.</p> <p>Ronda Larson Kramer  (she/her/hers)  J.D., LL.M. Taxation, Owner</p> <p>LARSON LAW, PLLC  Elder Law, Estate Planning  P.O. Box 7337  Olympia WA 98507  Ph: 360-768-0775  ronda@larsonlawpllc.com  www.larsonlawpllc.com</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Larson Kramer,  Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-232</b>  12 February 2025  12 February 2025  Erik Johansen  johansen.erik@mac.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I am a resident of Tumwater, and I strongly object to the Airport Master Plan Update. The proposal benefits very few people while ignoring the potential costs to the health and quality of life of thousands of people who live in the flyover zone. There are existing residential areas in Tumwater (and adjacent jurisdictions) that surround the Olympia Airport in all directions, and many new residences are in the process of being built in this area. No new commercial aircraft service should be allowed at the Olympia Airport without conducting a full Environmental Impact Statement (EIS).</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts. Please do not turn the</p>

	<p>Olympia Airport and the City of Tumwater into a warehouse distribution center and air cargo regional hub. That would be a disaster for our county's health and quality of life.</p> <p>I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). In that 2024 case, the Washington Supreme Court held that the State Environmental Policy Act requires an in-depth review if significant environmental impacts are "likely to occur" as a result of the non-project decision.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Erik Johansen johansen.erik@mac.com</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Johansen, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-233</b> 12 February 2025 12 February 2025 Tiffany Korn wakerobusiness@yahoo.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p>

	<p>Please do not turn the Olympia Airport and the City of Tumwater into a warehouse distribution center and air cargo regional hub. That would be a disaster for our county's health and quality of life.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Tiffany Korn 8224 Diagonal Rd SE Olympia, WA 98501</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Korn, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-234</b> 12 February 2025 12 February 2025 Bonnie Blessing bonnie.blessing@gmail.com</p>	<p><b>Topic:</b> comments AMP one noise issue as well</p> <p>Please enter these comments into public record:</p> <p>1) I enjoy knowing that rare species have occurred there at your Airport. Its nice to think that some human activities benefit wildlife. I thought the larks were doing ok there. However a 2019 report said that there were less than 20 streaked horned larks at the Olympia airport. <a href="https://cascadiaprairieoak.org/wp-content/uploads/2020/04/LarkAbundanceTrend_Keren-Pearson_2019.pdf">https://cascadiaprairieoak.org/wp-content/uploads/2020/04/LarkAbundanceTrend_Keren-Pearson_2019.pdf</a> and maybe only 17.3 nest sites in south Sound. That seems very low from a population viability standpoint. Has that been done a PVA yet? I don't see one online. If so, can the public see it? Can the airport design incorporate appropriate measures to prevent decreases in this bird. perhaps based on the WDFW January 1, 2025 BMPs</p> <p>2) I believe many of the low flying helicopter flights in the vicinity stem from flights from JBLM and not the Olympia airport itself. Many people attribute the early morning low flying helicopters to the Oly airport. Maybe we all could get JBLM to practice to the east instead of over Thurston County? Even when small planes fly over, they increase noise in an area that affects thousands of people in Thurston County. I look forward to hearing electric planes. I'd prefer seeing hot air balloons.</p>

	<p>3) Other areas in Thurston county are being rapidly converted from 'unpaved gopher soils' to paved gopher soils. Pretty much permanent change. We live in a popular area. Recovery (or lack of extinction) of this species may depend more than ever on our Airport properties. So even if there's more than 1000 gophers on the Airport that really may be all thats left.</p> <p>Thank you for finding a way to keep more than a. minimum population of 1000 gophers as that may be 'it in the future. There's only a handful of other places set aside and I think 3 areas x 1000 gophers needed. Probably all in a UGA. We got this.</p> <p>Bonnie Blessing Thurston County WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Blessing, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-235</b> 12 February 2025 12 February 2025 Lynn Fitz-Hugh lynn@fitz-hugh.org</p>	<p><b>Topic:</b> no airport expansion</p> <p>Hi: I have given public testimony before you about this before two years ago and nothing stops you so this seems rather futile. But I will just repeat I do not want you to expand the airport! The Master Plan update will only lead to such expansion.</p> <p>So many of us live under its flight path – it causes lead pollution, air pollution, and noise pollution...and even gets in the water. It has numerous health and mental health problems for those in its path.</p> <p>It is a climate disaster in terms of increased emissions and will blow up our Thurston Climate Mitigation goals.</p> <p>It threatens 3 WA endangered species.</p> <p>You have no regulation on night flights that are disturbing people’s sleep already!</p> <p>In 2023, as reflected in the publicly available meeting minutes then-Airport Senior Manager Warren Hendrickson told the Tumwater City Council that the "forecast" was to have 20,000 commercial passengers coming through the airport by 2040. This would be a 200% increase from zero commercial passengers now. Airport executives have a long history of keeping information from elected port commissioners. It appears to be happening now because at least one commissioner recently told people that the plan was merely a 5% expansion. But port leadership admits in the master plan that with some changes to the plan, the airport could handle one plane a minute, although they want us to think that would never happen. If it could never happen, then why are they planning for it to happen? As it is, they're making the airport capable of handling 315 landings and 315 takeoffs each day and they're strengthening runways so larger planes can come in. (In 2020, there were 193 operations per day, including takeoffs and</p>

	<p>landings). The increased noise and pollution would be extremely disruptive to not just the people and wildlife near the airport, but to our entire county. They want increased helicopter traffic too - very noisy.</p> <p>You need to do an environmental impact study and you know you do – stop avoiding it.</p> <p>PLEASE respect the will of the voters and don't do this!</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-236</b> 12 February 2025 12 February 2025 Dave Bradley bradleydave2015@gmail.com</p>	<p><b>Topic:</b> Comments on the draft Airport Master Plan Update</p> <p>Port of Olympia Commissioners -</p> <p>I have reviewed the draft Airport Master Plan Update and have attached my comments to this email.</p> <p>Thank you for the opportunity to provide comments on the draft update.</p> <p>Dave Bradley</p> <p>[Letter attached]</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Bradley, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-237</b> 12 February 2025 12 February 2025 Jessica Bryant R6SSplanning@dfw.wa.gov</p>	<p><b>Topic:</b> WDFW Comments on the Olympia Airport Master Plan 2025</p> <p>Hello Chris Paolini,</p> <p>Please see the attached letter for WDFW comments for the Olympia Airport Master Plan update. We request that these comments be considered and included in the open public comment period that ends today, February 12, 2025.</p> <p>If there are any questions or concerns regarding our comments, don't hesitate to reach out for clarity.</p> <p>Thank you,</p> <p>Jessica Bryant (she/her) Regional Land Use Lead – Region 6 Washington Department of Fish and Wildlife</p> <p>Jessica.Bryant@dfw.wa.gov (564) 669-4755</p>

	<p>[Letter attached]</p> <p><b>Staff that responded:</b> Lorie Watson</p> <p><b>Response:</b> Ms. Bryant, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-238</b> 12 February 2025 12 February 2025 Sharron Coontz sharron.coontz@gmail.com</p>	<p><b>Topic:</b> Airport Master Plan Update</p> <p>Dear Port of Olympia Commissioners,</p> <p>Please find below my comments pertaining to the draft Olympia Airport Master Plan Update (MPU) and associated information.</p> <p>The draft MPU repeatedly indicates that its primary objectives are to create a plan that positions the airport to meet future aviation demand and is responsive to wishes of current airport users. The Plan is designed to accommodate and promote increases in aircraft operations. What's missing is a thorough analysis of the true costs of airport growth, financial, environmental, and otherwise. In addition to the costs associated with construction of structures on airport grounds (including loss of critical habitat for several federally listed species), increased airport activity and aircraft flights would have direct and indirect cumulative environmental effects far beyond the boundaries of the airport. A SEPA (State Environmental Policy Act) Checklist and MDNS (Mitigated Determination of Nonsignificance) for the MPU was issued by the Port last week. The SEPA Checklist responses and the MPU contain outdated, incomplete, misleading and incorrect information. (Examples will be given in my SEPA comments.) Furthermore, some information in Checklist responses conflicts with information provided in the MPU. SEPA Determinations should be based on recent and accurate information and data, which is not the case here. The MDNS should be withdrawn.</p> <p>The SEPA documents indicate that the Port intends to conduct environmental review of the MPU plan in a piecemeal (one individual project at a time) manner. That's unacceptable, according to the State Environmental Policy Act (SEPA). What's needed is a comprehensive environmental review whereby all cumulative, direct and indirect impacts of the MPU at full buildout are identified and assessed. Commissioners, please ensure that the best interests of the environment and those who live in Thurston County are taken into account by calling for an Environmental Impact Statement (EIS) for the Master Plan Update. This would 1) help ensure that Commissioners have before them sufficient information upon which to base reasoned decisions pertaining to airport plans and 2) provide ample opportunity for robust, meaningful public involvement and participation the planning and decision-making process.</p> <p><b>Background</b></p> <p>During the past several decades the Olympia airport has been undergoing an incremental airport expansion. Projects have included forced property buyouts of an entire neighborhood south of the airport, extension of the main airport runway to accommodate faster jets, strengthening of that runway to accommodate heavier aircraft, larger hangars for larger corporate jets, and more.</p> <p>While promoting and constructing expansion projects, and with absolutely no regard for impacts on nearby areas under flight paths, the Port has also leased to businesses known to generate significant adverse impacts, such as those offering pilot training. This has resulted in low-flying planes and helicopters repeatedly circling neighborhoods miles away from the airport.</p>

According to an MPU planner, most airports the size of the Olympia airport have three helicopters based at those airports. The Olympia airport now has eighteen. And that does not include helicopters that operate out of a helicopter business adjacent to the airport.

More and more I see on Next Door questions and comments about the noises from helicopters and planes. The noise has definitely escalated over the years.

Draft Olympia Airport Master Plan Update

The draft Master Plan Update plans and promotes the following: many additional hangars for larger aircraft, a new turf runway, an expanded commercial aviation area with a new, larger passenger terminal of at least 40,000 square feet, 610 new parking stalls, a 259,000 square foot area (just shy of 6 acres) for passenger and cargo aircraft parking, loading and unloading, 6 gates, an aircraft deicing area and pad and helipads to lure and accommodate more helicopters.

Plans to accommodate greater types and numbers of aircraft equate to even more aircraft flights over Thurston County.

Those living in busy airport communities – near airports and under flight paths - are subjected to air pollution and noise known to increase risks for hypertension, heart disease and respiratory problems, as well as other serious health disorders. (See Appendix 1 for further information.)

Noise is a concern often undermined, minimized and ignored by airport planners. Former U.S. Surgeon General William Stewart once stated "Calling noise a nuisance is like calling smog an inconvenience." Many studies have since found that noise pollution increases risks for heart problems, high blood pressure, stroke and much more.

Following are several studies specific to aircraft noise which merit serious consideration:

A recent publication in the Oxford Academic discussed a study which concluded: "Aircraft noise exposure induces pro-inflammatory transcriptional changes in the vasculature and primes cardiovascular inflammation ... Aircraft noise exposure prior to MI [heart attack] worsens cardiac and vascular function... Patients with incident MI have higher C-reactive protein levels at baseline and show worse left ventricular fraction when they had a history of aircraft noise exposure and annoyance."

<https://academic.oup.com/circovasres/article/119/6/1416/7005408>

A recent (April 7, 2024) publication of the Journal of the American College of Cardiology discussed a UK study which concluded:

"Aircraft noise exposure was associated with adverse cardiac remodeling and asymmetric septal hypertrophy. BMI [body mass index] and hypertension are potentially on the causal pathway. Given the ongoing expansion of the aviation industry, findings call for urgent consideration by policy makers." (Emphasis added.)

<https://www.jacc.org/doi/10.1016/S0735-1097%2824%2906603-8>

Those living under busy flight paths are exposed to noise levels deemed unhealthy by the Environmental Protection Agency, the World Health Organization and even the World Bank. (See Appendix 2 for additional information.)

Wildlife

The MPU repeatedly states that projects proposed in the plan, such as construction of new aircraft hangars, would be contingent on approval of the Habitat Conservation Plan (HCP) that is currently being developed by the Port of Olympia and the City of Tumwater (both of which would benefit financially from

airport development). The HCP would require approval by the U.S. Fish and Wildlife Service. As of now, there is no such approval. Yet airport planners have forged ahead with the Update. The MPU does not explain that the objective is to secure "take" permits. Take permits allow construction activities even if endangered species are crushed, injured or killed (words taken from official HCP planning documents). Take permits can also allow endangered species to be relocated to properties with less-than-ideal soil conditions for their species. Additionally, if unfettered growth of the airport continues, wildlife beyond boundaries of the airport will also be adversely impacted by low-flying aircraft: The Black River National Wildlife Preserve, West Rocky Prairie Wildlife Area, Millersylvania State Park, the Deschutes River Preserve and Watershed Park all support a wide variety of wildlife and are located within 5 miles of the Olympia Airport. (See Appendix 1 for adverse effects on people and wildlife within a 10 mile radius.)

**Climate Impacts**

According to the MPU, 78 % of aircraft owners who base their aircraft at the Olympia Airport and responded to an airport survey use their aircraft for personal use.

The world is in the throes of a climate emergency. Business as usual cannot be an option, a fact recognized by Thurston County's 25 years of growth management planning and its recently adopted Climate Action Plan. Both of these would be completely undermined by expanded aircraft operations here.

Furthermore, our state has committed to a serious reduction in greenhouse gasses (GHG). The state's GHG goals are:

YEAR	LIMIT
2030	45% below 1990 level
2040	70% below 1990 level
2050	95% below 1990 level

Obviously, our state has a lot of work to do to bring these goals to fruition. Certainly, an important part of that work must involve dramatic changes to our transportation systems, including promotion of and support for sustainable means of transportation, such as rail, that everyone can benefit from.

**Economic Impacts**

While MPU planners have been quick to point out benefits of airport development, they've failed to even mention economic burdens borne by those living near the airport and under flight paths. Aircraft flight paths have been associated with depreciation of residential property values. Residential property is a major investment for many people; for some it is their sole financial asset. (Please see Appendix 3 for further information.)

Along with increased public health risks and the resulting financial burden and real estate losses, airports come with a less easily quantified, though potentially even more serious cost in the long run, such as diminished quality of life.

Commissioners, to ensure that the best interests of the environment and those who live in Thurston County are taken into account, please call for an Environmental Impact Statement (EIS) for the Master Plan Update. Do not approve this as is. Should this current update be passed, the quality of life for people and animals in Thurston County would be forever dramatically worsened - there would be no going back.

Thank you for your attention.

Sharron Coontz

	<p><b>APPENDIX 1</b>  <b>Health Impacts</b>  Increased public health risks associated with living near busy airports and under flight paths have been well documented in many studies.  In 2020, the Washington State Legislature directed Seattle and King County Public Health Departments to produce information pertaining to impacts of Sea-Tac airport operations on the health of those living within a one-mile, a five-mile, and a 10-mile radius of the airport.  Seattle and King County Public Health and the University of Washington completed the assigned tasks. Findings and monitoring results were discussed at length during an August 26, 2021 meeting of the now disbanded Commercial Aviation Coordinating Commission (CACC). The studies indicated that living within a 10-mile radius of Sea-Tac is associated with "causal" increased health risks. According to the study:  "A relationship is considered causal when multiple, high-quality studies conducted by multiple researchers show that exposure leads to the health outcome in question, the biological pathways of harm are supported by the evidence available, and alternative explanations have been ruled out."  The studies concluded that there is a significant disparity in health risks for those living within a 10 mile radius of Sea-Tac in comparison with those living in other parts of King County; the closer to the airport and flight paths, the greater the risks. (Note: Much of Olympia, Tumwater and Lacey lies within 10 miles of the Olympia Airport.)  The literature review concluded that causal risks of living within a 10-mile radius of Sea-Tac due to noise include increased risk of hypertension and heart disease, sleep disturbance and annoyance and with likely causal risk of negative school performance among children. Sea-Tac aviation-related air pollution is associated with causal increases in hospitalizations for heart disease and respiratory disease and with likely causal increases in nervous system disorders and poor birth outcomes. As a group, airport-related pollutants have been linked to increased risk of stroke and likely causal risk of diabetes.  The presentation to the CAC included discussion about monitoring of ultrafine particles (UFPs) that had been conducted near Sea-Tac and under its flight paths: Substantially higher concentrations of UFPs were found under aircraft approach flight paths within 10-miles of Sea-Tac. UFPs are able to cross placenta barriers and blood/brain barriers. Emerging research pertaining to the Los Angeles International Airport has found positive associations between aircraft-related UFPs and increased risk of pre-term births and malignant brain cancers near that airport.  UFPs are not regulated by the EPA.</p> <p><b>APPENDIX 2</b>  <b>FAA Noise Metrics</b>  The FAA refuses to adhere to noise standards endorsed by the Environmental Protection Agency, the World Health Organization, the Federal Energy Regulatory Commission and the World Bank.  For decades the FAA has been using a seriously flawed and outdated manner of measuring noise impacts on a community with a metric called DNL 65dB (annual day/night average of noise decibels). DNL levels are based on averages rather</p>
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than single noise occurrences. Of course, people hear and are disturbed by single noise occurrences, not averages of noise.

The decibel scale is logarithmic and, like the Richter Scale, not linear. An increase from 10 dB to 20 dB equals a 10-fold increase in loudness.

The EPA recommends a maximum of 55 DNL to protect human health and welfare. But the FAA contends that 65 DNL, 10 times more, is the measurement below which impacts are deemed insignificant. In fact, the FAA noise recommendations are far higher than those recommended by the World Health Organization (50 DNL maximum to prevent serious annoyance), the Federal Energy Regulatory Commission (55 DNL maximum limit for noise in residential areas), and even the World Bank (55 DNL noise limit for any new development). Use of FAA noise regulation as a method of determining impacts on communities surrounding the Olympia Airport supposes that it is acceptable to subject communities near the airport to noise levels that the EPA, World Health Organization, Federal Energy Regulatory Commission and World Bank have determined are unacceptable and unhealthy to human beings.

A 2020 letter to the FAA from twenty-five members of Congress (including Washington’s Adam Smith) states:

...When the FAA Reauthorization Act of 2018 was passed into law, Congress sought to address community airplane noise concerns by utilizing the scientific and research arms of the FAA to substantively evaluate alternative noise metrics with an eventual eye to having those metrics inform FAA decision-making. There is widespread consensus that the DNL metric remains an inadequate measure because it averages noise over a 24-hour period, thereby understating the impact of individual noise incidences. Thus, the congressional intent underpinning Sections 188 and 173 was to address the inadequacy of the DNL metric and nudge the FAA towards a more comprehensive measure. The report fails to understand that intent. Instead, we have received a delayed and highly insufficient report that does not address community impacts of noise....

Letter to the FAA from twenty-five members of Congress, September 23, 2020  
 The FAA has not replaced the 65 DNL noise metric with one that more accurately depicts the actual effect of noise on those living in airport communities. Thus, unless the FAA addresses this concern soon, airport planners will continue to use an outdated and inaccurate means of measuring the effect of aircraft noise on our community.

### APPENDIX 3

#### Depreciation of Residential Property Value

Many studies have found clear associations between depreciation of residential property values in busy urban airport communities, particularly under flight paths. Following are just a few examples:

The Everett Herald newspaper has reported extensively on impacts associated with Paine Field. One such article stated:

“...In 1994, a study on airports’ effects on property values was done for the FAA. The study found that home values near Baltimore-Washington International Airport, Los Angeles International and John F. Kennedy Airport in New York all consistently suffered because of aircraft noise. Near Los Angeles International, the study found an 18.6 percent drop, or more than 1.3 percent per decibel, in home values from the quieter to the noisier of two otherwise comparable neighborhoods.

	<p>A 1997 study funded by the Washington state Legislature estimated that a planned third runway at Sea-Tac International Airport would reduce the value of otherwise similar homes close to the airport by 10.1 percent compared to other locations..."</p> <p style="text-align: right;">"The Noise Question," The Everett Herald, April 16, 2011</p> <p>After expansion of the O'Hare airport in 2014, flight paths began cropping up over neighborhoods in Chicago that had previously not been subjected to aircraft noise. People in the affected neighborhoods began appealing their property tax assessments. The Cook County Assessor's office conducted a 2-year study of aviation data and real estate trends, which led to reduction in property assessments and property taxes of homes over which new flight paths had developed.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Coontz,  Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-239</b>  12 February 2025  12 February 2025  Patricia Rutherford  treeheart6@gmail.com</p>	<p><b>Topic:</b> Public comment Olympia airport expansion</p> <p>The proposed airport improvements associated with the Master Plan Update will benefit very few citizens of Thurston County and harm many more. The Olympia Airport was already evaluated and excluded from consideration as a regional-international airport location by previous studies. Why would we fund the expansion of this facility when it is not suitable as a new regional-international airport because of its limited expansion potential and high ecological cost of its development?</p> <p>The development planned for by the Olympia Airport Master Plan will have a large, permanent impact on Endangered Species Act (ESA) listed species. Why should taxpayers pay for this project, let alone the millions of dollars it will take to mitigate impacts on ESA listed species, which will never recover. If the planned expansion of the airport continues, it will truly show that if you can buy or bribe enough mitigation credits there are no real protections for ESA listed species. Ask yourself, "Are these impacts unavoidable?" The same individuals who would use this airport could easily fly into SeaTac and commute via the innumerable private and public modes of transportation available, like you do. If this is to be an airport for hobbyists to store their toys, I say that is frivolous compared to preserving our ecosystems.</p> <p>The monied interests that would benefit from the proposed expansion of the airport are relatively few compared with the number of residents in established residential developments surrounding the Olympia airport. Taxpayers will see very little benefit as a result of this project, which will also accelerate the continued sprawl development pattern fostered by the city of Tumwater as it pushes down I-5 and Old Highway 99. Don't let our tax dollars once again go to subsidize a project that will provide additional wealth and convenience to a relatively small number of wealthy people at the taxpayers' expense.</p> <p>Olympia Airport Master Plan Comments  ESA Listed Species and Habitat on Airport Property  The Olympia Airport is one of the few remaining habitat areas for the Streaked Horned Lark. The actions proposed by the plan would certainly diminish the</p>

	<p>quality of the last of this viable habitat for the SHL in this area. How could mitigation be possible?</p> <p>The soil types over the entire Olympia Airport are considered "more preferred" by the ESA listed Mazama Pocket Gopher and the entire area covered by the Olympia Airport Master Plan is also identified as "occupied" habitat, meaning that the Mazama Pocket Gopher is known to be present in these areas.</p> <p>The airport is located in the Olympia Pocket Gopher Service Area, per the Thurston Co. Habitat Conservation Plan (HCP)/GeoData</p> <p>Although the Port and Tumwater are developing their own HCP, the 400 acres (17,420,000 ft<sup>2</sup>) identified as potential development areas in the Master Plan (of the approximate 845 acre total area covered by the Olympia Airport Master Plan) could cost \$33 million in mitigation costs alone (using the Thurston County Project Mitigation Estimator Calculator).</p> <p>These high value habitat areas meet the needs of these ESA listed species and are known to be occupied, realistically there are no mitigation sites available that could replace these areas, and the incidental "take" (killing) of these species will be significant.</p> <p>Farmland – SEPA documents for the Olympia Airport Master Plan indicate that there is no farmland in the project area? Questionable call. On a federal level, the presence of farmland is typically determined by USDA NRCS soil maps based on soil types which are considered prime farmland. The soil type in the majority of the airport area is Nisqually loamy fine sand, 0 to 3 percent slopes, and also includes a large area identified as Indianola loamy sand, 5 to 15 percent slopes, both of which are considered to be Prime Farmland if irrigated.</p> <p>The entire southern portion of the airport property is unoccupied farmland, the ruins of old farmhouses and ancillary agricultural structures are still visible today.</p> <p>Noise/Environmental Justice – The airport's noise radius will increase as a result of this project</p> <p>The area is surrounded by a thin veneer of light industrial buildings beyond which are primarily residential improvements, state offices and public schools. Many federally funded HUD affordable housing residential improvements have been approved and developed in the vicinity of the airport in the last five years. These federal approvals were based in part on noise assessments related to airport noise and proximity to civil and military airports, which would be subject to change with a significant expansion of the airport.</p> <p>The additional noise and flyovers could also lead to Environmental Justice issues for residents in these affordable housing developments, who generally need to meet certain income thresholds to be considered for purchase or rental. It's just not worth the environmental deterrent to pursue this project.</p> <p>Thank you for reading my comment,</p> <p>Patricia Rutherford</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Rutherford, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-240</b></p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p>

<p>12 February 2025 12 February 2025 Levi Green levigreendds@comcast.net</p>	<p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Levi Green</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Green, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-241</b> 12 February 2025 12 February 2025 Arthur West awestaa@gmail.com</p>	<p><b>Topic:</b> Feedback - Comment on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates</p>

	<p>SEPA and King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Please do not turn the Olympia Airport and the City of Tumwater into a warehouse distribution center and air cargo regional hub. That would be a disaster for our county's health and quality of life.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>The plan also fails to designate or account for cultural and historic resources such as the Davis Meeker Oak tree, or account for federal funding for such a Major State and Federal funding in an appropriate SEPA, NEPA or joint SEPA- NEPA document.</p> <p>It would also mean that ultrafine particulate matter (UFP) would increase significantly, impacting the health of Thurston County residents, especially children. Studies consistently show that UFP from airplanes is elevated in and around airports and drifts miles from the airport. Research indicates increased health impacts near airports including premature death, preterm births, and decreased lung function.</p> <p>Noise is considered one of the most detrimental environmental effects of aviation. There is sufficient evidence for a marked negative effect of aircraft noise exposure on children's cognitive skills. The Plan contains no limits on extremely loud aircraft such as helicopters and no restrictions on night flights over residential areas.</p> <p>Also, the Plan may result in the death of thousands of threatened Olympia pocket gophers, which could lead to their extinction because the airport, as a remnant prairie, is their largest contiguous designated critical habitat. It's also a critical breeding ground for endangered Oregon vesper sparrows and threatened horned meadow larks. All three species are declining due to habitat loss and degradation. Chapter 4 of the draft Plan shows that the Port hopes to make dramatic increases in airport traffic.</p> <ul style="list-style-type: none"> <li>• They seek to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial</li> </ul>
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	<p>development, hangar and fuel farm expansion, and 500 parking spaces and room for more.</p> <ul style="list-style-type: none"> <li>• They seek to allow 59 (instrument flight rule) and 98 (visual flight rule) operations (takeoffs and landings) per hour.</li> <li>• They seek to make the airport capable of handling 630 operations per day (315 landings and 315 takeoffs). In 2020, there were only 193 total operations per day.</li> <li>• They seek to strengthen runways so larger planes can come in.</li> <li>• They want increased helicopter traffic, which is very noisy.</li> <li>• They admit in the draft Plan that with a few more changes, the airport could handle one plane a minute.</li> </ul> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Hello, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-242</b> 12 February 2025 13 February 2025 Melissa Sayer melissysu04@gmail.com</p>	<p><b>Topic:</b> Airport Master Plan Comment</p> <p>Dear Port Commissioners,</p> <p>I am a Tumwater resident who lives close to the airport. Specifically off Elm. I am a home owner, long term resident, with both stable and local employment. I vote.</p> <p>I am ABSOLUTELY opposed to the expansion of our airport. I live under a flight path at the moment which is doable. However increased traffic plus the military shaking my house with trainings may render it unbearable. I would move. The expansion will muddy up traffic. It will become more of a major airfield. If I had wanted to live by a hub like Everett I would have. It will be noise and air pollution I frankly don't welcome. I'm sure it is not the most environmentally sound plan either knowing the area.</p> <p>When I moved her 16 years ago I chose Tumwater for it's small town feel and sense of community. This expansion will alter the entire appeal of the town.</p> <p>Please consider the thoughts of tax paying residents and do not expand.</p> <p>Thank you.</p> <p>Melissa Sayer, MSW</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Sayer Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-243</b> 12 February 2025 13 February 2025</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>February 12, 2025</p>

<p>Kathryn and Patrick Townsend kath.townsend@g mail.com</p>	<p>Dear Olympia Airport Commissioners,</p> <p>We strongly express our opposition and concern regarding the proposed draft plan for the Olympia Airport. We join with many other South Puget Sound residents to say that expanding the Olympia Airport in long-time residential communities and in the proximity of Mt. Rainier National Park is simply a bad idea</p> <p>We have lived in South Puget Sound for 32 years. There are many people who have lived here for longer and for generations. And you want to turn the local shopping centers into a version of SEATAC. You want to change our entire area and for whom??</p> <p>The following issues argue against the expansion of the Olympia Airport. These issues need to be addressed in an open citizen forum related to the proposed South Puget Sound airport with the option of the South Puget Sound communities saying "NO."</p> <ul style="list-style-type: none"><li>--All residential and traffic issues;</li><li>--The close proximity of the Olympia Airport to Millersylvania State Park and the near proximity to Mt. Rainier National Park;</li><li>--Lead exposure in and around the airport and testing for how this affects wild animals, pets and humans;</li><li>--Impacts to citizens and neighborhoods from airplane and helicopter noise, night and day;</li><li>--Copies of any documents that mention the nebulous "approval" that you refer to from all local wildlife organizations in the area;</li><li>--The wildlife and endangered species that occupy the area.</li></ul> <p>Please print and distribute to every household in South Puget Sound your descriptive plan to expand the Olympia Airport and to "take" (crush, injure, kill) via a permit, the Olympia Pocket Gopher, an endangered species that has inhabited Olympia Airport land and for which the airport land is a large critical habitat and to relocate remaining creatures to less favorable conditions. According to experts, the airport land is "also a critical breeding ground for endangered Oregon vesper sparrows and threatened horned meadow larks."</p> <p>Again, give the communities of South Puget Sound the option to say "NO" to a Olympia Airport expansion.</p> <p>We suggest you work on high speed rail instead of building another SEATAC.</p> <p>Sincerely, Kathryn and Patrick Townsend Olympia, WA</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. and Ms. Townsend, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
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<p><b>AMP PC 2025-244</b>          12 February 2025          13 February 2025          Sarah Jordan          jordan.art.sarah@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The plan will impact the health of people and animals in the area with noise and air pollution. Lead and increased particulate matter has proven impacts on human health for those who live near airports. There are many homes and developments very near the airport as well as businesses and schools. Now that the current administration is not supportive of alternative sources of energy, what is the realistic prospect of all electric airplanes being in service soon? Quality of life for people and fauna should always be more important than money.</p> <p>In my opinion, the property is not large enough to make the cost required to make it a source of significant economic impact for the community. Who benefits from such a venture? Wealthy individuals? We currently have quite a bit of helicopter traffic from Joint Base Lewis-McChord in the area. What is to keep tragic accidents from happening like the recent one near Reagan National if more flights were coming in and out of the area?</p> <p>IMPORTANTLY, as homeowners in the area, we had to go through quite a process before we were able to build a shop on our five acres. Why should your project be able to proceed without the same in depth environmental review? Isn't this a violation of King County v. Friends of Sammamish Valley (WA Supreme Court 2024.) Why should you be exempted from the same standards regular citizens have to abide by?</p> <p>I am also concerned about how information has been provided to people in the surrounding area. Less people get local papers or local television access these days. It seems like this is taking place without transparency for the public. Information about large proposals of change need to be easy to access as well as widely and repeatedly made public.</p> <p>Sincerely,          Sarah Jordan</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>          Ms. Jordan,          Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-245</b>          12 February 2025          13 February 2025          Chris Kautsky          themamadragon@gmail.com</p>	<p><b>Topic:</b>          February 12, 2025</p> <p>I strongly object to the Airport Master Plan Update. I believe that the Plan ignores serious public health risks that come from increased emissions and noise. I believe that it is designed to green light development that will generate revenue for the Port of Olympia, out of town developers, and the surrounding cities. I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and the Plan's failure to acknowledge the opposition of so many local residents to the proposed expansion of the airport, like me.</p>

The City of Tumwater has invested a lot of money to encourage development in the airport area that supports local business and promotes local artists. All this would be sacrificed to either the typical sprawl of services that support increased passenger traffic, or the many warehouses, parking and roadway expansion for increased cargo services.

I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024). Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:

- Endangered (in WA) Oregon vesper sparrow,
- Threatened streaked horned lark, and
- Threatened Olympia pocket gopher.

Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.

This development would also increase the stress on our beloved local historical landmark, the Davis-Meeker Gary Oak, and threaten the hunting ground of the protected kestrels that nest there.

It is time that our leaders accept the fact that Tumwater and Olympia are small cities and residents want them to remain that way. Most of the people who live here chose this community for its unique combination of rural environment, small town feel, and proximity to amenities in Tacoma, Seattle, and Portland. As residents, we have the right to protect what we hold dear and to protest when it is threatened. There is nothing that can compensate residents for the loss of the intangibles that define this community.

The expansion of the airport as outlined in this plan will:

- reduce of property values due to increased noise,
- increase risk to local residents from emissions and the transport and storage of toxic chemicals,
- destroy critical habitat due sprawling development by corporations who are not vested here,
- increase the tax burden on residents for needed infrastructure expansion, and,
- lead to irrevocable, irreparable, change to the fabric and feel of our community.

I will not accept this without protest. I strongly object to this Master Plan update. Stop the pressure to expand this facility. Rewrite the plan to focus on maintaining the current small aviation airport in accordance with the wishes of the majority of local residents. This type of "progress" is only inevitable if we allow it to be.

Thank you for the opportunity to comment. Please acknowledge the receipt of this email.

Sincerely,

	<p>Chris Kautsky Tumwater Resident</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Chris, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-246</b> 12 February 2025 13 February 2025 Tom Jaenicke thjaenicke1@gmail.com</p>	<p><b>Topic:</b> Comments on Airport Master Plan Update</p> <p>I am writing to express concern about the direction of the Olympia Regional Airport and how the updates in the Airport Master Plan will significantly harm Thurston County residents. I have lived in Olympia for more than 30 years, and have been a homeowner for more than 26 of those years. I am a U.S. Army veteran and my wife, Annette, and I raised our daughter in Olympia. We have deep ties to the region and do not believe any action that contributes to the expansion of airport activities is good for the area. Far and away, the biggest problem we face right now is climate change, and the port should be doing everything in its power to address the root causes and steps for mitigating the inevitable cascade of deleterious events that will ensue. To this end, shutting down the airport would be the best and safest option for the airport. The combustion of fossil fuel to travel via air is a huge input into global warming, and I want all levels of government to take steps to reduce its use of fossil fuel and NOT take steps to increase its use. I recommend that the Port immediately recognize the climate emergency that we are already in, and to take steps to cease air operations at the Olympia Regional Airport as quickly as possible. We cannot wait years, or even months. It is well known that a significant amount of warming is already baked into the atmosphere, and every additional drop of fuel we burn only contributes more to warming. The social and environmental impacts of climate change are going to be increasingly costly and frightening, and the Port should focus this Master Plan Update on that obvious and observable situation and to recognize the dire consequences and plan for preventing and mitigating them. We absolutely should not stick our collective heads in the sand and hope for some mythical technological advancement to save the day. The time to act was 40 years ago, 30 years ago, 20 years ago, 10 years ago, NOW! We literally cannot wait any longer and the Port should formally recognize the emergency and take every step it can to protect the health and safety of the region's residents.</p> <p>Sincerely,</p> <p>Tom Jaenicke 3025 Hoadly St SE Olympia</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Jaenicke, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>

<p><b>AMP PC 2025-247</b> 12 February 2025 13 February 2025 Jonathan Kramer jchadkramer@gmail.com</p>	<p><b>Topic:</b> Please reject the Airport Master Plan Update Dear Port Commissioners,</p> <p>Please accept this as my formal comment on both the SEPA review and the Airport Master Plan Update.</p> <p>Please reject the Plan. The Plan seeks to set up the Olympia Airport to be a regional air cargo hub. This effort began long ago. Consider the warehouses that were just built on 93rd at I-5. There is now an insatiable appetite for multi-modal cargo distribution centers because Amazon and other corporations need it. The Port's tax revenue would be substantial.</p> <p>As would the ultrafine particulate matter (UFP) and noise pollution.</p> <p>Livability of Thurston County is at stake. In 2023, Livability.com ranked Olympia as the third-best place to live in the Western U.S. By contrast, BestPlaces.net has ranked SeaTac as the #1 Most Stressful City among the 100 largest metro areas in America. This is because prolonged exposure to aircraft noise near airports has been linked to sleep disturbances, increased stress, cardiovascular issues, and reduced cognitive performance in children.</p> <p>An EIS on the entire Plan is required. Nothing in King Co. v. Friends of Sammamish Valley allows cherry picking certain elements of the Plan and doing an EIS only on those. That case said that an EIS is required if significant environmental impacts are "likely to occur" at full build-out (i.e., if all the elements of the plan come to fruition). It would be illogical for the Court to allow anything less. The minute you leave office and another person takes your place, that person will have free reign to carry out whatever parts of the Plan they want, on whatever timeline they choose.</p> <p>Selectively picking under SEPA also is not allowed under the piecemealing doctrine. It is in fact just another form of piecemealing. "Piecemealing is the practice of conducting environmental review only on current segments of public works projects and postponing environmental review of later segments until construction begins." Concerned Taxpayers Opposed to the Modified Mid-South Sequim Bypass v. Dep't of Transp., 90 Wn. App. 225, 231 n.2, 951 P.2d 812 (1998). This is not allowed "because the later environmental review often seems merely a formality, as the construction of the later segments of the project has already been mandated by the earlier construction." Id.</p> <p>Visionary leadership is needed in this climate crisis. Yakima seeks to be a regional hub airport. To hasten the creation of high-speed rail to Yakima, you can decline to approve a plan that allows the Olympia Airport to be a regional hub. While the concept of high-speed rail to Yakima isn't currently in any official transportation plans, growing airport congestion in SeaTac can eventually force more creative solutions like this onto the table.</p> <p>If other airport options closer to SeaTac hit roadblocks (i.e., if you reject a plan to make Olympia a regional hub), the Yakima plus high-speed rail option could become more attractive. But this takes statewide vision--the kind that creates lasting legacies.</p> <p>Regards, Jonathan Kramer Olympia, Wa</p>
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	<p>(360)463-0866</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Kramer, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-248</b> 12 February 2025 13 February 2025 Margaret Fleming bigleafhouse@hotmail.com</p>	<p><b>Topic:</b> NO airport growth. High speed rail instead.</p> <p>I am writing to oppose any increase use or air traffic to Olympia Airport. This will bring very bad emissions to our beautiful area. Medical costs, doctor availability, and hospitals will be negatively impacted. People's health will be worsened. The constant noise and pollution will harm our children in many ways. NO NO NO. Any Olympia Airport expansion, use, or traffic means that you will pave into oblivion a remnant prairie - a cool zone in a time of increasing heat. You actually want to create a HEAT ISLAND!?! We don't need this!</p> <p>Stop doing things the way they have always been done. Long ago expansion and building more and more was the answer to everything and part of civilization's dream. Things are VERY different now. This whole concept of "growth" for the Olympia Airport is OUTMODED. Let us lead the way to better modes of getting places.</p> <p>Bringing more use and air traffic to Olympia Airport will turn everyone's commutes, errands, school, and activities into a horrendous endeavor. Is the PORT (the taxpayers) willing to fund all the road building that will be needed for MILES around to allow people to get to work or a store or a doctor? This will also seriously delay emergency response times for citizens who need help. What we really need is high-speed rail, which also creates jobs. Connect us to each other and existing airport locations with that. Let's have a beautiful way to live, not the typical hellscape of many urban areas.</p> <p>Margaret Fleming</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Fleming, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-249</b> 12 February 2025 13 February 2025 Loretta Seppanen Laurel.Lodge@Co mcast.Net</p>	<p><b>Topic:</b> Comment on the Olympia Airport Master Plan Update</p> <p>I recognize that the Port of Olympia is required to comply with FAA requirements including doing an update to the Master Plan. I understand this update may require that the Port identify steps needed to make the existence of this airport less and less reliant on FAA funding overtime. The draft master plan assumes increased flights, including potentially a return to some commercial flights, to achieve the goal of generating more income. Given the urban location of the airport, it is not possible to significantly increase flights without causing more air pollution and noise than is acceptable to the local community. More flights also mean more traffic on roads that currently exists which creates a planning challenge for Tumwater.</p>

	<p>Someday, battery powered planes may address the localized air pollution problem. While that technology may soon be with us, the next decade or two of air transportation will likely rely on the existing aircraft engine technology.</p> <p>To meet the expectations of the community including the Thurston Climate Mitigation Plan goals and the desire for clean air and limited noise pollution, the Port of Olympia must respond to the FAA by saying it is not able to significantly expand flights now to 2045. The FAA can aid the Port in moving forward to newer aircraft engine technology faster by seeking funding to support research in this area and funding for the purchase new technology for existing aircraft.</p> <p>This updated Master Plan requires an EIS review as courts have recently determined that non-project efforts such as this plan that can have environmental impacts - and plans for increased flights certainly will have that impact -- must have an EIS (King County v Friends of Sammamish Valley, 2023).</p> <p>Loretta Seppanen Olympia resident</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Seppanen, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-250</b> 12 February 2025 13 February 2025 Ana Rumsey karoguty@icloud.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p>

	<p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.</p> <p>Thanks</p> <p>Ana Rumsey</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Rumsey, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-251</b> 12 February 2025 13 February 2025 Mark Fleming rezdog02@hotmail.com</p>	<p><b>Topic:</b> No to Proposed Airport Expansion</p> <p>I object to the proposed dramatic expansion of airplane traffic at the Olympia Airport from the Master Plan Update. The proposed growth in aircraft traffic, warehouses and increased surface traffic are not only out of scale for the Olympia region but little, if any, of the economic activity with accrue to the local community. For a Vietnam combat veteran who cannot ignore any aircraft, the current level of aircraft activity is way too high.</p> <p>Don't do it.</p> <p>Mark Fleming P.O. Box 6056 Olympia, WA 98507</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Mr. Fleming, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-252</b> 12 February 2025 13 February 2025 Thom Hooper tghoop@gmail.com</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes, really? That will not be happening on any large scale in the foreseeable future according to several aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to</p>

	<p>acknowledge the opposition of so many local residents to expansion of the airport. I'm also concerned by the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development could therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Hello,  Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-253</b>  12 February 2025  13 February 2025  Jennifer Murtagh  jennyrmurtagh@gmail.com</p>	<p><b>Topic:</b> Please reconsider Olympia airport growth</p> <p>To whom it may concern,</p> <p>Thank you for considering this email. Please, please, please reconsider the significant airport growth proposed in Olympia. The noise and air pollution that this would add to our county does not seem to be worth the benefit of reduced congestion at SEA. Please help our state consider different ways to improve our use of air traffic. Thank you.</p> <p>Sincerely,  Jennifer Murtagh  Resident and teacher of Thurston County</p> <p><b>Staff that responded:</b> Lorie Watson  <b>Response:</b>  Ms. Murtagh,  Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-254</b>  12 February 2025  13 February 2025</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p>

<p>Jane Hutchinson jane@westernwildlife.org</p>	<p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Please do not turn the Olympia Airport and the City of Tumwater into a warehouse distribution center and air cargo regional hub. That would be a disaster for our county's health and quality of life.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <ul style="list-style-type: none"> <li>--Endangered (in WA) Oregon vesper sparrow,</li> <li>--Threatened streaked horned lark, and</li> <li>--Threatened Olympia pocket gopher.</li> </ul> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Thank you for your consideration,</p> <p>Jane Hutchinson Executive Director, Western Wildlife Outreach Wildlife Program Director, Farmer Frog</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Hutchinson, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-255</b> 12 February 2025 13 February 2025 Angela Deardorff-Zeigenfusse and</p>	<p><b>Topic:</b> Feedback on Airport Master Plan Update</p> <p>Dear Port Commissioners,</p> <p>I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks that come from increased emissions and noise. Electric</p>

<p>Matthew Zeigenfuse angela.zeigenfuse@gmail.com</p>	<p>airplanes will not be happening on any large scale in the foreseeable future according to aviation experts.</p> <p>Daily and yearly limits should be set at the airport in order to cap air traffic to protect local residents. Recent events, such as the tragic crash in a Pennsylvania neighborhood highlight the need for protections for local residents—we are sitting ducks! Please limit air travel in Thurston County for our health and safety.</p> <p>Additionally, the Port of Olympia should not support more commercial air traffic, especially for companies offering one-day shipping. One-day shipping does not support climate change goals for Washington State or Thurston County. Companies such as Amazon continue to profit off of the lack of local shipping caps. Local business owners will thank you. The local government has the authority to push back on such detrimental actions such as this in order to stand up for residents and the environment. Please stand up to corporate greed and support local residents and environmental protections over extreme convenience and greed.</p> <p>I am deeply concerned by both the lack of a transparent and comprehensive public process for the Master Plan Update and also the Plan's failure to acknowledge the opposition of so many local residents to expansion of airport traffic. I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).</p> <p>Please do not turn the Olympia Airport and the City of Tumwater into a warehouse distribution center and air cargo regional hub. That would be a disaster for our county's health and quality of life.</p> <p>Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, hangar and fuel farm expansion, and 500 parking spaces and room for more. This type and amount of development may therefore destroy the majority of the designated critical habitat currently present at the airport for three protected species. It is simply not compatible with the conservation of these species:</p> <p>--Endangered (in WA) Oregon vesper sparrow, --Threatened streaked horned lark, and --Threatened Olympia pocket gopher.</p> <p>Estimates suggest the airport contains thousands of Olympia pocket gophers. The airport is the largest contiguous designated critical habitat anywhere for the gopher. All three species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.</p> <p>Sincerely,</p> <p>Angela Deardorff-Zeigenfuse and Matthew Zeigenfuse</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Angela and Matthew,</p>
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	<p>Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-256</b> 12 February 2025 13 February 2025 Betsy Johnson etsy3johnson@gmail.com</p>	<p><b>Topic:</b> No No No, N'No No No to 2025 MPU to expand the Olympia Airport!</p> <p>To the Olympia Port Commissioners,</p> <p>Wow! The 2025 Airport Master Plan Update to enlarge and expand air service (and add related services) in Olympia is one of the most stupid ideas I have ever heard! What the h... are the Port Commissioners thinking? Who in the world would benefit from continuous 24-hour noise, light, congestion, pollution, loss of recreational and endangered animal and migrating bird habitat, decrease in home values and the very quality of living in Olympia. PLUS, passengers would just drive north to their final destination on an already congested I5. The citizens of Olympia do NOT want this! Good grief! Absolutely NO on this strangely conceived plan. We don't want to uglify Olympia-Tumwater. We do not want to become a little city of SeaTac (no offense to those forced to live there.) Betsy Johnson</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Johnson, Thank you for your email dated February 12, 2025. Your comments have been logged.</p>
<p><b>AMP PC 2025-257</b> 12 February 2025 13 February 2025 Betsy Norton puckingworth19@gmail.com</p>	<p><b>Topic:</b> Public comment on the Olympia Airport Master Plan from Black Hills Audubon Society and the Center for Biological Diversity</p> <p>Hi there, Attached is our public comment on the Olympia Airport Master Plan Updates, which we believe should be rejected and reworked to protect endangered species and address climate mitigation.</p> <p>Would you please ensure this makes it into the public record, and send us confirmation that it has been recorded?</p> <p>Thank you very much! Betsy Norton Black Hills Audubon Society Conservation Committee member puckingworth19@gmail.com</p> <p>[Letter attached]</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Norton, Thank you for your email dated February 12, 2025. Your comments (with attachment) have been logged.</p>
<p><b>AMP PC 2025-258</b> 12 February 2025 13 February 2025 Betsy Norton</p>	<p><b>Topic:</b> Olympia Airport Master Plan Update - Public Comment on 2-12-2025</p> <p>Hi there,</p>

<p>puckingworth13@gmail.com</p>	<p>Though your website has already been updated to say you're not monitoring it for comments, there was no notice that the deadline was any earlier than 5 pm 2/12/2025. It's currently 3pm. Please accept these brief additional comments for the public record. Thank you Betsy Norton puckingworth13@gmail.com</p> <p>[Letter attached]</p> <p><b>Staff that responded:</b> Lorie Watson <b>Response:</b> Ms. Norton, Thank you for your second email dated February 12, 2025. Your comments (with attachment) have been logged.</p>
<p><b>AMP PC 2025-259</b> 12 February 2025 12 February 2025 Jan Witt ljwitt312@aol.com</p>	<p><b>Topic:</b> comment Airport Master Plan Update</p> <p>Regarding the draft Olympia Airport Master Plan Update, following are my comments:</p> <p>February 11, 2025</p> <p>Dear Port of Olympia Commissioners, Please find below as well as attached my comments pertaining to the draft Olympia Airport Master Plan Update (MPU) and associated information. The draft MPU repeatedly indicates that its primary objectives are to create a plan that positions the airport to meet future aviation demand and is responsive to wishes of current airport users. The Plan is designed to accommodate and promote increases in aircraft operations. What's missing is a thorough analysis of the true costs of airport growth, financial, environmental, and otherwise. In addition to the costs associated with construction of structures on airport grounds (including loss of critical habitat for several federally listed species), increased airport activity and aircraft flights would have direct and indirect cumulative environmental effects far beyond the boundaries of the airport. A SEPA (State Environmental Policy Act) Checklist and MDNS (Mitigated Determination of Nonsignificance) for the MPU was issued by the Port last week. The SEPA Checklist responses and the MPU contain outdated, incomplete, misleading and incorrect information. (Examples will be given in my SEPA comments.) Furthermore, some information in Checklist responses conflicts with information provided in the MPU. SEPA Determinations should be based on recent and accurate information and data, which is not the case here. The MDNS should be withdrawn. The SEPA documents indicate that the Port intends to conduct environmental review of the MPU plan in a piecemeal (one individual project at a time) manner. That's unacceptable. What's needed is a comprehensive environmental review whereby all cumulative, direct and indirect impacts of the MPU at full buildout are identified and assessed. Commissioners, please assure that the best interests of the environment and those who live in Thurston County are taken into account by calling for an Environmental Impact Statement (EIS) for the Master Plan Update. This would 1) help assure that Commissioners have before them sufficient information upon</p>

	<p>which to base reasoned decisions pertaining to airport plans and 2) provide ample opportunity for robust, meaningful public involvement and participation the planning and decision-making process.</p> <p><b>Background</b></p> <p>During the past several decades the Olympia airport has been undergoing an incremental airport expansion. Projects have included forced property buyouts of an entire neighborhood south of the airport, extension of the main airport runway to accommodate faster jets, strengthening of that runway to accommodate heavier aircraft, larger hangars for larger corporate jets, and more.</p> <p>While promoting and constructing expansion projects, and with absolutely no regard for impacts on nearby areas under flight paths, the Port has also leased to businesses known to generate significant adverse impacts, such as those offering pilot training. This has resulted in low-flying planes and helicopters repeatedly circling neighborhoods miles away from the airport.</p> <p>According to an MPU planner, most airports the size of the Olympia airport have three helicopters based at those airports. The Olympia airport now has eighteen. And that does not include helicopters that operate out of a helicopter business adjacent to the airport.</p> <p>I bought a home about three decades ago in a quiet neighborhood in SE Olympia. At that time there was virtually no aircraft noise in my neighborhood. Fast forward to recent years when, particularly during fair weather, there's often an unpleasant background drone of aircraft noise punctuated by thunderous, window rattling sounds of low-flying aircraft including helicopters. The noise occurs at all hours. It interferes with sleep. It impedes ability to enjoy outdoor activities. When it's very loud, even the birds vacate the area. Outdoor wedding and funeral proceedings have been interrupted because words couldn't be heard over the noise of low-flying aircraft.</p> <p><b>Draft Olympia Airport Master Plan Update</b></p> <p>The draft Master Plan Update plans and promotes the following: many additional hangars for larger aircraft, a new turf runway, an expanded commercial aviation area with a new, larger passenger terminal of at least 40,000 square feet, 610 new parking stalls, a 259,000 square foot area (just shy of 6 acres) for passenger and cargo aircraft parking, loading and unloading, 6 gates, an aircraft deicing area and pad and helipads to lure and accommodate more helicopters.</p> <p>Plans to accommodate greater types and numbers of aircraft equate to even more aircraft flights over Thurston County.</p> <p>Those living in busy airport communities – near airports and under flight paths - are subjected to air pollution and noise known to increase risks for hypertension, heart disease and respiratory problems, as well as other serious health disorders. (See Appendix 1 for further information.)</p> <p>Noise is a concern often undermined, minimized and ignored by airport planners. Former U.S. Surgeon General William Stewart once stated "Calling noise a nuisance is like calling smog an inconvenience." Many studies have since found that noise pollution increases risks for heart problems, high blood pressure, stroke and much more.</p> <p>Following are several studies specific to aircraft noise which merit serious consideration:</p> <p>A recent publication in the Oxford Academic discussed a study which concluded: "Aircraft noise exposure induces pro-inflammatory transcriptional changes in the vasculature and primes cardiovascular inflammation ... Aircraft noise exposure prior to MI [heart attack] worsens cardiac and vascular function... Patients with</p>
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	<p>incident MI have higher C-reactive protein levels at baseline and show worse left ventricular fraction when they had a history of aircraft noise exposure and annoyance.”  <a href="https://academic.oup.com/circulation/article/119/6/1416/7005408">https://academic.oup.com/circulation/article/119/6/1416/7005408</a>          A recent (April 7, 2024) publication of the Journal of the American College of Cardiology discussed a UK study which concluded:          “Aircraft noise exposure was associated with adverse cardiac remodeling and asymmetric septal hypertrophy. BMI [body mass index] and hypertension are potentially on the causal pathway. Given the ongoing expansion of the aviation industry, findings call for urgent consideration by policy makers.” (Emphasis added.)  <a href="https://www.jacc.org/doi/10.1016/S0735-1097%2824%2906603-8">https://www.jacc.org/doi/10.1016/S0735-1097%2824%2906603-8</a>          Those living under busy flight paths are exposed to noise levels deemed unhealthy by the Environmental Protection Agency, the World Health Organization and even the World Bank. (See Appendix 2 for additional information.)</p> <p><b>Wildlife</b>          The MPU repeatedly states that projects proposed in the plan, such as construction of new aircraft hangars, would be contingent on approval of the Habitat Conservation Plan (HCP) that is currently being developed by the Port of Olympia and the City of Tumwater (both of which would benefit financially from airport development). The HCP would require approval by the U.S. Fish and Wildlife Service. As of now, there is no such approval. Yet airport planners have forged ahead with the Update. The MPU does not explain that the objective is to secure “take” permits. Take permits allow construction activities even if endangered species are crushed, injured or killed (words taken from official HCP planning documents). Take permits can also allow endangered species to be relocated to properties with less-than-ideal soil conditions for their species. Additionally, if unfettered growth of the airport continues, wildlife beyond boundaries of the airport will also be adversely impacted by low-flying aircraft: The Black River National Wildlife Preserve, West Rocky Prairie Wildlife Area, Millersylvania State Park, the Deschutes River Preserve and Watershed Park all support a wide variety of wildlife and are located within 5 miles of the Olympia Airport. (See Appendix 1 for adverse effects on people and wildlife within a 10 mile radius.)</p> <p><b>Climate Impacts</b>          According to the MPU, 78 % of aircraft owners who base their aircraft at the Olympia Airport and responded to an airport survey use their aircraft for personal use.          The world is in the throes of a climate emergency. Business as usual cannot be an option, a fact recognized by Thurston County’s 25 years of growth management planning and its recently adopted Climate Action Plan. Both of these would be completely undermined by expanded aircraft operations here. Furthermore, our state has committed to a serious reduction in greenhouse gasses (GHG). The state’s GHG goals are:</p> <table border="1" style="width: 100%;"> <thead> <tr> <th>YEAR</th> <th>LIMIT</th> </tr> </thead> <tbody> <tr> <td>2030</td> <td>45% below 1990 level</td> </tr> <tr> <td>2040</td> <td>70% below 1990 level</td> </tr> <tr> <td>2050</td> <td>95% below 1990 level</td> </tr> </tbody> </table>	YEAR	LIMIT	2030	45% below 1990 level	2040	70% below 1990 level	2050	95% below 1990 level
YEAR	LIMIT								
2030	45% below 1990 level								
2040	70% below 1990 level								
2050	95% below 1990 level								

	<p>Obviously, our state has a lot of work to do to bring these goals to fruition. Certainly, an important part of that work must involve dramatic changes to our transportation systems, including promotion of and support for sustainable means of transportation, such as rail, that everyone can benefit from.</p> <p><b>Economic Impacts</b> While MPU planners have been quick to point out benefits of airport development, they've failed to even mention economic burdens borne by those living near the airport and under flight paths. Aircraft flight paths have been associated with depreciation of residential property values. Residential property is a major investment for many people; for some it is their sole financial asset. (Please see Appendix 3 for further information.) Along with increased public health risks and the resulting financial burden and real estate losses, airports come with a less easily quantified, though potentially even more serious cost in the long run, such as diminished quality of life.</p> <p>Commissioners, to ensure that the best interests of the environment and those who live in Thurston County are taken into account, please call for an Environmental Impact Statement (EIS) for the Master Plan Update, Thank you for your attention, Jan Witt</p> <p><b>APPENDIX 1</b> <b>Health Impacts</b> Increased public health risks associated with living near busy airports and under flight paths have been well documented in many studies. In 2020, the Washington State Legislature directed Seattle and King County Public Health Departments to produce information pertaining to impacts of Sea-Tac airport operations on the health of those living within a one-mile, a five-mile, and a 10-mile radius of the airport. Seattle and King County Public Health and the University of Washington completed the assigned tasks. Findings and monitoring results were discussed at length during an August 26, 2021 meeting of the now disbanded Commercial Aviation Coordinating Commission (CACC). The studies indicated that living within a 10-mile radius of Sea-Tac is associated with "causal" increased health risks. According to the study: "A relationship is considered causal when multiple, high-quality studies conducted by multiple researchers show that exposure leads to the health outcome in question, the biological pathways of harm are supported by the evidence available, and alternative explanations have been ruled out." The studies concluded that there is a significant disparity in health risks for those living within a 10 mile radius of Sea-Tac in comparison with those living in other parts of King County; the closer to the airport and flight paths, the greater the risks. (Note: Much of Olympia, Tumwater and Lacey lies within 10 miles of the Olympia Airport.) The literature review concluded that causal risks of living within a 10-mile radius of Sea-Tac due to noise include increased risk of hypertension and heart disease, sleep disturbance and annoyance and with likely causal risk of negative school performance among children. Sea-Tac aviation-related air pollution is associated with causal increases in hospitalizations for heart disease and respiratory disease and with likely causal increases in nervous system disorders and poor birth</p>
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	<p>outcomes. As a group, airport-related pollutants have been linked to increased risk of stroke and likely causal risk of diabetes.</p> <p>The presentation to the CAC included discussion about monitoring of ultrafine particles (UFPs) that had been conducted near Sea-Tac and under its flight paths: Substantially higher concentrations of UFPs were found under aircraft approach flight paths within 10-miles of Sea-Tac. UFPs are able to cross placenta barriers and blood/brain barriers. Emerging research pertaining to the Los Angeles International Airport has found positive associations between aircraft-related UFPs and increased risk of pre-term births and malignant brain cancers near that airport.</p> <p>UFPs are not regulated by the EPA.</p> <p><b>APPENDIX 2</b>  <b>FAA Noise Metrics</b></p> <p>The FAA refuses to adhere to noise standards endorsed by the Environmental Protection Agency, the World Health Organization, the Federal Energy Regulatory Commission and the World Bank.</p> <p>For decades the FAA has been using a seriously flawed and outdated manner of measuring noise impacts on a community with a metric called DNL 65dB (annual day/night average of noise decibels). DNL levels are based on averages rather than single noise occurrences. Of course, people hear and are disturbed by single noise occurrences, not averages of noise.</p> <p>The decibel scale is logarithmic and, like the Richter Scale, not linear. An increase from 10 dB to 20 dB equals a 10-fold increase in loudness.</p> <p>The EPA recommends a maximum of 55 DNL to protect human health and welfare. But the FAA contends that 65 DNL, 10 times more, is the measurement below which impacts are deemed insignificant. In fact, the FAA noise recommendations are far higher than those recommended by the World Health Organization (50 DNL maximum to prevent serious annoyance), the Federal Energy Regulatory Commission (55 DNL maximum limit for noise in residential areas), and even the World Bank (55 DNL noise limit for any new development). Use of FAA noise regulation as a method of determining impacts on communities surrounding the Olympia Airport supposes that it is acceptable to subject communities near the airport to noise levels that the EPA, World Health Organization, Federal Energy Regulatory Commission and World Bank have determined are unacceptable and unhealthy to human beings.</p> <p>A 2020 letter to the FAA from twenty-five members of Congress (including Washington’s Adam Smith) states:</p> <p>...When the FAA Reauthorization Act of 2018 was passed into law, Congress sought to address community airplane noise concerns by utilizing the scientific and research arms of the FAA to substantively evaluate alternative noise metrics with an eventual eye to having those metrics inform FAA decision-making. There is widespread consensus that the DNL metric remains an inadequate measure because it averages noise over a 24-hour period, thereby understating the impact of individual noise incidences. Thus, the congressional intent underpinning Sections 188 and 173 was to address the inadequacy of the DNL metric and nudge the FAA towards a more comprehensive measure. The report fails to understand that intent. Instead, we have received a delayed and highly insufficient report that does not address community impacts of noise....</p> <p>Letter to the FAA from twenty-five members of Congress, September 23,2020</p>
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The FAA has not replaced the 65 DNL noise metric with one that more accurately depicts the actual effect of noise on those living in airport communities. Thus, unless the FAA addresses this concern soon, airport planners will continue to use an outdated and inaccurate means of measuring the effect of aircraft noise on our community.

### APPENDIX 3

#### Depreciation of Residential Property Value

Many studies have found clear associations between depreciation of residential property values in busy urban airport communities, particularly under flight paths. Following are just a few examples:

The Everett Herald newspaper has reported extensively on impacts associated with Paine Field. One such article stated:

"...In 1994, a study on airports' effects on property values was done for the FAA. The study found that home values near Baltimore-Washington International Airport, Los Angeles International and John F. Kennedy Airport in New York all consistently suffered because of aircraft noise. Near Los Angeles International, the study found an 18.6 percent drop, or more than 1.3 percent per decibel, in home values from the quieter to the noisier of two otherwise comparable neighborhoods.

A 1997 study funded by the Washington state Legislature estimated that a planned third runway at Sea-Tac International Airport would reduce the value of otherwise similar homes close to the airport by 10.1 percent compared to other locations..."

"The Noise Question," The Everett Herald, April 16,

2011

After expansion of the O'Hare airport in 2014, flight paths began cropping up over neighborhoods in Chicago that had previously not been subjected to aircraft noise. People in the affected neighborhoods began appealing their property tax assessments. The Cook County Assessor's office conducted a 2-year study of aviation data and real estate trends, which led to reduction in property assessments and property taxes of homes over which new flight paths had developed.

**Staff that responded:** Lorie Watson

**Response:**

Ms. Witt,

Thank you for your second email dated February 12, 2025. Your comments have been logged.

## 2025 EMAIL ATTACHMENTS

### EMAIL ATTACHMENT FOR AMP PC 2025-236 (Bradley)

Page 1 of 7

February 12, 2025

Port of Olympia  
606 Columbia Street NW, Suite 300  
Olympia, WA 98501  
Subject: Opposition to Olympia Airport Expansion as Proposed in the Draft Master Plan Update

Dear Port of Olympia Commissioners,

I am writing to express my deep concerns and opposition to the majority of the proposed Olympia Airport development actions outlined in the draft Master Plan Update (MPU). While the draft MPU contains a few measures designed to improve the safety and efficiency of current operations, most of the proposed changes are oriented towards significant expansion of airport operations.

I have organized my comments into seven categories.

- Confusing Decision-Making Process. The draft document seems incomplete and is very confusing when compared with similar master plan documents prepared by other Washington airports. It appears that the Port is trying to push forward on expansion efforts without (1) considering a full range of alternatives, (2) completing necessary environment reviews, (3) analyzing costs and funding sources and (4) holding a full and transparent discussion with the surrounding community. I recommend that the Port modify the draft MPU and submit the revised/expanded draft document for public review.
- Oppose Airport Expansion. I strongly oppose Port actions that would significantly expand airport operations prior to completing a thorough environmental review and a meaningful public involvement program.
- Improve Regulatory Compliance and Safety. I support the Ports efforts to comply with FAA guidance and improve the safety of current airport operations.
- Overestimated Operations Growth. The draft MPU includes several projections on the future growth in local and itinerant operations that present an inflated picture of future growth and fails to consider the uncertainties in predicting future needs. The Port has used growth assumptions that have a high likelihood of overestimating future demand for airport services. Continued reliance on the draft growth projections could lead to future expenditures that represent poor uses of taxpayer dollars. The Port needs to revise the Aviation Demand Forecast to incorporate the most recent TAF values and provide a better characterization of the full range of future demand estimates.
- Fuel Farm Expansion. The preferred alternative includes an expansion of the existing fuel farm. The draft MPU contains few details, but states that the proposed expansion would double the capacity for aviation fuel storage while keeping the fuel in the same location at the airport. I believe that fuel farm expansion would represent a frivolous use of taxpayer dollars and should be removed from the Preferred Alternative.<sup>1</sup>

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<sup>1</sup> Apparently, the Port and/or the Port Contractor agree with this conclusion. Specifically, the Port has concluded that "...[t]he existing fuel storage facilities are adequate to meet foreseeable demand..." (p. 3- 16 of the draft MPU). Consequently, it is unclear why fuel farm expansion continues to be included in the Preferred Alternative.

Taxpayer funds would be more effectively used by ensuring that the existing tanks installed in 1996 remain safe and fully functional through increased operation and maintenance (O&M) or existing tank replacement.

- Maintaining Pavement Conditions. The draft MPU includes information on the runway and taxiway pavement condition indicating that about thirty (30) percent of airport pavement areas need some type of rehabilitation and/or replacement. The Port should prioritize maintaining existing pavement instead of expanding the airport's infrastructure. The final MPU should include an up-to-date status report of pavement conditions and a detailed plan (with cost estimates) for remediating substandard segments.
- Further Financial Analysis of Medium-Term Taxiway Changes. The Port needs to clarify whether the taxiway changes designed to improve airport efficiency are financially feasible without airport expansion.

### Confusing Decision-Making Process

During my professional career, I led and/or participated in many large construction and cleanup projects. Most of those projects were designed to systematically characterize the project needs and goals, develop a range of alternatives, collect data to assess the alternatives and select a proposed action that considers legal requirements, health risks, costs, and community views.

As I read through the draft MPU and associated documents, it appears that the process being used to develop the draft MPU is the reverse of the processes that I'm familiar with. In this case, the Port appears to have decided that they want to expand airport operations, developed a limited set of alternatives for achieving that goal (to the exclusion of other alternatives preferred by the surrounding community) and delayed environmental and financial assessments that might uncover inconvenient details that could derail expansion efforts.

I don't believe the Port hasn't done themselves any favors with the draft MPU. The document seems incomplete and postponing environmental and cost analyses could result in wasted taxpayer funds. The draft MPU is also very confusing when compared with similar documents prepared by other Washington airports. I recommend that the Port modify the draft MPU and submit the modified draft document for public review. In particular:

- Limited Range of Alternatives: The Port has considered a very narrow set of alternatives when preparing the draft MPU. Other master plan updates include a broader range of alternatives with the subsequent evaluations describing the tradeoffs, pros and cons of each alternative. The Port of Olympia should revise/amend the draft MPU to include a broader range of alternatives. I particularly liked the Port of Benton's consideration of three landside alternatives that reflected different levels of growth and revenue potential.<sup>2</sup> At a minimum, that should include a "No Action" alternative. Even though such an alternative may not fulfill all FAA requirements, inclusion of other alternatives would enable the public and Port Commissioners to better understand the tradeoffs Port staff are grappling with during this process.
- Limited Environmental Analysis of Alternatives. The draft MPU and the environmental checklist issued by the Port on February 5, 2025, contain limited environmental data and analysis. I found that the Port used

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<sup>2</sup> The Port of Benton considered three alternatives for landside configurations when preparing their Airport Master Plan: Landside Configuration No. 1A – Low Growth, Limited Revenue Potential; Landside Configuration No. 1B – Low-Moderate Growth, Modest Revenue Potential; and Landside Configuration No. 2 – High Growth, Significant Revenue Potential.

the same boilerplate phrase<sup>3</sup> thirty-nine times to defer meaningful discussion of environmental impacts in draft SEPA checklist. The Port seems to be punting those assessments to the future. I am concerned that limiting environmental review to individual projects will prevent consideration of the cumulative impacts of the master plan update. This is inconsistent with the SEPA guidance<sup>4</sup> published by the Department of Ecology which states that "...[p]hased review is not appropriate when it would merely divide a project to avoid consideration of cumulative impacts or alternatives..." (pp. 10 -11).

- **No Discussion of Implementation Costs.** The draft MPU does not include information on implementation costs, expected revenues and funding sources. From a business management standpoint, it is difficult to imagine that the Port has gotten this far in the process without developing a preliminary financial assessment. The Port should revise/amend the draft MPU to incorporate financial information on the various alternatives. This will provide the community and Port Commissioners a transparent description of the financial challenges associated with implementing some or all the proposed actions. Other airports have included cost information in their master plan updates. For example, the Port of Benton included a financial review in their 2021 master plan update.<sup>5</sup> I found Tables 6-1 through 6-4 to be particularly informative and recommend that the Port of Olympia present similar types of financial information in a revised/amended MPU for the Olympia Airport.
- **Limited Rationale for the Preferred Alternative.** The rationale for selecting the preferred alternative is murky at best. Table 5.1 – Evaluation of Alternatives of the Richland Airport MPU provides a much clearer and transparent presentation of the range of alternatives considered by the Port of Benton and the Port's evaluation of each alternative using a clear set of evaluation criteria. The Port should revise the draft MPU to provide a clear rationale for the preferred alternative and the tradeoffs involved with future implementation.

### Oppose Airport Expansion

The Preferred Alternative provides a blueprint for an aggressive expansion of airport operations. I strongly oppose Port actions that would significantly expand airport operations prior to completing a thorough environmental review and a meaningful public involvement program.

As discussed above, I have several concerns related to the level of analysis of the environmental impacts associated with the planned airport development. This makes it impossible for the public to judge whether the changes proposed under the Plan are reasonable or not for the airport. My major concerns include:

- **Destruction of Critical Habitat:** Two of the largest Thurston County populations of two federally endangered wildlife species (the Mazama pocket gopher and streaked horned lark) are located on the airport site. Chapter 4 of the draft Plan shows that the Port hopes to convert 380 to 443 acres of the airfield into various types of development directed at general aviation, commercial aviation, industrial development, and hangar and fuel farm expansion. This type and amount of development would therefore destroy most of the

<sup>3</sup> Port of Olympia. 2025. Port of Olympia - Olympia Regional Airport SEPA Environmental Checklist for Airport Master Plan Update (Dated January 31, 2025). Prepared by Chris Paolini, Airport Senior Manager. Document available at: <https://airport.portolympia.com/airport-master-plan/>

<sup>4</sup> Department of Ecology. 2018. State Environmental Policy Act Handbook (2018 Updates). Document available at: <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-laws-rules>

<sup>5</sup> Port of Benton. 2021. Richland Airport Airport Master Plan. Document available at: <https://portofbenton.com/wp-content/uploads/2022/11/RLD-MPU-Final.pdf>

habitat currently present at the airport for both species and is simply not compatible with the conservation of either species. This makes the airport development plans highly uncertain.

- **Noise:** Increased air traffic would lead to greater noise pollution, heavily impacting the quality of life for residents of surrounding communities. Continuous noise can result in health issues such as stress, sleep disturbances, and hearing loss. The draft MPU and environmental checklist defers analysis of potential noise impacts in the surrounding community to subsequent project-level review. It is unlikely this phased approach will result in an adequate consideration of cumulative noise impacts.
- **Greenhouse Gas Emissions:** Increased airport operations would lead to higher carbon emissions from planes, airport equipment and associated cars and trucks. There is no discussion in the draft MPU about the impacts of increased fossil fuel-burning aircraft flights over Thurston County on local climate mitigation plans.
- **Direct and Indirect Air Quality Impacts:** The draft MPU contains very limited analysis of the potential air quality impacts associated with increased airport operations.

#### **Improve Regulatory Compliance and Safety.**

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The preferred alternative includes several runway and taxiway changes that are designed to increase airport safety and improve compliance with FAA guidelines. These include:

- Rehabilitation and Shorten Runway 8/26.
- Runway 17/35 Rehabilitation.
- Construct Runup Apron.
- Relocate Connector Taxiways to Runway 8/26 to meet Design Standards.
- Relocate Taxiway F Connection to Runway 8/26 to Meet Design Standards.

I support the Ports efforts to comply with FAA guidance and improve the safety of current airport operations. These changes are needed independent of any future increases in air traffic at the Olympia Airport. The Port appears to have prioritized these measures for short- (2022 – 2025) or medium-term (2026 – 2029) implementation.

#### **Overestimated Operations Growth**

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The draft MPU includes several projections on the future growth in local and itinerant operations. These projections appear to present an inflated picture of future growth and fail to consider the uncertainties in predicting future needs. Specifically, the Port has used growth assumptions that have a high likelihood of overestimating future demand for airport services. Continued reliance on the draft growth projections could lead to future expenditures that represent poor uses of taxpayer dollars.

The Port needs to revise the Aviation Demand Forecast to incorporate the most recent TAF values and provide a better characterization of the full range of estimated future airport needs. Other airport master programs provide far greater transparency on the forecast range of future airport needs (See Figures 3-7 and 3-9 in the Richland Airport – Airport Master Plan Update for the Richland Airport).

- The draft MPU projections exceed the FAA TAF forecast prepared for the Olympia Airport in 2019. Given the delays in completing the Master Plan Update, the FAA has continued to annually update the TAF forecasts. The TAF for 2025 includes total operation estimates for 2045 (65,427) that are slightly lower than the 2019 estimates (66,111). While not necessarily significant, the lower value likely incorporates more recent factors that should be considered by the Port in an updated analysis.

- The draft MPU projections reflect the use of growth rates that fall at the upper end of the range of the average annual growth rates summarized in Table 2-22 (Indicators and Growth Rates Employed in OLM Operations Forecast #2). The Port stated that "...[u]sing these growth rates as inputs and developing averages for both local and itinerant operations, this forecast sees local operations growing at a rate of 0.96 percent annually and itinerant operations at a rate of 0.87 percent annually..." (p. 2-26 of the Aviation Demand Forecast).

I'm confident that the Port knows that the choice of the assumed growth rates can make a huge difference in the forecasts for future needs. To illustrate how different growth rate choices can impact future operation estimates, I started with the six average annual growth rates for local and itinerant operations that the Port presented in Table 2-22. I excluded the high and low average annual growth factors for both local and itinerant operations and calculated an average of the four remaining values. I then estimated 2040 operations using the average, high and low growth rates for both local and itinerant operations. For each growth rate, the local and itinerant estimates were summed to produce an estimate of total operations. The results are shown below.

Comparison of 2040 OLM Operations Forecasts

Growth Rate	Local	Itinerant	Total	% above 2020
Lowest Growth Rates	42,117	33,400	75,517	7.2%
Average Growth Rates	44,090	36,455	80,544	14.3%
Highest Growth Rates	46,242	39,383	85,625	21.5%
Draft MPU	47,460	37,205	84,665	20.2%

### Fuel Farm Expansion

The preferred alternative includes an expansion of the existing fuel farm. The draft MPU contains few details, but states that the proposed expansion would double the capacity for aviation fuel storage while keeping the fuel in the same location at the airport.

I believe it is reasonable to assume that fuel use will increase in the future, but I have serious questions on whether the fuel farm needs to be expanded to meet any increased demand that materializes between now and 2040.

- Falling Fuel Deliveries. Table 1-8 in the draft MPU reveals that the fuel deliveries in 2020 were 13% lower than the amount of fuel delivered in 2010.<sup>6</sup>
- Excess Fuel Tank Capacity. The Port states that "...[t]he facility has a capacity of eight individual fuel tanks, of which six are in use..." (Inventory of Existing Conditions, p 1-25). The port notes that "...[t]he remaining two spaces are vacant and able to be used by any existing or future FBO when desired..." Full use of all eight fuel tanks would represent a 30% increase in the fuel farm capacity provided by the current six tanks being used at the airports. This is more than enough to support reasonable growth in airport operations for the foreseeable future.

<sup>6</sup> NOTE: Figure 2-5 (Fuel sales records for OLM, 2010 – 2020) indicates that fuel sales in 2020 were similar to 2010. The figure does not include units. If the figure is based on the number of gallons sold, it suggests that not all deliveries were sold/used in the same calendar year.

Given these factors, I believe that fuel farm expansion would represent a frivolous use of taxpayer dollars. Taxpayer funds would be more effectively devoted to ensuring that the existing tanks installed in 1996 remain safe and fully functional through increased O&M or existing tank replacement.

Apparently, the Port and/or the Port Contractor agree with this conclusion. Specifically, the Port has concluded that "...[t]he existing fuel storage facilities are adequate to meet foreseeable demand..." (p 3- 16 of the draft MPU). Consequently, it is unclear why fuel farm expansion continues to be included in the Preferred Alternative.

**Maintaining Pavement Condition**

The Port has identified continued pavement maintenance as "absolutely necessary" for any proposed development:

*It is critical that any planned development at OLM is in full compliance with FAA standards and in accordance with FAA grant assurances. Non-compliance with FAA grant assurances could jeopardize all future development at the Airport. Due to this requirement, two specific items were deemed as absolutely necessary for any proposed development and were included as part of every alternative. These are:*

- *Continued Pavement Maintenance*
- *Sign and Marking Upgrades. (p. 4-2 of the draft MPU).*

The draft MPU summarizes the results of a pavement inspection conducted in 2018 by WSDOT Aviation. The inspection provides information on existing (2018) and forecasted (2025) pavement conditions for the Airport. The condition of each branch and section of pavement is reported through a pavement condition index (PCI) to identify on a 0-100 scale.

Generally, pavements over 70 are considered good (86 – 100) or satisfactory (71 – 85). The Port and/or the Port Contractor have stated:

*"...[t]he Airport should rehabilitate and maintain the pavement through a pavement management plan. Pavement with a PCI of less than 70 should be the focus of near-term pavement maintenance...." (p. 3-13 of the draft MPU)*

The existing and forecasted PCI values for 40 paved areas at OLM are presented in Figure 1-5 and Table 1-4 of the draft MPU. Using the Port's action criteria (PCI below 70) and the 2025 forecasted values, nineteen of the forty paved areas need some type of rehabilitation and/or repair (see table below).

Summary of Forecasted<sup>7</sup> PCI for 2025 From Table 1-4

Rating	PCI Range	Paved Areas
Good	86-100	6
Satisfactory	71 - 85	15
Fair	56 - 70	8
Poor	41 - 55	4
Very Poor	26 - 40	4
Serious	11 - 25	2
Failed	0 - 10	1

<sup>7</sup> Note: Table 1-4 presents forecasted PCI values for 2025. It is unclear whether the Port has taken steps to rehabilitate some of these areas after the completion of the PCI survey in 2018.

The Port should prioritize maintaining existing infrastructure instead of expanding the airport's infrastructure. The final MPU should include an up-to-day status of pavement conditions and a detailed plan (with cost estimates) for remediating substandard pavement conditions. This plan could be integrated with many elements in Preferred Alternative that appear to provide opportunities for improving existing pavement conditions and/or reducing future O&M challenges:

- The Port estimates that the Preferred Alternative will result in 550,000 square feet less pavement than the existing taxiways and runway pavement.
- The Preferred Alternative also includes several elements that provide opportunities for pavement rehabilitation: removal of Taxiway D (PCI = 38 (very poor)); relocation of Taxiway W (PCI = 69 (Fair)); and shortening Runway 8-26 (PCI = 51 (Poor)).

#### Financial and Environmental Analysis of Taxiway Changes Designed to Increase Airport Capacity

The Port appears to be contemplating several types of changes which will (in total) increase airport capacity. Several of taxiway changes appear to be driven by the need to comply with FAA design standards (see comments above). The Port appears to have appropriately prioritized these measures for short- (2022 – 2025) or medium-term (2026 – 2029) implementation.

Other taxiway changes appear to be designed to increase the airport's capacity to accommodate ever-growing numbers of aircraft operations. It is unclear whether these changes are financially viable without an increase in revenues driven by expanded airport operations. Full implementation of these type of changes in advance of a full environmental review and cost analysis would be a poor use of taxpayer dollars if subsequent reviews foreclose some or all the Port's airport expansion plans.

I recommend that the Port develop cost estimates for these changes and reassess whether the changes are financially feasible without significant airport expansion.

#### Closing

In closing, thank you for the opportunity to provide comments on the draft Airport Master Plan Update. I urge the Port of Olympia to consider the public comments and prepare a revised MPU document for additional public review and discussion.

Sincerely,



Dave Bradley  
401 18<sup>th</sup> Avenue SE  
Olympia, WA 98501  
bradleydave2015@gmail.com



State of Washington

## DEPARTMENT OF FISH AND WILDLIFE

Mailing Address: P.O. Box 43200, Olympia, WA 98504-3200 • (360) 902-2200 • TDD (360) 902-2207

Main Office Location: Natural Resources Building, 1111 Washington Street SE, Olympia, WA

February 12, 2025

To: Chris Paolini, Airport Senior Manager  
Port of Olympia | Olympia Regional Airport  
7643 Old Hwy 99 SE,  
Tumwater, WA 98501

To Whom It May Concern:

On behalf of the Washington Department of Fish and Wildlife (WDFW), thank you for the opportunity to provide input regarding the Olympia Regional Airport's (Airport) 2025 Airport Master Plan update (MPU). We appreciate the opportunities that WDFW has had to collaborate and discuss conservation needs at the airport, including a partnership to conduct nesting surveys for the streaked horned lark, and we look forward to continuing to work together.

The Airport MPU is a long-range planning document that identifies needed improvements, growth opportunities, and changing conditions at the airport. Given the presence of federal and state listed species, the proposed development in the MPU and the subsequent potential impacts to species and their habitats will require the use of Washington State's mitigation sequence to ensure appropriate compensation for impacts to the State's natural resources. We recognize that under the Airport MPU, no actions are being proposed to take place until further state and federal environmental review is done, and that any future possible impact and mitigation accounting will occur through the Port and the City of Tumwater's pending Habitat Conservation Plan (HCP). We appreciate the Port's efforts to balance both planning processes.

In this letter, we offer recommendations for how the Airport's MPU can reduce impacts to state and federally protected wildlife species, including streaked horned lark (*Ermeophila alpestris strigata*; lark), Olympia pocket gopher (*Thomomys mazama pugetensis*; gopher), and Oregon vesper sparrow (*Pooecetes gramineus affinis*; sparrow), collectively referred to as the "covered species". We do not provide recommendations for mitigation, as that is part of the development of the Port and the City of Tumwater's HCP. These recommendations reflect WDFW's mission to preserve, protect, and perpetuate the state's fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities.

## AIRPORT CONFIGURATION AND TIMING

1. Prioritize development in timbered or already developed areas to avoid further impacts to species and habitats.

To minimize the loss of ecologically important prairie habitat at the Airport, we recommend prioritizing development in timbered or already developed areas, including outside of the perimeter fence, where impacts to the covered species would be minimized. The covered species depend on prairie habitats with specific soil types for gophers and open viewsheds for larks. Timbered and already developed areas do not support populations of the covered species because they lack the essential features of their habitat, including openness, sparse short statured vegetation, suitable intact soils, and forage. Given the rarity of prairie habitat in South Puget Sound, prioritizing prairie protection is recommended at the Airport.

- *Gopher*: Gophers require well-drained glacial outwash prairie soil and available nutrient rich herbaceous plant food sources. Large-scale construction projects, such as the build out of new hangers, pavement, and expanded taxiways, may directly impact the gopher population, reduce available habitat, and prevent population movement across suitable habitat.

The proposed large-scale developments on Southwest GA Corporate (50 acres), Northwest GA Corporate Emerging Technology (19.7 acres), East GA Small (6.5 acres), Southeast GA Small (70 acres) and Aviation Related Industrial (110.5 acres) have a high probability of negatively impacting gophers from soil disturbance, direct mortality, and habitat reduction.

- *Larks*: Larks require open, unobstructed landscapes for flight, foraging, and nesting, and are sensitive to encroachment by tall structures. Tall buildings, such as hangers and industrial buildings, reduce the suitable landscape habitat and viewshed available for larks and increase the total edge effect at the Airport. Edge effects can have complex and cumulative impacts on the species, including encroachment of woody vegetation, higher exposure to predators, displacement by urban species, and more. With development as currently proposed, the size and shape of the potential remaining prairie will likely significantly reduce its functionality for successful breeding and nesting and may reduce the population locally and regionally.

The proposed large-scale developments on Southwest GA Corporate (50 acres), Northwest GA Corporate Emerging Technology (19.7 acres), East GA Small (6.5 acres), Southeast GA Small (70 acres) and Aviation Related Industrial (110.5 acres) have a high probability of negatively impacting larks because of vegetation and habitat removal, vertical obstruction, and edge effect.

2. Limit timing of development to non-breeding seasons.

To minimize impacts to each covered species, construction and development should occur outside the breeding season to avoid direct harm to the species. The gopher's breeding season is March to June. The lark and sparrow breeding seasons are mid-April through August.

## AIRPORT USE, OPERATIONS, AND MAINTENANCE

While habitat loss may pose the biggest risk to covered species, airport use, operations, and maintenance can have short and long-term effects, as well as cumulative impacts to local habitats. To reduce potential species impacts from airport operations, we recommend the following:

1. Take measures to reduce soil compaction caused by off-pavement parking and driving.

There is the potential for soil compaction to occur due to off-pavement parking and driving. WDFW considers soil compaction a permanent impact to the gophers. We recommend restricting parking to paved areas at the Airport and leased lands to avoid soil compaction. This includes staging equipment and airport maintenance unless necessary for completing a permitted activity.

2. Waste Management Programs.

We recommend adopting signage and communication on the proper disposal of waste during events and normal operation. Proper waste management reduces the amount of nuisance wildlife or birds foraging from onsite dumpsters and bins, predation exposure, bird airstrike hazards, and other wildlife conflicts.

We again appreciate the opportunity to provide comment and hope that these recommendations will be helpful guidance for the 2025 Airport Master Plan update. We also commend the Port's plans to mitigate for impacts to the covered species as a result of airport activities through the development of the HCP and partnerships with state and federal agencies. Please do not hesitate to reach out with any questions or concerns; they can be directed to Jessica Bryant ([Jessica.Bryant@dfw.wa.gov](mailto:Jessica.Bryant@dfw.wa.gov)).

Sincerely,



Gwen Lentos  
Regional Habitat Program Manager  
Washington Department of Fish and Wildlife

Cc: Janet Gorrell, Landscape Conservation Section Manager ([Janet.Gorrell@dfw.wa.gov](mailto:Janet.Gorrell@dfw.wa.gov))  
Eszter Munes, Westside Habitat Restoration Coordinator ([Eszter.Munes@dfw.wa.gov](mailto:Eszter.Munes@dfw.wa.gov))  
Jessica Bryant, Regional Land Use Lead ([Jessica.Bryant@dfw.wa.gov](mailto:Jessica.Bryant@dfw.wa.gov))



A Washington State Chapter of the National Audubon Society  
P.O. Box 2524, Olympia, WA 98507  
(360) 352-7299 [www.blackhills-audubon.org](http://www.blackhills-audubon.org)

*Black Hills Audubon Society is a volunteer, non-profit organization of more than 1,300 members in Thurston, Mason, and Lewis Counties whose goals are to promote environmental education and protect our ecosystems for future generations.*

TO: Port of Olympia, Master Plan Update staff, [ampupdate@portolympia.com](mailto:ampupdate@portolympia.com)

FROM: Black Hills Audubon Society Conservation Committee and Center for Biological Diversity

Date: February 12, 2025

RE: Public comment on the Olympia Airport Master Plan

Black Hills Audubon Society is committed to efforts toward conservation which support and preserve wildlife and their habitat. The two main threats to wildlife at this time are (a) habitat loss and degradation – largely from development and (b) climate change.

It is in this context that we strongly recommend you reject the Olympia Master Plan (OMP) updates and make changes which recognize and protect the endangered species on the airport property and add climate mitigation elements to your master plan.

We also urge you to perform an Environmental Impact Statement (EIS) for the Olympia Master Plan updates. Due to the multiple threatened species on the property, a SEPA process is inadequate.

Threats to Endangered Species and Loss of their Habitat on the Airport Property:

Our 2013 objections to the original Olympia Master Plan Update (attached) have not been addressed, and the new update exacerbates, rather than reduces those concerns.

To reiterate:

"...The Olympia Airport has some of the best prairie habitat for the Mazama Pocket Gopher and Streaked Horned Lark in Thurston County. The friable soil is choice soil for the Mazama Pocket Gopher. The flat terrain is ideal for Streaked Horned Lark nesting preference. The conceptual twenty-year buildout plan shows that almost all the Streak Horned Lark WDFW recommended priority habitat could be slated for development.

If all the 20-year buildout airport projects do get developed, concurrent with the predicted development and habitat degradation of prairie habitat in the rest of Thurston County, we have serious concerns that these prairie dependent species would have a high probability of becoming extirpated in Thurston County within the next two decades."<sup>1</sup>

Our current review of the updated OMP (please see "Mapping of Species and Species Habitat" below) is that the threats to listed species are even more dire with this plan. The "preferred alternative" includes extensive construction work to reduce runway size, remove and re-build taxi lanes on top of prime Olympia Pocket Gopher habitat - *where species are present*. The preferred alternative long-term development result enables additional industrial and commercial development on top of prime ESA habitat on all sides of the airport operations property. This will result in both take (killing) of listed species and will result in significant permanent loss of habitat that may not be recoverable.

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<sup>1</sup> October 24, 2013, public comment on the Olympia Regional Airport Master Plan update, Black Hills Audubon Society.

As in 2013, we request that an EIS be performed to authoritatively assess the impact of this plan on the listed species. What's changed since 2013 is that Tumwater and Thurston County are in the midst of an unprecedented residential development boom, with a 30% population increase forecasted by 2050. This means there is increasing demand for land for residential development, and even land for mitigation is already shrinking.

Also, since 2013, the Airport has been identified as one of the key locations for recovery of the Olympia Mazama Pocket Gopher and has nesting Streaked Horned larks. Habitat loss across the county means that the airport, even with the threats to develop, remains one of the most important areas for species recovery.

As acknowledged in the Olympia Master plan, the Federal Aviation Administration (FAA) rules require a full National Environmental Policy Act (NEPA) assessment, which may mandate an EIS<sup>2</sup>. We believe an EIS is absolutely necessary at the plan level, so the plan can be better designed to protect the endangered species on site. An EIS is key to fully assessing the impact of this development mega-project on the habitat of the Olympia Pocket Gopher and the Streaked Horned Lark, whose habitat spans the Airport properties.

**A. The Port of Olympia must execute a full EIS on the existing version of the plan to provide guidance to better conserve habitat and protect the Endangered species on the property from extinction. A SEPA analysis for an area with multiple endangered species resident is completely inadequate for this task.**

Given that there will be clear impacts to listed species, a Tumwater HCP must also be in place to avoid violating the Endangered Species Act (ESA).

#### Need for Climate Change Mitigation actions in the Plan

Secondly, the 'Preferred Alternative' is entirely devoid of any actions or plans which address climate change. While biofuels and EV charging were included in some of the alternatives, neither of these options is part of the 'preferred alternative'. Thurston County and its regional partners made climate mitigation commitments in 2018 to meet Greenhouse Gas Emissions reductions targets of 45% reduction by 2030, 85% reduction by 2050<sup>3</sup>, yet nothing in this plan references this commitment. This is especially egregious since aircraft emissions are some of the worst GHG emitters by class<sup>4</sup>.

#### Note on FAA and Sustainability:

At this writing, many of the sustainability actions and standards for the FAA which were in progress are now on hold, as is referenced briefly in Chapter 4, table 4-1. It's a little hard to figure out exactly what's still required, as many of these FAA websites are down.

Whatever happens at the federal level, the best available science indicates that climate change is simply a fact and is being measured: all sectors of industry must act now to slow the pace of climate change in order for wildlife to have time to adapt. Otherwise, predictions are that we will lose 30% of our species by 2100<sup>5</sup>. We fully expect the FAA standards for sustainability and climate change mitigation to be restored in the future.

**B. The Olympia Airport Master Plan must include a full assessment of current and future GHG emissions and include substantive and effective means to reduce GHG emissions from aircraft operations per the commitments made in the Thurston Climate Mitigation Plan.**

<sup>2</sup> [https://www.environment.fhwa.dot.gov/legislation/other\\_legislation/natural/laws\\_esaguide.asp](https://www.environment.fhwa.dot.gov/legislation/other_legislation/natural/laws_esaguide.asp) has a good explanation of the tie between NEPA and endangered species.

<sup>3</sup> [https://thurstonclimatecollaborative.org/wp-content/uploads/2024/07/TCMP\\_2020-compressed.pdf](https://thurstonclimatecollaborative.org/wp-content/uploads/2024/07/TCMP_2020-compressed.pdf)

<sup>4</sup> NOAA study showing 3.5% of climate change may be due to aviation:  
<https://research.noaa.gov/aviation-is-responsible-for-35-percent-of-climate-change-study-finds/>

<sup>5</sup> <https://phys.org/news/2024-12-meta-analysis-current-global-impacts.html>

**EMAIL ATTACHMENT FOR AMP PC 2025-257 (Norton)**

**Page 3 of 7**

We urge you to reject the current version of this plan and implement these recommendations in order to protect biodiversity in general, threatened species in particular, and human health and safety.

Sincerely,  
Black Hills Audubon Conservation Committee, Sam Merrill III, chair

Center for Biological Diversity, Noah Greenwald, M.S., Endangered Species Director

**Mapping of Species and species habitat threats:**

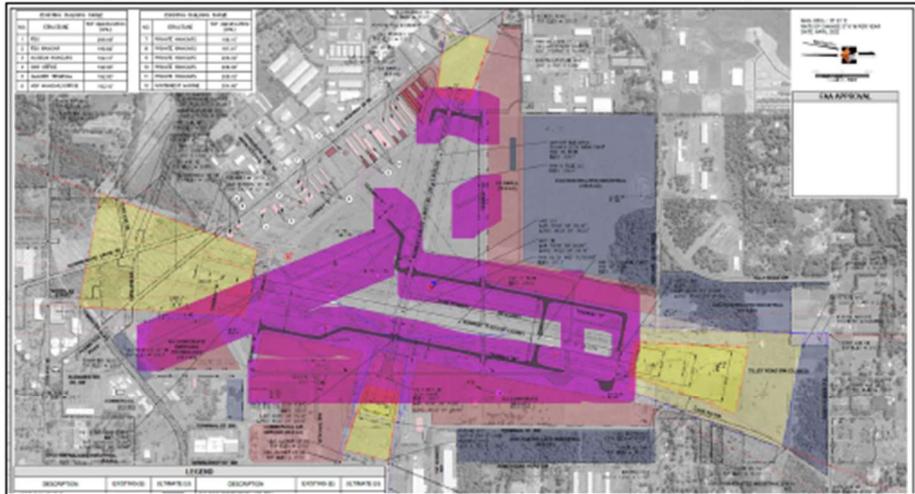
#1 – The Preferred Alternative “realignment” of the taxi ways has the net effect of narrowing the area used for aircraft operations, adding contiguous space along the 2 sides opposite old highway 99 for development, and reducing and fragmenting further prime Olympia Pocket Gopher habitat. This design also enables larger commercial developments to be built.

Removing existing taxi lanes to shrink the space used by aircraft/expand development area:



#2 The construction to make the taxi lane changes alone, will disturb a significant % of the existing ground/OPG habitat, even if the final result is less runway surface. Construction requires them to remove existing asphalt, then smooth surfaces, dig sub-surface draining infrastructure, and then pour new asphalt/concrete onto new [open prairie/habitat] areas. Heavy construction vehicles will destroy habitat - compressing gopher mounds, even in areas that aren't built on. They also emit chemicals and oils that can contaminate the habitat and the CARA aquifer below it.

Habitat disturbed for runway/taxi “realignment” (removals and repaving, heavy construction):

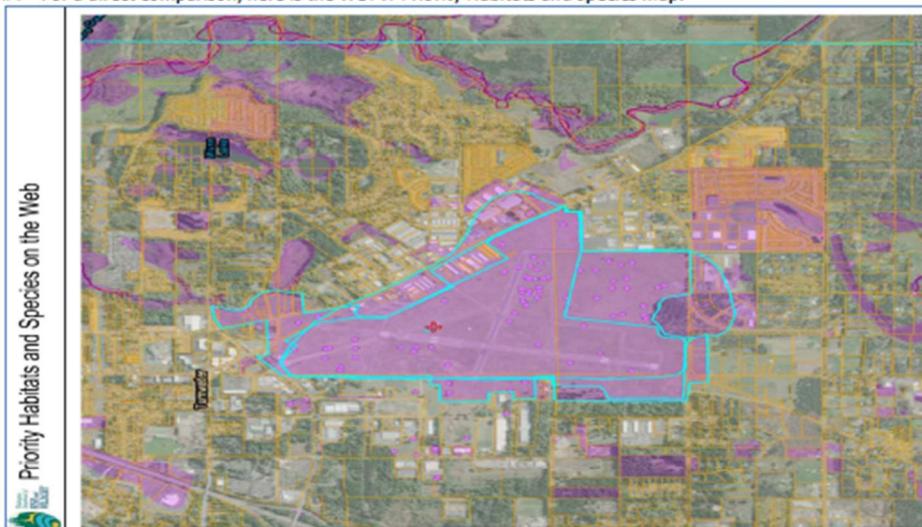


#3 The combined habitat destruction from construction + future-state developed areas leave very little habitat left for the OPG, SLR, VP. This is why we are so concerned about the Master Plan: could be a near-total loss of Endangered species habitat for the 3 listed species on at the airport, including undoubtedly ESA species individuals 'taken'. Of special concern is the Oly Pocket Gophers, as this is their last biggest population existing anywhere<sup>6</sup>. WDFW or USFWS will know if specific locations are more or less problematic for current populations of wildlife. An EIS is necessary to accurately and comprehensively assess this impact.

Habitat loss due to construction for realignment + new development (cumulative impact):



#4 – For a direct comparison, here is the WDFW Priority Habitats and Species map:



<https://geodataservices.wdfw.wa.gov/hp/phs/>

Associated References:

<sup>6</sup> We have this on verbal guidance, please check with USFWS and WDFW to confirm.

Climate mitigation/Aviation GHG's:

- EPA Regulations for Greenhouse Gas Emissions from Aircraft: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-aircraft>
- NOAA study showing 3.5% of climate change may be due to aviation: <https://research.noaa.gov/aviation-is-responsible-for-35-percent-of-climate-change-study-finds/>
- D.S. Lee, D.W. Fahey, A. Skowron, M.R. Allen, U. Burkhardt, Q. Chen, S.J. Doherty, S. Freeman, P.M. Forster, J. Fuglestvedt, A. Gettelman, R.R. De León, L.L. Lim, M.T. Lund, R.J. Millar, B. Owen, J.E. Penner, G. Pitari, M.J. Prather, R. Sausen, L.J. Wilcox, The contribution of global aviation to anthropogenic climate forcing for 2000 to 2018, Atmospheric Environment, Volume 244, 2021, 117834, ISSN 1352-2310, <https://doi.org/10.1016/j.atmosenv.2020.117834>.

- Greenhouse gases from aviation – emissions rules

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-aircraft>

Rule Summary:

The EPA finalized findings that greenhouse gas (GHG) emissions from certain classes of engines used in aircraft contribute to the air pollution that causes climate change endangering public health and welfare under section 231(a) of the Clean Air Act. These findings focus on the six well-mixed GHGs that together represent the largest driver of human-caused climate change: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The EPA's final endangerment and contribution findings for aircraft GHG emissions are in preparation for a future domestic rulemaking process to adopt future GHG standards. Any future proposed aircraft engine standards would also be open to public comment and review before they could take effect.

[Final Rule \(PDF\)](#)(55 pp, 1.1 MB, published August 15, 2016, [About PDF](#))

<https://www.ecfr.gov/current/title-40/chapter-I/subchapter-U/part-1068>

<https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-87>

NEPA background:

NEPA review is required of federal projects. 3 potential types/outcomes<sup>7</sup>:

National Environmental Policy Act Review Process

The National Environmental Policy Act (NEPA) process begins when a federal agency develops a proposal to take a major federal action. These actions are defined at [40 CFR 1508.1](#). The environmental review under NEPA can involve three different levels of analysis:

1. [Categorical Exclusion determination \(CATEX\)](#)

A federal action may be "categorically excluded" from a detailed environmental analysis when the federal action normally does not have a significant effect on the human environment ([40 CFR 1508.1\(e\)](#))

2. [Environmental Assessment/Finding of No Significant Impact \(EA/FONSI\)](#)

A federal agency can determine that a Categorical Exclusion (CATEX) does not apply to a proposed action. The federal agency may then prepare an Environmental Assessment (EA). The EA determines whether or not a federal action has the potential to cause significant environmental effects.

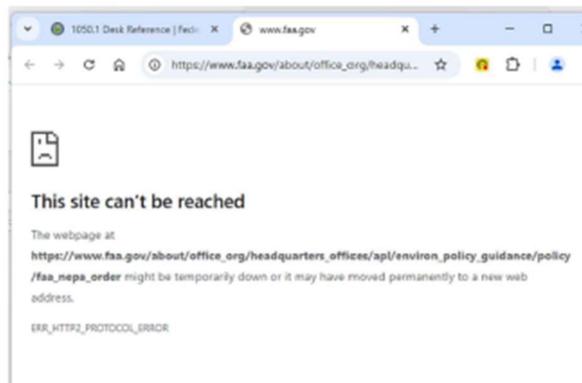
- If the agency determines that the action will not have significant environmental impacts, the agency will issue a Finding of No Significant Impact (FONSI). A FONSI is a document that presents the reasons why the agency has concluded that there are no significant environmental impacts projected to occur upon implementation of the action.

<sup>7</sup> <https://www.epa.gov/nepa/national-environmental-policy-act-review-process>

- If the EA determines that the environmental impacts of a proposed Federal action will be significant, an Environmental Impact Statement is prepared.
3. [Environmental Impact Statement \(EIS\)](#)  
Federal agencies prepare an 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.

FAA environmental impact categories needed for EA/EIS analysis:

- As mentioned, not all sites are currently available...  
[https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/environ\\_policy\\_guidance/policy/faa\\_ne\\_pa\\_order](https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_ne_pa_order)



- Alternative - Order 1050.1F site :  
[https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/environ\\_policy\\_guidance/policy/faa\\_ne\\_pa\\_order/desk\\_ref](https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_ne_pa_order/desk_ref) OOPS - the links on this page are stubbed out too. Please see BHAS Conservation committee for a manually downloaded copy of 1050.1F.

TO: Port of Olympia

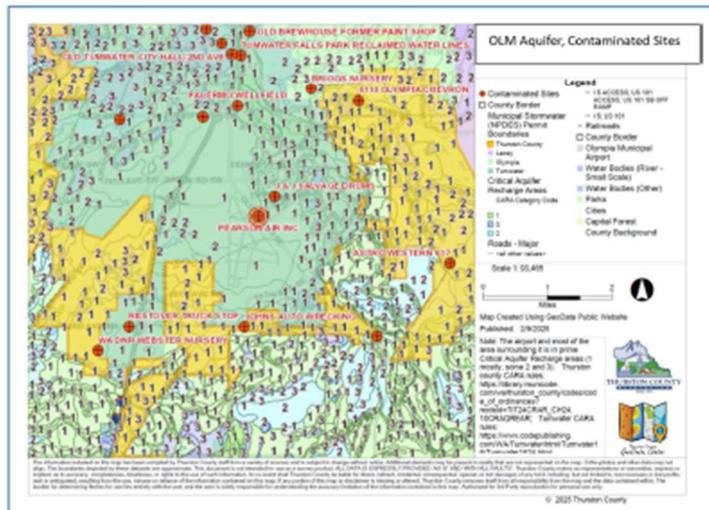
FROM: Betsy Norton, Olympia resident

RE: Olympia Airport Master plan Update, Public comment

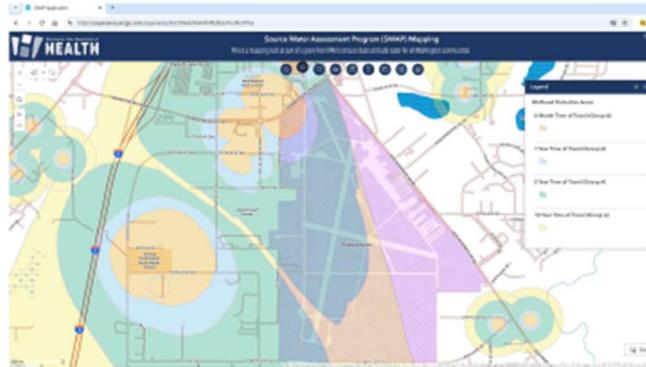
DATE: 2/12/25

I would like to urge the Port to add to your master plan additional environmental criteria and community benefit assessments for prospective tenants of airport [publicly owned] properties.

1. Water Quality Protection Strategies – Potential new commercial and industrial tenants through their normal operations may cause spills, leaks and contamination of the underground aquifer, well water and potentially the Deschutes underneath and adjacent to airport properties. These sensitive areas span multiple parcels, so assessments, strategies and procedures to prevent these problems should be added to the plan itself and imbedded in policies applying to all tenants at the airport properties.



<https://map.co.thurston.wa.us/Html5viewer/index.html?viewer=uMap.Main>  
Critical Aquifer Protection Area (CARA): <https://ecology.wa.gov/water-shorelines/water-quality/groundwater/protecting-aquifers/critical-aquifer-recharge-areas>



DOH SWAP map: <https://experience.arcgis.com/experience/9dc3fd45206d450f828ebd7ed9cdf7be>

Wellhead protection:

A wellhead protection area (WHPA) is the surface and subsurface area surrounding a well or well field of a public water system. The area is divided into different zones based on the amount of time it takes groundwater to reach the well. Our WHPAs are divided into 6-month, 1-year, 5-year, and 10-year time of travel zones. A raindrop landing in the 1-year time of travel should reach the well within one year.

<https://www.ci.tumwater.wa.us/departments/water-resources-sustainability-department/water-resources/wellhead-protection/>

GMA guidance: Best Available Science must be used to preserve CARAs

<https://www.commerce.wa.gov/growth-management/ecosystem-planning/critical-areas/>

2. The Port should discourage industries that are fossil-fuel dependent, in line with climate commitments to reduce fossil-fuel use and greenhouse gases .
  - Distribution/logistics warehouses, which rely on large fleets of fossil-fuel based trucks are major fossil-fuel consumers and GHG emitters.
  - Plastics-based manufacturing – either creating plastics or using them rely on fossil-fuel based materials, which keeps fossil fuel demand up and creates unrecyclable waste<sup>1</sup>.
  - A couple of the ‘alternative’ plans proposed in chapter 4 presented options for EV charging and Biofuel storage: these options should be included the ‘preferred alternative’ as a way to reduce fossil-fuel dependence.
3. The port should discourage Airport tenants that will bring in larger and more fossil-fuel-intensive aircraft.
  - Aircraft are some of the ‘dirtiest’ air pollution sources, not only for greenhouse gases, but as your current plan attests – the ones at OLM now - still are running on leaded fuel. This is unhealthy for the environment and for people.
4. Airport tenants should not include industries that are heavy consumers of local resources – especially water and energy. Fresh water resources are becoming more of a concern as a

<sup>1</sup> Despite the media onslaught about ‘advanced recycling’ of plastics, there is no commercial viable plastics recycling that can scale and avoid creation of toxic residues, currently. Reducing plastic waste is now a major international effort led by the U.N..

result of climate change. Longer dryer summers will become moreso over the next 20 years, so it's important that we don't bring in water-hogging industries which will compete with local community residents for increasingly scarce freshwater resources.

- Bottling plants, e.g. use approximately 2 liters of water to produce 1 liter of soda, so this kind of water-dependent industry should be discouraged.
  - Data centers may also consume water for cooling, but their big drawback is the enormous energy drain for all those servers and the cooling that they require 24x7. One of the drivers of electrical rates for electricity providers is when they have to create/contract for new sources of energy to handle peak capacity: if new industries create excessive energy demands, electricity rates will go up for all the [local] customers served by that utility.
5. Airport tenants should create benefits for the local community, in terms of goods and services for local residents or at least significant career-path jobs.
- Tenants whose businesses are largely automated and offer only minimally skilled jobs, like distribution warehouses, should be discouraged. Not only is their environmental footprint undesirable (above criteria) but they don't offer many jobs, even fewer good jobs, and if they are just a node in a national logistics network, neither their products nor their customers are local.
  - Similarly, bottling plants, whose products are mostly [our] water, when highly automated, create few good jobs and consume both a lot of water and a lot of electricity.
  - I'd note, as a baseball fan, that the "preferred alternative" plan removes the Little League fields to make way for some kind of industrial development. This is a sad statement about the Port's current priorities.
6. Airport tenants should not increase pollution risk for the local community.
- New businesses must not emit VOC's and other noxious fumes that can immediately or over time poison habitat, wild species or people.
  - New businesses should not raise risk levels for contamination of water or soils or air. For instance, an aircraft maintenance facility, if created, would create risk of both water and soils contamination, should a spill or leak of fuels, cleaners or other chemicals occur<sup>2</sup>.

I am out of time, but will be happy to pull the citations for all these statements on request.

Thank you for your consideration.

Betsy Norton

Olympia Resident

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<sup>2</sup> See, e.g. "Environmental Impacts of Airport Operations, Maintenance, and Expansion", Congressional Research Service, April 5, 2007. Linda Luther. (Order # RL33949), p. 5-6. Or Kafali, H. (2024). Assessing the Environmental Impact of Aircraft Maintenance. *Journal of Aviation*, 8(1), 7-14.  
<https://doi.org/10.30518/jav.1403284>