

Port of Olympia

February 28, 2025

Below is a compilation of all comments received for:

**Notice of State Environmental Policy Act (SEPA)**

**Mitigated Determination of Nonsignificance (MDNS)**

**Lead Agency:** Port of Olympia

**Port of Olympia:** SEPA 25-01

**Project Name:** Olympia Regional Airport Master Plan Update

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Hi There, I have not received a confirmation yet, unless I missed it. Would you please confirm you have received our comments, they've been shared with the commissioners, and are logged in the public record?

Thank you

Betsy Norton

BHAS Conservation Committee member

[puckingworth19@gmail.com](mailto:puckingworth19@gmail.com)

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Hi there, Would you please ensure these comments are logged appropriate to the SEPA for the Olympia Airport Master Plan?

Will you please confirm you received and have placed all 4 documents into the public record as SEPA comments?

Thank you very much

Betsy Norton

Black Hills Audubon Society Conservation Committee Member

[Puckingworth19@gmail.com](mailto:Puckingworth19@gmail.com)

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Dear Commissioners and Master Plan Staff,

Attached please find public comments on behalf of the Black Hills Audubon Society Conservation Committee urging you to reject the Olympia Airport SEPA MDNS determination and perform a thorough Environmental Impact Statement.

The Center for Biological Diversity has joined us in this comment.

There are 4 documents that comprise this comment -

1. [SEPA MDNS public comment \[narrative\] from BHAS and CBD](#)
2. [Attachment A - 2021 hydrological study for BHAS on New Market Industrial Complex](#)
3. [Attachment B - BHAS maps referenced in the public comment narrative](#)
4. [Attachment C - Washington Department of Fish and Wildlife Priority Habitats and Species report excerpts](#)

Thank you very much,

Betsy Norton  
Black Hills Audubon Society Conservation Committee member  
[puckingworth19@gmail.com](mailto:puckingworth19@gmail.com)

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Dave Bradley - [AMPU Comments](#)

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Jan Witt – [AMPU Comments](#)

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Comments on the Airport Master Plan and DNS Submitted 2/20/25:

I disagree that the Port can make a Determination of Non-Significance for this area and then come back later and do a BA. This is not the intent of the NEPA/SEPA process. The entire project area must be studied collectively.

Furthermore, this land contains some of the last contiguous prairieland in the County, and the habitat supports at least one threatened nesting bird, the Streaked Horned Lark, and the Savannah Sparrow as well as a few butterflies including the Checker Spot and Taylor which are found in this type of prairieland habitat.

I disagree with the Port's assessment that the above impacts are only incidental take. This prairie has almost disappeared within Thurston County along with the rare plants and animals that it supports. It is imperative that we protect the last of this land and the rare species existing in it.

And because airplane combustion particulates are dispersed in the air, soil, groundwater, stormwater and rivers, these accumulated impacts must be looked at cumulatively rather than parsing them into different plans or at different times. These impacts harm people's health, wildlife, and fish including Coho and Spring Chinook (hatchery). Furthermore, it is imperative to address other historic species that could potentially reinhabit the Deschutes

River based on tribal agreement that includes the Summer Steelhead, Winter-Steelhead, and ESA listed Spring Chinook.

The lights and noise must also be studied. Twenty-four hours of light all day long will impact both humans and wildlife in a detrimental way. There is data showing that the dcb's of noise expected can cause cognitive impairment to children. Those of us with hearing impairments, many of us being elderly, will suffer further since we already struggle to hear. I am fairly confident that the majority of the elderly in our area have not been sought out for comment on this process involving the airport. However, the majority of us have lived in this County longer than most of those trying to make the changes. **Please work within the community to engage with “all of your elders.” We are silenced by your lack of acknowledgement.**

Furthermore, the parking lot size appears arbitrarily large compared to the parking lot size for the Yelm Hwy Park. If it is incumbent on the citizens of this County (including City and Port) to use transportation other than cars, then airport parking should be held to the same standard.

This brings me back to cumulative effects and Climate Change. If we do not walk the talk then we really just have a smoke screen, and I truly pray that this is not the case. This topic needs to be studied and effects need to be addressed.

I am strongly against the airport for multiple reasons all discussed above. Based on the research I have done concerning probable impacts to human and wildlife health from jet fuel combustion particulates, I believe the Port should find an alternative location within the County to expand its airport. It is also likely that our property values will decrease from the noise and pollution – another thing that economically must be studied.

Thank you for taking my comments.

Sincerely,  
Cynthia Stonick

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Expansion of the airport would have substantial effects on numerous resources. Included are the adverse effects to two species that are listed under the Federal Endangered Species Act and another which is being considered for listing - all 3 are State listed. The effects on our water, air and soundscapes are not fully considered. Expansion at the airport would naturally facilitate further development and degradation of habitat in Tumwater and surrounding Thurston County (such as increased need for housing and transportation), but expansion is also designed to directly cause additional development and is not fully considered.

This project is just a bad idea -- the additional traffic that would have been accommodated by the expansion is better accommodated at other existing airports. This project would directly and indirectly lead to an erosion of the character of the entire county.

Please keep me informed if this project continues to move forward

Thanks

William O. Vogel, Certified Wildlife Biologist®

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Dear Commissioners,

I wanted to make you aware of a couple more issues with the Airport Master Plan Update. This constitutes a follow-up to my first SEPA comment.

Please reconsider doing something that may be a boondoggle for passenger air service. What a tragedy it would be to pave over Bush Prairie, thereby threatening Tumwater's drinking water and salmon runs and killing thousands of gophers, while getting nothing in return except unrealized economic growth.

If you approve this Plan, it will result in a huge increase in impervious surface at the airport, causing:

- a permanent reduction in availability of drinking water for Tumwater residents;
- permanent reduction in instream flows needed for salmon runs in the Deschutes River;
- Elimination of streaked horned lark and likely thousands of pocket gophers.

What will not happen is viable passenger air service to relieve pressure at SeaTac. It is almost impossible to build more than three lanes of traffic on I-5 through the Nisqually Delta. The Port will have permanently damaged the river and aquifer recharge capacity for a pie in the sky idea.

**It is actually possible to stop airport growth, despite the Port telling you that the FAA requires growth.** If an airport were planning an expansion near an aquifer recharge area (e.g., one that is vital for drinking water and instream flows for salmon runs) and a historic site (e.g., the Davis Meeker oak), the local government could impose a no-build zone based on its own land use regulations. The FAA would have to respect this local decision unless the airport was crucial for regional demand. Since it is almost impossible to build more than three lanes of traffic on I-5 through the Nisqually Delta, and since we do not have the population numbers to independently support passenger service, we're not going to be able to meet SeaTac's passenger overflow needs. Thus, we cannot be considered "crucial for regional demand."

**The Plan's proposed development will hurt salmon.** [A 2001 study](#) found a significant amount of seepage and springs just east of the airport at the Deschutes River. A prior study ([see pdf page 10](#)) found that much of the instream flow in the Deschutes in the south Tumwater area is from groundwater, except during winter when it is from rain.

The airport is in a [critical aquifer recharge area - extreme \(CARA I\)](#), which means it sits on the most pervious soil with the highest water table that is most susceptible to contamination from spills. The Department of Ecology already deems the Deschutes River as high risk for low instream flows (which endangers salmon by elevating the temperature). [Click here](#) and see pdf page 8. The river is 1,200 feet away from the airport. Because of the speed of the recharge, it would not be possible to prevent spills from polluting the river. Additionally, paving over the CARA I soils would reduce instream flows further. These are all the same effects that the county hydrologist found for a proposed development a mile south of the airport (called BAR Holdings/Salish Landing) on Old Highway 99. The two sites share the same hydrological dynamics with the river. [Click here](#) and go to page 2 of his report on BAR Holdings. However, the amount of impervious surface proposed by the Port is significantly greater than at BAR Holdings.

**The Plan's proposed developments would threaten the wells that provide most of Tumwater's drinking water.** Bush Wellhead, which is a mile west of the airport by Bush Middle School, is now [Tumwater's largest source](#) of drinking water. [See also pdf page 27 here](#) and also [pdf page 87 here \(at figure](#)

3-7). The airport is in the Bush Wellhead's protection zone. [See map here](#). That means, it is in the zone where contamination of well-water is a risk.

The Plan's proposed developments include a 40,000 sq. ft. de-icing facility. De-icing chemicals are not safe in drinking water. The chemicals could leak into the aquifer supplying the water for the Bush Wellhead. De-icing facilities are engineered to minimize leaks into groundwater, but leaks can still occur if systems are not properly maintained or if they fail due to wear and tear, improper design, or extreme weather events.

Please consider redoing the Airport Master Plan Update. And whatever you do, please do an environmental impact statement.

**Ronda Larson Kramer**

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Dear Port Commissioners,

Please accept this as my formal comment on both the SEPA review and the Airport Master Plan Update.

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.

As would the ultrafine particulate matter (UFP) and noise pollution.

**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 (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.

**Ronda Larson Kramer**

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### **INTRODUCTORY REMARKS**

My name is (Valeria) Sharron Coontz. I am 75 years old and a full-time resident at 12417 Tilley Road So., approximately 3 miles south of the Olympia Airport. Our family has owned land here, (including a non-industrial tree farm and a long-defunct dairy

farm) for many years, starting with my great grandparents, who bought 4 or 5 hundred acres there. The first time family lived on the property was in a house constructed in 1952 or 1953. For much of my adult life I split my time between the family property and a small house I had built years ago about 30 miles away. I've lived here full-time since approximately 2013, but I've lived here part-time virtually all my life, spending at least every summer here when I was growing up, and much more time here when my mother got Alzheimer's and caregiving was needed. My sister and I co-own property here now; we each have a house, and there's also an old milking barn and shed on the land. We co-pay our property taxes to Thurston County.

I've been noticing more and more noise being generated from the planes and helicopters using the airport, and for the last couple of years, I've been extremely disturbed by the frequency and intensity of that noise. For the last six months or more, I've started having heart palpitations when the engine noises get too loud: it's frightening and, of course, very annoying and distracting.

I am *extremely* disappointed with the way that the Port of Olympia staff decided to operate when revealing the Olympia Airport Master Plan Update (hereinafter referred to as the AMPU). In an effort to avoid a true SEPA review, they decided that they would only do a SEPA checklist for the approval of the AMPU by the Port Commissioners, rather than a complete EIS (or even simply a SEPA checklist) for the AMPU itself, stating frequently in their document (and in meetings) that there are no results that qualify for a SEPA review for just approving the AMPU. They say that the *approval* doesn't initiate any specific project.

First, that's an absurdly illogical conclusion they want us to believe, i.e. that there are no results from approving the plan. Surely everyone sees that if the AMPU is approved that means *all* projects therein are approved to begin work on, whether now or one at a time, some spread out from others by years. And there are many, many projects, most of which would have very significant effects on the environment and thus need a SEPA evaluation. *The Port's approach is simply a way to avoid identifying cumulative impacts. SEPA opposes piecemealing, which is exactly what this leads to.* If the AMPU is *not* approved, those projects, obviously, *cannot* be built, completed, or enacted. That is the only way there would be no need for evaluations.

However, If you look at the Port website (and we've taken screen shots if they've changed it), the SEPA checklist page says that the name of the project is the "Olympia Regional Airport Master Plan," and does not say "approval of," even though in later places they say it's the approval of the AMPU. Maybe they hoped nobody would notice? That title renders their SEPA checklist answers completely non-responsive and totally inadequate.

I believe that there should be serious consequences for a public agency blatantly trying to guarantee a complete evasion of SEPA's no-piecemealing rule by saying that the approval of the AMPU will examine each project separately. Attempting to



completely avoid a look at cumulative impacts, an important part of SEPA, should have some repercussions.

Secondly, there should be consequences for the port avoiding following the FAA's statement that IF there is likely to be community opposition or controversy, then there should be a "thorough environmental study prior to writing the Master Plan Update." The Olympia Port ignored that FAA direction even though they *knew* there was intense opposition, thanks to earlier comments made in public meetings. They only seem interested in FAA language that fits the port's objectives. There appears to be little concern for the public's interest they claim to want to represent.

### CONCERNS:

**Property Values/Health:** As a fourth generation Thurston County resident and property owner, I care very much for the county's and of course our land's well being. There's a fifth and sixth generation now. I want them to be able to grow up and in this lovely area, not have their family legacy be one of having to sell what has become a virtually worthless property due to incredible noise and air pollution, increased heart disease, and many of the other conditions proven to be caused and/or exacerbated by nearness to airfields or living under flight paths. (Most studies of effects from airports address a 10 mile radius, and our property is clearly within that.)

The way this AMPU process is moving ahead sounds very much like a taking of property, once you read the studies of what happens to people under flight paths and near airports -- we're both, and our health and property values are seriously at risk.

SEPA states that we're entitled to a healthy living environment. Ours is being seriously threatened.

**Threats to Wildlife, Including Endangered Species:** As the president of the non-profit group *Friends of Rocky Prairie*, I've been aware of endangered prairie species such as the Mazama pocket gopher and their subspecies, one of which lives on the airport property. I and my group have worked hard since 2007 to prevent destruction of prairie habitat on Port of Tacoma property within 5 or 6 miles from the airport (on West Rocky Prairie) and are concerned about its survival and the species that need that habitat in other locations also, of course. This includes the airport property, where, according to the Washington State Department of Fish and Wildlife, the most robust collection of the nearly extinct group of the endangered Olympia pocket gopher lives. Evidence of the Department's concern is no doubt available in their submitted comments.

We're also concerned about the loss of habitat for the listed Streaked Horned Lark. And if the capacity of the Olympia Airport is increased, whether soon or eventually, as discussed in the AMPU as written, there will be many birds, including the endangered larks, intentionally killed by implementation of the FAA rules to prevent bird strikes. Huge swaths of land need to be cleared of the birds (which can be shot

and poisoned). I assume that Black Hills Audubon Society will weigh in far more expertly than I, but it's a large concern in the community.

**Millersylvania State Park:** For as long as I can remember, Millersylvania, just across small (misnamed) Deep Lake from our homes, has been a huge part of my family's life. It's wonderful to see families come and enjoy the lake, the wildlife (including freshwater otters, bald eagles, kingfishers, and the occasional salmon that enters from Allen Creek), boating, swimming, fishing, camping and so on. Every summer, members of our family would (and still do) swim across the lake. We've had picnics there and had out of town folks with campers and/or tents who've wanted to stay there, have done so, and loved it.

During a tour that Friends of Rocky Prairie gave the Port of Olympia Commissioners years back, the bus driver, whom we'd just met that day, spoke up eloquently as we neared the park. She told the elected officials and news media on the tour that this place was so important to people like her who couldn't afford to take their kids to expensive resorts. But she explained they could camp here, fish, swim and do the fitness trail and it was precious. What would happen to that if there were lots of truck traffic noise there, she asked.

**Traffic:** Substitute air traffic noise for truck traffic noise (although there would be a great increase in truck traffic too, what with cargo flights increasing) and you can imagine what would happen to that historic state park.

93rd Ave, Tilley Road, Case Road, and many more would have a serious problem with the increased number of trucks in that rural area. There are no bike paths there, no turnouts, and even the portion of that area that is State Highway 121 has speed limits of 40 mph due to safety issues.

**Swire Company Lease:** The Swire lease is not mentioned at all in this process, yet in early discussions the Port and Swire talked about moving a fence. That needs to be spelled out in the SEPA checklist and is not.

Importantly, the airport property map shows that Swire is leasing prime gopher and bird territory. There's no discussion of their plan and how much impervious surface they'd be creating, etc. This too is unacceptable.

**Port Process:** To help explain public frustration with the process, we must go back to the Open Houses held by the Port in 2021 and 2022. There were four of them held to get public response to a newly minted Airport Master Plan Update. Many worried and even angry people showed up at that final open house and commented on the effect of any larger airport at the location of the Olympia Regional Airport. We later had a large town hall meeting with the then director of the airport Warren Hendrickson. There were many questions, some confusion as to whether this would be the new mega airport that a government committee was looking for. (We were assured it wasn't.) We were listened to, many of our questions answered, but then nothing

happened, no plans moved forward. We thought we'd been heard and the Port must have been revamping the AMPU.

After that last open house, we heard nothing for two years when we were told the new Airport Master Plan Update was ready for review -- in 2024! And it would be sent out to us soon. Well, it came to us not so soon, and over the Hanukkah and Christmas holidays when everyone's lives are at their busiest. I can't tell you how many people have said they figured it would have been re-done to reflect the community's comments back in 2022. Most folks thought there would, of course, be another comment period after we had time to check out the changes. The Port said they'd decided to send it out to us 1 chapter at a time -- no more open houses. But suddenly here it all was in one release and we were reading it and saw that despite HUGE concern back in 2022 and a very upset populace (the Port Commissioners' constituents) at the October, 2024 meeting, none of the public concerns were dealt with, at least none that we can see.

Where's the inclusion of past public comments that were made early when we're now told they had to be to have an effect? They were made early -- two years ago! Were any changes made because of them? Changes were made, but none that the public asked in those early comments. And now we're being told -- "Well, this is a done deal. We had all sorts of open houses and the public 'weighed in'." One commissioner told me we had many, many meetings and this is over. No - we had 4 meetings. (Then later at that good Q & A session with then-Airport Director Hendrickson mentioned above occurred. But nothing he learned from us changed the AMP even though, again, this was "early in the process.")

Nowhere were the public's "weigh-in" issues addressed. So how can that be called legitimate public process? The FAA states that if there's evidence of community concern, a full environmental investigation should be done prior to the writing of the MPU. That was not done. And since SEPA law requires a look at cumulative impacts and impacts on the entire community, we need an Environmental Impact Study (EIS). There's been none. And that public input? It's been ignored.

The FAA will be notified that there was a complete nonresponse to so-called "public engagement."

**Further Comment:** Please include by reference the comments on the AMPU submitted by Jan Witt on February 12, 2025 which were incorporated by reference into my AMPU comments of the same day.

Thank you.  
Sharron Coontz

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Greetings,

In the time it took me to write this letter a military, very loud, very heavy helicopter, has done nine laps around the Oly airport and my house – Nine in less than a half an hour.

We should not be expanding the amount of air traffic into and out of the Olympia airport. There is already so much noise pollution because of the current flights to and from the airport that it is almost unbearable. To add more will not only bring the home values down in this area it will also make the entire Tumwater area less desirable to live in. That doesn't even include all the air pollution caused from the burning of aviation fuels, nor the ground pollution from gas and oil spilling or dripping from the planes and helicopters and their servicing.

I moved my family to Tumwater a decade and a half ago. We loved the charm and small-town feel, while being near excellent shopping and employment opportunities. I paid over double what my previous house cost to live here because I loved the area. I am in the direct flight path of the airport and knew that when I moved here. At that time there were far less flights in and out of the airport, especially the loud military training flights. I never complained about the military helicopters. Because if we want to live in a free country, we need a trained military force. However, I am not OK with the increasing air traffic in general, especially if that increase shows no signs of abatement.

This will not improve the lives of Tumwater citizens. This will instead lower property values. It will increase noise, ground, and air pollution. It will lower the quality of life and possibly life expectancy.

VOTE NO to Olympia Airport Expansion!

Thank you,  
Brett Wheeler

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Hello to all concerned,

As a third generation Olympian local I am appalled at the plan for increasing and expanding the Olympia Airport. Not only is it environmentally unsound and makes no consideration for wildlife it will adversely impact homeowners and property values. I used to work in Tukwila. Have you ever driven down the old neighborhood streets to see the few farmhouses and occasional fruit tree left standing? It is deeply sad to see how the expansion of SEATAC destroyed that town. How can you place zero value on the quality of life and habitat provided by rural spaces?

The MPU lists aircraft that will be accommodated by the plan yet doesn't address the significant noise pollution and air pollution that increased air traffic will bring. What a burden! Nobody wants to live under a busy airport flightpath. Homes and neighborhoods will be depreciated. Increased ground traffic = increased air pollution. SEPA checklist doesn't address these concerns.

Thank you,  
Angela Van Camp

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I strongly oppose the plan to expand the airport. Our family has lived near the airport for over 100 years and for four generations we have worked to be good stewards of the land and have lived within responsible environmental restrictions.

The airport and surrounding area is habitat for the pocket gopher and we as homeowners have had to adhere to restrictions to the use of our property to preserve their habitat. The Port should not be able to ignore the land use restrictions while holding residents to the restrictions. It has also been shown that moving the gophers has not been successful.

From an economic standpoint, it is important to preserve Thurston county farm land. There are many farms near the airport and the increased noise and pollution resulting from increased activity would be detrimental to both ground crops and animals.

Airport expansion will greatly increase noise and pollution around the airport. There are many established neighborhoods around the airport and increased use of the airport will diminish the quality of life for your constituents. Additionally, we were required to build 200 feet from a creek and plant over 200 trees on our farm to protect wildlife from the noise and light from the building. Again the airport expansion will greatly increase noise and pollution for wildlife.

Please consider your constituents. The current airport is not a viable option for expansion, both economically and environmentally. I am not opposed to responsible growth but expanding the Olympia Airport is not a responsible action.

Karen Bergh

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Hi Taber -- You reference the "Lead Agency" here. Who is that and why is it not mentioned?

Thanks,

Bob Jacobs

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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 Endangered (in WA) Oregon vesper sparrow, Threatened streaked horned lark, and Threatened Olympia pocket gopher, Taylors checkerspot butterfly and many prairie plants including the Davis Meeker Oak.

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.

SEPA is an inadequate review and a full EIS is necessary. The Port's history attempting to circumvent required review by prohibited piecemealing of projects is well known.

Noise is a major health impact on human and wildlife. I live south of the airport on a conserved forested parcel. The amount of traffic passing directly over my home is already excessive. Small planes fly directly over my home at low altitude. Helicopters fly even lower since they lack the restrictions of fixed wing craft. Add in jet traffic, whether passenger or freight carriers, will multiply the noise problem.

Aircraft emissions: Impacts on human health and the health of wildlife and natural ecosystems are always downplayed by the interests who will benefit from expansion. UFP from jet exhaust and lead from piston and helicopter avgas are major pollutants.

The proposed expansion will provide little economic benefit to the local community. Instead it will benefit large companies, most of which are nonlocal.

Sincerely,

Vince Cottone

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To the Commissioners,  
Thank you for taking my comments.

I live fairly near the Olympia Airport. I'm completely against expansion of the airport, especially at it's current location.

I live along the flight path of aircraft arriving from the west. The crafts are flying low and sometime shake the windows of my home. However, at the current rate, it isn't that bothersome. I wouldn't want more of them passing overhead, though.

A larger airport with increased numbers and size of passenger and cargo plans would be very disruptive for this residential area. It would create several environmental disruptions:

**However, first, the federal lay-offs, tariffs, funding cuts and general chaos of the Trump administration would make construction and operations more difficult and unsafe.**

Night lights would disturb human sleep, amphibian migration, bird migration and who knows what other night light problems. There is no way to mitigate this.

It goes without saying that exhaust from jets, planes, delivery trucks and passengers vehicles would unacceptably expose those in the neighborhood to carcinogens and other products of combustion. There is no way to mitigate this.

Expanding the airport would kill the majority of federally endangered pocket gophers during construction and then probably reduce the population further during operation. This cannot be mitigated.

Associated traffic to and from the airport would cause increased congestion and exhaust fumes beyond the airport. This cannot be mitigated.

Noise pollution from air and ground traffic would have negative effects on all people and living creatures in a large radius from the airport. There is no way to mitigate this.

Noxious particles from tires could make their way into our waterways.

I don't know what the soil quality is at the airport. If it is glacial silt (which it probably is), I don't know how well suited this land is for large aircraft. I wonder if vibrations from take off and landing would cause vibrations which cause cracks in homes (like those we experienced with the building of apartment buildings in the Briggs Village area. We can't have unstable landing surfaces.

Property values (and taxes) would immediately drop in the neighborhoods affected by the expansion. House might sit empty. Who would want to live near the airport and flight paths?

No, this does not benefit the community. I'm against airport expansion in this location.

Sincerely,  
Betsy Johnson

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Commissioners:

This is to notify you of my major concerns about the proposed Airport Master Plan.

The draft makes crystal clear that the authors' intent is to "grow" the airport and airport activities in many ways that I need not enumerate.

Such growth would harm the health of thousands of Thurston County residents who pay Port taxes and whom you have pledged to serve. Neighborhoods in Olympia and Tumwater, including my own, would be most impacted. The evidence is clear that aircraft noise, fine particulate matter in the air, and lead from fuel all harm the health of people living in the vicinity of airports and their flight approaches. How can this be justified?

These health impacts and other direct and indirect impacts that would result from implementation of the draft plan, such as transportation and environment, clearly need to be evaluated before adoption of any airport plan. A thorough environmental review (EIS) is required by law, but the Port has to date made clear that it intends to continue its historic practice of illegal piecemealing, evaluating each resulting construction project separately rather than all impacts of the plan up-front. Absent an EIS, you will be unable to make logical decisions about the plan.

This draft is not worthy of approval. I recommend that you not act on it at this time, and instead commission a thorough environmental review (EIS) done by a neutral team of experts in the applicable specialties that look at the proposed plan and reasonable alternatives.

Thank you for your consideration. Please consider this email my official comments for all applicable purposes.

Bob Jacobs

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Hello,

The SEPA needs to be revisited.



It is not an acceptable conclusion that this airport project will not have significant health and environmental impact on the County including immediate and all surrounding area of the County.

Air traffic creates sound, air, and ground pollution all of which are detrimental to the health of humans and the abundant wildlife in our County.

I am opposed to the DNS decision and ask that an in depth and completed environmental impact review be commenced for the airport project.

Thank you,

Christy White

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Shawn Gibertson and to whom it may concern,

I have sent opposing email comments regarding any increased air traffic and also growth also on file email sent to Olympia Port Commissioners on November 27 2022, and again emails in February 2025, and spoke briefly regarding my concerns at a public meeting. This should all be a matter of record!. Please take note that SEPA if currently performed may be used as a baseline and would deter any projected plan of expansion, growth or increased aviation, before an approval if deemed incompatible with the environmental aspects so the plan could be adjusted accordingly.

**What is the plan for protection of all our groundwater, and drinking water from potential contamination?**

Not only is the Deschutes Watershed Critical , There are many lakes to consider and parks that biofuel , PFA's and particulants can harm humans and wildlife and fish, and fowl. WE need to preserve our WATER for life! There should not be neglect of protection when it's apparent it is a fragile and sensitive area.

**What is the noise abatement plan in more detail?**

**What studies have been shown to determine what noise and interruption it causes to children trying to learn.** ?We have so many educational buildings surrounding the airport? Children need to have the best learning environment and not be subjected to the noise or possible aviation pollution while at school and or out in the fields participating in sports at parks and schools.

**Are there any baseline studies of nearby residents or school children with PFA's from laboratory results that can be directed to or any studies of this?**

**What safety measures would be implemented to handle the increased future air traffic?**

**What safety and environment measures for future WASH STATION, and drainage? and DEICING STATIONS and HANGERS that house aircraft?**

**What does Fuel Farm Expansion, and double capacity for fuel entail regarding risk of fire or spillages?**

**How will an expansion affect local residents and businesses? Are there plans to address potential disruptions?**

**How will increased air traffic affect local air quality ?**

**What is the emergency preparedness plan in case of an air disaster at Olympia Regional Airport or the surrounding area?**

**What are the evacuation procedures for the surrounding area in case of disaster?**

Thank you in advance for being available for our concerns to be addressed and questions to be answered at this time. .

Brenda Wilmoth

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Port Commissioners and staff,

It is imperative that the Port of Olympia look thoroughly into the health and environmental effects of airport expansion rather than relying on the mitigated determination of nonsignificance (MDNS).

In its MDNS, the Plan doesn't consider the negative physical and psychological effects of air traffic expansion on Thurston County residents. The Port claims that it can adequately reduce or control environmental impacts, and doesn't need to look closely at the impacts until later.

But this does not follow the regulations of the State Environmental Policy Act (SEPA). SEPA requires an in-depth review of environmental impacts. Waiting to do a thorough environmental review until projects begin is not in compliance.

Waiting would prevent the Commissioners and the public from identifying cumulative impacts on our health and the environment. That communicates to the public that the Port is ignoring public health risks that come from increased emissions and noise. If this project is to be considered at all, there needs to be a critical assessment of the health and environmental impacts in the very near future.

Thank you,  
Diana Moore

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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 appears to violate the decision in *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.

Tom Reynolds

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Dear Port Commissioners and SEPA,

Thank you for your kind attention. Would you provide the answers to the following questions?

1) What size aircraft ("aircraft types" eg: Boeing 767, 787, 727, Airbus 320, DC-10, etc) will the runway extension allow?

2) What will be the ratio of passenger flights to cargo flights?

3) What infrastructure will be needed to serve the commercial flights? Will an increase in distribution center be necessary? If so, where will they be located? How will be allowed under the Long-Term Growth Plan of Thurston County?

- 4) What new or expanded roadways will be required to handle the increased traffic that will use the 600 space parking lot?
- 5) What will be the percent increase in light pollution?
- 6) What will be the percent increase in noise pollution?
- 7) What will be the percent increase in air pollution?
- 8) What will be the increase in aircraft fuel runoff?
- 9) Airplane tires contain 6PPD-quinone that kills salmon. How will the Port contain this chemical and keep it out of the environment?

Thank you very much.

The Rev. Dr. John R. Van Eenwyk

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**Topic:** Olympia Airport Expansion

**Message:** Tumwater used to be a nice area to live in, walkable short distance to schools, library, shopping. We already have a lot of aircraft flying late at night making it hard to sleep. 613 flights a day will greatly impact the quality of life. Now that will all be changed because some corporate billionaires will have their say over ordinary citizens. Citizens who do not have the mega bucks to fight this legally. If your property is one that will be removed, you will only get pennies on the dollar for the value of your home that you may have invested in and planned to retire in. We are already having nighttime aircraft flying over the Olympia-Lacey area making it hard to sleep at night. Aircraft flying much lower than the FAA allows as only 5 miles from the Tumwater Airport. There are several environmental concerns, none of which may be addressed as the Port of Olympia has issued SEPA (State Environmental Policy Act) determination of Non-significance. Lead contamination will greatly affect air soil, water and nearby Deschutes river which has an active salmon run. Habitat degradation surrounding the airport and Tumwater area will be ongoing for Generations. Tumwater was known for clean water. Several big community projects in the pipeline for the near future will be funded by taxpayers. The estimated cost of the expansion airport will be 13.8 billion, new high school 21.2 mil, and proposed community center 67 mil. New businesses will locate in the Tumwater area as will new traffic mitigation which the taxpayers will be on the hook for. A new high school and community center are needed, not a new airport. An expanded airport in Toledo would be a more viable area, only 44 miles from Tumwater.

Sara Kent

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**To Whom It May Concern,**

I am writing to express deep concern regarding the impact of air pollution on public health and the potential consequences of increasing emissions in our community.

According to Rosamund Adoo-Kissi-Debrah in her October 2021 TED Talk, nearly one in five premature deaths worldwide are linked to air pollution from combustion engines, coal power plants, wood burning, ammonia, cooking stoves, and other fossil fuel sources. This equates to approximately 8.7 million lives lost annually due to conditions such as heart disease, cancer, strokes, dementia, and complications in pregnancy, including stillbirths and miscarriages. Children are particularly vulnerable, as air pollution impairs lung and brain development. Disturbingly, researchers have even detected soot in mothers' placentas, indicating that unborn children are directly exposed to harmful pollutants generated by motor traffic and fuel combustion.

Earlier this month, the city of Lacey considered restricting wood burning for heating due to dangerously poor air quality. Introducing additional CO<sub>2</sub> and particulate matter into the air on an annual basis will only exacerbate these concerns. It is crucial to consider the long-term implications for public health rather than focusing solely on short-term benefits.

I urge you to carefully evaluate the lasting effects of increased emissions and prioritize the well-being of our community. The decisions made today will have a profound impact on future generations.

Sincerely,  
Linda Chapman, MT(ASCP), MSW

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To: SEPA at Port of Olympia

We've been following the debate about the Airport Expansion Plan Update and listened to the update meeting on Feb. 10th.

- 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.
- Elicit **broad community discussion about all the ramifications** of an airport expansion. Discuss alternative solutions.

Below are some of the concerns that we have about the Plan update:

- A very significant increase in the number of flights will cause huge amounts of additional air pollution.
- Fly-zones are directly over homes, school, parks, wildlife preserves, etc.
- 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.
- Home property values will plummet across the county due increased noise, congestion, etc.
- Autos in hundreds of new parking stalls, as well as increased equipment and cargo vans, will add to water, air, ground and noise pollution.
- How does the convenience of increased flights, including highly-polluting private planes (for lobbyists?) fit in with our multi-layered local climate mitigation plans?
- How will this expanded airport be paid for, especially now that federal funding is being withdrawn and administrative personnel are being threatened with job loss?
- Is a profit even feasible? Other regional airports that have expanded need to be studied to discover how expansion worked out financially, and otherwise!
- 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?

Thank you for your time,  
Maureen and Kent Canny

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Dear Port Commissioners,

The proposed Airport Master Plan likely will be a disaster for our county. The port commissioners were elected to represent the best interests of the electorate and we respectfully request this.

Our residence (1159 Palomino Drive, Tumwater), has already been affected by changes in traffic at the airport. When our family moved into "The Farm" neighborhood, there was minimal general and commercial traffic at the Olympia Airport. Over the past several decades, we have noticed a dramatic increase in commercial traffic. Not surprising, considering the growth of Thurston County.

The new Airport Master Plan would greatly enable far more air traffic at the Olympia Airport presenting significant health risks to our communities, as well as negatively impacting the quality of life in our neighborhood. FYI: our neighborhood (The Farm) is directly east of one of the present landing patterns for the airport. While we are certainly appreciative of the services Airlift Northwest provides, even their operation, at times, feels like their helicopters are hovering over our bedroom at night. We believe that their "mission" is worthy of supporting but have been concerned about the late night noise. Margaret has previously emailed the Port Commission regarding our concerns.

Thurston County doesn't need the extra noise and pollution that will be generated by additional commercial traffic as proposed in the Master Plan. My wife grew up underneath one of the flight paths of Sea-Tac Airport, and during the 1970's the noise levels were unbearable at times. It was difficult to enjoy a summer afternoon in her parent's backyard due to the noise. Her parent's home even received

additional insulation and triple paned windows to reduce the noise level. We don't wish to live in such a similar situation.

Amazon type businesses are creating a huge desire for additional air cargo capacity around the country. The draft plan would allow the Olympia Airport to become one of many regional air cargo distribution centers. This would result in a dramatic increase in noise pollution and airborne particulate matter pollution in our county. With all the new warehouses being constructed adjacent to the airport and in the 93rd Avenue S.W. area, cargo flights likely would likely be occurring at all hours to meet guaranteed delivery times for these businesses. An increase in air traffic (passenger or cargo flights) will not be an economic boom for Thurston County. Thurston County residents will be burdened with health risks from noise, pollution and truck traffic on roads ill equipped to handle the additional traffic.

I am also concerned about the impact additional air traffic over Peter G. Schmidt Elementary School, will have on the students, given the closeness of the landing/takeoff pattern over the school. My grand children have attended this school and I would not wish additional health and safety risks to future generations of students. Imagine, as a teacher, trying to teach your students, while there is airport noise outside. Aircraft emissions, including the ultrafine particulate matter that is ubiquitous with airport operations, have recently been associated with delayed cognitive development. Emerging research indicates that this particulate matter is associated with serious neurological problems in the developing brain. Again, think about the students being possibly affected.

To our knowledge, there has never been a detailed in-depth environmental review as required by SEPA of the Olympia Airport proposal. The Port's February 2025 environmental review claims that an in-depth review isn't needed until later. The Port claims in its review, that it can adequately reduce or control environmental impacts, and therefore, it doesn't need to look closely at the impacts until later on when future projects become shovel-ready. This does not comply with the State Environmental Policy Act (SEPA) which requires an in-depth review if significant environmental impacts are "likely to occur" as a result of a non-project decision at full build-out. Waiting to do a thorough environmental review until discrete projects begin will lead to "piecemealing" (which the SEPA forbids).

The Port of Olympia Airport Master Plan is based on what the Port of Olympia wants to happen. While some of the Master Plan will likely not come to fruition during our lifetimes, this Plan is not a plan for things that are mere fantasy. The Plan is not a mere wish list. It's a plan for actual expansion. It is a Plan for what is intended to happen based on the Port's projections and statistics.

Any Airport Master Plan should have a full environmental impact statement on a WHOLE plan if the plan at full build-out is likely to have significant environmental consequences. The proposed master Plan certainly has this potential. If the Port doesn't have a full environmental impact statement developed, it is not complying with the State Environmental Policy Act.

We feel that a full review should be completed addressing theses and other concerns.

Thank you for your time.

Sincerely,

Jim & Margaret Hutchinson

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We live at [REDACTED], Olympia. We purchased our home in 2021, knowing the airport was close. We don't mind the occasional plane or helicopter

We even enjoy the Military when they are practicing, sounds like freedom. We are concerned over a significant increase of flights and the potential road, noise, and pollution risk. Our property includes protected wetland, the head waters of Salmon Creek, an increase in flights or the expansion of the airport could create an environmental impact to the surrounding area.

Please accept our comments for the public record.

Kind regards,  
Matthew & Darlene Bartlett

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We are against the plan to increase capacity at the Olympia Airport.

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).

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.

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.

Sincerely,

Angela Deardorff-Zeigenfuse and Matthew Zeigenfuse

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Chris Paolini, the airport senior manager at Olympia Regional Airport recently said "The FAA has us go through a master plan process and it says 'Your goals are to meet aviation forecast demand for a 20-year period, and then how are you going to, as an airport, meet that demand: what development projects are needed and what infrastructure improvements are needed, so that you can meet that forecast growth."



Port Commissioner Vasavada has said that the airport currently hosts 215 operations, which is expected to grow to 232 operations per day by 2040.

I have two concerns:

1. First, our focus should be on LOWERING the number of flights, everywhere, due to their impact on climate change. For this reason alone, an environmental impact statement should be completed. Every non-electric flight contributes to this existential crisis which threatens ALL of us, no matter where we live.
2. Second, I live directly under the main flight path, near Pioneer Elementary School and Olympia High School, so I know first-hand how the noise from airplanes and low-flying military aircraft affects our well-being. I also fear it impacts the learning of students at these schools and the sleep patterns of those who also live under the flight path. Some of us are more susceptible to noise disturbances than others. More flights will make my home even more unpleasant to live in than it already is.

Continued growth (even 17 operations) is unsustainable, harmful, and misguided.

Sincerely,

Jeanne Miller

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Hello,

I am not sure if the upcoming master plan includes plans for more hangars but in my opinion more hangars should be a high priority for the port of Olympia. New hangars at Sanderson field why not Olympia? To utilize the Olympia airport to its full advantage more investment must be made. You can't be paralyzed by comments from people who move next to an existing airport and then complain about the noise.

Thanks,

Ken Bowen

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Dear Port Commissioners,

There is enough air traffic with the base, I don't want any more near my home.

This is a detriment to county residents.

Environment: Increased air traffic would lead to more pollution and climate change.

Quality of life: Noise and pollution would degrade quality of life for residents, and I believe lower property values  
Property rights: Homeowner on potential sites for new runways could lose their land; this is an unacceptable outcome for a facility that is not needed.

Infrastructure: The area lacks infrastructure to support increased air and ground traffic.

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 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 ( ([https://airport.portolympia.com/wp-content/uploads/sites/8/2025/02/Airport-Master-Plan-SEPA-Checklist-Final-Jan-31-2025.pdf?link\\_id=23&can\\_id=8fa10045cd98fd90e34fff02b623ce55&source=email-submit-comments-by-212-re-dramatic-airport-expansion&email\\_referrer=email\\_2603448&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&can_id=8fa10045cd98fd90e34fff02b623ce55&source=email-submit-comments-by-212-re-dramatic-airport-expansion&email_referrer=email_2603448&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&can\\_id=8fa10045cd98fd90e34fff02b623ce55&source=email-submit-comments-by-212-re-dramatic-airport-expansion&email\\_referrer=email\\_2603448&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&can_id=8fa10045cd98fd90e34fff02b623ce55&source=email-submit-comments-by-212-re-dramatic-airport-expansion&email_referrer=email_2603448&email_subject=olympia-airport-set-for-big-air-traffic-expansion-comment-by-212))). 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.

I find none of these acceptable:

- \* 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.
- \* Expanded commercial aviation area with a new, larger passenger terminal of at least 40,000 square feet.
- \* 610 parking spaces and room for more.
- \* Additional hangars for larger aircraft.
- \* A 259,000 square foot area for passenger and cargo aircraft parking and loading and unloading,
- \* 6 gates.
- \* An aircraft deicing area
- \* Helipads to accommodate increased helicopter traffic. Helicopters are very noisy.
- \* Capacity for 59 instrument flight rule and 98 visual flight rule operations (takeoffs and landings) per hour.
- \* Capacity for 630 operations per day (315 landings and 315 takeoffs). In 2020, there were only 193 total operations per day.
- \* Strengthened runways so larger planes can come in.

\* The implication is a plane a minute; that is not what I want or need in this county.

Michelle De Bell

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Dear Commissioners,

I write with great concern about the most recent 2021 Master Plan Update. I am astonished that it's been determined that the plan would have "no adverse impact." How can this be? What about the increased noise caused by increased air traffic and all the impacts noise has on our ability to focus and sleep? How about increased ultrafine particulate matter dropping over our homes and yards and gardens and parks and schools? And what about all the threatened species whose habitat will be irreversibly destroyed with new development? What about the degradation of the place we all call home, to say nothing of the value of our properties?

We must follow SEPA guidelines and have a full environmental impact statement BEFORE moving forward. Please, protect the health and safety of our people and our precious local environment and do not approve the 2021 Master Plan Update before thoroughly learning the health and environmental impacts of its proposals.

Sincerely,

Erin Greenlee

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I would like to add my voice to the public's outcry against expanding the airport. My family has property at the end of the airport property. There will be an enormous additional effect on the environment: surface-wise, above, and below besides what is already impacting this area. There are many families protecting and being stewards of the lands around the airport. As you already have heard from many iterating the numerous arguments against ruining the environment around the airport, I won't dwell on them. Except to say endangered species, the Old Oak Tree, Children's health, asthma concerns, water concerns, noise pollution, infrastructure and much more will be affected.

A proper and intensive environmental study that needs to be done will, I am sure, point to an overwhelming amount of evidence against expansion of the airport. The few that it will benefit cannot tip the scales for expansion. Our tax dollars will be better spent on programs helping the majority of our Thurston County residents live in an environment that doesn't continue to reduce quality of life here.

In my 80 years of living in Olympia I have seen a drastic reduction in environmentally friendly areas - example: enormous warehouses allowed in residential areas of Lacey and wholesale cutting down of CO2 storing forests for excessive development and asphaltting over precious grounds. There are many examples for development to follow in European towns allowing farming and forests to survive. We don't have to "invent the

wheel". It's already been done. It takes a little more effort and research to do what works in the efforts not to destroy our earth.

Diane J. King

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Urgent: SEPA Comments Opposing Olympia Airport Expansion

Dear SEPA Review Team, Port of Olympia Commissioners, and Stop Olympia Airport Growth,

I am writing to express my strong opposition to the proposed expansion of air traffic at Olympia Airport due to the significant environmental and public health impacts it will bring to our community.

The Port of Olympia has failed to conduct an in-depth environmental review as required by the State Environmental Policy Act (SEPA). The current plan does not adequately address the well-documented negative physical and psychological effects of increased air traffic, including excessive noise pollution, decreased air quality, and harmful disruptions to local ecosystems. Given the likelihood of serious environmental consequences, a full and thorough SEPA review must be conducted now, rather than later when projects are already underway. Delaying this assessment will lead to a "piecemealing" approach, which is explicitly prohibited by SEPA and NEPA.

As a resident of a rural area, one of the key reasons my wife and I moved here was to escape the noise and pollution of larger towns and cities. Expanding air traffic will diminish the peace and quiet of our neighborhood, negatively affecting residents who rely on this tranquility for their well-being. Furthermore, increased noise levels can have severe effects on individuals with health conditions aggravated by loud sounds, contributing to stress, anxiety, and other long-term health risks.

I urge the Port of Olympia to halt any expansion plans until a comprehensive environmental and health impact study is completed. The community deserves a full understanding of the consequences before any irreversible changes are made.

Thank you for considering my concerns. I look forward to your response.

Sincerely,  
Kyle Anderson

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i do not support expanding that airport.

i live under the flight path

i watch as leaded fuel drifts on top of me and my garden

i have damage on flowers i grow, the petals appear wet when theyre dry. I wonder what its doing to me.

health effects can not be ignored, me and my neighbors are already affected

please do not make this an arm of amazon

do not expand!!!

stop using lead fuel that is polluting your constituents

Rick Johnson

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Feb 18

Comments;

**The Airport Master Plan Update (MPU) must include a complete Environmental Impact Statement (EIS).**

"No" to the Sepa Airport MPU.

Plans are being made right now and may be adopted VERY soon to greatly expand Olympia Airport air traffic in the future. Now is the time to say "NO".

We don't want a noisier airport with many more flights destroying Thurston County's quality of life. It doesn't matter that these changes are planned for the future, that the Port states the airport's footprint won't be expanded and that there will not be an immediate increase in the air traffic.

What does matter to various citizens: Pollution -- noise and air -- will be increased. Water sources will be endangered.

Many negative health impacts will follow, per multiple studies.

Property values will plummet.

If plans for development to accommodate commercial flights at the Olympia airport are accepted, then we will have no local control over the numbers of commercial flights or the hours of operation. The FAA can demand that we increase the footprint of our airport to accommodate even more traffic. This would further disturb crowded neighborhoods and schools, and further encroach on neighbors' properties, conservation lands, Millersylvania State Park's peace, etc.

What we face now is a climate crisis that needs fewer airplanes flying, not more. Accommodation of commercial passenger and cargo operations at the Olympia Airport would seriously undermine the recently adopted Thurston Climate Mitigation Plan. There will be a domino effect from more commercial flights bringing in more cargo, causing more low-wage warehouses to be built and more carbon-sequestering trees to be cut.

There has been no serious environmental study of the airport since 1994.

**The Airport Master Plan Update (MPU) must include a complete Environmental Impact Statement (EIS).** An EIS would clarify the economic, environmental, health, and vehicle traffic impacts. Olympia Airport lands provide prime habitat for several endangered species; other lands for these species are scarce or nonexistent. Protecting these species and the migratory birds that pass over and near the airport is protecting our ecosystem. Our densely populated neighborhoods and schools to the north, our parks (including Millersylvania, just 3 miles from the airport), farms, and wildlife sites need to be protected.

Unproven technologies - The Port claims that there will be new, quiet planes and non-polluting fuels. But scientists say there are many obstacles to widespread adoption of planes fueled by electricity, hydrogen or biofuels. The Airport Master Plan Update, once approved, will lock in all the steps to permit commercial air traffic. This is our best chance to say NO.

Multinational corporations and private airport users would benefit from drastically increased numbers of aircraft here. BUT that would come at the expense of quality of life for many more Thurston County residents.

Northbeachcomm

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As a parent, journalist, Olympia Regional Airport user, teacher and community leader in Olympia I can say the Commission is clearly failing its SEPA due diligence to investigate and publish the possible effects of the Airport Expansion Proposal. The following information expresses my opinion perfectly. Take immediate action to fulfil your duties and the reasonable requests of our community! Ignoring your responsibility will not make it go away.

In its MDNS, the Plan doesn't even mention the negative physical and psychological effects of air traffic expansion on Thurston County residents. The Port claims in its [2/6/2025 environmental review](#) that it can adequately reduce or control environmental impacts, and therefore, it doesn't need to look closely at the impacts until later on when projects become shovel-ready.

This does not comply with the State Environmental Policy Act (SEPA). SEPA requires an in-depth review if significant environmental impacts are "likely to occur" as a result of a non-project decision at full build-out. Waiting to do a thorough environmental review until discrete projects begin will lead to "piecemealing" (which SEPA and NEPA forbid).

Also, waiting would prevent the commissioners and the public from identifying and assessing direct and indirect cumulative impacts on our health and the environment. The Port is ignoring the serious public health risks that come from increased emissions and noise. In fact, there has never been a serious environmental study of direct and indirect cumulative impacts caused by airport development/growth and operations.

**Killing the gophers goes hand in hand with degrading the community's quality of life.**

The fate of the Olympia pocket gophers at the airport is closely tied to Thurston County's fate. The Plan states that airport growth is dependent on more hangars, and those additional hangars will be

built on the prairie habitat where the threatened Olympia pocket gophers live. So, the goal is to pave over the last remaining critical prairie habitat, killing many threatened gophers, in order increase airport traffic that will degrade the quality of life of people living in Thurston County. This makes no sense.

Please respond as soon as possible with an expanded environmental review plan. Are you daring us to sue or hope we cannot afford to force you to comply with present law? Don't bet on it.

Sincerely,

John Kersting

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Dear Port Commissioners,

I write with worry about the negative physical and psychological effects of air traffic expansion on Thurston County residents. The Port claims in its [2/6/2025 environmental review](#) that it can adequately reduce or control environmental impacts, and therefore, it doesn't need to look closely at the impacts until later on when projects become shovel-ready.

This does not comply with the State Environmental Policy Act (SEPA). SEPA requires an in-depth review if significant environmental impacts are "likely to occur" as a result of a non-project decision at full build-out. Waiting to do a thorough environmental review until discrete projects begin will lead to "piecemealing" (which SEPA and NEPA forbid).

Also, waiting would prevent the commissioners and the public from identifying and assessing direct and indirect cumulative impacts on our health and the environment. The Port is ignoring the serious public health risks that come from increased emissions and noise, especially harmful for children. In fact, there has never been a serious environmental study of direct and indirect cumulative impacts caused by airport development/growth and operations. It has been said that the Master Plan Update would merely increase air traffic by 5%. Yet the Port plans to double the capacity for aviation fuel storage. [See pdf page 20 here.](#)

The Washington Supreme Court said in 2024 in [King County v. Friends of Sammamish Valley](#) that **you must prepare an environmental impact statement on a whole plan if the plan at full build-out is likely to have significant environmental consequences.** Please comply with the minimum requirements of the State Environmental Policy Act and the holding in *Friends of Sammamish Valley*.

Airport expansion will not help the area economically and it will cause harm to the people and the environment. In terms of climate change, we need to move in the opposite direction and diminish, not increase CO2 emissions. The area is loved for its natural beauty; don't allow it to become despoiled like so many other places, and lose priceless biodiversity, our only true wealth.

Thank you,

Miranda Mellis

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To Whom It May Concern:

NO AIRPORT EXPANSION!!!

The Port failed to do an in-depth environmental review as required by SEPA. In fact, the Plan doesn't even mention the negative physical and psychological effects of air traffic expansion on Thurston County residents.

There has never been a serious environmental study of direct and indirect cumulative impacts caused by airport development/growth and operations. The State Environmental Policy Act (SEPA) requires an in-depth review if significant environmental impacts are "likely to occur" as a result of a non-project decision. The Port's 2/6/2025 environmental review claims that an in-depth review isn't needed until later. But 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 will also prevent commissioners and the public from seeing the impacts that this Plan will have on our community's health.

We citizens do not want our environment, daily quality of life, and our unique area destroyed. We urge you to stop any consideration of airport expansion.

Respectfully,  
Susan J. Cummings, PhD

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Please let me know if you need data for this. There is a lot out there. Since it is not addressed as a significant concern, my stance will remain opposed to your determination of non significance until I see research data that determines it is not. You owe this to the citizens of Thurston County.

thank you,

Jana Wiley, RN, MS

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2/12/25

To those designated to hear concerns on the Port of Olympia's "SEPA determination of Non Significance": Please pass on my comments to all concerned. Including Commissioners, staff, and Airport management.



It appears to me that the SEPA determination of non significance really did not address the concerns about degradation of air, water and environment with any factual information to deny significance. Below I submit comments on the key items that should be studied for impacts, given projected Airport operations are to be expanded greatly.

**Air Quality:** Nothing addresses toxicity from increased plane traffic, both small plane and jets. They tout electric planes, are they thinking about doing a massive electric drone delivery services out of there? :( I know that the age of electric planes is not here yet. I also know that Warren Hendrickson lied when he said unleaded fuel was coming any day (over a year ago). I also know that many pilots scoff at non leaded fuel and say it is their choice. Meanwhile, the Port touts their purchases of electric vehicles for staff. These two vehicles do not mitigate exhaust from increased air traffic, that from trucking to and from logistic centers. There have been studies done for other airports that clearly outline hazards regarding air quality.

THEY ADMIT THAT THERE WILL BE INCREASED EXHAUST INCLUDING UF PARTICLES BY JETS AND LEAD FROM SMALL PLANES. BUT THEY CALL IT "UNLIKELY TO BE SIGNIFICANT" REALLY? How much of an increase are they anticipating at full roll out capacity? I would like to know. Have they studied this so much that they can proclaim this in advance? I saw no reference to a study from which they made this determination. If anything, air quality research that has been done at other airports, always cites major health concerns with air quality, that varies depending on the direction of the prevailing winds. The residents around SEATAC based their current lawsuit on this fact. These contaminants cause cancer and genetic damage. These findings are part of their lawsuit against Delta and AK Airlines.

**Water:** They talk about fuel contaminants being contained. But with the Deschutes river right there at the end of a runway's, will they be monitoring the shores and the water for evidence of aviation's impact? Who will be? Or will this be something so unlikely to POO that it can just pile up for future generations to determine. This water leads into the Salish Sea. Aircraft fuel has it's own signatures.

**Environmental health:** I wonder why no mention of firefighting foams? Has the Olympia Regional Airport totally transitioned off of PFAS? They have until March 31, 2025 to do so. Will they be using F3 (a neurotoxin) , GFFF (a non toxic alternative) or C6 (still contains PFAS) as an alternative to AFF? Since I saw no reference to this in the SEPA document, it needs to be discussed, as PFAS or PFOAs are forever toxic chemicals. Please spare me the argument that there is only a little PFOAs in C6 too. With this chemical ubiquitous in the environment, we do not need to add one bit more toxin into it. Switching to the endangered species which were mentioned in environmental health section, they casually toss out HCPs as a go to on a "case by case basis"....a phrase used altogether too often in this document. Sounds like a punt down the road, and no need to anticipate any problems right now. Build it now and solve the problems as they arise? How wise is that? Also of concern is a 24/7 airport

operation with all of the lighting that will be needed. This will impact all beings, human and endangered.

**Noise:** They really show no planning here. Noise is treated as if it is not a big deal. NO consideration for residents in that area that will be effected by increased noise from expanded flight operations, especially with proposed jet traffic. Constant exposure to noise 24/7 causes a decline in health. Looks like it is to be a cargo drop off and trucking operation that will be 24/7. Noise is the most frequent complaint of all US and European citizens who live next to airports as they expand. There are law suits all over the US on this topic alone. Do you need information from those citizens who are experiencing harm? I can ask them to brief you all.

**Property value declines:** It is a known fact that as airports expand operations, property values decline due to noise, traffic, air quality and deposition of contaminants from fuels. SEATAC is a cancer cluster. Would any of the proponents want to live next door to the expanded Olympia Airport? If so, please buy these homes up at the highest market value to spare the people who are living in them, and live there yourselves.

I am beyond dismayed as Thurston County residents have always been against our airport expansion. Now officials are shoving it down our throats and into our lungs, rivers and gardens. This SEPA determination of non significance is so misleading and wrong. The port should study projected toxins, noise levels and environmental damage before saying that there is no significance with the items I raise and question. Impacts to our community need to be fully assessed, and publicly discussed with all who live around this site and all who will be impacted for generations to come..

Jana Wiley, RN, MS

A citizen who lives within the prevailing wind zone of your proposed expansion of "non significance" and who cares about the health of all beings.

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To whom it may concern,

I am a constituent of Olympia. I live south of Tumwater and am right under the daily flight path of planes into the small Olympia airport. And that is more than enough noise thank you very much.

With the expansion of the airport the Master Plan indicated an increase in plane traffic. That means an increase in noise, burning of fossil fuel, and potential in-air collisions. I do not see how that is not "significant". Just because the airports on ground footprint won't shift "significantly" doesn't mean there won't be impacts to the surrounding area.

Economical growth be damned. If this plan is adopted by the commission, I will vote for and support their opponents next time around. I want clean air, quiet living, and don't care about lining the pockets of "the economy". No amount of mitigation is going to reduce air traffic noise over my house or clean the air from all those planes. We should be thinking

long term impacts of that expansion and noise/fuel consumption, not short to economical boosts for the 1%.

Thank you.

Anja Huff

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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.

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.

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.

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).

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.

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.

Sincerely,

Angela Deardorff-Zeigenfuse and Matthew Zeigenfuse

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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).

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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.

Thank you for your consideration,

Jane Hutchinson

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To whom it may concern,

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.

Sincerely,  
Jennifer Murtagh

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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, really? That will not be happening on any large scale in the foreseeable future according to several 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:

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species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.

Thom Hooper

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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.

Don't do it.

Mark Fleming

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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.

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:

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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.

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.

Thanks

Ana Rumsey

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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 SEPA and King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).

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.

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:

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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.

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.

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.

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.

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.

- They seek 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.
- They seek to allow 59 (instrument flight rule) and 98 (visual flight rule) operations (takeoffs and landings) per hour.
- 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.
- They seek to strengthen runways so larger planes can come in.
- They want increased helicopter traffic, which is very noisy.
- They admit in the draft Plan that with a few more changes, the airport could handle one plane a minute.

Authur West



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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).

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Levi Green

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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!

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.

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.

Margaret Fleming

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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.

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.

It is a climate disaster in terms of increased emissions and will blow up our Thurston Climate Mitigation goals.

It threatens 3 WA endangered species.

You have no regulation on night flights that are disturbing people's sleep already!

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 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.

You need to do an environmental impact study and you know you do – stop avoiding it.

PLEASE respect the will of the voters and don't do this!

Lynn Fitz-Hugh

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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).

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.

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:

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Tiffany Korn

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Dear Port Commissioners,

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).

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 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.

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.

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:

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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.

Erik Johansen

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Dear Commissioners, et al:

I spoke via zoom against expansion of the airport at Port Commission's last meeting. I would like to again reiterate my opposition due to adverse effects on so much of what we can lump together as "quality of life now and in the future" here in Thurston County. Expansion:

1. Benefits few and ignores "costs" to thousands for limited numbers of "destination Olympia passengers".
2. There's lack of transparency - for public input, proper environmental review.
3. Fossil fuel burning aircraft's environmental impacts.
  - a. Particulates - air quality
  - b. Climate change - adversely affects by adding to our local area's decline
  - c. Noise restrictions - non-existent

- d. Nearby Deschutes River endangerment with a dominos affect
- e. Ignores endangered species and money and time spent protecting - damage cannot be reversed
- f. Olympia isn't a "hub" having no rapid transport and limited infrastructure, leading to additional build out

There are plenty of examples of needless destruction for the sake of "expansion". Note that some of the other airports that expanded to siphon off SeaTac traffic did not impact SeaTac traffic. As exemplified by the huge amounts of forested land and prairie (valuable-quality-of-life land) destroyed by allowing the building of excessive amounts of warehouses i.e. on Lacey's north end, consequences occurred beyond a warehouse. High truck volume is breaking down roads, (especially around traffic circles), noise and traffic impediments have increased, emergency evacuation ability is all but chocked off, and on and on. Once a foothold by developers and/or government developments take place there can be arguments made for auxiliary needs and additional expansion beyond the simple entity being proposed; thus all leading to unexpected results hidden behind a simple proposal.

This is not a "not in my back yard" plea, but a plea for research into less destructive solutions. Look to Europe, or other examples for already achieved solutions as a guide for our area. If movement of a limited number of people is needed between Tacoma and Seattle to the seat of our government or from Portland, high speed rail would be more ecologically friendly.

Again, we cannot reverse damage to our area, but please listen to the population's cry for reducing future destruction.

Thank you for your time,  
Diane J. King (Olympia Resident for 78 years and now Lacey Resident)

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Dear Port Commissioners,

Please accept this as my formal comment on both the SEPA review and the Airport Master Plan Update.

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.

As would the ultrafine particulate matter (UFP) and noise pollution.

### **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.

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.*

### **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.

Regard,  
Jonathan Kramer

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February 12, 2025

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.

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,

Chris Kautsky

Tumwater Resident

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Dear Port Commissioners,

Please accept this as my formal comment on both the SEPA review and the Airport Master Plan Update.

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.



As would the ultrafine particulate matter (UFP) and noise pollution.

**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 (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.

**Ronda Larson Kramer**

(she/her/hers)

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Dear Port Commissioners,

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.

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?

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?

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.

Sincerely,  
Sarah Jordan

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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.

Thank you,

Steven Paul Purtell

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February 12, 2025

Dear Olympia Airport Commissioners,

We strongly express our opposition and concern regarding the proposed draft plan for the Olympia Airport. We join with many other South 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

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??

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 Sound Sound airport with the option of the South Sound communities saying "NO."

- All residential and traffic issues;
- The close proximity of the Olympia Airport to Millersylvania State Park and the near proximity to Mt. Rainier National Park;
- Lead exposure in and around the airport and testing for how this affects wild animals, pets and humans;
- Impacts to citizens and neighborhoods from airplane and helicopter noise, night and day;
- Copies of any documents that mention the nebulous "approval" that you refer to from all local wildlife organizations in the area;
- The wildlife and endangered species that occupy the area.

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.”

Again, give the communities of South Puget Sound the option to say “NO” to a Olympia Airport expansion.

**We suggest you work on high speed rail instead of building another SEATAC.**

**Sincerely,  
Kathryn and Patrick Townsend  
Olympia, WA**

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Dear Port Commissioners,

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.

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.

When I moved here 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.

Please consider the thoughts of tax paying residents and do not expand.

Thank you.

Melissa Sayer, MSW

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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. 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.

The expansion described in Chapter 4 of the draft Plan would destroy the majority of the designated critical habitat currently present at the airport for three protected species, including the largest contiguous designated critical habitat anywhere for the gopher.

Dismissing environmental review violates *King County v Friends of Sammamish County*, as well as FAA Order 1050.1F (4 - 3.2).

Please revise the update.

Jude Anthony

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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:

- 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.

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.

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.

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 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).

Sincerely,

Vince Cottone

Olympia

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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:

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--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.

Larry Oline

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Dear Port Commissioners,  
I am writing to express my opposition to the airport expansion actions described in the airport master plan update.

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.

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?

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.

The Olympia airport is home to threatened and endangered species that will lose significant habitat from the expansion.

There is significant opposition to this airport master plan.

I oppose expansion of the Olympia airport.

Sincerely  
Monica Hoover  
Olympia, WA

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Dear Port Commissioners,

I strongly oppose and offended your trying to pass this under the wraps. Us residence need to be informed

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.

Joy Griffin

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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.

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.

I'm also concerned by the flawed environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).

James Bresler  
Tenino, WA

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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:

- 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.

#### Talking Points:

- 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](#). 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.
- 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. 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 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.
- Electric airplanes will not soon replace leaded fuel airplanes. Members of the now-defunct CACC ([Commercial Aviation Coordinating Commission](#)) stated that electric airplanes, although a great concept, will not be happening on any large scale in the foreseeable future. This is because current airplanes cost a lot. They're often kept in service longer than 30 years. Even if someone comes up with an electric plane that can carry a couple hundred people, no for-profit airline is going to give up their still-running plane while it's still in good shape and carrying 200 or more passengers.
- [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.
- [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.

- 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.
- Little or no consideration is given 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. 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 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 habitat currently present at the airport for both species and is simply not compatible with the conservation of either species. This makes the development plans highly unrealistic.
- 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.
- 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 flight path are blasted awake at least once, and often more, by air traffic.
- 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.
- 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.
- All of this by and large is to benefit the wealthy few at the cost of the many. This is unconscionable.
- 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.”
- 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).

Thank you,  
Jerilynn Vail

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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.

Thank you.

Jeanette Murphy  
Olympia, WA  
Thurston County

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Dear Port Commissioners,

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.

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.

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).

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.

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.

Sincerely,  
Warren and Esther Kronenberg  
Olympia WA

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Dear Port Commissioners,

There is enough air traffic with the base, I don't want any more near my home. This is a detriment to county residents.

Environment: Increased air traffic would lead to more pollution and climate change.

Quality of life: Noise and pollution would degrade quality of life for residents, and I believe lower property values. Property rights: Homeowners on potential sites for new runways could lose their land; this is an unacceptable outcome for a facility that is not needed.

Infrastructure: The area lacks infrastructure to support increased air and ground traffic.

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.

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

([https://web.archive.org/web/20240920204207/https://www.courts.wa.gov/opinions/pdf/1021771.pdf?link\\_id=24&can\\_id=8fa10045cd98fd90e34fff02b623ce55&source=email-submit-comments-by-212-re-dramatic-airport-expansion&email\\_referrer=email\\_2603448&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&can_id=8fa10045cd98fd90e34fff02b623ce55&source=email-submit-comments-by-212-re-dramatic-airport-expansion&email_referrer=email_2603448&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&can\\_id=8fa10045cd98fd90e34fff02b623ce55&source=email-submit-comments-by-212-re-dramatic-airport-expansion&email\\_referrer=email\\_2603448&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&can_id=8fa10045cd98fd90e34fff02b623ce55&source=email-submit-comments-by-212-re-dramatic-airport-expansion&email_referrer=email_2603448&email_subject=olympia-airport-set-for-big-air-traffic-expansion-comment-by-212))). 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.

I find none of these acceptable:

- \* 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.
- \* Expanded commercial aviation area with a new, larger passenger terminal of at least 40,000 square feet.
- \* 610 parking spaces and room for more.
- \* Additional hangars for larger aircraft.
- \* A 259,000 square foot area for passenger and cargo aircraft parking and loading and unloading,
- \* 6 gates.
- \* An aircraft deicing area
- \* Helipads to accommodate increased helicopter traffic. Helicopters are very noisy.
- \* Capacity for 59 instrument flight rule and 98 visual flight rule operations (takeoffs and landings) per hour.
- \* Capacity for 630 operations per day (315 landings and 315 takeoffs). In 2020, there were only 193 total operations per day.
- \* Strengthened runways so larger planes can come in.

\* The implication is a plane a minute; that is not what I want or need in this county.

Michelle De Bell

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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).

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Sara Dill

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Roxane Waldron  
Olympia, WA 98501

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Karen Bergh

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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.

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?

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!

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.

Regards,

John R. Van Eenwyk

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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. 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.

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).

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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 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.

I object to the Airport Master Plan update.

Thank you for reading my letter and letting my voice be heard.

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

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Hello Port Commissioners Vasavada, Evans Harding, Iyall, Sanders, and Tonge,

Thank you all for serving our community, and pledging to use public resources responsibly.

We've been following the debate about the Airport Expansion Plan Update. We listened in on public comments last night.

- 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.
- Elicit **broad community discussion about all the ramifications** of an airport expansion. Discuss alternative solutions.

Below are some of the concerns that we have about the Plan, many of which were mentioned last night:

- A very significant increase in the number of flights will cause huge amounts of additional air pollution.
- Fly-zones are directly over homes, school, parks, wildlife preserves, etc.
- 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.
- Home property values will plummet across the county due increased noise, congestion, etc.
- Autos in hundreds of new parking stalls, as well as increased equipment and cargo vans, will add to water, air, ground and noise pollution.
- How does the convenience of increased flights, including highly-polluting private planes (for lobbyists?) fit in with our multi-layered local climate mitigation plans?
- How will you pay for this, especially now that federal funding is being withdrawn and administrative personnel are being threatened with job loss?
- Is a profit even feasible? Have you studied other regional airports and how it's worked out financially (and otherwise) for them?
- 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?

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Thank you for your time,  
Maureen and Kent Canny  
Thurston County residents

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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

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Kind Regards,

David Forsberg

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Hello,

I'm writing to comment that the Airport Master Plan Update sucks.

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.

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.

I'm wouldn't consider myself an environmentalist but I despise pollution because it affects my chronic asthma. Also, I am not going to welcome any of the displaced pocket gophers on my property.

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.

Sincerely,  
Meggan Goudy

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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).

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Thank you,

Mx. Nox Umbrose  
(they/them)

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Dear Port Commissioners,

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.

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).

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.

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.

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.

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.

The Plan ignores the serious public health risks from increased emissions and noise. We need a thorough environmental review now to prevent piecemeal construction and ensure commissioners and the public see the impacts on our community's health, especially children's health.

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.

This is all to benefit the wealthy few at the expense of the many, which is unconscionable.

Sincerely,  
Dianne Williams

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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.

Jeanette Finney

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Renee Hodgkinson

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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.

Lorree Gardener

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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.

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.

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.

Our trees are being cut and replaced by concrete. Once beautiful Tumwater is becoming unrecognizable. What a shame.

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.

A BIG NO!

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Debra Boes

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Respectfully,  
Elizabeth Alvarez

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Thank you.

Todd Steben

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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:

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 ": <https://www.washington.edu/news/2019/12/03/communities-around-sea-tac-airport-exposed-to-a-unique-mix-of-air-pollution-associated-with-aircraft/>

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.

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: <https://wdfw.wa.gov/species-habitats/species/rana-pretiosa#climate>). 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.

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 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.

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 (<https://www.jstor.org/stable/45016451>), AND that hearing ability of children exposed to aircraft noise pollution from schools located near airports was "significantly worse" (<https://link.springer.com/article/10.1007/BF00405728>).

Additionally, data show noise annoyances, including those due to aircraft, increase depression and anxiety (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4873188/>). 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.

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.

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.

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.

Sincerely,

Betsy Bullman  
Olympia, WA

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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.

Do please take this seriously.

Lynne Bannerman  
Olympia, WA, 98502

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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.

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Mmbretherton

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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.

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).

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:

- The endangered (WA) Oregon vesper sparrow
- The threatened streaked horned lark
- The threatened Olympia pocket gopher

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.

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.

This Plan is unacceptable. I urge you to reject it.

Sincerely,

Charlia Messinger

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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).

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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.

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.

Sincerely,

Gina Darrow  
Resident of Thurston Co.

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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).

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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.

Thank you for your consideration

Lisa Barber

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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.

Krista Graman

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I did not see anything regarding human health hazards from increased jet exhaust and ultra fine particulate matter that damages human health, waterways, aquatic life and land. Non significant??? What about noise??? No response or eval needed or is it just not worth it to look at

Really???

I find it criminal.

Jana Wiley, RN, MS

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Dear Port Commissioners & others,

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.

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:

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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.

**So...protecting the Olympia Airport is CRUCIAL for their survival.  
Our airport is NOT an appropriate target for increased traffic.**

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 & 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.

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!***

**This is not even to mention or measure the unseen deleterious health effects of living near an airport.**

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.

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.

**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.**

Sincerely,  
Janine Lindsey  
Olympia, WA

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Dear Port Commissioners,

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.

My process concerns about the airport's Master Plan Update are two-fold:

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.

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.

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.

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.

Thank you,

Christie B

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Dear Port Commissioners,

I strongly object to the Airport Master Plan Update.

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.

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.

Regards,

Adam Hall  
Resident, Olympia Wa

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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.

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.

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.

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...

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.

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 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.

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.

Sincerely,

Janice Klinski  
Olympia, WA

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Dear Port Commissioners,

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.

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).

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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.

Best,  
Vanessa LaValle

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Dear Port Commissioners,

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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).

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Jesse Aaron

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**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.**

**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.**

**Best, Tom Sampson  
8027 Shadybrook LN SE  
Tumwater ...**

**PS ... find us on the map ... we are directly in the helicopter flight pattern.**

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).

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Thomas Sampson

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I am deeply concerned by both the lack of a transparent and comprehensive public

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**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.

**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.

**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.

**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.

**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.

**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.

**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 neighborhoods we celebrate in our county. It would open the door to ever-increasing low-flying aircraft bringing noise and pollution.

**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.

Steve Ferguson  
Thurston County Resident

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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.

Uli Johnson

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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.

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 children who live near airports have lighter levels of lead in their blood which decreases their cognitive skills.

-the adverse effects of air and noise pollution from the expansion of the airport on our surrounding community's members' health

-the adverse effects of air and noise pollution from the expansion of the airport on the surrounding area's wildlife and their habitat

-the adverse effects of converting more acreage on the surrounding area's wildlife and their habitat

-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)

-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.

-the lack of a transparent and comprehensive public process for the Master Plan Update

-the Plan's failure to acknowledge the opposition of so many local residents to expansion of the airport.

-the lack of an in-depth environmental review, which violates King County v. Friends of Sammamish Valley (WA Supreme Court, 2024).

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.

Amanda Christian

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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).

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~irene analice

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Hi Brenda,

Thank you for reaching out to SEPA help. I'm not aware of the specific SEPA document you are referencing so I can't provide a detailed response. Some of your questions might be addressed in the SEPA Checklist for the Airport Master Plan project, so I encourage you to take a close look at that document if you haven't already.

In general, nonproject actions (such as the adoption of a plan) may require project-level SEPA review at the time individual projects are proposed. However, this depends on what was

analyzed in the initial nonproject SEPA, and it depends on the scope of individual projects and whether SEPA is triggered.

I encourage you to submit your comments to the lead agency. Submitting timely comments during the environmental review process is a very important means to voice your concerns and have your comments considered by the lead agency.

Thank you,

Kristy Hollinger (she/her)  
Planner | SEPA Environmental Review  
[WA Department of Ecology](#)  
564-250-0620  
300 Desmond Drive SE, Lacey, WA 98503

**From:** Brenda Wilmoth <[brenwilmoth@gmail.com](mailto:brenwilmoth@gmail.com)>  
**Sent:** Sunday, February 9, 2025 10:02 AM  
**To:** [SEPA@portolympia.com](mailto:SEPA@portolympia.com); ECY RE SEPA HELP <[sepahelp@ECY.WA.GOV](mailto:sepahelp@ECY.WA.GOV)>  
**Subject:** Questions!

External Email

Good day,

I have a question I hope you will be able to help me with. I would like to ask why a SEPA of Non significance is given for the Airport Master Plan at this time?

Will the future projects mentioned in the plan bring forth a SEPA review and mitigation requirements?

Due to the current status, in the plan dry wash and also deicing is not a chemical issue however in the future should the projects suggested of a deicing station and wash station with drainage be developed and also hangers housing aircraft that could potential contamination of groundwaters would at that time a SEPA be implemented.?

The Helipad, and also the additional hangers housing more aircraft which could be potential spills? Also in an emergency what is the plan? Our protection of our drinking water and groundwater would be my biggest concern.

Thank you in advance!  
Brenda Wilmoth

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Dear Port Commissioners,

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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).

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Sara Kent

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Dear Port Commissioners,

It is time to take the long view that prioritizes quality of life!

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).



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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.

Sincerely  
Amy Fisher  
Lacey WA

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Dear Port Commissioners,

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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).

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Overall, Chehalis would be a more appropriate location do its more rural open areas and less civilian population.

Respectfully,

Mr. Rios, A

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species are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.

Tori Johnson

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Dear Port Commissioners,

I'm writing to you about the Airport Master Plan Update as a concerned constituent.

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).

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.

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.

Thanks for thinking about this, and thank you again for your representation.

-Bill Dole

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Dear Port Commissioners,

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Mike Cartier

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Elaine Jernberg

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Dear Port Commissioners,

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.

And I agree with the following points against expansion provided by local organizations:

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).

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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.

Todd Davison

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Dear Port Commissioners,

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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).

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Sincerely,  
Elaine Kohler

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Dear Port Commissioners,

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.

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).

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Sincerely,  
*Matt Parnel*

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Dear Port Commissioners,

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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).

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Rick Strzelecki

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Kyle Willoughby

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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 and the expansion would be detrimental to our county.

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).

The airport location is in a critical habitat area and needs to be protected.

The noise and air pollution that this expansion would create is not something that the citizens of Thurston County should be subjected to.

I strongly object to this expansion proposal.

Sincerely,  
Lasha H Steiwneg

---

Dear Port Commissioners,

I strongly object to the Airport Master Plan Update.

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.

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?

Regards,

Kelly Hall, Olympia WA

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Sincerely,

Craig Brown

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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.

Richard J. DeLapp  
Olympia, WA

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Al Chickering

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Jill Bremer

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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.

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.

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.

Who is this airport being built for? It certainly isn't for our community!

We did not vote for this!

Suzanne Cravey  
Olympia, WA

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).

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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.

Donna Clark

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Dear Port Commissioners,

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.

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.

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.

Thomas Wilde

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Dear Port Commissioners,

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.

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.

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).

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:

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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 is a deeply unpopular move on the part of the Port. Rest assured, concerned citizens like ourselves will be tracking your political future.

Marianne McNabb  
L. Leland Blanchard

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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)

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Nancy Sullivan

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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.

Sincerely,  
Kathryn Cox

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Dear Port Commissioners,

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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).

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Elizabeth McNagny

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Sincerely,  
Angeline Zalben

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Dear Port Commissioners,

I strongly object to the Airport Master Plan Update. The Plan ignores the serious public health risks from increased emissions and noise.

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).

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:

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Mary Condon

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Dear Port Commissioners,

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JunkRare Games

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Greetings Port Commissioners,

- No! --> to increased jet-fuel particulate pollution.
- No! --> to increased disturbing overhead noise.
- No! --> to increased frequency of low-flying aircraft and hovering helicopters.
- No! --> to a repeat of POO's lack of public engagement and trustworthy process.
- No! --> to the inevitable scores of commercial + industrial developments that would be an 'outgrowth' of airport expansion.
- No! --> to those infrastructure costs taxpayers will, undoubtedly, be burdened with.
- No! --> to ignoring the impact on habitat, large mammal wildlife + migratory corridors.
- No! --> to property devaluation --Thus, NO! to impoverishing the working + middle classes by greatly diminishing their major, if not only, asset.
- No! --> to overlooking the climate impacts.
- No! --> to risking our future.
- 
- No! --> to ruining suburban neighborhoods, rural life, tourism, farms: *the entire region!*<sup>^\*</sup>&%\$!

Yours truly,  
M. Bernstein  
Tenino, WA

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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).

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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.

Respectfully submitted,

Julie Martinson

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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

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Thanks,

Anne Dalgity

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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).

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habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.

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

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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 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.

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.

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

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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).

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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.

sincerely  
cheryl waitkevich

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Dear Port Commissioners,

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Gordon MacDonald  
Tumwater, WA

Success is not final, failure is not fatal, it is the courage to continue that counts- Winston Churchill Sent from my iPhone

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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).

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Sincerely,  
Julie Corwin

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A large local airport is a tremendously BAD idea. Drop the idea of building it! It will harm many people, and many ecosystems.

Most sincerely,  
Carolyn Treadway

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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.

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Margaret McDonald

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Curt Knudsen

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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).

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Bonnie Mackaness Knudsen

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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

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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).

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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.**

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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- Endangered (in WA) Oregon vesper sparrow,
- Threatened streaked horned lark, and
- Threatened Olympia pocket gopher.
- Air and Noise pollution increase
- Disruption of residents right to quiet enjoyment on their property
- Additional traffic congestion that is already at critical mass due to the influx of residents in the County.

This is not the airport to expand.

Sincerely,

Christy White

Olympia, Washington

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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.

The development of the Olympia airport will have a flight path that impacts two of my favorite recreation areas: West Rocky Prairie and Millersylvaia. 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.

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 in the way of exponential growth so that this remains a beautiful and habitable home for those of us already living here.

Thank you.

Rylee Uhrich

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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 impacts thousands of humans who live near the airport.

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.

If you would invest in a separate location and maintain the current airport for current and emergency flights, I would feel less threatened.

Respectfully, DA. Evans

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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).

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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.

Yevonne Bartlett

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Thank you,  
Brenda Wilmoth

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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. I live in that flight path. 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.

Penny Purkerson

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Sincerely,  
Debra Perdew

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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.

Thank you for considering my comments.

Sincerely,

Lawrence Bowman

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Kayte Makowski

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Virginia Drake Cocayne  
Veteran USAR NSA  
Service Dog Handler

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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. NO AIRPORT UNTIL AN ALTERNATIVE FUELS TRANSPORT HUB IS ESTABLISHED: electric trains. buses, taxis.

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).

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Susan Davenport

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Dear Port Commissioners,

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.

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).

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Sincerely,

Rhonda James

Olympia

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Sincerely,

*Marianne Tompkins*  
*Olympia 98506*

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are experiencing significant declines in their populations, primarily caused by habitat loss and degradation. Protecting the Olympia Airport is crucial for their survival.

Thank you,  
Randy Tompkins  
Olympia 98506

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June Kempthorne

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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 at 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 Middleton

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leg.wa

**Sent:** Sunday, February 9, 2025 at 04:24:50 PM PST

**Subject:** "NO" to Oly. Airport master Plan!

Dear Port of Olympia Commissioners,

I have lived in Olympia for 40 years. We have paid taxes on our house for 40 years, and now, I strongly object to the Airport Master Plan Update.

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).

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**Points NOT BEING ADDRESSED BY THE PORT:**

- 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](#). 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.
- 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.

- Electric airplanes will not soon replace leaded fuel airplanes. Members of the now-defunct CACC ([Commercial Aviation Coordinating Commission](#)) stated that electric airplanes, although a great concept, will not be happening on any large scale in the foreseeable future. This is because current airplanes cost a lot. They're often kept in service longer than 30 years. Even if someone comes up with an electric plane that can carry a couple hundred people, no for-profit airline is going to give up their still-running plane while it's still in good shape and carrying 200 or more passengers.
- [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.
- [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.
- 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.
- Little or no consideration is given 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. 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 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 habitat currently present at the airport for both species and is simply not compatible with the conservation of either species. This makes the development plans highly unrealistic.

- 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.
- 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 flight path are blasted awake at least once, and often more, by air traffic.
- 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.
- 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.
- All of this by and large is to benefit the wealthy few at the cost of the many. This is unconscionable.
- 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.”



### Final Order 1050.1F Environmental Impact: Policies and Procedures

The Federal Aviation Administration (FAA) has revised its procedures for implementing the National Environmental...

- 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).

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Good day,

I have a question I hope you will be able to help me with. I would like to ask why a SEPA of Non significance is given for the Airport Master Plan at this time?

Will the future projects mentioned in the plan bring forth a SEPA review and mitigation requirements?

Due to the current status, in the plan dry wash and also deicing is not a chemical issue however in the future should the projects suggested of a deicing station and wash station with drainage be developed and also hangers housing aircraft that could potential contamination of groundwaters would at that time a SEPA be implemented.?

The Helipad, and also the additional hangers housing more aircraft which could be potential spills? Also in an emergency what is the plan? Our protection of our drinking water and groundwater would be my biggest concern.

Thank you in advance!

Brenda Wilmoth

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I am a homeowner and am opposed to the changes proposed.  
I do not want the noise, the crime, and disruption to our lives night and day.  
I DO want to maintain my home's equity which will disappear if the airport expands.  
Please enlarge the window to object to this.

Chris Cook

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The airport master plan update does have a significant adverse impact on the environment.

Why have you attempted to hide from this important requirement?

The public needs fully informed of all the ramifications of this update and the plan itself. I object to your determination.

Do the environmental impact statement requirement.

Dana McInturff

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