

Commercial Aviation Coordinating Commission

Online Open House and Virtual Public Meeting report

PREPARED SEPTEMBER 13, 2022

Executive Summary

Overview

Learning more about what is important to communities across Washington state is a crucial step for the CACC. To help learn about aviation priorities, the CACC held an online open house from August 15 to September 11, 2022. The online open house was available in English, Amharic, Arabic, Chinese (simplified and traditional), French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese languages. Additionally, there was a call-in option for people who wanted the open house read to them, and two virtual public meetings held via Zoom on August 23 and 31, 2022.

Share your thoughts about the future of aviation in Washington!

As the Puget Sound region grows, demand for air travel is growing with it, and some existing passenger, cargo, and general aviation facilities are running out of space.

The Commercial Aviation Coordinating Commission (CACC) is working to identify existing airports or new sites to help solve the aviation capacity problem in Washington.

We want to hear from you!
Visit our *online open house* from August 15 through September 9:
engage.wsdot.wa.gov/CACC

Available in Amharic, Arabic, Chinese (simplified and traditional), English, French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.

Join a virtual public meeting on August 23 or 31.

Questions?
Contact: CACC@wsdot.wa.gov

WSDOT

Promotion

The primary audience for notification of the online open house was Washington residents west of the Cascades. The intent was to reach communities around the 10 greenfield locations as well as Bremerton National and Paine Field. Residents in the rest of the state were a secondary statewide audience.

To promote the online open house, WSDOT distributed a press release in English and Spanish to statewide media; distributed partner toolkits to CACC members and CBOs who requested copies; and published organic and paid social media posts.

Input

The online open house received nearly 60,000 page views from an estimated 20,000 users. Of users, 1,121 provided their zip codes. Most users were from Washington state, with one participant from outside of Washington. The highest number of participants was from King County (392),

followed by Thurston (209), Skagit (177), Pierce (143), and Snohomish (93) counties.

Users shared input by answering multiple choice and open-ended questions, as well as through a comment form. While the questions and comment forms were available in the 15 languages cited about, the users that responded to the online open house questions did so via the English version of the online open house. Users provided a total of 60,320 multiple choice responses and 12,429 comments.

The virtual public meetings were attended by 304 people. Meeting participants submitted 217 questions or comments during the meetings, and 63 people took the post-meeting survey. The most common questions and comments at the virtual public meetings expressed opposition to the East King County site (69), with other common themes including environmental impacts (29), questions about airport sponsors (16), and questions or comments about the CACC process (10).

Feedback on greenfield sites

Across the online open house, users shared input on each greenfield site. For each site, users were asked if it should be considered for a new airport, should be considered only if environmental impacts including noise and emissions can be mitigated, or should not be considered.

Greenfield location	Yes		Yes, with mitigation		No	
	Number	Percent	Number	Percent	Number	Percent
Skagit County Northwest	705	12%	654	11%	4,633	77%
Skagit County Southwest	702	12%	648	11%	4,595	77%
Snohomish County Northwest	1,077	20%	1,138	21%	3,250	56%
Snohomish County Southeast	1,026	19%	1,199	23%	3,071	58%
East King County	1,182	20%	1,216	21%	3,491	59%
Pierce County East	888	16%	1,101	20%	3,450	63%
Pierce County Central	1,129	21%	1,256	22%	3,021	56%
Thurston County Central	1,271	22%	1,177	21%	3,239	57%
Thurston County South	1,155	21%	1,059	19%	3,402	61%
Lewis County	1,072	20%	984	18%	3,281	61%

**Percentages may not add up to 100 due to rounding*

Users were asked to provide an explanation of why they selected the options they did. Common themes included:

Greenfield location	Common themes
Skagit County Northwest	The area is farmland, concern about environmental impacts (often combined with comments about flooding issues), another airport is not needed, general opposition, it will serve a low number of people, traffic and roadway infrastructure concerns, noise concerns, or preference for another location, maintain rural character, it's too close to SeaTac, concerns about flooding
Skagit County Southwest	The area is farmland, concern about environmental impacts (often combined with comments about flooding issues), another airport is not needed, general opposition, traffic and roadway infrastructure concerns, maintain rural character, it would serve a low number of people, prefer another location, and concerns about flooding
Snohomish County Northwest	Another airport is not needed, concern about environmental impacts, general opposition, traffic and roadway infrastructure concerns, the area is farmland, and prefer another location
Snohomish County Southeast	Another airport is not needed, concern about environmental impacts, traffic and roadway infrastructure concerns, general opposition, the area is farmland, prefer another location, and it would serve a large number of people
East King County	Traffic and transportation infrastructure concerns, the area is farmland, it's too close to SeaTac, concern about environmental impacts, maintain rural character, general opposition, another airport is not needed, King County is precluded from the legislation, prefer another location, concern

	about noise, it would serve a large number of people, and general support
Pierce County East	Traffic and transportation infrastructure concerns, concern about environmental impacts, general opposition, it's too close to SeaTac, another airport is not needed, prefer another location, the area is farmland, it would serve a large number of people
Pierce County Central	Traffic and transportation infrastructure concerns, concern about environmental impacts, it's too close to SeaTac, general opposition, another airport is not needed, it would serve a large number of people, concerns about noise, and maintain rural character
Thurston County Central	Concern about environmental impacts, it would serve a large population, preference to use existing airports (including many references to Olympia Regional Airport), it would serve a low number of people, concerns about noise, another airport is not needed, general opposition, prefer another location, concerns about traffic, and maintain rural character
Thurston County South	Concern about environmental impacts, it would serve a low number of people, it would serve a large number of people, prefer another location, general opposition, another airport is not needed, concerns about traffic, concerns about noise, it has good freeway access, and maintain rural character
Lewis County	It would serve a low number of people, concerns about environmental impacts, it would serve a large number of people, another airport is not needed, maintain rural character, prefer another location, preference to use existing airports, the area is farmland, there would be low impacts, and general opposition.

Feedback on Bremerton National and Paine Field

Users were also asked to provide input on expanding Bremerton National to include air cargo service, and Paine Field to include commercial and air cargo service. Users were given the same options: the airport should be considered for expansion, should expand only if environmental impacts including noise and emissions can be mitigated, or should not expand.

Question	Yes		Yes, with mitigation		No	
	Number	Percent	Number	Percent	Number	Percent
Should Bremerton National and nearby infrastructure be improved to help meet air cargo demand?	495	40%	406	33%	333	27%
Should Paine Field and nearby infrastructure be improved to help meet commercial passenger demand?	868	58%	425	28%	201	13%
Should Paine Field and nearby infrastructure be improved to help meet air cargo demand?	772	54%	457	32%	199	14%

**Percentages may not add up to 100 due to rounding*

Users were asked to provide an explanation of why they selected the options they did. Common themes included:

Airport location	Common themes
Bremerton National	The airport already exists (so impacts will be minimal), and it would serve a low number of people
Paine Field (commercial)	The airport already exists (so impacts will be minimal), and general support
Paine Field (air cargo)	The airport already exists (so impacts will be minimal)

Participants were also able to share thoughts on what Paine Field should consider if the airport were to expand. Common themes included concerns about environmental impacts and notes recommending infrastructure improvements, such as improvements to the terminal and parking.

Open-ended feedback

Users had the opportunity to provide open-ended feedback through a comment form in the online open house and the post-webinar surveys. Common themes included opposition to the East King County site, opposition to a site in Thurston County, opposition to a site in Skagit County, a preference to use existing facilities, concern about environmental impacts, opposition to expanding the aviation system, and preference for another location.

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Online Open House Report

September 2022

Background

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) to address concerns that Washington’s airports, including Seattle-Tacoma International Airport, will soon reach capacity. The CACC’s charge is to provide a recommendation by June 15, 2023, for a single preferred location to help meet the forecasted demand for commercial passenger service, air cargo, and general aviation.

The increased air travel demand means that even with planned expansions at Seattle-Tacoma International Airport (Sea-Tac) and other regional airports, there will be 27 million unmet passenger boardings each year. Similarly, by 2050, air cargo demand is expected to more than double, and general aviation, which includes private and recreational flights, chartered flights, and emergency medical and fire services, is expected to grow throughout the state as well.

This is an opportunity for the state to consider the future of its aviation system and its growth potential, which includes innovations such as clean energy production at airports and use of aviation technology that reduces emissions and reduces noise from airplanes.

Learning more about what is important to communities across Washington state is a crucial step for the CACC. To help learn about the public’s aviation priorities, the CACC held an online open house and two virtual public meetings between August 15 and September 11, 2022.

Format and notification

Online open house format

The online open house was hosted as part of WSDOT’s Engage platform with the following pages: a welcome and overview page, a guiding principles page, a page that explains the greenfield locations and asks closed- and open-ended questions about each greenfield site, a page about existing airport locations with closed- and open-ended questions about each site, and a stay connected page with an open-ended comment form. See [Appendix A](#) for a copy of the online open house in English.

The online open house was available in the following languages:

- Amharic
- Arabic
- Chinese (simplified)
- Chinese (traditional)
- English
- French
- Japanese
- Korean
- Russian
- Somali
- Spanish
- Tagalog
- Thai
- Tigrinya
- Vietnamese

Telephone hotline

WSDOT also had a telephone hotline option to accommodate users who could not access the online open house due to technology limitations. Phone users were able to call the hotline and leave a message in one of the 15 languages listed above. A project team member returned the call in the user's preferred language and reviewed the online open house content with the user by phone. If the user had questions or feedback, the project team member took note and, if appropriate, followed up with responses. The hotline did not receive any calls.

Virtual public meeting format

To provide another option for users who wanted to hear information from the project team and/or share questions or comments in real time, the team hosted two virtual public meetings using Zoom Webinar. The meetings were held over the lunch hour on August 23 and in the evening on August 31; 302 people attended a webinar, and 63 responded to the post-webinar survey which asked the same questions as the online open house. Webinar reports are available in [Appendix D](#), [Appendix E](#), [Appendix F](#), and [Appendix G](#).

Notification

The project team prioritized using notification methods that would maximize limited funds, focusing on online ads and collaboration with project partners. The primary audience for notification of the online open house was Washington residents west of the Cascades to reach communities around the 10 greenfield locations as well as Bremerton National and Paine Field. Residents in the rest of Washington state were a secondary audience.

WSDOT distributed a press release in English and Spanish to statewide media (press release is available in [Appendix H](#)). Articles about the open house ran in:

- City of Enumclaw alerts
- Enumclaw Courier-Herald
- Goskagit.com
- Kitsap Economic Development Authority
- My Everett News
- Olympia Indivisible
- San Juan Islander
- SeaTac blog
- Shoreline Area News
- Skagit Land Trust
- The Chronicle (Lewis County)

On August 15, 2022, WSDOT provided a partner toolkit to CACC members, which included an overview of the CACC and the online open house, online open house reminder message, social media posts and images, and a printable poster. All materials were provided in English and Spanish.

The partner toolkit is available in [Appendix I](#).

On August 16, 2022, the project team contacted individual representatives for 76 community-based organizations (CBOs) by email. The list of organizations contacted is available in [Appendix J](#). The email included a reminder about the project, explained the upcoming online open house and other opportunities to share input, and invited further discussion with the CBOs.

WSDOT posted organic Facebook posts on August 15, August 23, and September 7. The posts reached more than 45,000 Facebook users and had 900 engagements. WSDOT also posted paid (boosted) Facebook and Instagram ads throughout the duration of the open house. The statewide posts in English had 1,326,624 impressions and the statewide posts in Spanish had 181,609 impressions; English posts west of the Cascade Mountains had 2,032,743 impressions, and Spanish posts west of the Cascades had 136,607 impressions. The Facebook and Instagram ads and organic posts were the largest driver of users to the online open house, accounting for 48% of visitors. The posts are available in [Appendix K](#).

Community engagement working group

WSDOT convened a meeting of the project’s community engagement working group in early August to preview the open house material, share notification plans, and answer questions. The meeting was attended by representatives from:

- Beacon Hill Community Council/Environmental Justice Beacon Hill
- Economic Alliance Snohomish County
- Snohomish County Executive’s Office
- Snohomish County Sports Commission
- Vashon Island Fair Skies

Results

Online open house

Users

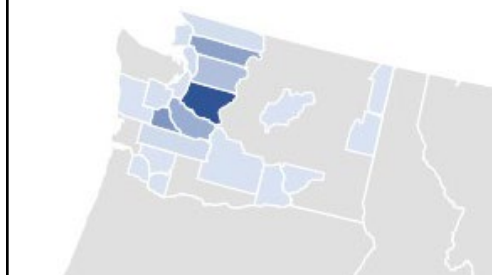
The online open house was available from August 15 to September 9, 2022. During that time, there were 67,406 page views from approximately 20,000 users. Most page views took place between August 29 and September 1.

Of users, 1,121 provided their zip codes. Most users who provided their zip codes were from Washington state, with one participant from outside of Washington. The highest number of participants was from King County (392), followed by Thurston (209), Skagit (177), Pierce (143), and Snohomish (93) counties.

Users provided a total of 60,320 multiple choice responses and 12,429 comments.

View the full online open house traffic report in [Appendix B](#) and responses summarized in [Appendix C](#) and in full in [Appendix D](#).

Distribution of online open house participants



Light blue represents the lowest number of users, and dark blue represents the highest number of users

Feedback on greenfield sites

Users shared input on each greenfield site. The highest number of users (5,996) shared input on the Skagit County Northwest site. For each site, users were asked if it should be considered for a new airport, should be considered only if environmental impacts including noise and emissions can be mitigated, or should not be considered.

Greenfield location	Yes		Yes, with mitigation		No	
	Number	Percent	Number	Percent	Number	Percent
Skagit County Northwest	705	12%	654	11%	4,633	77%
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East King County	Traffic and transportation infrastructure concerns, the area is farmland, it's too close to SeaTac, concern about environmental impacts, maintain rural character, general opposition, another airport is not needed, King County is precluded from the legislation, prefer another location, concern

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Thurston County South	Concern about environmental impacts, it would serve a low number of people, it would serve a large number of people, prefer another location, general opposition, another airport is not needed, concerns about traffic, concerns about noise, it has good freeway access, and maintain rural character
Lewis County	It would serve a low number of people, concerns about environmental impacts, it would serve a large number of people, another airport is not needed, maintain rural character, prefer another location, preference to use existing airports, the area is farmland, there would be low impacts, and general opposition.

Feedback on Bremerton National and Paine Field

Users were also asked to provide input on expanding Bremerton National to include air cargo service, and Paine Field to include commercial and air cargo service. Users were given the same options: the airport should be considered for expansion, should expand only if environmental impacts including noise and emissions can be mitigated, or should not expand.

Question	Yes		Yes, with mitigation		No	
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Participants were also able to share thoughts on what Paine Field should consider if the airport were to expand. Common themes included concerns about environmental impacts and notes recommending infrastructure improvements, such as improvements to the terminal and parking.

Open-ended feedback

Users had the opportunity to provide open-ended feedback through a comment form in the online open house and the post-webinar surveys. Common themes included opposition to the East King County site, opposition to a site in Thurston County, opposition to a site in Skagit County, a preference to use existing facilities, concern about environmental impacts, opposition to expanding the aviation system, and preference for another location.

Virtual public meetings

Attendance

Two virtual public meetings were held using Zoom webinar. The first webinar was noon to 1 p.m. on Tuesday, August 23. There were 108 participants. The second webinar was 5:30 to 6:30 p.m. on Wednesday, August 31. There were 194 participants.

For greater accessibility, participants were not required to pre-register or share demographic data.

Questions and comments

At the August 23 webinar, 67 questions or comments were submitted.

Of those, the greatest number (26) were questions or comments opposing the East King County site, with many (10) commenting or asking about environmental impacts.

Question/comment topic	Number
East King County site (oppose)	26
Environmental impacts	10
Screening criteria	6
Airport sponsor	5
Locations outside of the CACC study (Moses Lake (3), Joint Base Lewis McChord (1), use multiple existing airports (1))	5
Community input	4
Demand	2
CACC logistics	2
Impacts to tribes	1

Skagit County	1
High speed rail	1
Future studies	1
Funding	1
Impacts to farmland	1

At the August 31 webinar, 150 questions or comments were submitted. Of those, nearly one-third (43) were questions or comments opposing the East King County site, with many about environmental impacts (19), airport sponsors (16), and CACC process (10).

Question/comment topic	Number
East King County site (oppose)	43
Environmental impacts	19
Airport sponsor	16
CACC process	10
Incompatible land use criteria	6
Traffic	5
Locations outside the CACC study <i>(Moses Lake (2), Bellingham (1), divide between existing airports (1), Grant County (1))</i>	5
Community input	4
Impacts to tribes	4
Screening criteria	4
Background information	3
Air traffic	2
Noise	2
Cost	1
Demand	1
Existing airports	1
Farmland	1
General opposition to expansion	1
Greenfield definition	1
Private property impacts	1
Site logistics	1
Size of new airport	1
Snohomish County location (question)	1
Timeline	1

A post-meeting survey was offered following both webinars.

Twenty six participants took the post-meeting survey after the August 23 webinar. The greatest number of comments (10) were from people saying they oppose further study of the East King County site; additional comments were related to environmental impacts (3), appreciation for hosting the meeting (2), and (1 each) cost, farmland, high speed rail, infrastructure needs, preference for using existing facilities, and preference to spread service across multiple facilities.

As with the online open house, participants were asked if existing locations and greenfield sites should be considered, should be developed/expanded only if environmental impacts including noise and emissions can be mitigated, or should not be considered. August 23 webinar respondents who took the post-meeting survey responded as follows:

Question	Yes	Yes, with mitigation	No
Should Bremerton National and nearby infrastructure be improved to help meet air cargo demand?	6	12	4
Should Paine Field and nearby infrastructure be improved to help meet commercial passenger demand?	10	11	1
Should Paine Field and nearby infrastructure be improved to help meet air cargo demand?	9	12	-

Seven participants left comments. Comments included suggestions to mitigate environmental impacts, and requests that the state plan for continued growth in the future, improve roadway infrastructure, study flight paths, and use multiple smaller sites.

Question	Yes	Yes, with mitigation	No
Should the state consider Skagit County Northwest as a location to site a new airport?	2	9	9
Should the state consider Skagit County Southwest as a location to site a new airport?	3	10	7
Should the state consider Snohomish County Northwest as a location to site a new airport?	2	11	7
Should the state consider Snohomish County Southeast as a location to site a new airport?	2	12	6
Should the state consider East King County as a location to site a new airport?	-	-	24
Should the state consider Pierce County East as a location to site a new airport?	2	7	13
Should the state consider Pierce County Central as a location to site a new airport?	2	8	12
Should the state consider Thurston County Central as a location to site a new airport?	3	11	7
Should the state consider Thurston County South as a location to site a new airport?	4	9	7
Should the state consider Lewis County as a location to site a new airport?	6	8	6

After the August 31 webinar, 37 participants took the post-meeting survey. The greatest number of comments (15) were from people saying they oppose the East King County site; additional comments were related to CACC process (2), opposition to expanding aviation in general (2), appreciation for the opportunities to provide input (2), community input (1), environmental impacts (1), and preference for a site near Olympia (1).

August 31 webinar participants who took the post-meeting survey responded as follows:

Question	Yes	Yes, with mitigation	No
Should Bremerton National and nearby infrastructure be improved to help meet air cargo demand?	12	13	8
Should Paine Field and nearby infrastructure be improved to help meet commercial passenger demand?	13	16	4
Should Paine Field and nearby infrastructure be improved to help meet air cargo demand?	23	29	4

Fifteen participants left comments about things Paine Field should consider in planning for expansion. Most comments (8) were about traffic and transportation infrastructure; other comments offered general support for expanding Paine Field, urged planning for future population growth, and were about flight paths, environmental impacts, and community input.

Question	Yes	Yes, with mitigation	No
Should the state consider Skagit County Northwest as a location to site a new airport?	4	3	28
Should the state consider Skagit County Southwest as a location to site a new airport?	3	4	28
Should the state consider Snohomish County Northwest as a location to site a new airport?	7	19	28
Should the state consider Snohomish County Southeast as a location to site a new airport?	7	10	17
Should the state consider East King County as a location to site a new airport?	-	-	35
Should the state consider Pierce County East as a location to site a new airport?	3	7	24
Should the state consider Pierce County Central as a location to site a new airport?	7	7	19
Should the state consider Thurston County Central as a location to site a new airport?	13	10	10
Should the state consider Thurston County South as a location to site a new airport?	10	9	13
Should the state consider Lewis County as a location to site a new airport?	6	11	17

Appendix A: Online open house content

Commercial Aviation Coordinating Commission online open house

MENU

English | [አማርኛ ቋንቋ](https://engage.wsdot.wa.gov/cacc-amharic/) (https://engage.wsdot.wa.gov/cacc-amharic/) | [اللغة العربية](https://engage.wsdot.wa.gov/cacc-arabic/) (https://engage.wsdot.wa.gov/cacc-arabic/) | [中文](https://engage.wsdot.wa.gov/cacc-chinese-simplified/) (https://engage.wsdot.wa.gov/cacc-chinese-simplified/) | [繁體字](https://engage.wsdot.wa.gov/cacc-chinese-traditional/) (https://engage.wsdot.wa.gov/cacc-chinese-traditional/) | [Français](https://engage.wsdot.wa.gov/cacc-french/) (https://engage.wsdot.wa.gov/cacc-french/) | [日本語](https://engage.wsdot.wa.gov/cacc-japanese/) (https://engage.wsdot.wa.gov/cacc-japanese/) | [한국어](https://engage.wsdot.wa.gov/cacc-korean/) (https://engage.wsdot.wa.gov/cacc-korean/) | [Русский](https://engage.wsdot.wa.gov/cacc-russian/) (https://engage.wsdot.wa.gov/cacc-russian/) | [Español](https://engage.wsdot.wa.gov/cacc-spanish/) (https://engage.wsdot.wa.gov/cacc-spanish/) | [Tagalog](https://engage.wsdot.wa.gov/cacc-tagalog/) (https://engage.wsdot.wa.gov/cacc-tagalog/) | [ภาษาไทย](https://engage.wsdot.wa.gov/cacc-thai/) (https://engage.wsdot.wa.gov/cacc-thai/) | [ትግርኛ](https://engage.wsdot.wa.gov/cacc-tigrinya/) (https://engage.wsdot.wa.gov/cacc-tigrinya/) | [Tiếng Việt](https://engage.wsdot.wa.gov/cacc-vietnamese/) (https://engage.wsdot.wa.gov/cacc-vietnamese/)

Welcome to our online open house!

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) to address concerns that Washington’s airports, including Seattle-Tacoma International Airport, will soon reach capacity. The CACC’s charge is to provide a recommendation by June 15, 2023, for a single preferred location to help meet the forecast demand for commercial passenger service, air cargo, and general aviation. You can learn more about the capacity problem on [our website](https://wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission) (https://wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission).

The CACC completed a [Phase 1 Report](https://wsdot.wa.gov/sites/default/files/2022-02/Commercial-Aviation-Coordinating-Commission-Report-February2022.pdf) (PDF 400KB) (https://wsdot.wa.gov/sites/default/files/2022-02/Commercial-Aviation-Coordinating-Commission-Report-February2022.pdf) of its work in February 2022. Thank you to all who participated in that online open house!

What’s new

Search

During Phase 2, we have added undeveloped sites as options with more analysis needed that could be home to a new airport facility. In October, the CACC will recommend a short list of two locations for further consideration to expand aviation capacity. These locations could be existing airports and/or an undeveloped site (new airport). Sites under consideration are explained in these sections:

- [Greenfield locations \(https://engage.wsdot.wa.gov/cacc/greenfield-sites-under-study/\)](https://engage.wsdot.wa.gov/cacc/greenfield-sites-under-study/)
- [Existing airport sites \(https://engage.wsdot.wa.gov/cacc/existing-airports-under-study/\)](https://engage.wsdot.wa.gov/cacc/existing-airports-under-study/)



You may share your input through the [comment form \(https://engage.wsdot.wa.gov/cacc/comment-and-stay-involved/\)](https://engage.wsdot.wa.gov/cacc/comment-and-stay-involved/) on the last page.

Alternate ways to participate

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Accessibility is important to us. You may use this open house in Amharic, Arabic, Chinese (simplified and traditional), English, French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese – use the links at the top of the page to access different language options. If you prefer to have this information by phone, call (206) 776-2636 and someone will read the online open house content to you.

Additionally, we will host two public meetings over Zoom to share the same information we've provided in this online open house. You may join through your computer or by phone. Recordings of both meetings will be posted to the [project website \(https://wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission\)](https://wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission).

If you need interpretation, please let us know by emailing [CACC@wsdot.wa.gov \(mailto:CACC@wsdot.wa.gov\)](mailto:CACC@wsdot.wa.gov).

- [Tuesday, August 23, 12-1 p.m. \(https://us02web.zoom.us/j/89029684060?pwd=TDhGdmtsUEJWVDRMU3JRQ0RNYi9DQT09\)](https://us02web.zoom.us/j/89029684060?pwd=TDhGdmtsUEJWVDRMU3JRQ0RNYi9DQT09).
- [Wednesday, August 31, 5:30-6:30 p.m. \(https://us02web.zoom.us/j/87575575208?pwd=TWlwdjhqVG1NY2dNWnRwRkVKNXRCQT09\)](https://us02web.zoom.us/j/87575575208?pwd=TWlwdjhqVG1NY2dNWnRwRkVKNXRCQT09).

Note that the same information will be presented at both meetings. Comments received through the meetings and through this online open house will all be shared with Commission members through a summary report.

Language assistance services

Request language assistance services by calling (360) 705-7090, or emailing us at: [TitleVI@wsdot.wa.gov \(mailto:TitleVI@WSDOT.WA.GOV\)](mailto:TitleVI@wsdot.wa.gov).

Title VI notice to public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at 360-705-7090.

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Commercial Aviation Coordinating Commission online open house – Our guiding principles

MENU

Early in its process, the CACC adopted four fundamental planning principles to serve as the foundation of any recommendations it makes: Recommendations provide a public benefit, are economically feasible, are environmentally responsible, and consider social equity.

1. Public benefit

The CACC defined public benefit as benefiting the greater good, or the broader public, over an individual entity or group.

At this stage in the process, one of the primary ways the CACC is addressing this guiding principle is in studying the accessibility of each potential airport site. We are looking at the number of residents within a 90-minute passenger drive time and 60-minute freight drive time as well as transit and roadway connections to ensure the site we recommend is accessible to the greatest number of people possible.

2. Economic feasibility

The CACC defined economic feasibility as the degree to which the economic advantages of something to be made, done, or achieved are greater than the economic costs: Can we fund it?

We are addressing economic feasibility by considering the overall estimated cost of modifying an existing airport or developing a new one versus the economic opportunities associated with increasing aviation capacity.

The CACC is studying the economic feasibility in terms of site development, for example, studying how many parcels would need to be purchased, additional infrastructure such as roads and utilities to support the site or the extent that the landscape would need to be modified to develop or expand an existing airport.

Search

There is also economic opportunity associated with development or expansion of an airport. The CACC conducted a study of how other airports in the country have prioritized contributions from Historically Underutilized Businesses as a first step in making recommendations for how a large airport infrastructure project in the Puget Sound region could benefit minority-owned businesses. Additionally, the May 2021 [Puget Sound Regional Council Regional Aviation Baseline Study \(PDF 4.6MB\)](https://psrc.org/sites/default/files/psrc_aviation_baseline_study_-_final_report.pdf) (https://psrc.org/sites/default/files/psrc_aviation_baseline_study_-_final_report.pdf), forecasted up to \$31 billion in economic benefit and as many as 209,000 additional jobs resulting from meeting the capacity needs.

3. Environmental responsibility

The CACC defined environmental responsibility as the responsible interaction with the environment to avoid depletion or degradation of natural resources and allow for long-term environmental quality. The practice of environmental sustainability helps to ensure that the needs of today's population are met without jeopardizing the ability of future generations to meet their needs and to reduce environmental and health disparities in Washington state to improve the health of all Washington state residents.

Environmental responsibility has been central to the CACC's research and education of its members. The Commission takes seriously the potential impacts to the environment from greenhouse gases, emissions, and noise. Early in the CACC's work, the Commission made two recommendations regarding environment:

- advance the development and use of sustainable aviation fuel as a bridging strategy while more advanced aircraft capable of significant emissions and noise reductions are developed
- support WSDOT's role in advancing aviation's technology including the work of the electric aircraft working group

There are parallel efforts taking place, not only within Washington state but across the country, to try to develop ways to address the environmental concerns. The development or construction of an airport or expansion will take 15 to 20 years to begin. WSDOT is pursuing available and emerging aviation technology for airports such as the production and use of sustainable aviation fuel, electrification of ground support equipment, clean power generation at airports, and the use of electric, hybrid-electric and hydrogen propelled aircraft as they become available. In the near-term, the aerospace industry is making continuous improvements to reduce noise and emissions.

4. Social equity

The CACC defined social equity as fair access to opportunity, livelihood, and the full participation in the political and cultural life of a community.

Search

Part of the earliest screening for expanding [existing airports](https://engage.wsdot.wa.gov/cacc/existing-airports-under-study/) and [greenfield locations](https://engage.wsdot.wa.gov/cacc/greenfield-sites-under-study/) includes considering “incompatible land uses”, in other words, impacts to residents, schools, places of worship, and similar institutions. It also considers the number of people who have low incomes, people of color, and people who use languages other than English close to the location. Additionally, before work could begin on a new or expanded airport facility, the airport sponsor would need to undertake a significant study to ensure impacts on surrounding communities are mitigated.

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[TPS://ENGAGE.WSDOT.WA.GOV/CACC/](https://engage.wsdot.wa.gov/cacc/)[\(HTTPS://ENGAGE.WSDOT.WA.GOV/CACC/GREENFIELD-SITES-UNDER-STUDY/\)](https://engage.wsdot.wa.gov/cacc/greenfield-sites-under-study/)

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Commercial Aviation Coordinating Commission online open house – Greenfield sites under study

MENU

WSDOT is currently working with a technical consultant to update the Washington Aviation System Plan. This plan is intended to study the performance and interaction of Washington’s entire aviation system. As part of that work, the consultant team generated a list of potential greenfield sites – an undeveloped site on which a new airport could be constructed. The sites are all located within 100 miles of the Seattle population center and west of the Cascade Mountains.

The system plan consultant is currently analyzing 10 representative locations, meaning they are looking at somewhat broad geographic areas rather than specific sites. For the preliminary evaluation of each site, the team is evaluating eight essential factors:

- Terrain impact: Is the site too hilly to develop?
- Property acquisition: How much property needs to be purchased?
- Environmental justice: Would this location disproportionately impact people who are BIPOC, people with low incomes, or people who use languages other than English?
- Floodplain impact: Is the site likely to flood in heavy rain events?
- Wetland impact: Would development impact wetlands?
- Incompatible land use: Are there land uses such as residences, schools, or places of worship nearby?
- Population served: How many people are within a 90-minute drive?
- Unaccommodated passenger demand: How many people who are beyond a 90-minute drive from Sea-Tac or Paine Field could be served by this location?

Greenfield sites being studied





Search

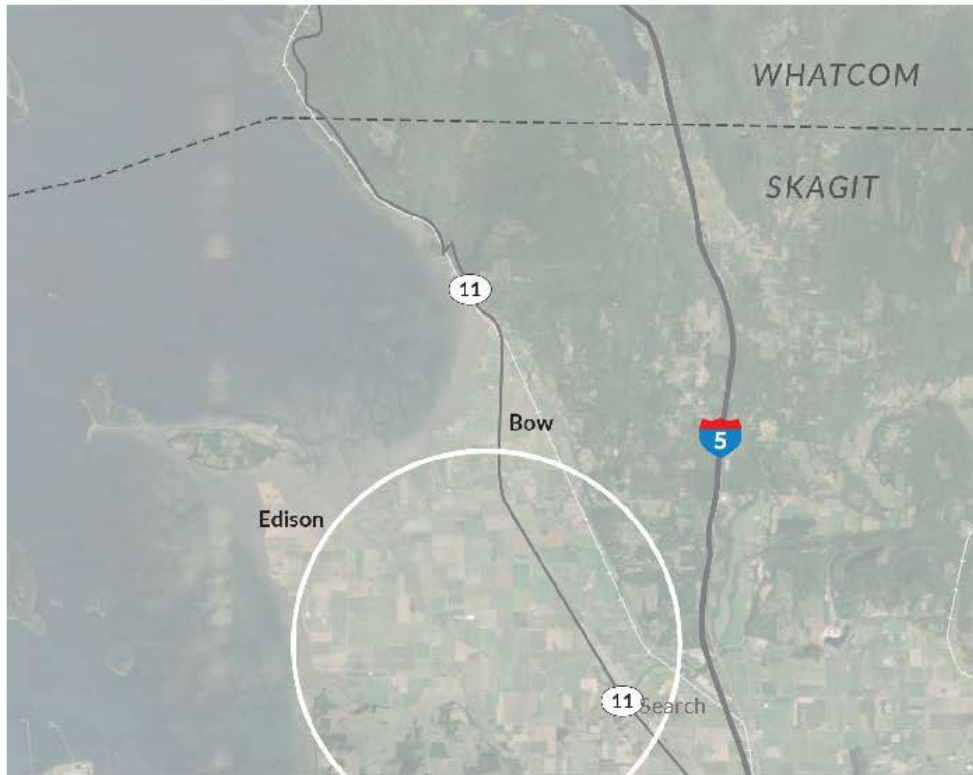


Skagit County Northwest

This area generally has enough land that is flat enough for an airport but would be a challenge to develop without significant flood concerns. Its location is further than a 90-minute drive for most population centers.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Green	Green	Green
	Property Acquisition	Green	Green	Green
	Environmental Justice	Yellow	Yellow	Yellow
	Wetland Impact	Green	Green	Green
	Floodplain Impact	Red	Red	Red
	Incompatible Land Use	Green	Green	Green
	Population Served	Red	Red	Red
	Unaccommodated Passenger Demand	Red	Red	Red





Should the state consider Skagit County Northwest as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No





Please provide any explanation you wish to share

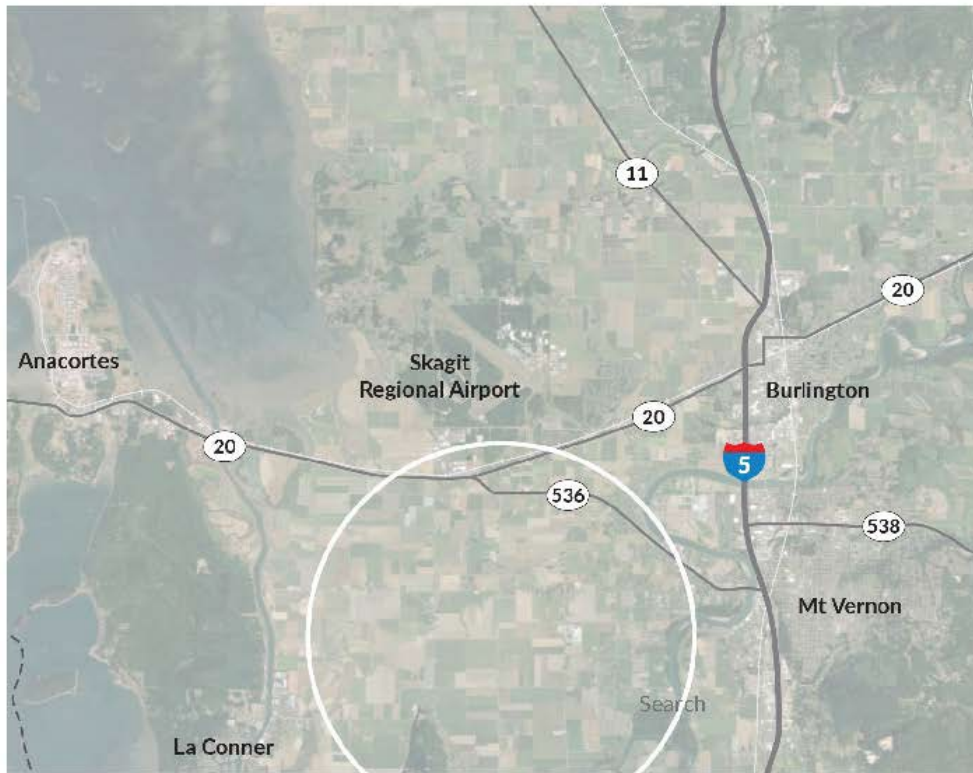
Your message

Skagit County Southwest

This area generally has enough land that is flat enough for an airport but would be a challenge to develop without significant flood concerns. It scored moderate for population within a 90-minute drive. It would impact large numbers of people of color.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Green	Green	Green
	Property Acquisition	Green	Green	Green
	Environmental Justice	Red	Red	Red
	Wetland Impact	Green	Green	Green
	Floodplain Impact	Red	Red	Red
	Incompatible Land Use	Green	Green	Green
	Population Served	Yellow	Yellow	Yellow
	Unaccommodated Passenger Demand	Yellow	Yellow	Yellow





Should the state consider Skagit County Southwest as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No





Please provide any explanation you wish to share

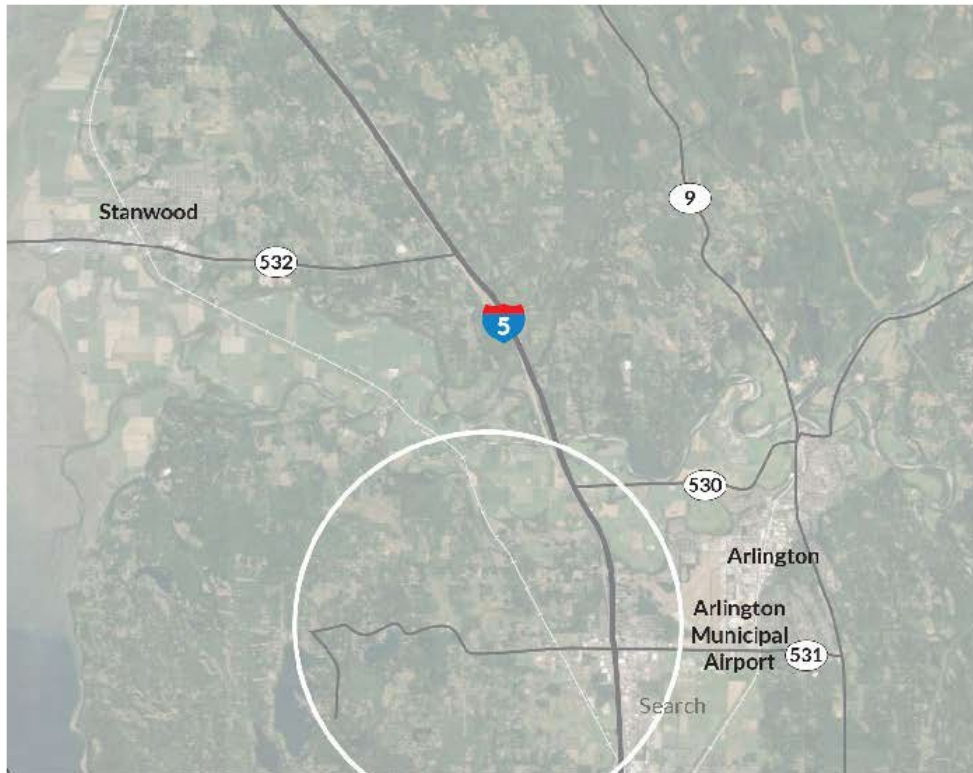
Your message

Snohomish County Northwest

This area presents challenges in terms of land that is flat enough for an airport but is less of a concern for flooding. It ranked moderate-high for population within a 90-minute drive. It would impact large numbers of people of color.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Red	Red	Red
	Property Acquisition	Green	Yellow	Yellow
	Environmental Justice	Yellow	Yellow	Yellow
	Wetland Impact	Green	Yellow	Yellow
	Floodplain Impact	Green	Green	Yellow
	Incompatible Land Use	Yellow	Yellow	Yellow
	Population Served	Yellow	Yellow	Yellow
	Unaccommodated Passenger Demand	Green	Green	Green





Should the state consider Snohomish County Northwest as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No





Please provide any explanation you wish to share

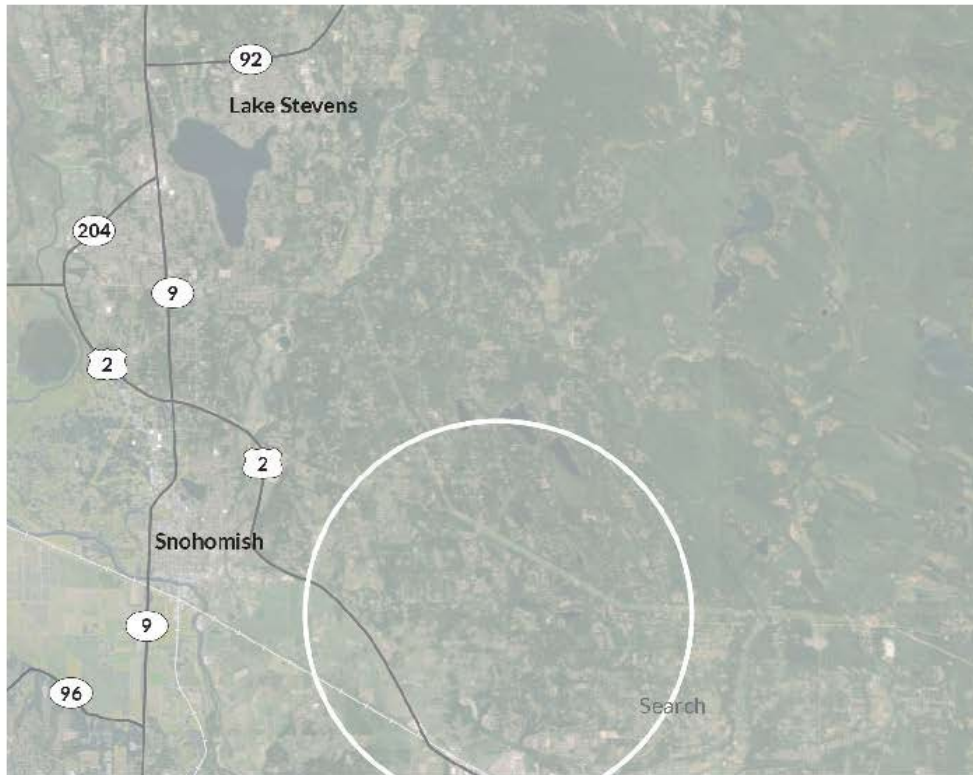
Your message

Snohomish County Southeast

This area presents challenges in terms of land that is flat enough for an airport and is close to incompatible land uses. There is a large number of people within a 90-minute drive. It has less concern about flooding and would impact limited numbers of people who have limited English proficiency.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Red	Red	Red
	Property Acquisition	Red	Red	Red
	Environmental Justice	Green	Green	Green
	Wetland Impact	Green	Green	Yellow
	Floodplain Impact	Green	Green	Green
	Incompatible Land Use	Red	Red	Red
	Population Served	Green	Green	Green
	Unaccommodated Passenger Demand	Green	Green	Green





Should the state consider Snohomish County Southeast as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No

Please provide any explanation you wish to share

Your message

East King County

Per the legislation that formed the Commission, the CACC is prohibited from making recommendations within King County. The CACC is not studying airports or greenfield sites in King County. However, the work of the system plan consultant is statewide. As the system plan consultant is analyzing a potential greenfield location in East King County, we have included that information here.

This features the greatest number of people within a 90-minute drive. It has a moderate concern of flooding and a moderate amount of surrounding land includes incompatible uses.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Green	Green	Green
	Property Acquisition	Green	Green	Yellow
	Environmental Justice	Green	Green	Green
	Wetland Impact	Green	Green	Yellow
	Floodplain Impact	Yellow	Yellow	Yellow
	Incompatible Land Use	Yellow	Yellow	Yellow
	Population Served	Green	Green	Green
	Unaccommodated Passenger Demand	Green	Green	Green





Should the state consider East King County as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No





Please provide any explanation you wish to share

Your message

Pierce County East

This would serve a large number of people within a 90-minute drive and the land is generally flat enough for airport development. There would be concern of flooding, a moderate amount of surrounding land includes incompatible uses, and a significant percentage of the nearby population are people of color.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Green	Green	Green
	Property Acquisition	Yellow	Yellow	Yellow
	Environmental Justice	Yellow	Yellow	Yellow
	Wetland Impact	Yellow	Yellow	Yellow
	Floodplain Impact	Yellow	Red	Red
	Incompatible Land Use	Red	Red	Red
	Population Served	Green	Green	Green
	Unaccommodated Passenger Demand	Green	Green	Green





Should the state consider Pierce County East as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No





Please provide any explanation you wish to share

Your message

Pierce County Central

This would serve a large number of people within a 90-minute drive and the land is generally flat enough for airport development. A moderate amount of surrounding land includes incompatible uses, and there is a concern of flooding.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Green	Green	Green
	Property Acquisition	Green	Green	Yellow
	Environmental Justice	Yellow	Yellow	Yellow
	Wetland Impact	Green	Green	Yellow
	Floodplain Impact	Green	Green	Yellow
	Incompatible Land Use	Red	Red	Red
	Population Served	Green	Green	Green
	Unaccommodated Passenger Demand	Green	Green	Green





Should the state consider Pierce County Central as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No





Please provide any explanation you wish to share

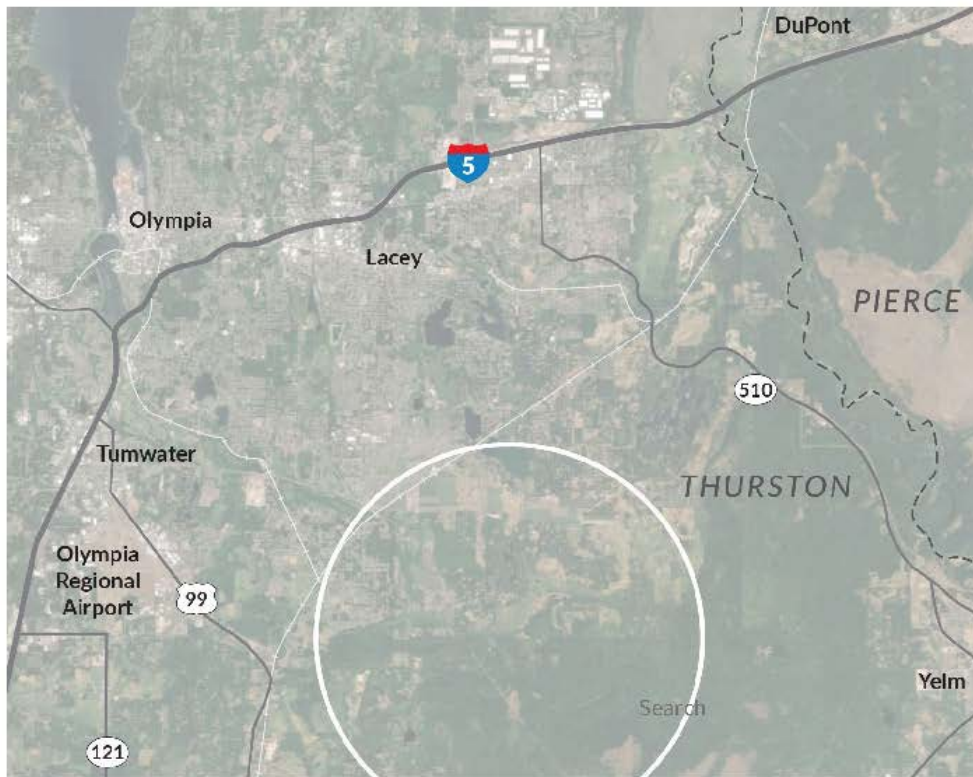
Your message

Thurston County Central

The land in this area is generally flat enough for airport development and flooding is not a concern. There would be a moderate amount of impact to wetlands, and a moderate number of people within a 90-minute drive would be served.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Green	Green	Green
	Property Acquisition	Green	Yellow	Yellow
	Environmental Justice	Yellow	Yellow	Yellow
	Wetland Impact	Yellow	Red	Red
	Floodplain Impact	Green	Green	Green
	Incompatible Land Use	Yellow	Yellow	Yellow
	Population Served	Yellow	Yellow	Yellow
	Unaccommodated Passenger Demand	Yellow	Yellow	Yellow





Should the state consider Thurston County Central as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No





Please provide any explanation you wish to share

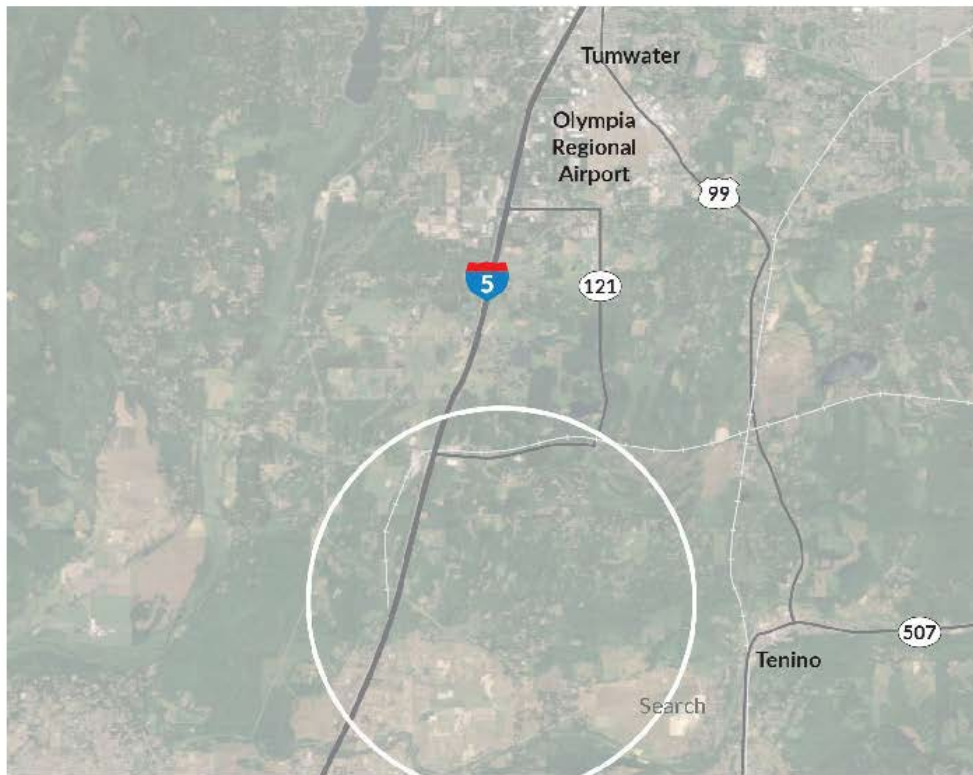
Your message

Thurston County South

The land in this area is moderately flat enough for airport development. There would be a large amount of wetlands impacted and it would serve a low number of people within a 90-minute drive. There are few incompatible land uses nearby and it would require few parcels to be purchased.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Yellow	Yellow	Yellow
	Property Acquisition	Green	Green	Yellow
	Environmental Justice	Green	Green	Green
	Wetland Impact	Yellow	Red	Red
	Floodplain Impact	Green	Yellow	Yellow
	Incompatible Land Use	Green	Green	Green
	Population Served	Yellow	Yellow	Yellow
	Unaccommodated Passenger Demand	Red	Red	Red





Should the state consider Thurston County South as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No





Please provide any explanation you wish to share

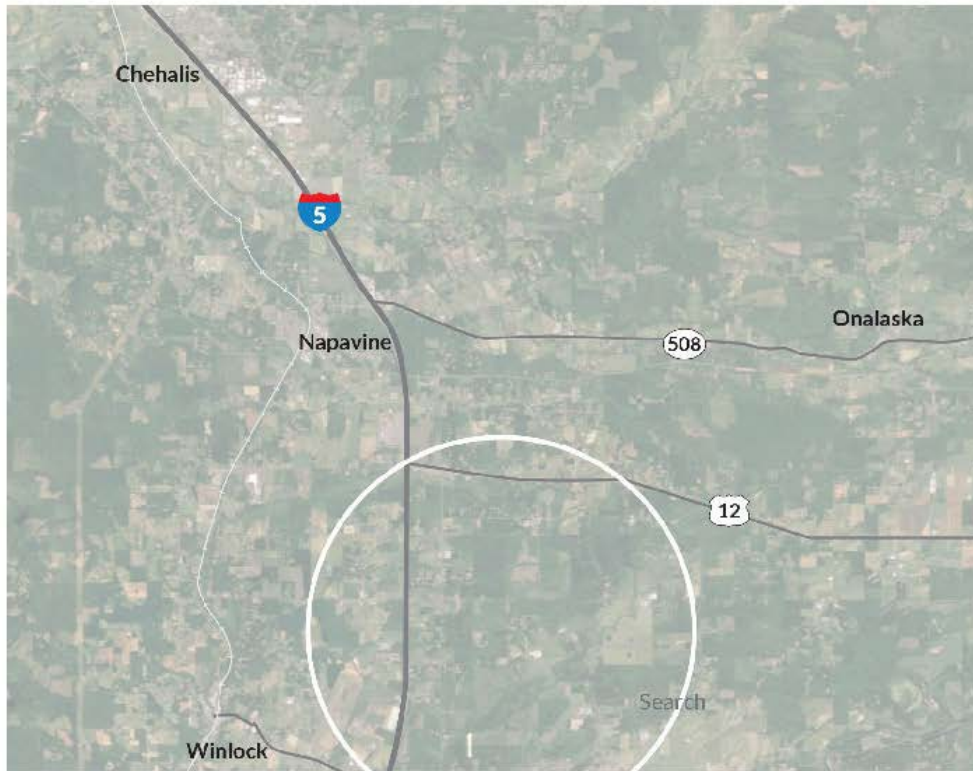
Your message

Lewis County

The land in this area is generally flat enough for airport development and would require few parcels to be purchased. It would impact a large amount of wetlands and there is a moderate amount of incompatible land use nearby. It would serve a low number of people within a 90-minute drive.

Search

Criterion Category	Essential Factor	Layout		
		1	2	3
	Terrain Impact	Green	Green	Green
	Property Acquisition	Green	Green	Green
	Environmental Justice	Green	Green	Green
	Wetland Impact	Red	Red	Red
	Floodplain Impact	Yellow	Yellow	Red
	Incompatible Land Use	Yellow	Yellow	Yellow
	Population Served	Red	Red	Red
	Unaccommodated Passenger Demand	Red	Red	Red





Should the state consider Lewis County as a location to site a new airport? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No

Please provide any explanation you wish to share

Your message

In the coming months, the System Plan consultant will continue to study these sites in relation to additional criteria and begin eliminating some of the sites from the list of viable options. Public input provided through this open house will also help inform which sites continue on for further study.

Are you human?

 + 2 = 5

SEND

Search

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Commercial Aviation Coordinating Commission online open house – Existing airports under study

MENU

During Phase 1, the CACC evaluated numerous airports and then identified six airport locations with potential to meet some of the demand for air cargo, commercial passenger service, or general aviation. Those airports were Arlington Municipal Airport, Bremerton National Airport, Snohomish County (Paine Field) Airport, Sanderson Field, Ed Carlson Memorial Field, and Tacoma Narrows Airport.

Of those airports, only Bremerton National and Paine Field were determined to have potential for additional air cargo capacity or commercial passenger service.

Bremerton National Airport

During Phase 1, the CACC identified Bremerton National as having potential to provide additional air cargo capacity. Bremerton National is the largest airport on the Kitsap peninsula and provides general aviation service. It has a 6,000-foot by 150-foot runway.

Search



Credit: Port of Bremerton

Bremerton National Airport could provide additional general aviation aircraft storage capacity and expand business aviation support. Commission members indicated an interest in providing air cargo capacity at Bremerton. However, the airport is 32 miles (a 45-minute drive) from Tacoma, the closest dense population center.

Should Bremerton National and nearby infrastructure be improved to help meet air cargo demand? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No

Please provide any explanation you wish to share

Your message

Snohomish County (Paine Field) Airport

Search

During Phase 1, the CACC identified Paine Field as having potential to provide additional commercial passenger service and air cargo capacity. The airport currently provides passenger and general aviation service from one 9,010-foot by 150-foot runway. Paine Field began offering passenger service in March 2019, connecting to destinations in Washington, Oregon, Idaho, California, Nevada, Arizona, and Colorado.



Credit: KOMO Photo

Paine Field is currently limited by infrastructure constraints as to the number of passengers it can service per day. Air cargo industry partners have indicated that Paine Field is a possibility for additional air cargo service, with FedEx operating there. With passenger service already provided, it is likely that airlines could support additional service and associated cargo flown in the belly of passenger aircraft.

Should Paine Field and nearby infrastructure be improved to help meet **commercial passenger services**? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No

Please provide any explanation you wish to share

Your message

Search

Should Paine Field and nearby infrastructure be improved to help meet **air cargo demand**? Select one

- Yes
- Yes, but only if environmental impacts, including noise and emissions, can be mitigated
- No

Please provide any explanation you wish to share

Your message

If Paine Field were to provide additional passenger and/or air cargo service, are there things the airport should consider when planning for expansion?

Your message

Are you human?

 + 2 = 5

SEND

[PREV](https://engage.wsdot.wa.gov/cacc/greenfield-(https://engage.wsdot.wa.gov/cacc/com/sites-under-study/)) [NEXT](https://engage.wsdot.wa.gov/cacc/com/and-stay-involved/)

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Commercial Aviation Coordinating Commission online open house – Comment and stay involved

MENU

Share your thoughts or ask us a question

Name

Email

Message

Please help us make sure we are hearing from a representative group of people.

What is your ZIP code?

Search

- \$15,000 to \$24,999
- \$25,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 to \$199,999
- \$200,000 to \$249,999
- \$250,000 or more

Are you human?

 + 2 = 5

Next steps for the CACC

- Oct. 2022: Based on technical study and community input, the CACC will recommend two locations to the Legislature to complete its Phase 2.
- Oct. 2022 – June 2023: Additional opportunities for public input. Check back on our [website \(https://wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission\)](https://wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission), or [sign up for emails \(https://public.govdelivery.com/accounts/WADOT/subscriber/new\)](https://public.govdelivery.com/accounts/WADOT/subscriber/new) to learn more about those opportunities.
- June 2023: CACC makes a final recommendation for a single location in June 2023.

Please note that the CACC's recommendations are advisory only. After legislative review, it will be necessary to conduct detailed financial and environmental analysis, and funding sources and airport governance will need to be identified to implement the recommendations. Additionally, the FAA and an airport sponsor (governing body of the airport) will conduct a similar process once a clear direction to expand airport capacity is identified that also includes public participation.

Search

How old are you?

- Under 18
- 18-24
- 25-34
- 35-44

Stay involved

The CACC will give significant weight to public input prior to making any of its recommendations. We will continue to hold online open houses prior to making future recommendations to the Legislature. Keep up to date on the CACC's work on our [website](https://wsdot.wa.gov/aviation/commission/home.htm) (<https://wsdot.wa.gov/aviation/commission/home.htm>) and/or [sign up for email updates](https://public.govdelivery.com/accounts/WADOT/subscriber/new) (<https://public.govdelivery.com/accounts/WADOT/subscriber/new>). The public is welcome to observe the CACC. Because of COVID, these meetings have been online, and will be so for the foreseeable future. There is a 15-minute formal public comment at the beginning of each CACC meeting. In addition, a detailed meeting summary is posted on the [CACC website](https://wsdot.wa.gov/aviation/commission/home.htm) (<https://wsdot.wa.gov/aviation/commission/home.htm>).

PREV

([HTTPS://ENGAGE.WSDOT.WA.GOV/CACC/EXISTING-AIRPORTS-UNDER-STUDY/](https://engage.wsdot.wa.gov/cacc/existing-airports-under-study/))

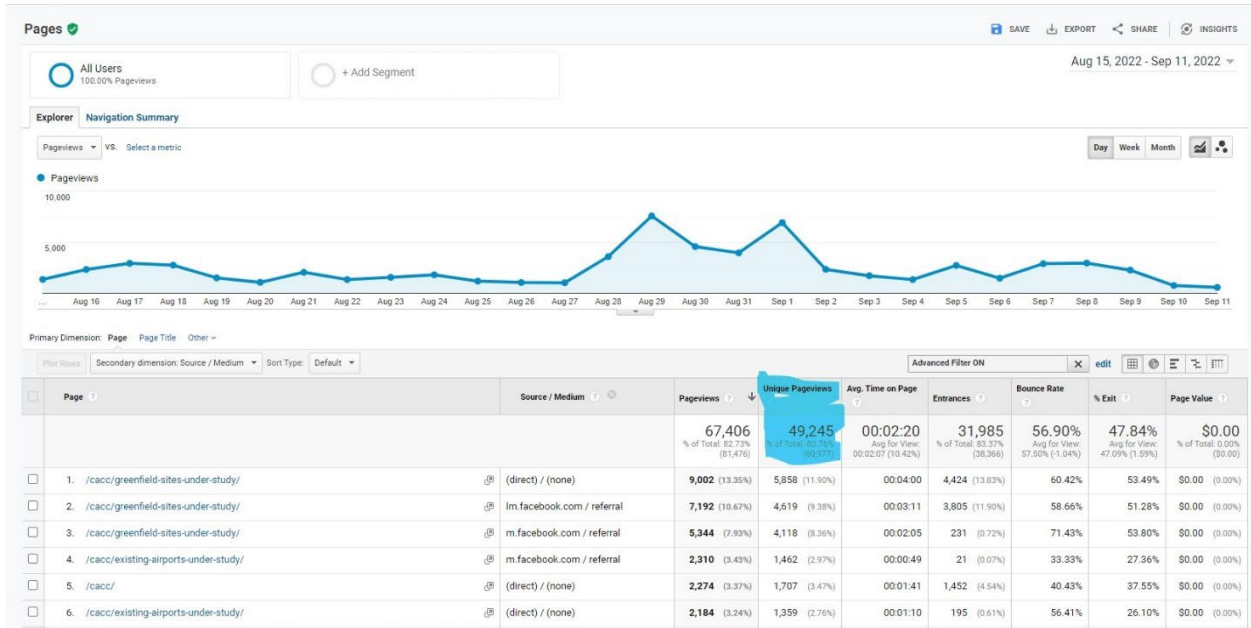
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Appendix B: Online open house traffic data



ZIP	Age	Gender	Ethnicity								Income	Date
			American Indian or Alaska Native	Asian or Asian American	Black or African American	Hispanic or Latinx	Middle Eastern or North African	Native Hawaiian or Pacific Islander	White	Other (fill in the blank)		
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	45-54	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98092	45-54	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98321	25-34	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #

98092	65-74	Man	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98232	45-54	Woman	0	0	0	0	0	0	1	\$200,000 or more	##### #
98375	55-64	Woman	0	0	0	0	0	1	0	\$200,000 or more	##### #
98366	25-34	Woman	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98203	55-64	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98201	55-64	Woman	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98201	25-34	Man	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	35-44	Man	0	0	0	0	0	0	0		##### #
98022	45-54	Man	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
	65-74	Woman	0	0	0	0	0	0	1		##### #
98022	55-64	Woman	0	0	0	0	0	0	1		##### #
98022	45-54	Man	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	45-54	Not listed	0	0	0	0	0	0	0		##### #
98010	45-54	Woman	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0		##### #
	35-44	Woman	0	0	0	0	0	0	0		##### #
98022	45-54	Man	0	0	0	0	0	0	0		##### #
98022	25-34	Woman	0	0	0	0	0	0	0		##### #

98626	55-64	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	0		##### #
98022	35-44	Woman	0	0	0	0	0	0	0	0		##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	25-34	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98012	45-54	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
	25-34	Woman	1	0	0	0	0	0	0	0		##### #
98022	35-44	Woman	1	0	0	0	0	0	0	0	\$50,000 to \$74,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	55-64	Man	1	0	0	0	0	0	0	0	Less than \$15,000	##### #
98022	25-34	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98022	55-64	Man	0	0	0	0	0	0	0	0		##### #
98022	18-24	Man	0	0	0	0	0	0	0	0		##### #
98022	25-34	Man	0	0	0	0	0	0	0	0		##### #
98022	35-44	Man	0	0	0	0	0	0	0	0		##### #
98022	35-44	Man	0	0	0	0	0	0	0	0		##### #
98022	45-54	Man	0	0	0	0	0	0	0	0		##### #
98022	55-64	Man	0	0	0	0	0	0	0	0		##### #
98022	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	65-74	Man	1	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98022	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98223	45-54	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98391	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98201	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	45-54	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
			0	0	0	0	0	0	0	0		##### #
98273	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98092	65-74		0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98092	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98022	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	35-44	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98022	35-44	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98273	55-64	Woman	0	0	0	0	0	1	0	0	\$150,000 to \$199,999	##### #
98092	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98010	35-44	Woman	0	0	0	0	0	0	0	0		##### #

98022	65-74	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	35-44		0	0	0	0	0	0	0	0		##### #
98022	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98275	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	18-24	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	35-44	Not listed	0	0	1	0	0	0	0	0	\$50,000 to \$74,999	##### #
98391	45-54	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98223	35-44	Man	0	0	0	0	0	0	0	1		##### #
98022	35-44	Woman	0	0	0	0	0	0	0	0	\$150,000 to \$199,999	##### #
98022	35-44	Man	0	0	0	0	0	0	0	0		##### #
98022	55-64	Man	0	0	0	0	0	0	0	0	\$75,000 to \$99,999	##### #
98023	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

98092	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #	
	25-34	Man	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #	
98359	55-64	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #	
98022	35-44	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #	
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98092	55-64	Woman	0	0	0	0	0	0	0	0	Prefer not to answer	\$75,000 to \$99,999	##### #
98296	55-64		0	0	0	0	0	0	0	0		##### #	
98022	25-34	Woman	0	0	0	0	0	0	0	0		##### #	
98022	65-74	Woman	0	0	0	0	0	0	0	0		##### #	
98022	65-74	Man	0	0	0	0	0	0	0	0		##### #	
98022	65-74	Man	0	0	0	0	0	0	0	0		##### #	
98022	45-54	Man	0	0	0	0	0	0	0	0		##### #	
98022	35-44	Man	0	0	0	0	0	0	0	0		##### #	
98022	35-44	Woman	0	0	0	0	0	0	0	0		##### #	
98022	65-74	Man	0	0	0	0	0	0	0	0		##### #	
98208	65-74	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #	
98022	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98022	45-54	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #	
98277	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	

98022	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98584	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	25-34	Woman	0	0	0	0	0	0	0	0		##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98038	65-74	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98032	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
	25-34	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98122	35-44	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98596	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98022	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98121	45-54	Man	0	0	0	0	0	0	0	1		##### #
98371	35-44	Not listed	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98058	45-54	Man	0	0	0	0	0	0	1	0	\$50,000 to \$74,999	##### #
98564	45-54	Woman	1	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98580	25-34	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98579	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98148	45-54	Woman	0	0	0	0	0	0	0	1		##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98065	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98516	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
			0	0	0	0	0	0	0	0		##### #
98022	75+	Man	0	0	0	0	0	0	0	1		##### #
98022	65-74		0	0	0	0	0	0	0	0		##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98022	45-54	Man	0	0	0	0	0	0	0	0		##### #
98022	65-74	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #

98375	65-74	Woman	0	0	0	0	0	0	0	1	Less than \$15,000	##### #
98022	65-74	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98422	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98022	35-44	Not listed	0	0	0	0	0	0	0	0		##### #
98002	35-44	Woman	0	0	0	0	1	0	0	1	\$100,000 to \$149,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1		##### #
98321	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98570	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98591	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98596	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	75+	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98632	25-34	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98391	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98012	65-74	Woman	1	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	25-34	Woman	0	0	0	0	0	0	0	1	Less than \$15,000	##### #

98591	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98843	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98390	25-34	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98502	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98042	45-54	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98591	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98321	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
99006	35-44	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	45-54	Man	0	0	0	0	0	0	0	0		##### #
98022	35-44	Woman	0	0	0	0	0	0	0	0		##### #
98022	25-34	Woman	0	0	0	0	0	0	0	0		##### #
98022	35-44	Man	0	0	0	0	0	0	0	0		##### #
98022	45-54	Woman	0	0	0	0	0	0	0	0		##### #
98022	45-54	Man	0	0	0	0	0	0	0	0		##### #
98022	45-54	Man	0	0	0	0	0	0	0	0		##### #
98002	35-44	Man	0	0	0	0	0	0	0	0		##### #
98002	25-34	Man	0	0	0	0	0	0	0	0		##### #

98002	18-24	Woman	0	0	0	0	0	0	0		##### #
98002	35-44	Woman	0	0	0	0	0	0	0		##### #
98002	45-54	Man	0	0	0	0	0	0	0		##### #
98002	18-24	Woman	0	0	0	0	0	0	0		##### #
98002	35-44	Man	0	0	0	0	0	0	0		##### #
98002	25-34	Woman	0	0	0	0	0	0	0		##### #
98002	55-64	Man	0	0	0	0	0	0	0		##### #
98570	25-34	Man	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98570	65-74	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	18-24	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98257	75+	Woman	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98273	75+	Woman	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
99201	55-64	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98502	25-34	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98273	75+	Man	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98274	65-74	Woman	0	1	0	0	0	0	0	\$25,000 to \$49,999	##### #
98221	65-74	Man	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98092	75+	Woman	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #

98021	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98502	45-54	Man	1	0	0	0	0	0	0	0	\$50,000 to \$74,999	##### #
98092	35-44	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98002	25-34	Woman	0	0	0	1	0	0	0	0	\$150,000 to \$199,999	##### #
98501	25-34	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98501	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98335	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	0	American-American	##### #
98312	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98391	25-34	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	25-34	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98407	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98002	35-44	Man	0	0	0	0	0	0	0	0		##### #
98002	45-54	Man	0	0	0	0	0	0	0	0		##### #
98002	35-44	Woman	0	0	0	0	0	0	0	0		##### #
98002	18-24	Man	0	0	0	0	0	0	0	0		##### #

98022	25-34		0	0	0	0	0	0	0	0	\$50,000 to \$74,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98092	35-44	Woman	0	0	0	0	0	0	0	0	\$150,000 to \$199,999	##### #
98022	35-44	Woman	1	0	0	0	0	0	0	0	\$75,000 to \$99,999	##### #
98022	25-34	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98002	65-74	Man	0	0	0	0	0	0	0	0		##### #
98022	55-64	Man	0	0	0	0	0	0	0	0	Multi Racial.	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98092	25-34	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64		0	0	0	0	0	0	0	0		##### #
98591	35-44	Man	0	0	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
			0	0	0	0	0	0	0	0		##### #
98501	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98321	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98502	35-44	Woman	1	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #

98003	35-44	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98092	45-54	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98338	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98022	35-44	Woman	0	0	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
98321	65-74	Woman	0	0	0	0	0	0	1	0	\$75,000 to \$99,999	##### #
98022	25-34	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98092	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98321	45-54	Non-binary	0	0	0	0	0	0	0	1		##### #
98391	35-44	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98201	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98321	35-44	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98092	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98002	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98433	25-34	Woman	0	0	0	1	0	0	0	0	\$100,000 to \$149,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98022	25-34	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98512	18-24	Man	0	0	0	0	0	0	0	0			##### #
98022	45-54	Man	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	1	1		\$200,000 or more	##### #
98010	35-44	Woman	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98390	25-34	Man	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98030	45-54	Man	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
			0	0	0	0	0	0	0	0			##### #
98026	45-54	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98022	35-44	Man	0	0	0	0	0	0	0	0	None of your god damn businesses	\$100,000 to \$149,999	##### #
98092	65-74	Man	0	0	0	0	0	0	0	1		\$200,000 or more	##### #
98391	55-64	Woman	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98257	55-64		0	0	0	0	0	0	0	0			##### #
98273	75+	Man	0	0	0	0	0	0	0	1		\$200,000 or more	##### #

98391	25-34	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	0	\$150,000 to \$199,999	##### #
98273	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98274	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98092	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98101	25-34	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98506	18-24	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98373	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98042	45-54	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98321	35-44	Man	0	0	1	0	0	0	0	0	\$200,000 or more	##### #
98092	35-44	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98043	65-74	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98043	65-74	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98273	35-44	Non-binary	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #

98002	35-44	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98321	65-74	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98321	35-44	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98391	75+	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98418	45-54	Woman	0	0	0	1	0	0	0	0		\$50,000 to \$74,999	##### #
98022	25-34	Man	0	0	0	0	0	0	0	1			##### #
98391	35-44	Woman	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98043	65-74	Man	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98188	45-54	Man	0	0	0	0	0	0	0	0		\$75,000 to \$99,999	##### #
98273	55-64	Man	0	0	0	0	0	0	0	1			##### #
98513	55-64	Man	0	0	0	0	0	0	0	1		\$200,000 to \$249,999	##### #
98321	65-74	Woman	0	0	0	0	0	0	0	0	American	\$50,000 to \$74,999	##### #
98038	45-54	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #

98092	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98092	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98002	35-44	Man	0	0	0	0	0	0	0	0		##### #
98002	18-24	Man	0	0	0	0	0	0	0	0		##### #
98321	18-24	Woman	0	0	0	0	0	0	0	0		##### #
98010	18-24	Woman	0	0	0	0	0	0	0	0		##### #
98391	18-24	Woman	0	0	0	0	0	0	0	0		##### #
98321	25-34	Man	0	0	0	0	0	0	0	0		##### #
98002	45-54	Man	0	0	0	0	0	0	0	0		##### #
98010	35-44	Woman	0	0	0	0	0	0	0	0		##### #
98391	45-54	Man	0	0	0	0	0	0	0	0		##### #
98321	25-34	Woman	0	0	0	0	0	0	0	0		##### #
98002	35-44	Man	0	0	0	0	0	0	0	0		##### #
98010	55-64	Man	0	0	0	0	0	0	0	0		##### #
98391	25-34	Woman	0	0	0	0	0	0	0	0		##### #
98022	25-34	Man	0	0	0	0	0	0	0	0		##### #
98022	25-34	Man	0	0	0	0	0	0	0	0		##### #
98002	25-34	Man	0	0	0	0	0	0	0	0		##### #
98391	25-34	Man	0	0	0	0	0	0	0	0		##### #
98002	25-34	Man	0	0	0	0	0	0	0	0		##### #
98391	25-34	Man	0	0	0	0	0	0	0	0		##### #
98022	25-34	Man	0	0	0	0	0	0	0	0		##### #
98010	35-44	Man	0	0	0	0	0	0	0	0		##### #
98022	35-44	Man	0	0	0	0	0	0	0	0		##### #
98032	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

98022	65-74	Man	0	0	0	0	0	0	1		##### #
98022	65-74	Woman	0	0	0	0	0	0	1		##### #
			0	0	0	0	0	0	0		##### #
98391	35-44	Woman	0	0	0	1	0	0	0	\$150,000 to \$199,999	##### #
98422	65-74	Woman	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98022	55-64	Woman	1	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98232	65-74	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98391	35-44	Woman	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98038	35-44	Woman	0	0	0	0	0	0	1	\$200,000 or more	##### #
98042	65-74	Man	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98042	65-74	Man	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98424	35-44	Man	0	0	1	0	0	0	0	\$75,000 to \$99,999	##### #
98001	45-54	Woman	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98501	45-54	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98391	35-44	Woman	0	1	0	0	0	0	1	\$25,000 to \$49,999	##### #
98531	45-54	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98092	65-74	Woman	0	1	0	0	0	0	0	0		\$25,000 to \$49,999	##### #
98391	65-74	Woman	0	0	0	0	0	0	0	0	Northern European	\$50,000 to \$74,999	##### #
98273	75+	Woman	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98023	75+	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98589	35-44	Man	0	0	0	0	0	0	0	0		\$75,000 to \$99,999	##### #
	45-54	Man	0	0	0	0	0	0	1	0		\$50,000 to \$74,999	##### #
98584	35-44	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
			0	0	0	0	0	0	0	0			##### #
98589	65-74	Woman	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98589	45-54	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98501	45-54	Man	0	0	0	0	0	0	0	1		\$200,000 or more	##### #
98589	45-54	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98391	55-64	Man	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98585	25-34	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98532	65-74	Woman	0	0	0	0	0	0	0	1			##### #
98501	45-54	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #

98032	18-24	Not listed	0	0	0	0	0	0	0	0	\$50,000 to \$74,999	##### #
98040	55-64		0	0	0	0	0	0	0	0		##### #
98579	35-44	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98059	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98391	35-44	Not listed	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98391	55-64	Woman	0	0	0	0	0	0	0	1		##### #
98065	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98589	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98118	25-34	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98589	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98942	45-54		0	0	0	0	0	0	0	0		##### #
98589	65-74	Man	0	0	1	0	0	0	0	0	\$50,000 to \$74,999	##### #
98022	25-34	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98106	25-34	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98274	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98589	18-24	Non-binary	0	0	0	0	0	0	0	1	Less than \$15,000	##### #

98056	55-64	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98589	65-74	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98026	25-34	Woman	0	0	0	0	0	0	0	0			##### #
98168			0	0	0	0	0	0	0	0			##### #
98589	75+	Woman	0	0	0	0	0	0	0	1			##### #
98284	45-54	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98589	45-54	Woman	0	0	0	0	0	0	0	1			##### #
98144	55-64	Man	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98501	65-74	Woman	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
			0	0	0	0	0	0	0	0			##### #
98321	55-64	Man	0	0	0	0	0	0	0	0	American	\$50,000 to \$74,999	##### #
98273	65-74	Man	0	0	0	0	0	0	0	1			##### #
98233	35-44	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98512	55-64	Woman	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98201	35-44	Non-binary	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98579	35-44	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98591	35-44	Woman	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #

98257	65-74	Man	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98589	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98321	55-64	Woman	1	0	0	0	0	0	0	1	My husband is half Swiss and half German . I am 1/4 Danish and a mix of European, Swiss, German , Scottish , and American Indian.	\$200,000 to \$249,999 ##### #
98584	75+	Woman	0	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98284	55-64	Woman	0	0	0	0	0	0	0	1		##### #
98105	35-44	Man	0	0	1	0	0	0	0	0	\$15,000 to \$24,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98038	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98321	35-44	Man	0	0	0	0	0	0	0	0		##### #
98022	65-74	Man	0	0	0	0	0	0	0	1		##### #
98022	25-34	Man	0	0	0	1	0	0	0	0	\$150,000 to \$199,999	##### #
98257	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #

98506	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98366	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98059	25-34	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98056	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98273	35-44	Woman	0	0	0	1	0	0	0	0	\$150,000 to \$199,999	##### #
98506	25-34	Woman	0	0	0	0	0	0	0	0	Multi \$75,000 to \$99,999	##### #
98029	35-44	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98502	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98226	55-64	Woman	0	0	0	0	0	0	0	0	human	##### #
98467	35-44	Non-binary	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98503	35-44	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98512	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98250	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98226	35-44	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98501	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98501	35-44	Man	0	0	0	0	0	0	0	0		##### #
98502	35-44	Man	0	0	0	0	0	0	0	1		##### #

98103	35-44	Woman	0	0	0	0	0	0	1		\$200,000 or more	##### #
98022	65-74	Man	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98503	25-34	Woman	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98502	35-44	Man	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98022	65-74	Man	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98022	65-74	Man	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
	55-64	Woman	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98502	25-34	Woman	0	0	0	0	0	0	1		\$15,000 to \$24,999	##### #
98385	35-44	Woman	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98550	65-74	Man	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98506	65-74	Woman	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
	65-74	Man	0	0	0	0	0	0	0	White is not a race or ethnicity	\$25,000 to \$49,999	##### #
98506	65-74	Woman	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98284	75+	Man	0	0	0	0	0	0	1			##### #
98512	35-44	Woman	0	0	0	0	0	0	1		\$200,000 or more	##### #

98022	65-74	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #	
98055	18-24	Man	0	0	0	1	0	0	0	1	\$50,000 to \$74,999	##### #	
98503	75+	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #	
98250	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98512	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98040	55-64	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #	
98391	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #	
98103	55-64	Not listed	0	0	0	0	0	0	0	0	Not applicable	\$25,000 to \$49,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98512	55-64	Woman	0	0	0	0	0	0	0	1		##### #	
98502	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #	
98506	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98321	18-24	Man	0	0	0	0	0	0	0	0		##### #	
98506	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98321	18-24	Woman	0	0	0	0	0	0	0	0		##### #	
98002	55-64	Man	1	0	0	0	0	0	0	0		##### #	
98002	35-44	Woman	1	0	0	0	0	0	0	0		##### #	
98092	75+	Man	0	0	0	0	0	0	0	0		##### #	

98022	45-54	Woman	1	0	0	0	0	0	0		##### #
98022	55-64	Not listed	1	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98513	35-44	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	35-44	Man	1	0	0	0	0	0	0		##### #
98221	75+	Woman	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98261	55-64	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98682	65-74	Woman	0	0	0	0	0	0	1		##### #
98232	65-74	Not listed	1	0	0	0	0	0	0		##### #
98502	25-34	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	45-54	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98188	45-54	Man	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98221	55-64	Woman	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98502	55-64		0	0	0	0	0	0	0		##### #
98280	65-74	Woman	0	0	0	0	0	0	1	\$200,000 or more	##### #
98250	55-64	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

98059	55-64	Man	0	0	0	0	0	0	0	0	Should not matter, this stat needs to go away, it just increases division in our world	\$100,000 to \$149,999	##### #
98221	65-74	Man	0	0	0	0	0	0	0	1		\$15,000 to \$24,999	##### #
98589	75+	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1		\$200,000 to \$249,999	##### #
98022	35-44	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98274	45-54	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98250	55-64	Man	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98022	35-44	Woman	0	0	0	0	0	0	0	1		\$15,000 to \$24,999	##### #
98092	45-54	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98022	35-44	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
			0	0	0	0	0	0	0	0			##### #
98122	55-64	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #

98022	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	65-74	Man	0	0	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
98501	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
Just	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98901	65-74	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98512	25-34	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98042	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98038	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98273	65-74	Woman	0	0	0	0	0	0	0	0	Less than \$15,000	##### #
98026	65-74	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98239	55-64	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98022	35-44	Woman	0	0	0	0	0	0	0	0		##### #
98467	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98003	25-34	Man	1	0	0	0	0	0	0	0		##### #
98022	35-44	Woman	0	0	0	0	0	0	0	0		##### #
98022	25-34	Man	0	0	0	0	0	0	0	0		##### #
98003	18-24	Man	0	0	0	0	0	0	0	0		##### #

98022	55-64	Man	0	0	0	0	0	0	0		##### #	
98032	25-34	Woman	0	0	0	0	0	0	0		##### #	
98022	Under 18	Non-binary	0	0	0	0	0	0	0		##### #	
98321	35-44	Man	0	0	0	0	0	0	0		##### #	
98352	45-54	Woman	0	0	0	0	0	0	0		##### #	
98022	18-24	Non-binary	0	0	0	0	0	0	0		##### #	
98022	25-34	Not listed	0	0	0	0	0	0	0		##### #	
98022	45-54	Non-binary	0	0	0	0	0	0	0		##### #	
98273	65-74	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98221	55-64	Man	0	0	0	0	0	0	0		##### #	
98127	65-74	Woman	0	0	0	0	0	0	1		##### #	
98296	35-44	Woman	0	0	0	0	0	0	0		##### #	
98584	55-64	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #	
			0	0	0	0	0	0	0		##### #	
98055	25-34	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #	
98233	55-64	Woman	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #	
98589	35-44	Woman	0	0	0	0	0	0	0	No thank you	\$100,000 to \$149,999	##### #
98250	65-74	Man	0	0	0	0	0	0	0		##### #	
98391	35-44	Man	0	0	0	1	0	0	0		\$150,000 to \$199,999	##### #
98274	75+	Man	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #

98391	25-34	Woman	0	0	1	0	0	0	0	1	\$75,000 to \$99,999	##### #
98274	65-74	Man	0	0	0	0	0	0	0	1		##### #
	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98223	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98233	65-74	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98233	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98506	25-34	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98224	75+	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
	35-44	Man	0	0	0	1	0	0	0	0	\$150,000 to \$199,999	##### #
98133	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	0	\$150,000 to \$199,999	##### #
98506	35-44	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98178	35-44	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98109	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #

	35-44	Man	1	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98146	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
	25-34	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98109	35-44	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98023	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98274	55-64	Woman	0	0	0	1	0	0	0	1	\$50,000 to \$74,999	##### #
98290	75+	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98037	25-34	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98272	65-74	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
			0	0	0	0	0	0	0	0		##### #
98221	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98273	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98221	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	0		##### #
98022	55-64	Woman	0	0	0	0	0	0	0	0	\$150,000 to \$199,999	##### #
98221	35-44	Woman	0	0	0	1	0	0	0	0	\$100,000 to \$149,999	##### #

98258	35-44	Not listed	1	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98233	35-44	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98274	45-54	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98030	25-34	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98223	45-54	Woman	1	0	0	0	0	0	0	0	\$75,000 to \$99,999	##### #
			0	0	0	0	0	0	0	0		##### #
98564	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
	35-44	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98221	55-64	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98229	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98102	45-54	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98284	35-44	Not listed	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98501	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98221	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #

											Ancestry.com agrees. But I'm very conscious of the unfairness to non-whites as to where things are built. Let's not do that here.		##### #
98221	75+	Woman	0	0	0	0	0	0	0	0			##### #
98284	65-74	Woman	0	0	0	0	0	0	0	0		\$50,000 to \$74,999	##### #
98284	45-54	Woman	0	0	0	0	0	0	0	1		\$200,000 to \$249,999	##### #
98273	65-74	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98178	25-34	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98233	35-44	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98116	35-44	Man	0	0	0	0	0	0	0	1		\$200,000 or more	##### #
98513	55-64	Man	0	0	0	0	0	0	0	0			##### #
98116	25-34	Man	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98501	35-44	Woman	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
	55-64	Man	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #

98292	45-54	Man	0	0	0	0	0	0	1		\$200,000 or more	##### #
98257	65-74	Woman	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98273	55-64	Woman	0	0	0	0	0	0	1			##### #
98284	18-24	Woman	0	0	0	0	0	0	1		\$15,000 to \$24,999	##### #
98226	65-74	Woman	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98258	35-44	Woman	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98273	55-64	Man	0	0	0	0	0	0	1		\$200,000 to \$249,999	##### #
98223	25-34	Man	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98226		Man	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
			0	0	0	0	0	0	0			##### #
98221	35-44	Man	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98223	65-74	Woman	0	0	0	0	0	0	0	Human	\$50,000 to \$74,999	##### #
	65-74	Woman	1	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98223	55-64	Woman	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98284	35-44	Woman	0	0	0	0	0	0	1			##### #
98223	55-64	Non-binary	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #

98512	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98292	25-34	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98257	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98223	45-54	Woman	0	0	0	0	0	0	0	1		##### #
98296	55-64	Not listed	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98226	25-34	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98284	35-44	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98221	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98221	75+	Woman	1	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98274	35-44	Man	1	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
			0	0	0	0	0	0	0	0		##### #
			0	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98026	65-74	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98221	65-74	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #

98233	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98277	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98226	35-44	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98277	35-44	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98390	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	0	\$150,000 to \$199,999	##### #
98022	55-64	Woman	1	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98284	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98233	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98284	55-64	Woman	0	0	0	0	0	0	0	1		##### #
98232	45-54	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98221	25-34	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98223	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
			0	0	0	0	0	0	0	0		##### #
98596	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

85373	65-74	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98232	75+	Not listed	0	0	0	0	0	0	0	0	Does not apply to the topic.		##### #
98232	65-74	Man	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98270	25-34	Man	0	0	0	0	0	0	0	0			##### #
98321	45-54	Not listed	0	0	0	0	0	0	0	0	Mixed race	\$75,000 to \$99,999	##### #
98233	35-44	Woman	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98284	45-54	Woman	0	1	0	0	0	0	0	0		\$150,000 to \$199,999	##### #
98155	75+	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98270	35-44	Woman	1	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98223	55-64	Man	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
			0	0	0	0	0	0	0	0			##### #
98284	55-64	Woman	0	0	0	0	0	0	0	0	Caucasian, you ignore mus.	\$200,000 or more	##### #
98233	25-34	Man	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98233	35-44	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98272	55-64	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #

98233	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98232	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98273	75+	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98284	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
	35-44	Man	0	0	0	0	0	0	0	1		##### #
98294	65-74	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
	25-34	Woman	0	0	1	0	0	0	0	0	\$25,000 to \$49,999	##### #
98284	25-34	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98223	35-44	Woman	0	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
	55-64	Woman	0	0	0	0	0	0	0	1		##### #
98292	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98292	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	65-74	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98263	35-44	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
	25-34	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98221	25-34	Man	1	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98292	35-44	Woman	0	0	0	0	0	0	0	1		##### #
98273	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98387	45-54	Man	1	0	0	0	0	0	0	0	\$50,000 to \$74,999	##### #
98257	45-54	Woman	1	0	0	0	0	0	0	0	\$15,000 to \$24,999	##### #
98233	18-24	Woman	0	0	0	0	0	0	0	1	Less than \$15,000	##### #
98271	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98233	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98273	45-54	Woman	1	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98221	25-34	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98221	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98221	45-54	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98232	45-54	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98226	55-64	Woman	1	0	0	0	0	0	0	0	\$15,000 to \$24,999	##### #
98512	25-34	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98274	35-44	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98233	25-34	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98257	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98422	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	65-74	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98229	45-54	Woman	0	0	0	0	0	0	0	1		##### #
98284	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98292	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98026	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	45-54	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98273	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98052	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
	55-64	Man	0	0	0	0	0	0	0	0		##### #
98022	75+	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98282	35-44	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98232	18-24	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

98284	18-24	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98290	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98221	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98290	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98284	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98272	65-74	Non-binary	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98250	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98292	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98512	35-44	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98274	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98296	35-44	Man	0	1	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
98273	55-64	Man	0	0	0	0	0	0	0	1		##### #
98257	75+	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98221	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98223	18-24	Man	0	0	0	0	0	0	0	0	Caucasian \$150,000 to \$199,999	##### #

98022	25-34	Non-binary	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98092	35-44	Woman	1	0	0	0	0	0	0	0	\$50,000 to \$74,999	##### #
98501	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98292	55-64	Not listed	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98092	25-34	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98292	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98239	35-44	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98292	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98270	75+	Woman	0	0	0	0	0	0	0	1		##### #
98022	55-64	Woman	0	0	0	0	0	0	0	0	\$150,000 to \$199,999	##### #
98406	45-54	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98292	75+	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98232	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98203	35-44	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98292	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98221	65-74	Man	0	0	0	0	0	0	0	0	Mixed.	\$75,000 to \$99,999	##### #
99301	35-44	Woman	0	0	0	0	0	0	0	1		\$200,000 to \$249,999	##### #
98022	55-64	Woman	1	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98273	45-54	Man	0	0	0	0	0	0	0	1	Born and raised in the United States of America...I think that means I am a native	\$100,000 to \$149,999	##### #
98225	35-44	Man	0	0	0	0	0	0	0	0			##### #
98233	55-64	Woman	0	0	0	0	0	0	0	1			##### #
98273	55-64	Woman	1	0	0	0	0	0	0	0		\$25,000 to \$49,999	##### #
98282	35-44	Woman	0	0	0	0	0	0	0	1			##### #
			0	0	0	0	0	0	0	0			##### #
25840	35-44	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98271	65-74	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98237	75+	Woman	0	0	0	0	0	0	0	0		\$25,000 to \$49,999	##### #
98274	25-34	Man	0	0	0	0	0	0	0	1		\$200,000 or more	##### #
98271	45-54	Woman	0	1	0	0	0	0	0	0		\$200,000 or more	##### #

98208	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98292	55-64	Woman	0	0	0	0	0	0	0	1		##### #
			0	0	0	0	0	0	0	0		##### #
98022	35-44	Man	0	0	0	0	0	0	0	0		##### #
98022	45-54	Man	0	0	0	0	0	0	0	0		##### #
98022	18-24	Non-binary	0	0	0	0	0	0	0	0		##### #
	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98942	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98274	45-54	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98282	25-34	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98258	45-54	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98282	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98257	75+	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98284	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98273	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98273	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #

98232	55-64	Woman	0	0	0	1	0	0	1		##### #
98290	55-64	Man	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98273	65-74	Man	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98232	55-64	Man	0	0	0	0	0	0	1		##### #
98391	65-74	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98258	35-44	Woman	0	1	0	0	0	0	1	\$100,000 to \$149,999	##### #
98387	35-44	Woman	1	0	0	1	0	0	0	\$75,000 to \$99,999	##### #
98232	65-74	Woman	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98277	55-64	Man	0	0	0	1	0	0	0	\$75,000 to \$99,999	##### #
98223	55-64	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98338	25-34	Woman	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98338	25-34	Woman	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98223	35-44	Man	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98338	65-74	Woman	0	0	0	0	0	0	0	American Indian/white \$75,000 to \$99,999	##### #
98372	55-64	Man	0	0	1	0	0	0	0	\$200,000 or more	##### #
98292	55-64	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

98232	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98512	65-74	Woman	1	0	0	0	0	0	0	0	\$15,000 to \$24,999	##### #
98092	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98232	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	55-64	Man	0	0	0	0	0	0	0	1		##### #
98233	65-74	Woman	0	0	0	0	0	0	0	0	American \$75,000 to \$99,999	##### #
98223	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
			0	0	0	0	0	0	0	0		##### #
98010	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98274	65-74	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98232	65-74	Woman	0	0	0	0	0	0	0	0		##### #
98338	55-64	Woman	0	1	0	0	0	0	0	1		##### #
98258	45-54	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98022			0	0	0	0	0	0	0	0		##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98273	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022-8616	75+	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #

98338	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98282	65-74	Woman	0	0	0	0	0	0	0	1	Less than \$15,000	##### #
98273	75+	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98273	75+	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98232	65-74	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98371	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98232	75+	Man	0	0	0	0	0	0	0	1		##### #
98257	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98257	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98229	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98375	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98233	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98338	35-44	Woman	0	0	0	0	0	0	0	0		##### #
98282	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98374	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98338	45-54	Woman	0	0	0	0	0	0	0	0		##### #
98338	35-44	Woman	1	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #

98513	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98374	65-74	Woman	0	0	0	0	0	0	0	1		##### #
			0	0	0	0	0	0	0	0		##### #
98374	35-44	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
			0	0	0	0	0	0	0	0		##### #
98374	45-54	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98338	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98374	35-44	Man	1	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98374	35-44	Woman	1	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98338	35-44	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98444	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98338	65-74	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98338	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98338		Woman	0	0	0	0	0	0	0	0		##### #
98374	35-44	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98338	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98338	25-34	Not listed	0	0	0	0	0	0	0	0	Not your business.	\$100,000 to \$149,999	##### #
98274	45-54	Man	0	0	0	0	0	0	0	0			##### #
98038	35-44	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98038	35-44	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98273	55-64	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98022	35-44	Man	1	0	0	0	0	0	0	0		\$200,000 or more	##### #
98092	18-24	Woman	0	0	1	0	0	0	0	1		\$15,000 to \$24,999	##### #
98338	45-54	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98374	45-54	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
	55-64	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98338	25-34	Man	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98375	35-44	Woman	0	0	0	0	0	0	1	0		\$75,000 to \$99,999	##### #
98364	35-44	Not listed	0	0	0	0	0	0	0	0		\$150,000 to \$199,999	##### #
98374	35-44	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98576	45-54	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
		Man	1	0	1	0	0	0	0	0			##### #

98508		Man	1	0	1	0	0	0	0		##### #
98273	35-44	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98274	55-64		0	0	0	0	0	0	0		##### #
98374	45-54	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98292	55-64	Woman	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98338	55-64	Woman	0	0	0	0	0	0	0	I'm a mutt \$150,000 to \$199,999	##### #
98109	65-74	Woman	0	0	0	0	0	0	1		##### #
98375	25-34	Woman	0	0	0	0	0	1	0	\$25,000 to \$49,999	##### #
98390	65-74	Man	0	0	0	0	0	0	1	\$200,000 or more	##### #
98375	45-54	Woman	0	0	0	1	0	0	0	\$100,000 to \$149,999	##### #
98584	55-64	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98273	55-64	Woman	0	0	0	1	0	0	0	\$15,000 to \$24,999	##### #
98022	45-54	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98273	65-74	Woman	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98257	25-34	Woman	0	0	0	1	0	0	1	\$50,000 to \$74,999	##### #
	45-54	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

98274	65-74	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98344	35-44	Woman	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98273	45-54	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
	55-64	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98233	55-64	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98501	75+	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98223	55-64	Woman	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98332	25-34	Non-binary	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
			0	0	0	0	0	0	0	0			##### #
98282	65-74		0	0	0	0	0	0	0	0			##### #
98282	65-74		0	0	0	0	0	0	0	0			##### #
98273	45-54	Woman	0	0	0	0	0	0	0	0		\$50,000 to \$74,999	##### #
98338	65-74	Woman	0	0	0	0	0	0	0	0	American	\$25,000 to \$49,999	##### #
98338	55-64	Woman	0	0	0	0	0	0	0	1			##### #
98292	25-34	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98374	35-44	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #

98223	55-64	Man	0	0	0	0	0	0	0	0	Us born citizen. My genetic heritage has nothing to do with this survey	\$150,000 to \$199,999	##### #
98374	35-44	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
	55-64	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98233	45-54	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
	35-44	Woman	0	0	0	0	0	0	0	0		\$200,000 to \$249,999	##### #
98232	55-64	Woman	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98022	25-34	Man	0	0	0	0	0	0	0	1		\$15,000 to \$24,999	##### #
	35-44	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98272	35-44	Woman	0	0	0	0	0	0	0	1		\$200,000 or more	##### #
98022	65-74	Man	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98273	45-54	Man	0	0	0	0	0	0	0	1		\$200,000 or more	##### #
98022	35-44	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98022	55-64	Man	1	0	0	0	0	0	0	0		\$50,000 to \$74,999	##### #

98022	55-64	Man	0	0	0	0	0	0	1		##### #
98038	35-44	Man	0	0	1	0	0	0	1	\$50,000 to \$74,999	##### #
98022	35-44	Woman	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98038	55-64	Man	0	0	0	0	0	0	1		##### #
98022	25-34	Man	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98042	65-74	Man	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	55-64	Man	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64	Man	1	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98038	65-74	Man	0	0	0	0	0	0	0		##### #
98058	65-74	Woman	0	0	0	0	0	0	0	Human race. The only race. \$75,000 to \$99,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98003			0	0	0	0	0	0	0		##### #
98022	35-44	Man	0	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98374	45-54	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98208	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98273	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98038			0	0	0	0	0	0	0	0		##### #
98038	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98391	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98022	65-74	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98042	55-64	Man	0	0	0	0	0	0	0	1		##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98038	65-74	Woman	0	0	0	0	0	0	0	0	I am a Europe an descent and find it offensive to just be labeled white. I also have African in my blood... so I these questions are just out of line any more.	\$100,000 to \$149,999 ##### #
98292	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98338	35-44	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98501	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	65-74	Man	0	0	0	0	0	0	0	1		##### #
98042	25-34	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98223	35-44	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98059	35-44	Man	0	1	0	0	0	0	0	0	\$200,000 or more	##### #
98022	25-34	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98038	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98373	25-34	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98233	75+	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98133	25-34	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98092	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
		Not listed	0	0	0	0	0	0	0	0	Noyb	##### #
		Not listed	0	0	0	0	0	0	0	0	Noyb	##### #
98290	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98292	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98321	75+	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98027	55-64	Woman	0	0	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
98022	45-54	Not listed	1	0	0	0	0	0	0	0	\$75,000 to \$99,999	##### #
98273	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98038	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98223	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	75+	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	75+	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
			0	0	0	0	0	0	0	0		##### #
98282	65-74	Man	0	0	0	0	0	0	0	0		##### #
98257			0	0	0	0	0	0	0	0	\$75,000 to \$99,999	##### #
98108	25-34	Man	0	0	0	0	0	0	0	1	Less than \$15,000	##### #

98273	25-34	Not listed	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98296	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98338	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98112	45-54	Woman	0	0	0	0	0	0	0	0	\$50,000 to \$74,999	##### #
98042	45-54	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98374	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
99156	45-54	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98038	75+		0	0	0	0	0	0	0	0		##### #
98501	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98607	18-24	Non-binary	1	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98607	25-34	Woman	1	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98273	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98257	65-74	Man	0	0	0	0	0	0	0	1		##### #
98058	25-34	Woman	1	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98338	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98604	25-34	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

98223	35-44	Man	1	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
			0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
			0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98022			0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98282	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98038	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98038	65-74	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98373	45-54	Woman	0	0	0	0	0	0	0	0		##### #
	25-34	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
97051	75+	Not listed	0	0	0	0	0	0	0	0	American	##### #
98374	75+	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #

98516	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98232	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98026	25-34	Woman	0	0	0	1	0	0	0	0	\$50,000 to \$74,999	##### #
98502	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98155	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98282	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	45-54	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98065	25-34	Man	0	1	0	0	0	0	0	0	\$15,000 to \$24,999	##### #
98580	55-64	Woman	0	0	0	0	0	0	0	0	\$50,000 to \$74,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98580	45-54	Woman	0	0	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
98274	25-34	Not listed	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98580	25-34	Man	0	0	0	1	0	0	0	1	\$50,000 to \$74,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98232	35-44	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #

98225	25-34	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98292	45-54	Man	1	0	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
98092	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98271	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98038	45-54	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98282	45-54	Woman	0	0	0	0	0	0	0	1		##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98274	75+	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98273	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98388	35-44	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98338	45-54	Man	0	0	0	0	0	0	0	1	Less than \$15,000	##### #
98387	25-34	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
	55-64	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #

98338	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98338	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98387	25-34	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98110	45-54	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98282	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98292	45-54	Woman	0	0	0	0	0	0	0	0	Mixed \$50,000 to \$74,999	##### #
98232	65-74	Man	0	0	0	0	0	0	0	1		##### #
98051	55-64	Woman	0	0	0	0	0	0	0	0		##### #
98274	35-44	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
			0	0	0	0	0	0	0	0		##### #
98292	65-74	Man	0	1	0	0	0	0	0	0	Less than \$15,000	##### #
98108	25-34	Man	0	1	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98360	18-24	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
	25-34	Not listed	0	0	0	0	0	0	0	0	\$15,000 to \$24,999	##### #
98019	55-64	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98020	35-44	Not listed	0	0	0	0	0	0	0	1	Less than \$15,000	##### #
98512	75+	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #

98579	55-64	Woman	0	0	0	0	0	0	1	\$200,000 or more	##### #
98513	65-74	Woman	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
	45-54	Man	0	0	0	0	0	0	0		##### #
98501	75+	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98589	65-74	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98221	65-74	Man	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98531	55-64	Woman	0	0	0	0	0	0	0		##### #
98022	45-54	Woman	0	0	0	0	0	0	1	\$200,000 or more	##### #
98038	35-44	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98038	45-54	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98232	35-44	Woman	0	1	0	0	0	0	0	\$150,000 to \$199,999	##### #
98282	75+	Woman	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98092	55-64	Woman	0	0	0	0	0	0	1	\$200,000 or more	##### #
98513	65-74	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98338	65-74	Woman	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98579	65-74	Woman	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #

98274	65-74	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98296	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98042	65-74		0	0	0	0	0	0	0	0		##### #
98273	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98446	35-44	Man	1	0	0	1	0	0	0	0	\$100,000 to \$149,999	##### #
98503	55-64	Woman	0	0	1	0	0	0	0	0	\$150,000 to \$199,999	##### #
98328	35-44	Woman	0	0	0	1	0	0	0	1	\$100,000 to \$149,999	##### #
98501	65-74	Man	1	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98512	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98501	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	35-44	Non-binary	0	0	1	0	0	0	0	0	Less than \$15,000	##### #
98027	55-64		0	0	0	0	0	0	0	0		##### #
99338	75+	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98501	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98233	65-74	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #

98501	45-54	Man	0	0	0	1	0	0	1	\$100,000 to \$149,999	##### #
98502	65-74	Woman	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98503	35-44	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98512	55-64	Woman	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98501	65-74	Man	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98501	65-74	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98502	65-74	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98589	55-64	Woman	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98223	65-74	Man	0	0	0	0	0	0	1		##### #
98022	55-64	Woman	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98092	35-44	Woman	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	35-44	Woman	0	1	0	0	0	0	0	\$200,000 to \$249,999	##### #
98501	55-64	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98501	65-74	Man	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98273	65-74	Not listed	0	0	0	0	0	0	0		##### #

98513	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98546	75+	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98501	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98513	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98503	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98501	55-64	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
9506	65-74	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98501	25-34	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98506	65-74	Woman	0	0	0	0	0	0	0	0	\$75,000 to \$99,999	##### #
98328	55-64	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98502	35-44	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98502	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98513	45-54	Man	0	0	0	1	0	0	0	0	\$100,000 to \$149,999	##### #
98225	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98225	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98503	55-64	Man	0	0	0	0	0	0	0	1		##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98503	55-64	Not listed	0	0	0	0	0	0	0	0	\$150,000 to \$199,999	##### #
98512	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98360	45-54	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98503	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98576	65-74	Woman	0	0	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98506	55-64	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98501		Man	0	0	0	0	0	0	0	1		##### #
98223	75+	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98501	45-54	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98512	45-54	Woman	0	0	1	0	0	0	0	1	\$100,000 to \$149,999	##### #
98513	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98391	25-34	Woman	0	1	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98508	55-64		0	0	0	0	0	0	0	0		##### #
98512	55-64		0	0	0	0	0	0	0	0		##### #
98516	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98501	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98251	35-44	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98225	25-34	Woman	0	0	0	0	0	0	0	1	Less than \$15,000	##### #
98596	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98501	75+	Woman	0	0	0	0	0	0	0	1		##### #
98501			0	0	0	0	0	0	0	0		##### #
98010	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	45-54	Man	1	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98221	65-74	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98092	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98501	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98501	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98589	75+	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
	55-64	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98104	25-34	Non-binary	0	1	0	0	0	0	0	0	\$25,000 to \$49,999	##### #
98321	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98597	55-64	Woman	0	0	0	0	0	0	0	1	Less than \$15,000	##### #
98508	55-64	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98501	65-74	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98501	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1		##### #
98501	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98328	65-74	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98501	45-54	Woman	0	0	0	0	0	0	0	0		##### #
98513	25-34	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98501	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #

98589	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98501	45-54	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
	75+	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98338	25-34	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98589	55-64	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98221	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98589	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98501	35-44	Man	0	0	0	1	0	0	0	1	\$150,000 to \$199,999	##### #
98580	45-54	Woman	0	0	0	0	0	0	1	0	\$25,000 to \$49,999	##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	45-54	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98512-7507	35-44	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98532	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98532	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98532	65-74	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
	45-54	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98532	45-54	Not listed	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98589	35-44	Non-binary	0	0	1	0	0	0	0	0	Less than \$15,000	##### #
98589	45-54	Non-binary	1	0	0	0	0	0	0	0	Less than \$15,000	##### #
98022	65-74	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98532	55-64	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98516	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98072	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98273	35-44	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98022	65-74	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98115	45-54	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98501	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98568	25-34	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98513	25-34	Man	1	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98501	45-54	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98506	65-74	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98282			0	0	0	0	0	0	0	0		##### #
			0	0	0	0	0	0	0	0	\$100,000 to \$149,999	##### #
98501	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98570	55-64		0	0	0	0	0	0	0	1		##### #
98512	55-64	Man	1	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
			0	0	0	0	0	0	0	0		##### #
98072	45-54	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
	65-74	Man	0	0	0	0	0	0	0	1		##### #
98092	65-74	Woman	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98512	65-74	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98501	75+	Woman	0	0	0	0	0	0	0	1		##### #

98579	65-74	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98512	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98506	45-54	Woman	0	0	0	1	0	0	0	0	\$50,000 to \$74,999	##### #
98022	45-54	Woman	0	0	0	0	0	0	0	1		##### #
98501	75+	Woman	0	0	0	0	0	0	0	1		##### #
98022	55-64	Woman	0	0	0	0	0	0	0	0		##### #
98501	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
l hop	45-54	Man	0	0	0	1	0	0	0	0	\$200,000 to \$249,999	##### #
98589	45-54	Man	0	0	0	0	0	0	0	0		##### #
98272	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98501	75+	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98501	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98513	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98579	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98220	65-74	Man	0	0	0	0	0	0	0	1		##### #
98502	55-64	Man	0	0	0	0	0	0	0	1		##### #
98502	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
			0	0	0	0	0	0	0	0		##### #

98576	65-74	Man	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98232	55-64	Woman	0	0	0	0	0	0	0	0		##### #
98022	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98501	35-44	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98022	55-64	Man	0	0	0	0	0	0	0	1	\$150,000 to \$199,999	##### #
98512	55-64	Woman	0	0	0	0	0	0	0	1	\$200,000 or more	##### #
98512	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98506	45-54	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98584	65-74	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98512	65-74	Woman	0	0	0	0	0	0	0	0	\$75,000 to \$99,999	##### #
98092	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98221	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98512	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98584	55-64	Woman	0	0	0	0	0	0	0	1	\$15,000 to \$24,999	##### #
98584	35-44	Woman	0	0	0	0	0	0	0	1	\$25,000 to \$49,999	##### #
98501	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #

98022	18-24	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98274	25-34		0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98512	35-44		0	0	0	0	0	0	0	0		##### #
98501			0	0	0	0	0	0	0	0		##### #
98105	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98512	45-54	Woman	0	0	0	0	0	0	0	1		##### #
98516	25-34	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98506	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98506	55-64	Man	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98512	65-74	Woman	0	0	0	0	0	0	0	1		##### #
98512	55-64	Woman	0	0	0	1	0	0	0	0	\$100,000 to \$149,999	##### #
98589	55-64	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98232	55-64	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98589	35-44	Woman	0	0	0	1	0	0	0	0	\$25,000 to \$49,999	##### #
98589	35-44	Woman	1	1	1	1	1	1	1	1		##### #
98589	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98501	25-34	Woman	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #

98589	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98516	65-74	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98501	35-44	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98512	55-64	Man	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98589	35-44	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98589	55-64	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
98589	45-54	Woman	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98589	55-64	Man	0	0	0	0	0	0	0	1	\$100,000 to \$149,999	##### #
98579	35-44	Woman	0	0	0	0	0	0	0	1	\$200,000 to \$249,999	##### #
98589	75+	Woman	0	0	0	0	0	0	0	1	\$50,000 to \$74,999	##### #
	65-74	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98387	65-74	Man	0	0	0	0	0	0	0	1	\$75,000 to \$99,999	##### #
98579	65-74	Woman	0	0	0	0	0	0	0	1		##### #

98513	45-54	Woman	0	0	0	0	0	0	0	0	Multi-Racial (Caucasian, African, Middle Eastern, and Asian)	\$50,000 to \$74,999	##### #
98512	25-34	Man	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98503	45-54	Woman	0	0	0	0	0	0	0	1		Less than \$15,000	##### #
98506	65-74	Woman	0	0	0	0	0	0	0	1		\$15,000 to \$24,999	##### #
98512	35-44	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98576	25-34	Woman	0	0	0	0	0	0	0	1		\$50,000 to \$74,999	##### #
98501	35-44	Woman	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #
98579	35-44	Woman	0	0	0	0	0	0	0	1			##### #
98501	35-44	Woman	0	0	0	0	0	0	0	1		\$75,000 to \$99,999	##### #
98589	25-34	Woman	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98512	25-34	Woman	0	0	0	0	0	0	0	1		\$25,000 to \$49,999	##### #
98512	55-64	Woman	0	0	0	0	0	0	0	1		\$100,000 to \$149,999	##### #
98579	45-54	Man	0	0	0	0	0	0	0	1		\$150,000 to \$199,999	##### #

Appendix C: Online open house question responses and comments

**All comments are included exactly as submitted by the user*

Greenfield sites: Skagit County Northwest

Question: Should the state consider Skagit County Northwest as a location to site a new airport?	Number of responses	Percent of responses
Yes	705	12%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	654	11%
No	4,633	77%

Please provide any explanation you wish to share

"population served" and "accommodated passenger demand" unsuitable - what's the point?

*Noise pollution

*Huge environmental impacts

*Skagit is known for its fertile farmlands and is a huge producer. The farmers (some multi generational) rely on this .

*Wildlife impact from noise and air pollution

*Existing airports in Bellingham and *Everett that could be utilized more if more flights were available and it didn't cost twice as much to fly from them,

*Very likely to flood or be impacted by snow

1) Loss of precious farmland.

2) Additional impervious surface would push water into low lying farmland and homes

3) Major disruption to rural nature of the county.

1) Not needed! There are airports in Bellingham, Everett, and Seatac. Improve transportation to existing airports. 2) This is prime farmland! Don't destroy the ecological balance of this unique area.3) This would negatively impact residents, businesses, and tourism.

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

1. Limited population served. Based on the study, it is too far from major populations.

2. High production agriculture area. Much of the farm production is in this fertile area.

3. Much of this available land is protected from flooding by dikes and may be subject to higher water levels in the coming years.

4. This location may also be in conflict with existing flight paths for Bellingham International, Seatac, Whidbey Island Naval Airbase, and other regional airfields.

5. This is a major migration destination for migrating birds and also several heron rookeries.

1. We have some of the best agricultural land in the country and until the glaciers melt we have water for irrigation. The country is losing agricultural land to development and climate change with no consideration for food production. Skagit County should be out of bounds for an airport.

2. We already have one airport. Plus the Bellingham airport is only a 40 minute commute and very convenient.

3. The Skagit River Valley is a fragile ecosystem. It is the only river that supports all 5 species of migrating fish. Our Salish Sea orca are already struggling to survive due to decreased availability of salmon. We do not need aviation fuel and chemicals to eliminate fires contaminating the soil we depend on for food production or the waterways that sustain threatened and endangered species, and support the shellfish we harvest for food.

4. Do you realize that the entire month of April is the Skagit Valley Tulip Festival bringing stop and go traffic to the farmlands?

5. We already have fighter pilots creating a great deal of noise over our homes. It frightens my granddaughter who either cries or runs in the house to hide. Goodness knows the impact on wildlife.

6. This area is a major bird migration route and home to many wintering species including trumpeter swans, snow geese and eagles. There are also 2 great blue heron rookeries near the proposed airport sites in Skagit County. Increased air traffic will have a very negative impact on our bird populations that have already seen their numbers drop by 50% in recent years.

7. Why add to the major flood problem we have? It makes no sense at all.

1. Your airport will flood.

2. This is some of the most fertile farm land around. People NEED to eat.

3. Bellingham and Seattle have airports. Expand what we already have.

A commercial airport would destroy the natural beauty of Skagit County. Natural beauty is valuable.

A friend sent me a direct link to this survey. These tables are impossible for me to read. What do the colors mean? Does orange/red in the 'population served' row mean that the majority of people served would be beyond a 90-minute drive via car/bus? Assuming green = good and orange/red = bad.

What the heck are these different layouts? There is no description of the various layouts in this survey. What criteria did y'all use to determine these levels of impact? How did you decide what would disproportionately/negatively affect communities of color?

As a brown woman living in Seattle, my understanding is that many of this region's most diverse zip codes are already located 'near' Sea-Tac International Airport (certainly within a 90 minute drive/public transportation commute, according to a brief perusal of Google Maps). Another Google search reveals that some of the most low-income zip codes in WA state are already within a 90 minute commute of Sea-Tac. Who are you really looking to 'serve'? Who are you conveniencing and who are you inconveniencing?

Stop building stupid shit in poor Black and brown communities. Stop polluting the land that we literally live on. Stop pretending that our needs and desires mean less than those of people who are more affluent. Stop fooling yourselves into believing that you're being good and benevolent.

Perhaps I'm wrong, but I'm pretty confident that none of these proposed areas come anywhere near to negatively affecting the most affluent communities in the state. Poor BIPOC will/can figure out how to travel should they need to. People with the means to travel for leisure should be prepared to be minorly inconvenienced so that people with fewer means can have some peace and quiet in their own homes. It's clear to me that y'all just wanna make things easier for people with money.

Reconsider your criteria and then ask yourselves who would truly benefit the most from having a new airport 'nearby'. In my experience, I usually have to pay a premium to fly out of smaller airports, so I might as well take the Light Rail and/or bus to Sea-Tac to reduce the cost. I can pay \$5 to get on the Light Rail and make sure that I allot 40-ish extra minutes for my commute, or I can pay an extra \$100+ to get on a flight at a 'closer' airport. Which option do you think most 'low-income' people would prefer?

It's not rocket science. Also, just to reiterate, this survey sucks. Y'all suck, and I'm tired of being reminded that the government and its crony arms does not give a single shit about BIPOC communities. I'd ask you to do better, but you've made it abundantly clear that that's an impossible

ask.

Also, it's mega-gross that your only options for responses are 'yes', 'no', and 'yes, but only if we don't harm the environment'. What the fuck? What about the literal PEOPLE who live in these places???

What about 'yes, but only if we take steps to mitigate the negative impact of this project on the land and the people who call this place home.' I can tell that white people approved this survey. Y'all need to re-examine your privileges and biases. Fuck, man.

A horrible idea. We don't need it. We need to save our arable land for future food production.

A large airport built in the Skagit Valley would totally and completely change the entire essence and soul of Skagit County, not for the better. It would turn the Skagit Valley into exactly the opposite of what it is now. It would take a quiet and beautiful valley and turn it into a loud, traffic filled, concrete slab. Preserving the Skagit Valley is worth the inconvenience of having to drive to Bellingham or Seattle to fly. Please don't pick Skagit. Anyone who has spent significant time living there knows this would be the opposite of what the Skagit Valley is.

A large airport would absolutely ruin everything that makes the Skagit Valley unique, from its rare Western Washington farmland including tulip fields, to its rural quiet, to its scenic beauty, to its tourist appeal, to its history and culture and relative safety. What a horrible idea, especially when there are already airports in Bellingham and Everett. Plus it floods, as it's supposed to, which is partly why so many birds use the Skagit Valley for migration and winter habitat. Are you nuts? This is such a ridiculous idea. Have you actually spent any time in the lower Skagit, witnessing how precious and vital it is?

A larger airport in the Skagit area would be a great service to many around the area that have to drive down to Seattle to take a flight. Driving 20-30 minutes instead would be a great accommodation for the Skagit/San Juan Islands and surrounding areas.

A major airport here will be too close to environmentally unique and sensitive areas -- especially the San Juan Islands as well as the North Cascades. Plus this is some of the most productive farmland in Western Washington. Not a good use of this land. Not worth the impact on unique nearby natural areas.

A major airport here will be too close to environmentally unique and sensitive areas -- especially the San Juan Islands as well as the North Cascades. Plus this is some of the most productive farmland in Western Washington. Not a good use of this land. Not worth the impact on unique nearby natural areas.

A new airport would damage the environment and the community in that rural area, already full of farms, natural areas, and small towns. The area already is dealing with flood issues. One word describes this suggestion: DISASTER.

A significant number of properties in the proposed Skagit Northwest site are protected from development with conservation easements. It is located in the floodplain, therefore subject to flooding. The Skagit and Samish River floodplains provide habitat to threatened and endangered species including coho and Chinook salmon. The proposed location is home to many birds protected under the Migratory Bird Act. The proposed site is within Prime Agricultural land, a valuable resource that will become more scarce with the effects of climate change. The proposed location would displace many farmers who provide food for the entire nation.

A. You'd destroy skagit county or another beautiful rural place which I know means little to you but it should.

B. Expand services in Bellingham and Everett instead jokers.

It would be a challenge to develop without significant flood concerns. Its location is further than a 90-minute drive for most population centers.

Ability to accommodate a bigger population

Absolutly not, it is home to a lot of wildlife and will effect so much of the food supply chain locally and internationally, itâ€™s right where a school is and a town and in a prestine farming area.

Absolutely not

Absolutely not a good place because of the impact on nature like the many migrating birds, like snow geese that stop in Skagit. The entire Skagit valley is a tourist attraction for its natural beauty an airport and air traffic would take away from this for residents and the many people who travel/vacation here. Also the pollution being introduced from construction and increased traffic would negatively impact Salmon because of increased pollution in water runoff.

Absolutely not there are 2 airports 30mins away going north and south. We do not need or want a airport in skagit county

Absolutely not under any circumstances.

Absolutely not! An airport would destroy prime farmland, negatively impact a vital watershed for salmon recovery, erase the rural character and scenic beauty of one of the most beautiful areas in Western Washington.

Absolutely not! Donâ€™t take anymore farm land!

Absolutely not! Is nothing sacred anymore? Keep our farmland and out county the beautiful place that it is! This will only negatively impact citizens lives who have dedicated their lives to this beautiful place.

Absolutely not! Long time Skagit residents, and with Bellingham airport, Payne field and SeaTac all within 60-90 minutes away we do not need another airport right in the middle. Also, these lands are essential migrating lands for birds of many species each year. There are major environmental impacts that building a new airport would take. That farmland is an essential part of the Skagit valley, we are not a big city and we donâ€™t want to be!!!! Leave airports in the big cities!!

Absolutely not! Negative impact to environment noise and drainage.

Absolutely not! Precious farmland is at considerable risk.

Absolutely not! The impact on the beautiful skagit landscape would be devastating for the wildlife.

Keep Washington beautiful! NO AIRPORT

Absolutely not! This a farming area that is home to many migrating birds.

Absolutely not! This is a hugely important area for bird migration and agriculture and should not be impacted by a giant airport.

Absolutely not! This is totally unique farmlands, wetlands, animal and residential area. This would destroy Skagit county. It is unneeded as well, since Bellingham and Paine fields are established, effective airports

Absolutely NOT! This would ruin our town, my husband is an engineer and we would with certainty leave the state if this happened, Bow is so beautiful please don't ruin it! NO one local would use this it would be people from miles away coming, please don't do this. I have lived in Skagit my whole 32 years of living. This would be the last straw to make us leave the state

ABSOLUTELY NOT!!! WTH is wrong with you??!! That's one of the premier birding areas in the world. THE WORLD! We don't need it. We have Bellingham international we have Skagit regional. That's all we need up here. You would be the absolute worst thing you could do to Skagit County and destroy what little farmland we have left and natural areas people live up here for the serenity and they are willing to drive to Seattle for an airport. Property values would also plummet in addition to the absolute and unnecessary destruction waged on the lands.

Absolutely NOT!!!! This is a pristine area of WA state. The noise, traffic, congestion and accelerated growth would be devastating to us. Also keep congestion closer to Seattle. There are not many areas like ours left. Skagit County resident.
Absolutely Not!!!!

absolutely not, this is a location that would destroy the ecosystem, farming etc
Absolutely NOT.

Absolutely not. This area is farmland and should remain so. It would impact traffic that is already congested. We have airports in Everett and Bellingham that are 30 minutes away.

absolutely not. Keep skagit farmland. DO NOT SEATTLE OUR TOWN PLEASE.
Absolutely not. These farmlands and ecosystems are invaluable to our state and the communities in it.

Absolutely not. This land should be preserved. Stop pushing animals out of their homes, and this would also bring a lot of unnecessary traffic to the area.

Absolutely not. This would impact our food, the farmers and families, our tourism and the wild life.
Absolutely not.....Develop a parking field to handle the extra traffic

Absolutely not! the pollution of the jet fuel alone on our beautiful farmland and bays, make it a very poor choice. I don't believe you would serve enough people. Maybe expand the Bellingham airport.

Absolutely ridiculous even as a "narrowing" choice. Over 50% of the "flat" properties are farms protected by permanent conservation easements. You'd be doing a whole lot of extremely unpopular eminent domaining to get those properties. It is one of North America's most important wintering bird flyways. Not really a good mix with airplanes. Padilla Bay (marine area adjacent) is the largest eelgrass meadow in USA and critical for endangered species- we have spent a long time protecting it and keeping it clean; It is pretty much entirely in the floodplain and about every 5th years it floods from water backing up elsewhere that is diverted here and sits for months (thus a great bird area). It is a huge wetlands from Oct-March. And finally- why drive all the way here for passenger service when you could fly out of Everett or Bellingham?? This one was done by the most cursory of ranking- I would not pay a consultant for this level of work myself. Really poor.

Active use farmlands, urbanization will follow and destroy farmlands

Adding an airport of this size would destroy much needed farmland and the character of Skagit county. This is a horrible location!

Adverse effects on agriculture and assure quality will result

Adverse impact on farmlands and community in general.

Agricultural land is too valuable and toxic fuel pollution would damage the area's crops, rivers, fisheries.

Agricultural land. Wildlife area. Environmental impact.

Agriculture

Agriculture will lose its critical mass as far as total acres go. All the systems that supply the ag community will leave soon after.

Fertilizer companys, equipment dealers, ag banks , small business suppliers eta

Also Skagit County will lose its identity

agriculture community with strong farming history

Agriculture impact, bald eagles have numerous nests in area

Agriculture land loss, flood plain

Agriculture land more than 90 miles from Seattle population.

Agriculture too important.

agriculture, birding, flooding, close to salt water, residential/rural living, not commercial

Ah! Isn't this Canada?

Airport already there - damage that would be done to all the different bird populations.

Airport in Bellingham already, also Paine field.

All color coding should provide a legend on the webpage where itâ€™s displayed.

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes itâ€™s degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (I.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread
All considerations would be negatively impacted

All of Skagit County is prime bird migration area, including huge flocks of over wintering snow geese and trumpeter swans. The birds have used this flyway for tens of thousands of years. They won't stop if an airport is built there. The chance of bird strikes on airplanes is huge! These are huge birds, too, so it could be catastrophic. An airport would disrupt nesting sites. It would be easily challenged by the Bird Migration Act. It is also too rural to be supported by passengers, to make enough money to stay open. Locate a new airport on Joint Base Lewis McCord, so politicians from Olympia could use it as well as Tacoma, Olympia residents, and many more (to the south) instead of SeaTac. IF you can get a joint use situation at Lewis-McCord, it would save money, also, to build it there. Residents south of Olympia have to either drive north to SeaTac or south to Portland for flights---both are long distances. If you put it on Lewis-McCord, you will not be disrupting environmentally sensitive environments.

All of the reasons: population impact, environmental impact, financial impact, noise etc.

Almost every spot in the highlighted circle floods every single winter... seems crazy as a location for an airport. Also this is an extremely important area for overwintering waterfowl, it is one of very few areas left in Western Washington where large flocks of snow geese, trumpeter and tundra swans, and a multitude of duck species congregate. It is also one of the most common stopover locations for rare birds like prairie falcons and sandhill cranes.

Already a comfortable distance from Bellingham or SeaTac airports; commercial air traffic would threaten many migratory bird populations; and most importantly, Skagit farmland, being among the most fertile in the world, should not be paved over in order to expand commercial air travel infrastructure. Why the hell would we spend money expanding commercial air travel infrastructure at this moment in time, considering the state of the world? Take a train to Seatac or Bellingham.

Already an airport in Skagit! Improve and use that one!

Already an airport there. Keep farmland farming.

Already blasted with growler noise.

Already dealing with military aircraft. Enough is enough

Already have a regional airport close by, no need for a bigger one.

Already have airport in Canada

Already have Bellingham and Skagit Airport

Already have Bellingham as an option that is close.

Already have the Skagit Airport at the Port of Skagit, wetlands and bird migration flight pattern area

Already near a regional airport. Residents are used to it.

Already near existing Skagit Regional and too far outside of Seattle to serve any meaningful passenger service, though might be able to fulfill some cargo service

Already overcrowded transportation areas and reducing native wetlands/ farmland would be wrong

Already served by Payne.

Already too noisy with air traffic from Whidbey NAS and Anacortes airport. Would disturb wetlands in proposed area as well.

Already within 90 min of Bellingham and would negatively impact snow geese too much

An airport and the surrounding support businesses would hurt the agricultural community in Skagit Valley. Our family farms have enough difficulty without throwing an airport up in the middle of it.

An airport at this site would ruin the quality of life for thousands of people, and impacts lands, waters and other resources important to multiple native American tribes. It would also severely degrade a world-renowned migratory flyway, destroy critical wintering habitat for tens of thousands of birds, eliminate countless acres of rich farmland, and negatively impact several salmon species.

An Airport does not fit in with the rural farming culture, would damage migratory bird habitat along with the impact it would have on the flood plain that sustains farming which would impact food production for not only the county, country but world. New flight patterns would impact already established patterns from Bellingham airport, SeaTac and Skagit Regional, not to mention NAS Whidbey. There are other areas that could be expanded with MUCH less impact to the environment and to the rural integrity of the Skagit Valley! This would be a horrible decision that can't be reversed once the damage has been done. I am a resounding NO on this site!

An airport here would detract from the area. There are 3 airports already in proximity. 4, including Vancouver.

An airport in no way aligns with the interests, values and lifestyle choices of this Skagit Valley community. We would consider this to me a remarkably short sighted mistake. This valley represents rural, agrarian, and quiet environmental beauty, and does not choose to support detrimental impacts by an international airport. This is not in line with our community vision or historic heritage.

An airport is not wanted or needed at this location. The farmland is much more important, plus this would disrupt seasonal bird migration as well as marine life just off the coast during approaches and take offs.

An airport of this significance would destroy our farmlands, our eco system our bird population and rivers and streams. We do not need another airport.

Work within the boundaries of the airports we have.

If everyone is so concerned about a "carbon footprint" then this is certainly one you don't want.

Jim Cannon.

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If everyone is so concerned about a "carbon footprint" then this is certainly one you don't want.

Jim Cannon.

An airport of this size does not belong in skagit county!! With how much wetland and agriculture is reliant on skagit county putting in an airport would destroy our community!

An airport on that scale would affect more than the environment. Traffic, reduced farmland, and more would be a problem. We already have Bellingham, Paine, and SeaTac airports in Northwest Washington. Make them work better, don't add another.

An airport would destroy the community.

An airport would destroy the farmland.

An airport would destroy the tourist industry, that is attached by the beauty, by the birds, by the artists.

An airport would destroy all of that.

DON'T BUILD A STUPID AIRPORT!!!!

An International Airport would be a HUGE MISTAKE in Skagit County. We already have small regional airports. Bellingham has an international Airport, what would be the point of putting another airport so close? Everett also already has an airport. Why not expand that one? Skagit County has worked so hard to preserve its farmlands and now the state wants to take it away to import more people here. Why? Do you really want to be like New York City? Do you think the crime will go down? Do you think that drug addicts will remarkably become sober to work? You are all incorrect. Please think before you act.

anacortes, la conner burlingtojn and mount vernon are all artisan based working class people. there isn't enough traffic for that large of an airport as well as the road infrastructure with a two lane road. A loud busy airport would not meet anyone's needs in skagit county nor would it help any of the local businesses thrive. a snohomish county is much better for traffic levels, better off the i-5 and visual aspects have tucked away patches with more trees.

Animal habitat should be kept

annual flooding area

Another route for airplanes to interfere with the huge population migrations of snow geese and other birds, not to mention that we are already loaded up with military jets with pilots-in-training nearly 20 hours a day. Also, we do not need to waste farmland for tarmac. Plus there is not a large enough population up here that needs to have a massive establishment added to the already present airport just off HWY-20. Another commercial airport up here is hard to believe. Ridiculous! Impact studies mean nothing to me, since they do not take anything near to individuals' real needs; airplanes are about a passe' as golf anymore. No more tarmac just like no more golfing greens with all their pollution. The Skagit Regional Airport is enough, thank you!

Any construction within the area being considered for Skagit runs a high risk of impacting agriculture, crucial wetlands, or both.

Any major loss of farmland in Skagit County is unacceptable! It is the last functional agricultural area in western Washington. There are also many birds (swans, ducks, geese, raptors) that winter there. Very unsafe for a regional airport located in prime wintering habitat. It is also an area that floods fairly frequently from the Samish River.

Are y'all crazy with greed?! We can't even handle the existing issues like the insanity of Tulips and you want to add MORE traffic and MORE pollution (noise and air) and all for the sake of...lemme guess...MORE MONEY. Greed is gross. Stop catering to corporate interests or some future tax base and start focusing on helping the actual people who live here already.

Are you guys serious??? Airport complexes of this magnitude are best positioned to serve dense population centers. Skagit county has a focus on rural, agricultural and natural environment resources. This would be a terrific way to encourage urban sprawl and excessive car traffic. Take Skagit county off your list NOW!!

Are you kidding me? Skagit is already overpopulated and farmland is being turned into housing all over the place. This isn't a big city, please don't pull big city people into our area up here. Are you kidding me???? This is absolutely an awful idea
Area has mts and saltwater marches.
Area impacted by Navy planes from Whidbey already.

Area is already congested and cannot support the amount of traffic the airport would bring.
Area is already impacted by air traffic from Skagit Regional Airport
Area is rich in farmland and lacks adequate I-5 infrastructure
Area is very flood prone, already productive and important for agriculture (which is a much safer use of floodplain), and too far from seattle
Areas in red.

As a farming community with protected wetlands and limited roadways, skagit county is not a favorable or realistic area for an airport. i5 north is already very congested and many people who live here value the small town feel

As a lifelong resident of Skagit County, I believe people stay here or move here to be in a rural farm region, not a population center. We love our farmland and we don't need a major airport when Sea-Tac is only 90 minutes away.

As a resident of Skagit county for 27 years this is something I would NEVER want in our area. We are a agricultural farming area. Where it would go will kill the agricultural we have here. Please in this valley do not want it to turn into Seattle, Tacoma and Everett. Leave Skagit county ALONE
As a resident, I am strongly opposed to placement of any regional commercial service airports in Skagit County. We have worked hard to support land preservation for both agricultural and other

conservation programs. Our agricultural economy is critical to the County and I urge the Commission to reject the Skagit sites.

As a supporter of local agriculture and small business that develops from that agriculture, in addition to being a lifelong birder and recent Skagit Valley transplant, I am totally opposed to the consideration of Skagit Valley as a potential commercial airport location. Not only would an airport disrupt and permanently alter the agricultural landscape and families and industries those lands support, but it would also be a terrible blow to the migratory and resident wild bird populations, which are recognized as significant and both scientifically and economically valuable assets to the region. The Northern Puget Sound Lowlands account for 10% of the land in WA State yet 80% of all wintering waterfowl in WA are recorded here. This is a Critical Bird flyway.

Not to mention that the proposed sites are contained within conservations easements with insufficient space for runways, and both sites routinely flood and are vulnerable to sea level rise over the next 100 years.

Please take the Skagit region off consideration for the propose commercial airport for the Puget Sound region.

Thank you for considering my comments.

As someone born and raised in Skagit county I don't see any benefit of having an airport over keeping our wetlands/farmland/wildlife untouched. These proposed areas provide a large amount of fresh produce to our state, as well as jobs and tourism for the Skagit County. These are some of the most beautiful places in Skagit County. It's a travesty to me that this is even being proposed. There are already large industrial and commercial areas in county where this could be built. Why not on the existing airport? If that's not large enough just stay out of Skagit County.

As someone born and raised in Skagit I see this as a travesty to propose these two areas. They both provide a large portion of Washington states produce. Not only are both areas major lots of farmland, they are also places that are homes to unique wildlife and beauty. Keep the urban sprawl out of Skagit. Go somewhere else that is already developed. Leave Skagit alone.

As stated

Aside from destroying farmlands, wrecking a beautiful part of our county, exchanging peace for noise, traffic and more pressure for housing when we're already short - what is the benefit??? Money??? For whom?? No. It's a terrible idea. Keep all of it in King and Snohomish Counties; they already suck.

Attract way too many people to skagit

Bad idea for any number of reasons: 1 In the flood plain. 2 Still in the flood plain. 3 Still in the flood plain. 4. Environmental damage in every direction.

Tell people to reduce recreational flying. 19% of CO2 comes from aviation. And it is delivered to altitude where it is most damaging.

Stop building big ass airports. They are destroying the atmosphere and killing the planet. Wake Up. Bad plan. There is not enough users per local area to justify adding another airport just a few short miles from our two already existing local airports. These airports would then be pushed out of business and abandoned? How bout the big green push? Pretty sure paving over viable farmland and damming the nearby ecosystem spits in the face of any ecological morality. And why waste this much energy and resources just to save potential users from driving an hour north or a hour and a half south to get the same or better available connections. Not nearly enough gain to outweigh the potential ramifications.

SAVE SKAGIT FARMLAND

PAVEMENT IS FOREVER

Bad weather will force planes to divert to Seattle anyway. Great farmland.
Bald eagle habitat, floodplain impact

Bald eagles and swans nesting grounds . Small community can not take the traffic .
Based on the information provided, I don't think this is the best site.
Beautiful farm area, let's keep it that way!!

Beautiful land. Already have Bellingham and Everett Airports. Leave our land, air, sea creatures be.
Because it's the homegirls back yard

Because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-after.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Because our roads are already congested enough. We already have the options of SeaTac, Paine Field, and Bellingham. All of us true Skagitians are willing to drive to these locations. We don't need the added population and noise here.

Because resources are already stretched too thin in this area

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Being a resident of Edison, WA. We are surrounded by noise from both the air and land with has environmental impact on the community. Being a hotspot tourism town we have many tourists driving fast through the town making it constantly busy. With that being said we have a refinery that makes noise and a naval station practicing air drills overhead. I am not in favor of the airport. I am in support of our farmers which would have a huge impact on the agricultural community. We have a saying in Edison "no farmers, no food".

Bellingham & Everett airports are just over an hour away from each other. Another larger airport does not seem necessary or worth the impact to the area.

Bellingham airport could be expanded as could Paine Field.

Please don't wreck a beautiful part of our state, especially with the options stated above.

Bellingham airport is enough, look elsewhere we do not have room on our roads for that much traffic.

Bellingham Airport is still barely busy. Skagit regional is already right there.

Bellingham airport is to the north and Everett to the south, both by 30 - 40 min so doesn't make sense when those airports could be expanded upon instead.

Bellingham already exists. Add to that site

Bellingham already has an international airport and the Skagit Regional Airport can already support this area.

Bellingham and Everett have airports that are big enough, or could be made big enough. Air travel needs to be limited to reduce carbon emissions, not expanded. This is another proposal that only benefits the wealthy.

Bellingham and Paine Field are nearby.

Bellingham and Paine field work just fine. Look at building another airport over into eastern Washington. Not to mention the small farming community you would put out of business.

Bellingham and Paine have north end covered
Bellingham has an airport
Bellingham has one 25 miles away.
Bellingham International Airport already serves our needs.
Bellingham International Airport already serves this sector of WA

Bellingham International Airport and Paine Field Everett already exist. Western Washington and Skagit County do not need more travel related infrastructure. More airport = greater carbon footprint.

Bellingham international airport is a great location and the air traffic and its only impacting the homes and neighborhoods that are already used to it. This NEW proposed area is also iconic to Skagit county for recreation and natural habitat for so many different animals. Keep Skagit Co. how it is.

Bellingham International Airport is already built and close by. Paine field is also an airport for Airlines. Do not destroy our Skagit County. We here to get away from a rat race huge airport area. Do not destroy what has been preserved as PNW and why people come here to visit. Flooding is another huge concern. Expand Bellingham or no more airports in the PNW.

Bellingham is close enough!! We don't need a dirty Airport in rural Skagit County!!!
Bellingham is close enough, grow that airport

Bellingham, Everett and Seattle all serve this area. What is needed is rapid surface, water or road, connections between the existing airports. We don't need another airport. Skagit is particularly unsuitable because the sites are in floodplain, are productive agricultural areas and have substantial acreage conserved for both agriculture and wildlife. Skagit County citizens have long been active in preserving the environment.

Besides my being in love with the flatlands in question I have many concern. 1. Wildlife habitat. Thousands of birds live and migrate through this area. Not only would it impact these birds and force them to find other habitat, there would be major conflicts as air traffic moved through the area. Imagine a jet trying to fly through a flock of a thousand snow geese, or ducks or even sand pipers. 2. negative impact on dwindling farmland resources including above ground crops (potatoes, brocolli, as well as oysters and clams. 3. Disruption of tourist and travel activities (tulip festivals, travel to the coastal waters, state park camping. 4 Art activities...the area has been a destination for artists and art seeking public for years. 5. Putting in a new airport here and facilities in this age of climate change seems stupid. some of this ground is less than 10 feet above high tide mark. Already the area has become prone to tidal and river flooding and when combined the floods can cover a greater part of the area. We need less, not more of this kind of growth that does not take into consideration these and many more factors that make it unwise for the future of the people and wildlife populations that make it such a special place. This applies to both the North and Southwest Skagit proposals.

Besides the flooding and other problems listed, this area is used by tens of thousands of snow geese in the winter along with both tundra and trumpeter swans, tens of thousands of shorebirds and is a major wintering area for numerous raptor species.

Besides the obvious environmental impact on this rich agricultural land, Skagit County is already dismally behind in their infrastructure investment and the amount of traffic that an airport would bring to this area simply cannot be accommodated. Nor do the residents of this area want that amount of traffic. This is absolutely not the right place for another airport. Better option is to use something closer to populated area. Plus with sea level rise this site looks totally at risk. I believe it better

to expand Everett and make better use of Boeing field

Between Bellingham and Paine field, there are already enough airports in this area. Enlarging/ increasing service at this two seems more effective than a whole separate airport.

Bird and flooding hazards

Bird and wild life habitat, flood plane farm land. Thereâ€™s an airport in Bellingham and at Paine Field.

Bird habitat, flood risk

Bird habitats would be destroyed

Bird populations are being impacted and this is a major waterfowl location. We need to keep the birds we still have left for they ever are a part of the web of life that is all connected.

BLI is a better choice for expansion
Boeing Field, Bellingham, and Everett are better options

Both of these sites have heritage farms and are home to many species of raptors, migrating birds, and other wildlife. Chinook salmon have a strong run up the Samish River, and an airport would impact these fish which are critical to southern resident killer whales. Additionally, the floods we have up here would tremendously impact any proposed airport.

Both sites have significant conservation lands either on the sites or next to the sites. To build an airport there's needs to be connecting roads and businesses to accommodate the poeple that would work at the airport and around the airport. Skagit county does not have enough available infrastructure. Due to the amount of protected farmland, nearby ocean, and rivers and streams with protected salmon and spotted frog populations there are federal protections as well. Flooding will always be a concern because (and this only happened last year) many rivers and streams that ARE NOT in flood zones flooded past the necessary and legal buffers that are already adhered to. Not only will the skagit sites continue to flood but there will always beany environmental factors that would need to be considered due to climate change and other factors. Lastly, both skagit sites put many communities of color off of the little available housing and jobs that they currently have. Farm land provides housing and jobs for these communities. Farm land from Skagit county provides multiple hundreds of millions in revenue to the county from produce and seeds. This is not an infinite resource and with increasing food instability around the entire nation it is critical that we maintain our farmlands, not only for our community, including persons of color, the livelihoods of an entire county, but for the nation.

Both Skagit sites are blanketed in permanent conservation easements (CEâ€™s), in place primarily to protect prime agricultural land and open space. Other protected lands are paid for by state and federal public funds for wildlife conservation, agriculture and open space to conserve some of the most important fish and wildlife habitat in the western USA.

Bow Edison is a small, quaint town with charm and tourism that will be lost if an airport is developed nearby.

Can't undo an airport and make it good farm land again. This would be a huge waste of soil.

Cause by the looks of the map it would be right where the farm that at work at is located.

Central location near Bellingham and closer to Canadian border!

Chehalis has an airport already. Why waste money building another one?

Chuckanut Drive

Close access to I5 & to Bellingham & Mt.Vernon.

Close enough to Paine Field

Close to I-5

Close to i5 the better
Close to me for commuting
Closer to higher population density.
Consider Kitsap County

Considering the amount of water on the ground during the winter months throughout that area it would be crazy to attempt to fill that much precious low lying farmland for a giant airport. Last year much of the area looked like a giant lake. At times there was water lapping over both sides of Farm to Market Road and the houses were on tiny islands in a shallow sea.

Cost to benefit ratio too high
Could be great for cargo.

Covering rich soil with concrete prevents carbon sequestration in the soil. The Skagit Valley is an oasis of rich farmland and clean air. An airport would be environmentally damaging.
Critical flyway/path of migratory birds.

Contamination of largest marine estuary on west coast.

Farmland preservation.

Sensitive wetland ecosystem impact.
Critical salmon and duck habitat
Current land has too much community and social value as farmland

damage to the most lovely fertile unspoiled land that's a haven for migratory birds
Damage to wetland, wildlife habitat
Damaging to farmland and wildlife habitat
Dear Commission Members:

Building an airport on valuable farm land in Skagit Valley is a VERY BAD idea. With climate change impacting farms all over our country, Skagit Valley agriculture is one of the very few places that has yet to be hit by crippling droughts. We have to allow our farms to keep feeding people; keep FARMLAND as productive food sources; we don't need an airport destroying the ecology of farms, not to mention the value of the Skagit Valley to bird populations.

Thank you.

Kathleen Roche-Zujko

425-289-6803

Dear officials: Consideration of airport sites in Skagit County ought to be removed from your plans.

The paving-over of vital farmland and critical habitat ought to have been removed from serious consideration by now, given the abysmal effects of having done so multiple times in the Puget Sound area.

Consider the effects on migratory bird (which have international treaties) flyways in the area; the effects of salt water pollution and the detriment to shell and fin fish as a result of run-off from airport runways.

Another reason for rejecting Skagit County as a proposed site for an airport is the fact that the two areas proposed for discussion each are subject to frequent flooding.

There are also FEMA and National Flood Insurance restrictions on building and filling in floodway and floodplain areas.

In addition, the difficult to predict travel times on the I-5 corridor between southern population centers and Skagit County and the lack of a rail system between them and Skagit County will be a serious deterrent to airport access.

There already exist multiple airports in the area: SeaTac; Boeing Field, AKA King County Airport; Paine

Field; Bellingham airport.

Skagit County is right now subject to frequent fly-overs by Navy aircraft from NAS Whidby; there is likely to be a danger of airplane collision if a commercial airport is constructed here.

If the lack of an additional airport is a detriment to increased travel in and out of this area we all will just have to plan better and take our time.

Definitely don't need one up North!!! Isn't there an airport in Bellingham or around that area already anyways? We don't need more traffic (or people for that matter) up North when there is already enough as it is; this will cause so much issues and traffic and the freeway only has three lanes once you come down the hill towards Conway too so it isn't accommodated for this type of crap of having way more people traveling on it. Plus we don't need our country/ farms ruined by this and too many people being out there ruining peoples farms!!! The farmers don't need people racing around out there especially when they are on the roads trying to farm (driving slow with their tractors trying to work) and some idiot that has to hurry to make their flight causing accidents. And I'm sure the farmers and people that live out there don't want to hear all the noise either! definitely not appropriate for our county
Definitely not! It will ruin the environment and impact travel in this area.

Designated an Important Bird Area (IBA) as home to huge numbers of birds including waterfowl, herons, raptors and thousands of winter- migrating swans and Snow geese, from Alaska and Siberia. Destroyed environment and farmland.

Destroying agricultural land with pavement for people who don't live here is a violation of human rights.

Destroying valuable farmland

Destruction of farmland during supposed food shortages. Destruction of land used by migrating waterfowl. Destruction of tradition of citizens' cultures, including Native Americans.

Destruction of highly productive agricultural land and habitat for birds. With sea level rise coming, this subtidal area could end up under water by the end of this century.

Detrimental to environment. Negative impact on overwintering birds, including endangered species
Devastation to wildlife, wetlands, quality of life.

Developing this area would remove critical wintering habitat for tens of thousands of wintering waterfowl, shorebirds, raptors, and songbirds, including bird species that are threatened or endangered; pave over rich and productive farmland; ruin the lives of people who live and work in that area by taking their land, leveling their homes, and destroying their way of life; eliminate resources important to the lives of Native Americans; and obliterate salmon habitat.

Expand one of the existing commercial airports north or south of this location.

Development of another airport violates state requirements to preserve and protect farmland, forestry lands, and critical areas!

Development of this facility would irreversibly change the landscape of the Skagit Valley, and cause irreparable harms to the Samish River, which lies at the heart of the valley's people, animals, and economy. A new airport centered upon the delta of this basin threatens the protection and recovery of ESA listed Chinook salmon and steelhead. While largely agricultural today, these lands were historically covered by riverine tidal and estuarine habitats of the Samish Rivers. Recovery of these types of delta habitat are the core of the strategy to recover ESA listed Chinook salmon. The areas identified by the CACC for a new greenfield airport have very much been under consideration as potential restoration areas of delta habitat in order to support the rearing of additional Chinook smolt necessary to move the species toward recovery.

Direct path for migratory birds. Will affect their living, routines, mating, etc. as well as the impact of small aircrafts flying from Skagit regional

Displacing farmland in Skagit County should not be considered when siting a new airport.

Disrupt path of migratory birds.

Disrupting significant crop producing lands, doesn't serve target population, disproportionately affects the Hispanic population that works in the farming area, located within migratory areas of snow geese and trumpeter swans and other protected birdlife. Plus it's in a flood zone. What moron picked this site?!

Disrupting too much farmland

Disruption to area, drop of home values and access already airports north and south.

Do not destroy our Skagit Valley farmland!!

DO NOT even think of putting an airport in Skagit County. This is the only pristine, noncommercialized agriculture area left in WA. I moved out of King County because government couldn't control ruining what was left of open land. Put it down south of King County if needed.

If plans are to place in Skagit I will support legal action against it.

Do not pave farm lands! Farms in this country are shrinking at an alarming rate. FOOD IS A BIG DEAL! Bellingham is close enough.

Do not scar the beauty of the skagit valley. The small communities that exist here do not wish to be subjugated to the constant noise and pollution of an airport. These lands are used for farming, and do not need pollution harming our plants. Bellingham has an airport. Just go a little north.

Do not site airports in a low lying lahar zone; this is the epitome of gross negligence and really boneheaded. Kind of like putting a nuclear power plant in a tsunami zone. Also, western Washington has limited productive farm acreage for growing food which we cannot afford to lose to more concrete.

Do not take more farmland from us.

Do not take our farmland. And there's already enough air traffic with NAS Whidbey Island.

Do we really need more airports? It seems unlikely

Do you folks have any idea that this is major flyway for migratory geese? The catastrophic bird strikes alone would send jets plummeting into the ground!

Bad, bad choice! Don't do this, please!

Does not make sense when you have Bellingham and Everett with airports. Everett and Bellingham neither on are that busy nor do they have direct flights to Alaska or Florida. I definitely would think it is a very bad idea and would vote no!!!

Don't do that shit fuckers

Don't mess with our forest

Don't ruin our town

Don't take away farm land.

Don't take away from the beautiful land!!!

Don't take farmland away. Plus if you're this far north why not just expand BLI and make it SeaTac size

Don't want more business in this area and too far from Seattle.

Don't you dare ruin history of our farmers and damage what they work so hard for as well as losing so much fresher fruit and vegetable access. The state government is dumb enough, quit make yourselves even more stupid.

Don't you dare TOUCH our pristine farmland in Bow Edison. This place is pure magic. An airport would destroy everything we hold dear.

Don't destroy farm lands, wet lands and wild life homes. Save the land, don't destroy it

Don't give up precious agricultural lands for another airport. Flood concerns are a huge issue, and the red indicates that population is not served.

Don't go north of Seattle

Don't need another airport that close to the others anyways

Don't ruin a small community with a big airport. It's already going to hell from all the homeless. Don't add an airport to further cause traffic and housing issues in the area.

Don't ruin our open air spaces and our farmland! KEEP OUT WSDOT!

Don't ruin our small towns! Snow geese and swans frequent skagit. It's a hot spot on their migratory routes, that would be ruined by a massive airport

Don't ruin this place. We already have traffic issues and NO affordable housing.

Don't turn Skagit Valley into Kent Valley! Destroy what makes this area unique.

Due to the snow geese and trumpeter swan migrations.

Eagles, snow geese, Arctic swans, osprey, kingfishers, hawks..natural wetlands to absorb flooding....need I go on! Soon there will be no place for a peaceful walk, for animals to coexist with us, for farmers to continue the agricultural production.

Ease of access, good road infrastructure in place.

Ecological damage to the migrating birds.

Effects migrating bird populations.

Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations.

The science has not designed a model of green air travel yet.

Enumclaw area is not a good place to build. This is farm land and we have a lot of animals and farmland it will disrupt

Environment damage to wetland, farmland, wildlife - especially bird migration.

Environment impact would be devastating to our county

Environment justice is just the beginning of a long list of reasons NOT to put anything close to that industry up in this area. Just go to the areas around sea-tac and take a look at the lack of natural beauty and the anthropomorphic impact urbanization has. This area is detrimental to the Salmon as well as other key stone species thriving and this would put all that work on its head.

Environmental and character of place impacts too great.

Environmental and flooding.

Environmental and infrastructure impacts will not be cost effective.

Environmental concerns

Environmental impact (salmon) and impact to local business, as well as negatively impacting some of the most prime farmland in America.

Environmental impact as well as socioeconomic impact

Environmental impact is high and would ruin land for agriculture

Environmental impact is one. We in Skagit county work very hard to preserve our land. We do not need the impact of another commercial airport when there is already one in Bellingham and one in Everett.

Environmental impact too high, farmland is too valuable.

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental impacts - The wetlands are delicate ecosystems supporting wildlife/birding that tourists come from around the world to see. Think of all the birds that will be killed by planes. I know my dad was FAA air chief in Seatac. This is not an inconsequential problem and you have one of the richest birding areas in the world here. Please don't ruin it. If you have to think economic think of the ecotourists who are going to be furious at the snow geese airstrikes and birds caught in propellers and hit by cars. Owls have a huge problem with night traffic. I know as a wildlife volunteer.

Noise! Many of us are refugees from air traffic noise in Seattle, don't ruin what makes this community rural/special. We already have a regional airport and Paine field is close enough.

Traffic - Bridges are needed to cross the river which will creates traffic bottlenecks and create even more environmental impacts on a sensitive ecosystem

Environmental impacts including farm land disruption

Environmental impacts to Samish water shed; impacts to wildlife (migratory birds, healthy bald eagle population); impacts to agriculture; impacts to local lifestyle

Environmental issues and future climate change make this an unlikely choice.

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Environmental justice: this location disproportionately impacts people who want to live a country lifestyle. We moved to this area in skagit to be away from big city amenities like large airports. Environmentally destructive, polluting, damaging to large extended area on land, in air and water! Not justifiable! Not needed!

Even if land were purchased the sporadic and low air traffic of the crop dusters throughout the regions farmland would be very disruptive. Additionally all of the alternate routes to major highways are regularly taken over by oversized farm equipment.

Even if the drive would be a little longer mileage wide to head north for an airport pick up it would be MUCH EASIER than driving south.

Everett & Bellingham is more than enough. This is an agricultural area and needs to remain that way. Period.

Everett airport can handle this area just fine!

Everett already has an airport

Everett and Bellingham are both close enough

Everett and Bellingham serve the area adequately. Farmland, wildlife, and eat if living will be greatly altered. The area floods significantly seasonally. I would consider these in incompatible land use

Everett now has airport and Bellingham has one as well.... If anything fund more improvements for these two airports and give pilots raises... Make sure existing stock is safe to fly.

Every winter this area is flooded . Too close to small rural communities of Bow and Edison.

Existing airports like 2W3 that have land available around the runway to acquire.

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Existing IS infrastructure can be used/expanded

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand and utilize the Payne Field location. Farmland and Skagit soils are more valuable than runways, more sustainable, and support the population by feeding it. Don't pave it!

Expand Bayview Airport plenty of land up there to spread out existing facilities.
Expand Bellingham airport as needed.
Expand Bellingham, don't ruin farm land and nature
Expand Bellingham. Skagit County needs to protect it's farmland.
Expand Bellingham's airport
Expand Everett and potentially Arlington instead.

What if you instead invested funds into accessibility to existing airports. Shuttle?
expand existing regional airport
Expand Mukilteo Everett. Keep the farmland in Skagit County!
expand Paine field

Expand Paine field or Sea-Tac. Leave our farm areas alone. Most of Skagit & Snohomish Counties are lower income and by building this you will increase values and cost the current citizens out.
Expand the Bellingham airport! No airports in Skagit!!!

Expand the Bellingham airport. It's already an established airport, may as well utilize it instead.
Expand the current airport. No need for more traffic in that are.
Expand the regional airport instead

Expanding the airport and utilizing the one already in Everett would make the most sense.

Expansion of Paine makes far more sense than new construction this close.
Expansion of services at the Bellingham airport would be better.

Explanation for all the proposed sites: Impacts of a new large scale airport on the west side of the Cascades go far beyond the bullet points identified, including noise, traffic, loss of rural lands, and irreversible changes to the surrounding community. In this era of climate change, we have to come up with better solutions. A new mega airport, in any of the proposed locations listed, is not the right answer.

Extremely sensitive and important wildlife and waterfowl area

Families and agriculture thrive in Skagit Valley. This is not a place to ruin our rural landscape, air, sound (plane noise) and additional traffic, thwart agriculture, tourism and affordability of a middle - class lifestyle. Expand Bellingham's or Everett's airports, not add a new one to our small, rural community. Also, with climate change, the flooding and impact on our community will be a struggle and don't want nor need the hassle of a larger airport.

Far too much flooding. And right smack dab in the coolest, quaint little town that would be eternally ruined. Our small town and the lives we dream for our kids, gone. Heartbreaking.

Farm fields are much needed and existing facilities can be used or upgraded.

Farm land
Farm land

Farm land is crucial to the Skagit communities. The area outlined brings in tourists such as tulip festival. To have an added airport to the already existing one doesn't make sense.

Farm land needs to be preserved. No farm, no food!

Farm land should be protected, potentially environmentally sensitive area along the samish river and bay.

Farm land that should stay that way!!!!!!

Farm land would be paved and flooding would be a constant concern

Farming and agriculture, impact on our eagle populations BAD IDEA all around

Farming and wildlife impacts are a great concern.

Farming community.

Road congestion has already become an issue. i-5 has a hard enough time accommodating the population currently traveling/living in the area.

Farming has been the backbone of this community for hundered of years. Cement city, air pollution & traffic that is brought along with an airport is just unnecessary. We are not Seattle. We are farmers. Quit trying to ruin everything.

Farmland

Farmland

Farmland

Farmland and agriculture would be ruined in Skagit County, our businesses make money from that.

The freeway in Mount Vernon can't handle that much traffic

farmland and flooding

Farmland and marginalized population are going to be severely impacted by this.

Farmland and other agricultural should be a priority. We need local food. Build in eastern WA.

Farmland impact, flooding problems, two great reasons to avoid this area.

Farmland in Skagit Valley is more valuable as farmland, everyone needs to eat, few really need to fly.

Farmland in this area is too valuable and irreplaceable. It would not be compatible with GMA.

Farmland is far more valuable than an airport. We have zero roads that can accommodate that volume of traffic.

farmland is more important than transportation

Farmland is precious. Floodzone.

Farmland is sacred and should be protected. There is a perfectly good air field in Bellingham that can be used. Please please don't do this. Our valley is already going downhill. Mount Vernon and Burlington are already overpopulated and full of crime. This will not fix it!

Farmland is too valuable to be covered with an airport. The Skagit valley is so beautiful with so much wildlife. The noise from an airport would ruin it!

Farmland is valuable and incredibly important and the Skagit Valley has some of the most fertile lands in the state. Many residents depend on their local farms for fresh healthy foods that are much more affordable because they can buy directly from the farmer. Also, Skagit Country depends on agricultural tourism (Tulip Festival, pumpkin farms) for funds and putting an airport right in the middle of that would destroy that industry.

Farmland isn't "undeveloped" and needs to be protected

Farmland preservation is a higher priority

Farmland preservation should be a priority should be

Farmland protection corridor, should not be paved over and geese migration patterns put the majority in the two skagit proposals making those sites useless for 4 months of the year as they are swarmed by large flocks of protected migratory birds.

Farmland should remain farmland. They aren't making any new farmland and once it's lost there's no getting it back. The flooding is a real concern and any flood control measures shouldn't come at a cost to endangered and threatened species, nor increasing flooding near by. How will the increase in carbon pollution be mitigated by the increase of air traffic?

Farmland that can't be replaced

farmland, farmland, farmland! We need to keep our livestock calm and our farmland preserved to harvest. Go south of Seattle, Centralia or someplace else!

Farmland, wetlands and wildlife would be too greatly impacted. HWY 20 and surrounding roads could not accommodate excessive traffic.

Farmland. We need to grow food. Not have it be contaminated by jet fuel, etc.

Farmland. Bird habitat. No more airports needed. We need to feed ourselves and that's what farmers do!!! Maybe expand air service at existing places, like Paine Field.

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Farmlands! Wetlands! Flood plains! Bellingham and Everett airports are within 30 mins of Skagit county, why damage more lands?

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

First of all it's farmland in second of all we don't need any more airports. There are too many airports: Bellingham, Everett, Seattle.

First we don't need another airport, second the environmental impact would be terrible, the traffic would be terrible.

First, I strongly disagree there is a need to the north with Paine Field and Bellingham already serving this north region. Secondly, Skagit County has ordinances in place to protect farmland from development and for good reason. Farmland is a precious commodity and your planning scheme does not address this land use in any fashion. Extremely short sighted! Lastly, both the Skagit and Samish River watersheds are vital ecosystems with critical salmon and migrating waterfowl habitat already at risk from human impacts. The proximity of the site to estuaries, wetlands and rivers is unconscionable. This area is working hard to maintain and restore these systems and this sort of development could be the proverbial final nail in the coffin. I find it incredibly disturbing that a state study has failed to address so many other factors in their considerations. It truly seems focused on the business side of things as though this plan is truly desired by its residents.

Flood / wetland mitigation is kind of a big deal, especially for a site more than 90-minutes from population centers. Is this trade-off even worth it?

Flood and farm land with zero support for an Airport. It needs to be closer to Seattle where there is supporting companies that are more aviation oriented..

Flood concerns and wetland impact

Flood concerns and why put an airport in and make that area so much more busy.

Flood concerns should prohibit the addition of such infrastructure.

Flood concerns, impact on farming and wildlife.

Flood danger

Flood issues

Flood issues

Flood plain and projected to be more so in the coming years. Waterfowl migrate herein large numbers, Extensive farmland that is needed as farmland. Probable environmental damage to shellfish and sea life. Roads now are not adequate, or easily

upgraded without environmental harm

Flood plain area. Save farmland.

Flood Plain impact needs to be considered along with impact of surrounding wildlife impact and run off effect, clean water, clean air to impact of seafood, fish, shellfish, gathering of culturally significant plants to local tribes as we as Tribal people culture have been impacted enough by growth. The trains traveling through, the refineries, run off of pesticides, run off cows into our waters, along with many environmental impacts onto us as a people tribal culture. We do not need to further add an airport up here in a rural area. Keep this with King County area where already developed for such a business. Please.

Flood plain, farm land protection, incompatible with the current population and character the county has worked to protect

Flood plains

Flood plains require such extensive mitigation, that this site should not be in the running.

Flood plane - migrant birds- agriculture - samish river and Taylor shell fish oyster beds would be disturbed .

Flood plane

Green space

Farming

Rural community

Flood risk

Flood risk and environmental impacts too high. Surrounding city infrastructure not able to support such a high volume of traffic. Look at the tulip festival alone.

Flood risk and inadequate transportation infrastructure.

I-5 is already over capacity.

World important farm land that can not be replaced.

Keep the airport in Seattle Skagit is only a 75 minute drive to SEA

Flood risks are too high.

Flood risks in the area, may block access to the airport.

Flood waters, loss to agricultural land, Skagit county isn't somewhere people will travel to

Flood zone. If there were a dam failure on the upper Skagit River this area would be inundated.

Terrible location for a large airport. It would be extremely difficult to evacuate in a timely manner.

Bad idea.

Flood.

Flooding

Flooding

Flooding

Flooding

Flooding

flooding and distance from potential passengers

Flooding and lack of people served makes this seem hardly like a legitimate option.

Flooding and migration corridor. Farm land

Flooding and too far from people

flooding and wildlife preservation

Flooding dangers

Valuable farmland would be lost and migrant latino farm workers would be adversely impacted

Flooding every year, sunami area. Agriculture land. The environmental impact to fish and birds.

NOISE. No, just NO.

Flooding is a continuing threar

Flooding is an issue, and it would be irresponsible to take away so much useful farmland. It would ruin the rural area.

Flooding is frequent in this area, and is also productive farm land employing numerous lower and middle income people. There is also already a small airport in the area, and Bellingham international airport is 30 minutes away.

Flooding is going to get worse and worse each year. Donâ€™t add to that issue

Flooding is only going to worsen with time in this region and there maybe Navy conflicts.

Flooding issues

Flooding must be strongly considered with global warming and the fact that that issue is only going to be more of a problem in the future, especially along the Puget Sound. Population doesnâ€™t warrant it in this location anyway.

Flooding risk, noise levels for people in the area, all of the birds that migrate here.

Flooding under current climate conditions is high. It will only get worse as the climate continues its rapid warming trend. The impact to the local population would be catastrophic in all aspects of culture and livelihood. Besides if people had to travel that far North, it would make more economic sense to expand Bellingham airport to accommodate the increase rather than split the passenger traffic between an existing, functioning airport and a new one that will generate economic and environmental costs of construction.

Flooding would shut down the site in the winter and this is a tourist area that would negatively impact tourism.

Flooding

Natural flyway for migrating fowl - snow geese, swan, ducks

Area already impacted by Whidbey NAS air traffic noise

Flooding, impact migration of birds, farmland. Active volcano
Flooding, rural farming, migratory birds,

Several airports already nearby, preserving farmlands
Flooding.

Flooding. What about the salmon? Or the watershed. Not needed.

Flooding? Worry about roads, even if expanded, can't handle the increased traffic
Floodplain and proximity to Mt. Baker. Also farmland is involved.
floodplain concerns can not be mitigated
Floodplain impact & population served.
Floodplain

Both sites sit in 100-year floodplains. (The NW airport site is 86% in the floodplain. The SW airport site is 96% in the floodplain.)

The Skagit is a large, dynamic river system and flood frequency and severity are predicted to increase over time.

The Samish site floods routinely.

Sea Level rise: Both sites are extremely vulnerable to sea-level rise over the next 100 years.

Property Acquisition

Both sites are blanketed in permanent conservation easements (CE™s), in place primarily to protect prime agricultural land and open space.

Other protected lands are paid for by state and federal public funds for wildlife conservation, agriculture and open space to conserve some of the most important fish and wildlife habitat in the western USA.

The majority of agricultural Conservation Easements are paid for by a conservation futures tax which are community tax dollars. This is a popular program.

Skagit has worked hard to keep its renown farmland intact - this goes counter to that. "Pavement is Forever".

CE&TM's can only be undone by eminent domain which would be extremely unpopular.

There is not space between the conserved lands in these areas to put in up to three 11,000 ft runways.

Environmental Factors

The Northern Puget Sound Lowlands account for 10% of the land in WA State yet 80% of all wintering waterfowl in WA are recorded here. This is a Critical Bird flyway.

Largest Trumpeter Swan wintering population in Washington.

Over 20,000 shorebirds on Padilla Bay mud flats in winter.

Critical area for Brant and in particular Western High Artic Brant.

Samish Flats known for its high and diverse number of wintering raptors.

Padilla and Samish Bays support one of the largest known wintering populations of peregrine falcons (*Falco peregrinus*) in North America.

Birds and very large airports don&TM't mix for safety reasons.

Skagit River system as a whole is in need of restoration, not more pavement and impervious surface.

Would add pollutants in nearby waters

- Skagit River is most important river for native fish in Puget Sound

- Padilla Bay, second largest eelgrass area in USA- critical for juvenile fish and for food sources of endangered Orcas

- Samish River- clean water essential for oyster industry; Orcas eat salmon from this river as well

- Skagit River major source of fresh water entering Puget Sound

Environmental Justice

Both Skagit and Samish sites are areas of significance for local Tribes and for the fish and wildlife they co-manage.

Population make-up of Mt Vernon and La Conner meets environmental justice concerns published by CACC.

Noise –“much of this area already subject to Navy plane noise.

How would this site be compatible with the Navy air space?

Population Served from These Areas

Their studies show neither of these areas substantially help meet future passenger needs as so far from Seattle.

Floodplain, good agricultural land that needs to be preserved, SNOW GEESE and TRUMPETER SWAN flocks--very incompatible with an airport!!!!

Floodplain, loss of farmland, destruction of a beautiful place

Floods

floods and migrating geese

definitely a NO GO!!

Floods and preserving small farms and rural culture

Floods!!!! And Too close to a refinery and air traffic could be impacted by issues at the refinery.

Floods, flights over San Juan islands coming into land, orcas etc. Why don't you consider more east side of I-5

Floods, too far north

Flyway for large wintering birds, Trumpeter Swans and Snow Geese. Large Eagle population. Very popular Eco Tourism and organic farming area. Both would be adversely affected. Beautiful peaceful rural area would also be adversely affected. Negative environmental impact. Flood plain would be of concern. There is Bellingham airport and Paine Field close enough to serve area for transportation needs. Make them slightly bigger rather than build a new airport in Skagit County.

Food production is going to be WAY more important than air travel. Skagit County is fantastic soil for food production.

FOOD, FOOD, FOOD is the current and future best use for this fertile land.

The analysis fails to consider that this is a prime food-producing area, and give appropriate value to agricultural uses.

Production of food is essential to human existence. No other use even comes close to being essential.

This is not undeveloped land. It is already developed to its highest and best use - agriculture. There is no other use, airport or any other, that can fully utilize the capacity of this flood-plain soil to produce high quality food crops to sustain us and future generations.

An airport, with its ancillary services and future sprawling development will gobble up this critical resource. An airport is clearly totally incompatible with the existing agricultural uses in the area.

You must Change the Terrain Impact and Incompatible Land Use colors on the chart to solid red. And delete this site from any future consideration as an airport.

Frankly I am shocked you would look at this important bird area, which hosts a significant number of raptors, waterfowl, swans and geese over the winter months. In fact, the red tailed hawks caught at SeaTac are transferred here to live out their lives, far from commercial aircraft. No. You should not even have this site on your list of possibilities.

Fuck no

Fuck no. Leave Skagit Alone.

Fuck no. We can drive to Bellingham or Seattle. Keep that shit there. Skagit is a not a "city"

Fuck no. Why the fuck would you take good producing farm land away for an airport. Incredible dumb fucking idea.

Further develop BLI if you want to be this far north. This area is farmland, with too much flooding. getting into wet lands

Given how flood prone the area is and that is an important wintering ground for waterfowl the Skagit is a bad choice for this project.

Given our proximity to the Bellingham, Everett, and SeaTac airports, a major airport in Skagit County is unnecessary. The impacts of land conversion, noise, and traffic are unacceptable for Western Skagit County given the primary uses are farming and wildlife and fish habitat. Plus, we already have the regional airport here too.

Given sea level rise concerns and the impacts on farmland this is NOT an appropriate site for a large airport!

Given the ongoing shifts in climate, the loss of local, high quality arable land with efficient natural irrigation would be harmful to the sustainability of the region

Go look in Whatcom County. Skagit has nothing to give and everything to lose.

Good choice based on number of people it could serve.

Hard no. This is a terrible idea for the environment and the health of the residence.

Have you assessed sound and emissions impact on livestock, farmland, and farm employees who have to work outside? Both from airplanes as well as the increased traffic? You can't mitigate that. We lived under a flight path in Seattle (a flight path that was supposed to be for extra flights but became a primary) and with the automated changes to flight arrival and departure speeds and alignment, it was unbearable. Triple pane windows do not make up for the deep vibrations that interrupt sleep and the inability to hold a conversation outside.

We have airports in Everett and Bellingham. Airports that could be made easier to get to with higher speed passenger trains. Additionally if there was flooding, which there will be, more often and more severe, how would you mitigate the fossil fuel impact to the low lying farm areas and rivers that are key to this states food production?

Have you ever been to skagit? Don't ruin it

Having grown up in this area, the significant flooding that is experienced here almost annually should invalidate this sight.

Hell No!!

Hell no!! Keep our small farm towns small.

Hell no. Period.

Helps out those in N Washington

High Flood Risk yes. But also this is critical migratory bird habitat. Snow geese & Tundra Swans flock here for overwintering by the 1000s. As an area where the state has been slowly trying to reclaim as wildlife habitat it is home to numerous other otherbird species including short eared owles, all types of raptors and shorebirds in the reclaimed flood area. It is home to a vibrant farm community. Commercial aviation is simply incompatible with this area.

High impact on local housing. Look to upgrading existing airfield such as Bellingham.

High producing farm land. Look in eastern Washington!

High quality farmland and wintering habitat for migratory birds would be lost.

High traffic of waterfowl migration directly in the location. Environmental impact, sound as well as no room in the area.

Historic agricultural area with large populations of wildlife and birds. Better to expand existing airports than destroy agricultural legacy. Construct airports closer to population centers and areas with better infrastructure.

Historic farmland destruction that would hugely impact water quality for the surrounding farms and the Padilla Bay Estuary. Disastrous to tourism by ruining the scenic properties of the area and destroying the birding habitat that bring thousands of people to the area every year. Population here is not enough to support this location either. This is a NEEDED flood plan, hasn't DOT learned anything?

Horrible idea. Plus we already have Bham and Everett airports. Another one is not necessary, especially since SeaTac is already struggling to find pilots.

Horrible impacts to the surrounding area- environment and social. There's an airport 20 mins up north-

How can you say there is no wetland damage? No environmental damage. Can barely get to Anacortes now due to traffic. Tulips

- what shut down tulip season? Chase the residents away along with the tourists. Agricultural/rural area needed !Worst site ever.

How many miles is the edge of this zone from hwy 536?

Huge environmental impact, including wintering swans, snow geese, etc. I don't see how these and an airport can coexist.

Huge flood concerns, far from populations centers as previously stated. Also would destroy valuable and shrinking agricultural space crucial to the food stability of the northwest region.
Huge negative impact on agriculture. Would destroy one of the best agricultural areas in WA.

Huge negative impact on traffic-already very congested.

Many communities would be negatively impacted by noise. We already suffer from Whidbey Naval Air.

Potential conflict with Whidbey Naval Air traffic.

I agree with the preliminary assessments that this area is prone to excessive flooding, and would not substantially serve the population needing additional air transport service.

I am a Navy pilot who has flown for many years in western Washington. All these ideas are absolutely terrible and the planners should all be fired. There is no way building these proposed airports in the Skagit valley is a good idea. The solution is not to build a new one in valuable farmland. The solution is to develop already in place airports that that completely underutilized. Bellingham and Paine field are already in place but major airlines have not increased flights.

I am against taking world class ag land for an airport. The ag economic impact would be terrible.

I am concerned for the impact of an airport on the wintering bird population including the Trumpeter and Tundra Swans as well as Snow Geese, Raptors and Owls.

I am highly concerned about the impacts of this project on people of color, our migratory bird populations, and the shrinking farmlands of Skagit County. This project does not support the rural nature of our county and the natural resources that make it so special.

I am not at all convinced we need additional airports. Take full advantage of those that exist and provide alternate transit via bus, rail or air from existing smaller airports to the large existing airports, if needed.

I am worried about the flood risk and the impact to migrating birds in this location. I assume the consultants who proposed this site are ignorant of this area's huge conservation importance. This site should immediately be removed from the list. It is located in the Samish Flats which include critically important fish and wildlife habitat. This is a widely-renowned overwintering site for migrating raptors and a significant attraction for birders from around the country and world. Also, This site is 86% in the floodplain and it routinely floods. Please remove this site from consideration.

I believe Skagit County is too far from the major urban center to make this a wise choice. Additionally I think it would violate the Growth Management Act and local agricultural zone regulations.

I believe that it would be a great way to bring jobs to Skagit county! we have companies coming in like Amazon which would bring value to our beautiful place we call home

I believe the existing airports in Skagit, Whatcom and Snohomish counties would be better locations to expand for the desired growth. No more new areas which are not located by an airport should even be considered.

I bird in this area. I don't believe the environmental impacts can be adequately mitigated. Instead of accommodating increased air travel, we should advocate reduced air travel.

I cannot drive in Seattle, or anywhere near that area because traffic gets so bad I get nervous and end up doing stupid stuff, like missing a turn, or almost making into traffic that is ZOOMING past me like a bat out of hell.

I do not live here but I know the farmlands rich in amazing soil would be lost and indeed the significant flooding that has occurred in the past would be an issue. Not to mention small towns that probably do not want the traffic and the infrastructure that would surmount to a huge undergoing and change of land use!

I do not want the traffic. I do not want the noise. The Skagit Valley is currently a beautiful agricultural center with fields, flowers and quiet farming. Building an airport here would destroy a natural gem of Washington state. Yes, it would bring jobs, but consider the mess all around Seatac. Do not do that to the beautiful Skagit Valley.

I do not want this in my county.

I don't believe our current infrastructure in this area supports that kind of traffic. While we do have the I-5 corridor, it already seems as if Burlington, Mt. Vernon, Anacortes, etc. are too full as it is so introducing more traffic on a large scale seems that it would cause more problems. We also have a lot of wildlife that is already disturbed by jet noise, additional air traffic noise would only cause further harm.

I don't want planes flying over my home. We are not "sound proofed" in a way we would have when we built our home if we were in the flight path of an airport!!

I don't want the noise. It's too pretty around here. Don't ruin it for the birds that migrate here in my backyard.

I don't think enough people would use this airport to offset all the negatives of building it here.

I feel our county is better served by preserving our farmland and open spaces. I also believe that the Everett and Bellingham airports are close enough to serve as alternates to SeaTac for travel. We already have seen an increase in commercial planes over our neighborhoods, I don't want to see more of that.

I have a restaurant business in town

I live here and it's beautiful and rural

I live in Arlington. Bellingham International Airport has commercial flights and is less than an hour away. Payne Field about 20 minutes away. King County International about an hour away. Sea Tac International about an hour and 15 minutes. Plenty of nearby airports up this way. Between Sea Tac and Portland International about 2 1/2 hours. I would suggest looking that way perhaps southwest of Lacey perhaps. Eastern Washington could really use an airport as well. SeaTac to Spokane is a gruelling 4 1/2 mile drive.

I live inside the circle. This is farm land with the best soil in the world for growing crops. Please don't put an airport here. It's also home to millions of waterfowl that winter here.

I live near here. It's always flooding with heavy rains. Not a good location.

I live near the proposed airport sites in Skagit County. Frankly, I'm really surprised that anyone would even consider using this land for an airport. I live in one of the most beautiful places in our state - full of migrating birds like trumpeter swans and snow geese in the winter, and bald eagles all year round; a destination spot for bicyclists and kayakers and tourists trying to escape the noise and congestion of the city. Putting in an airport would completely ruin the unique beauty of this area.

Karen Molenaar Terrell

I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO NO!!!!

I live on Whidbey island. We are inundated with jet noise. I go to different places around Skagit valley and the jets are loud there too. Traffic has become awful commuting between the island a valley. To build another airport near Skagit valley would be offensive to the quality of life and environment. Please dont.

I live on the Blanchard/Bow area. I have observed significant flooding in this area which has increased dramatically in the last few years. Building an airport here would create significant challenges in the floodplain.

I strongly disagree there is a need in this north region with Paine Field and Bellingham already serving the demand. This plan fails to address the impacts on farmland and it's related economies and employees in any fashion. Skagit County has some of the most productive prime farmland in the nation growing a diverse and unique array of crops. There are also ordinances in place to protect farmland from development. In addition, this study fails to address any environmental impacts, outside of wetlands, that are extremely important to the residents of our region and our state, including tribal citizens. This region supports vital habitat for threatened and endangered species such as salmon, orca whales, and migratory birds to name a few. A development of this type poses a severe threat to everything this region is working hard to preserve. This study has failed to address these most basic and obvious considerations.

Your terrain impact rating above is grossly miscalculated as are property acquisition and environmental impact. I am not sure who developed this, but it clearly is not someone who understands and is familiar with the area.

I support an expansion of the existing regional airport in Skagit County as I believe it will foster more tourism in the area and make it easier for business travel in that area.

I suspect your goal is to acquire the land, realize it wont work, then rezone it for something else, probably mass housing developments.

I think an airport in this area would be great, IF we can figure out a way to mitigate loud noises and emissions! Also, figure out a way to keep the prices about the same as SEATAC too. As a Skagit resident myself, it can be quite difficult to always have to travel down to Seattle for flying. If we could have a more conveniently way for folks in this area to fly, that would change a lot for the better! I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

I think given the population served is going to be very less. I don't think it makes sense to build an airport

I think it would help tremendously with the congestion of sea tac.

I think the environmental impacts will be to large for this.

We have many migratory birds that visit the valley and may not like planes coming in or out of their habitat.

I want an airport that serves South Puget Sound region (Pierce/Thurston/Lewis/Mason)

I witnessed severe flooding in this area last year. It is also a very well known hunting spot for waterfowl and geese. Large flocks migrate through this area every year, which would pose a safety hazard to planes. This would have a huge environmental impact on the farmland and the wildlife.

I would like to seriously consider KBVS as an option. Existing infrastructure, land protection, environmental and terrain issues are almost no factor. Nearby rail access, served by a nearby interstate and Highway. There seems to be a lot going for this option?

I would like to see road development to ensure roads won't be clogged. This will bring much traffic to the area.

I can't support the additional people driving on it to go to an airport in the north everett to marrysville is bad on a good day do not send more vehicles north on a road that cant support the load it has now all side/alternative roads are at capacity or more in snohomish county.

I'll provide one comment for my responses. Any of the plans that result in a negative impact on people of color, indigenous, immigrant individuals, and land that is protected or wetlands should automatically be out of consideration. Seriously, reading the impacts shows that there is a sad lack of care for the environmental, community and human cost of this project. Half of these shouldn't even be in consideration after negative impacts have been identified. Disappointed in the WSDOT and this state department for even considering this project without doing enough impact analysis to clearly show what is an ethical decision. WA State boasts racial equity, care for BIPOC justice and yet in this survey, still considers choosing areas that impact Black, Indigenous, people of color, Latinx, low-income, rural, and those with intersecting identities. This isn't our land to continually colonize. Go back and analyze if this is even a need in our state and do better to bring the community into the discussion. If there isn't a low-impact, community-welcomed way to do it then don't. Just stop what you are doing, and do better.

I'm

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions.

I'm curious why you don't have a category to include environmental impact with regard to preserving existing farmland, watershed preservation and other environmental impacts. The Skagit county sites are located in areas with large conservation implications and huge local support for protecting farmland and watershed areas. They shouldn't even be listed. There seems to be a disconnect between whomever put these sites on the list and what is happening in the local area to protect the land.

It's worried about the effects of jet fuel in the samish and Bellingham bay watersheds. This is crucial salmon rearing habitat

IAW the Governor and State Legislature law/policy and guidance for ecological sustainment of the Puget Sound region, there is no justification for destroying a Greenbelt of natural or agricultural habitat that is vital the WA ecosystem. This a sanctuary for migratory waterfowl, wildlife, and sea life. The risk to water, wetland, and Puget Sound at large would be extremely high, putting the aviary, salmon, and whale populations at great risk.

By definition the scores note above are incorrect

Terrain Impact - Aviation requires Terrain/Obstruction clearances that go far beyond this circle. TERPS Data would define arrival/departure corridors that all must conform - YELLOW/RED

Land Acquisition - The State/Fed would have to acquire this land and develop it. Cost are not just the purchase. The real cost are exponentially high with Zero/Little pre-existing infrastructure - RED

Wetland Impact - This may not be "wet land" but it is absolutely and estuary for migratory birds, wildlife, and the ecosystem that support salmon, seal, otter, and Killer Whale habitat. Where would jet fuel, de-ice fluids, and storm water go off the acres of impervious surface that would be created? Puget Sound! - RED

Incompatible land use - There is very little infrastructure in place at this site that would provide any offset to the requirements of a large airport capable of filling the 30 million annual passengers (MAP) deficiency - RED.

Recommendation - The only logical, fiscal, and sustainable solution is an existing facility capable of handling transport category aircraft in a sustained Passenger/Cargo operations, which has to date applied mitigation steps necessary to protect and enhance the greenbelt of Washington, not destroy it.

If an airport is put in were do we Farm

If carries wont currently use Payne Field they wont use this site

If houses have to be built on stilts for flooding , this is not the area for airport runways. Let's maintain: the wildness of this area, it's quiet beauty and a place where so many wild birds find refuge.

If it has high flood risk there will be constant damage and repair to runways and infrastructure from water damage.

If it's flood plain, then how is it not wetland?

Impact of added traffic would severely impact hiking, bicycling, sight seeing

Impact on fertile farmland.

Impact to farmlands and to animal and bird habitats would be potentially harmful from noise, ghg pollution and traffic congestions. Jets at Whidbey are already affecting Orcas and other sea-life.

Impact to the area would be traumatic. Traffic, noise, pollution, disruption to migratory birds, just to name a few problems. Possible flood plain as well. Just no.

Important bird wintering area

Important ecological value for migratory birds especially migrating swans. Flood risk is high. The bay is sensitive and run off would kill juvenile salmon in estuaries. Noise would completely change rural area. Airplane noise pollution would affect all citizens in the region including the San Juan Islands which already have noise pollution from airforce base on Whidbey. See impact studies on noise pollution and the endangered southern resident killer whales.

Important farmlands in the area. We need to preserve our farms and keep them clean. An airport would add pollution to air and water in a valuable, sensitive and critical resource in our community. Important rural culture and unique ecology would be disrupted. Directly by the airport and indirectly by all of the people

Impractical for population served. What purpose does it serve but to add more miles driven?
Improve Arlington airport which has the space to accommodate.

In a region that has been overrun with people the Skagit Valley is one of the last places in Western WA still producing high levels of agricultural crops to help feed the ever growing population of WA.

This would be an environmental, agricultural, and cultural disaster for Skagit Valley.

In addition to the semi-annual flooding in the area, potential wetland and river estuary impact on the Skagit River watershed, impact to snow geese and other migratory birds, the flat areas in northwest Skagit County are mostly occupied by active farmland.

The inevitable loss of farmland that an international airport in this area would cause is an extreme concern for me. We need strong local food systems, and the flats of Skagit county are some of the most fertile farmlands in the state. An airport of this scale would forever destroy that.

In Skagit County we have made great effort in trying to protect our farmland. This would be very harmful to that effort.

Why not try to make the airport in Bellingham larger and perhaps the one in Everett as well.

Incredible location especially for travelers to and from Canada. Lots of space to grow and expand.

Infrastructure is not built to handle the amount of people of a seatac sized Airport. Would cause awful traffic for local residents. Bellingham airport is only 30 minutes away.

Instead build more ferries for the San Juan Islands.

Invasive to the natural habitat and overall natural beauty of the area.

Irreparable environmental harm

Is the need for another airport high enough for this build?? The environment and community impact this project will bring is not worth the convince of people with money to fly in and out as they please. I highly encourage this project be abandoned completely or that a new location with a lower environmental and community impact will occur.

It damages the community and the environment. Please donâ€™t

It depends on how close to the freeway this site is actually located. If it is too far from major freeways, then existing roads are not likely to be able to support the traffic a major airport would bring. Having a major airport north of Seattle along the I5 corridor would be a great blessing as it would help alleviate much of the traffic near Seatac, and it would provide an option other than Portland to those seeking more flight options for those living in the northern part of the state including Seattle and neighboring communities.

it does separate the airports (further from sea-tac),

While not current population center, presumably by the time completed, light rail would connect, allowing access for more people.

and being more rural would have a greater increase in population going further, and would better serve areas to the north that do not have good options.

It fails to meet most of your criteria; why waste the mental energy on it? Unless the state is considering a plan to somehow direct most new growth to this area?

It floods a lot and is critical habitat for raptors.

It floods and the traffic is already So bad in that area. Plus the fog is crazy bad and generally does not lift till mid day. We have tried for years to us Bellingham airport but the fog cancels the flight and they bus us to se tac more than half of the time.

It floods often

It floods there and is farmland.

It has no place here. Our wildlife and farmlands can not tolerate the intrusion.

It is a flood plain and we grow food there. Bellingham can be expanded.

It is a serious flood plain. In 1991 a dike broke and not ever cars could cross. It is the wintering over place for thousands of snowgeese and swans, and also on the migration path for shorebirds and warblers. Raptors of importance also visit. Bird watchers contribute to the local economies. Hunters use the property as well. Economic justice would not be served because of the many farm workers who have settled there. Much of the land is tied up in permanent conservation. The soil there is one of the richest in the state - Skagit Silt Loam - and it would be a crime to pave it. When I travel from La Conner, it is only an hour or so to Seatac. If I started from Fir Island, I never have considered Paine and I only used Bellingham a couple times ever and only because I wasn't paying my fare. Flights from there mainly to to other spots in the state and you could get there faster driving. And cheaper with an electric car or hybrid. I can't imagine why anyone would fly from Skagit. And why aren't you even asking about climate issues. Set up a system of nice electric buses - as they do in Europe.

It is essential to preserve the habitat as it is. In addition, Antarctica's Thwaites Glacier is expected to collapse in the next 3-5 years. This imminent, inevitable event guarantees at least a 2-foot rise in sea levels within a decade. It is past time to plan strategic retreats.

It is farm land we depend on for local food and it would destroy the area.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It is not compatible to the area in terms of traffic, available toads, agriculture and animal farms. It is too far north and would impact valuable farm land.

It is too far North. Needs to be centralized and on the East side of the Cascades.

it is too over developed now. Skagit county is the last rural county left and it is disappearing. Already the county allowed development in flood zones and critical habitat..No Airport period

It is truly absurd that this is even being considered.

1. The entire area is a flood plain, and the water is held back by old, poorly maintained dikes, some of which are privately owned.
2. The entire area is a popular birding site, with people coming from around the world to view birds not easily seen elsewhere.
3. Population in the area is sparse.

The chart provided by your analyst can basically be summarized this way: There is no population that needs to be served, it is all in a flood plain, and there are important environmental features that would be destroyed, but the land is flat and cheap.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean.

It is unimaginable, beautiful, beautiful farm land,, rich, important

And I personally would fight it with every breath in me.

So NO, NO. No

Take your crowds, pollution, highways somewhere else. Use Paine field, or use Bellingham, but replaceable farm land, NO.

It is unnecessary and would have huge negative impact on the environment, land, traffic and well being of residents and travelers in the area. NO!!

It makes sense to have an airport north of Seattle.

It regularly floods and is a flyway for significant amount of birds. So would risk those birds migration and possibly be a danger to aircraft.

It seems it would be more effective to expand BLI for use, rather than try to put a new airport in farming land. This area is primarily used to employ BIPOC in agricultural work - many of the smaller farms are BIPOC as well, and you risk impacting them more by taking over their land as the larger, more established families will not sell theirs.

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It should be red for incompatible land use - farm land is critical!

It will be ruining the farming land.

It will bring congestion, not only in the communities but air congestion, excessive noise and will destroy the livability of small town living.

It will destroy essential farmland, rural lifestyle, and roads will not handle the added traffic. The roads are having trouble as it is.

It will destroy the agricultural community and families living near it. Skagit County is NOT a good location for an airport, and it is unfair to steal land from the residents who live here. Please leave us alone. Skagitonians will put up a good fight to stop this from happening.

It will forcefully relocate less people having this as the proposed location. It's conveniently located between two major cities (Seattle & Bellingham) and would require much less money to improve arterial highways as most the area is vast open farm land. Unlike any of the other choices this seems to be the diamond in the rough. I also think it would be prudent to build this additional airport in a separate county from King County where SeaTac already resides. This would help distribute the strain of traffic, the new jobs created, and all costs associated with building and running the airport.

It will greatly impact our environment and way of life. Our infrastructure is not equipped to be able to handle the amount of people this would bring to the area.

It will impact low income communities, farmers and land population on the property.

It will impact low income families in a negative way. A lot being People of Color . It will have a huge impact on ecosystem with birds flight patterns. It will also have huge impact on Farmers! No.

It will literally flood

It will ruin skagit county's beauty and deep roots of farm lands

It will ruin Skagit!

It will ruin the small town

It will ruin this valley and what it represents. Please build it somewhere else. We are so close to Bellingham, we do not need two airports that close. Amazon can figure another way to get freight to their new warehouse.

It will take away farm land this state and country desperately needs. We have SeaTac, Payne Field, and Bellingham airports already and a bunch more on this side of the state as well. WE DON'T NEED IT!

It would absolutely take away from the beauty of the region. Skagit county is one of my most favorite places in the world, and that is because of its small-town, farm life feel.

It would affect flooding in the area. It would have a significant impact on the current of life in the area.

It would be built on farm land, that families depend on for work and food. Always remember farmland for ever not concrete and pavement

It would be have too great of impact on the agricultural community.

It would be idiotic to put an airport here - who is going to use it?!

It would be incredibly disruptive to the natural beauty of the Skagit valley and would disturb farmlands

It would be underwater most of the year.

It would be way too big for the area, and impact farmland that is already dwindling. We are already getting too cramped and over populated without adding something as huge as a SeaTac airport. NO! NO! NO! NO! NO! NOT HERE!!!

It would bring jobs and companies to the area, and if its big enough maybe domestic flights to other states without having to go to Bellingham or Everett, especially not going to sea-tac, that's almost a two hour drive one way from Sedro wooley, and further for people up hwy 20, I strongly support a new airport in skagit county!!!

It would create more traffic than the area can handle.

It would definitely impact wetlands negatively, there is a lot of wild life that relies on this area. And in case of heavy rains the area considered does flood. Please do not consider this, the people of this county DO NOT want this or stand by it.

It would destroy the community currently living there most of whom has lived there for generations upon generations. As well as completely disrupt and destroy its ecosystem. It would cause wealthier people to move closer to that area driving already high prices higher in an area where finding a good paying job is difficult.

It would destroy the farming community

It would destroy the farmland that the area is known for.

It would disrupt the entire natural environment and agricultural industry that the area supplies worldwide. Additionally, it would bring tremendous traffic and cause significant air pollution. The area is not equipped the handle it. It would harm the local tribal environments as well.

It would endanger the salmon, the orcas, and my property taxes!

It would have a negative impact on the agriculture in our area.

It would have a negative impact on the farming community there. Not to mention how frequent the flooding is each year.

It would hinder lower income people.

It would impact many wintering birds, farmland, and airspace with Skagit Regional Airport and NAS Whidbey so close. Skagit County needs to protect every inch of farmland and open space.

It would impact not only wildlife, but the life of all of us. The streets and roads around here are not meant for such influx of vehicles. Not a good idea.

It would impact the farmland in the area.

It would majorly impact migratory bird flights, raise housing prices in an area with a high rate of low income farmers and people in general, and over populate an area with beautiful natural nature. We don't need more seattle's in this state. Quit ruining beautiful towns.

it would negatively impact all skagit farms, farmers, and animal life! NO!!!
It would negatively impact the environment (for many reasons),

would ruin the agricultural/rural history and culture,

AND it would disproportionately negatively impact PoC (mostly Latino farm workers, many undoc, also skagit tribes)

It would negatively impact the environment (for many reasons),

would ruin the agricultural/rural history and culture,

AND it would disproportionately negatively impact PoC (mostly Latino farm workers, many undoc, also skagit tribes)

It would over congest our small roads and neighborhoods

It would ruin a lot of animal habitats.

It would ruin Skagit county!

It would serve the very rich, mainly, while doing a lot of damage to the local community.

It would take away our valuable farm land

Itâ€™d effect low income communities and thatâ€™s stupid as fuck.

Itâ€™s a flood area and itâ€™s farm land. This would impact a large amount of people if color.

Itâ€™s a flood plain clearly. Plus big environmental and environmental justice issues in our community.

Itâ€™s a long drive from Anacortes to SeaTac . Nicer to be able to fit in to the Anacortes area say, from DFW or ORD

Itâ€™s a rural area and we live here because of that, not to have it flooded with air and car traffic.

Increase Bellinghams airport instead! Additionally I feel it would highly impact our eagle population.

Itâ€™s agricultural land & needs to stay that way. We also do not have the traffic lanes on the freeway or room to handle this size of an airport.

Itâ€™s agricultural land and should be kept as such.

Itâ€™s beautiful farmland. Leave it alone.

Itâ€™s beautiful land and every inch of land we have is being taken by apartments and other buildings already. Leave the nature alone. Not to mention traffic

Itâ€™s beautiful out in bow. Donâ€™t ruin it.

Itâ€™s farm land that floods. There are many different migratory birds that winter in this area. It would severely impact the environment. There are airports in Bellingham and Everett that are already able to handle large aircraft. A lot of homes would be lost.

Itâ€™s farm lands and the roads to that area already get bogged down. Why not upgrade the current airport in Bellingham? They have a larger population and itâ€™s not far for the people of skagit county to drive there. Itâ€™s a better drive than to seattle

It's farmland, it's underwater often, it would be criminal to put an airport there
It's farmland. We need it to grow food,

Also a likely flooding issue as the climate warms.

It's huge for migratory birds and farm land. Putting an airport there would ruin everything!

It's in a flood plain, and valuable farm land.

It's not interesting to note that you do not show two existing commercial airports; Everett, Paine and Bellingham. BOTH of which are convenient to Skagit County.

To tear up the Skagit Valley would be a crime.

It's not necessary. We already have one in Bellingham.

It's prime agricultural land, why cover it with concrete and asphalt.

It's some of the richest, most fertile farmland in the world. The soils are irreplaceable and the level of infrastructure improvement required would destroy the ability for the rest of the basin to function as commercial agriculture. You cannot possibly be serious about this as a prospect.

It's valued farmland. You can't get that back

Its 30 minutes north or south to a major airport.

its a bad idea

It's a bad idea. The area is in a flood plain, prone to floods. It's likely that sea level will rise even further in the future. It's covered in conservation easements, and is a vital green space for people and farmers. It's an important bird flyway. Planes and birds don't mix. Paving the area would be an outrage. Please don't put an airport here.

It's a farming area stop distorting our agriculture

It's ag land! Streams, rivers, salmon, herons, etc

It's all ready congested and getting worse and geographical history is a flood plane and if Baker went off or a big earthquake, would be in the sluff path or liquidify.

It's already prohibitively expensive enough to live here, the road infrastructure could not handle the kind of traffic an airport requires, the noise pollution and population influx would destroy the local culture, and the exhaust and chemical fumes would bring significant health concerns to an already strained health system in the far northwest. This region is already experiencing record flooding year after year and a large portion of land being lifted out of the flood plain would significantly negatively effect the communities around it. I do not see a single benefit to adding an airport to a region and population with no need for one just because it's flat here.

Its beneficial farmland.

It's disgusting that anyone would even consider this valley for an airport. Too many people depend on this land for their livelihood, including migrant workers. Not to mention all the wildlife and natural habitat that would be destroyed. We already have 3 regional airports within 30 minutes and 2 international airports within 2 hours.

It's farm land.

Its farming land, stop taking all the land!

It's not necessary when both Everett, Arlington, and Bellingham have airports.

It's not viable. Both locations are in the flood plain and would eliminate too much agriculture. Also, there is already too many airports along the I5 corridor.

It's on top of the Samish river in the middle of the floodplain. Hello climate change problems?

It's redundant and unnecessary - we already have major airports in easy driving distance (Bellingham and SeaTac). The environmental impact of noise and pollution would be unacceptable. Edison-Bow are gorgeous areas, and this would be a detriment to the area's beauty.

It's too close to Paine field, this area is already serviced by a major airport.

It's too far away and the flood concerns are problematic. Paine Field is in the neighboring vicinity and already provides commercial passenger service.

I've lived in this area for years, everyone uses SeaTac, or preferably Paine Field when they can. An expansion to Paine Field would likely be cheaper, and would not disturb local populations of people and wildlife. Bellingham also has an existing airport that could possibly be expanded.

I've traveled in and out of Paine Field. It seems very underutilized. Obviously, I do not understand why another regional airport is needed.

Just expand Paine Field and leave our small community and farmland alone.

Just make Everett airport better

Just make Everett airport bigger

Just no!

Go to an unpopulated region east of the mountains. You have done enough damage with the worthless light rail system.

Just on the floodplain impact alone

Just use the existing Skagit Airport.

Keep air traffic in King County. Pollution and environmental impacts must be considered especially in the more rural proposed areas. Large farm communities here.

Keep farm land farm land!

Keep our county intact. An airport here would fracture our county and do irreparable harm forever.

Keep our farm land!!!

Keep our farmland ! Keep the wildlife!

Keep our farmlands!

Keep our land!! This is ridiculous! We are know. For our green lands and beauty. We only have so much left north of Everett without heading to the mountains. Donâ€™t take this land and beauty away from us!

Keep our lands safe, our area is already growing too big and a major airport would ruin our county. Keep rural areas rural.

Keep skagit county quiet and peaceful!!!!

Keep Skagit farmland for farming!

Keep skagit smallllllll! We don't need that. Our roads and housing can't handle even more population through here q

Keep that crap elsewhere! Itâ€™s crowded enough!

Keep the farmland open.

Keep the rural character. Too much sprawl already. How about better transit to the existing airport?

Keep the Skagit safe!! Farmland is important! Stop expanding. We all drive to Seatac for air services

Keep them out of the small towns. Put them where the air and foot traffic is heavy and more needed. Keep this farmland

Keep this land in agriculture to meet future need for food as climate change results in less food brought in from elsewhere

Keep your airport out of our small towns. We want our farm land not your airport. We do NOT want to drive through traffic on I5 every day for the rest of forever. We do NOT want your airport to take over all of our much needed farmland, thats where over 75% of the countys income is from, a lot of us are farmers. Having an airport here would SEVERELY impact our livestock also, they are easily frightened by loud noises and we don't want to deal with talking over airplanes and dealing with spooked livestock that can and will run through fencing. Take your airport somewhere else

Keep your pollution and crime levels to Seattle area. We need those farm lands to feed people, they don't need to dissappear for an airport.

Keep your projects out of Skagit County. We dont need our population growing any faster than it already is. Also the state should not be spending any more money on transportation projects since they are a complete failure and a ripoff of taxpayers dollars. Take your airport and shove it

Keep your Seattle bullshit out of Skagit county.

Kinda the middle of nowhere and in farmland!!!

King County, especially south king county, has absorbed too much environmental impact to serve the state. It was redlined in many areas-including Kent, Enumclaw and Black Diamond and we are still paring for this injustice.

LAND BACK, the flight industry sucks

Land needs to be protected. There's enough airports near the area that are easy to access. Large population of migratory birds come to this region each year. Agricultural impact of Skagit Valley and its residents.

Largely inaccessible

Leave farm land alone this is farming country don't want it here.

Leave North of Seattle alone. This is prime farm land - DON'T take that away. The north already has to deal with Whidbey Island Naval Station.

Leave our farmland alone!

Leave the agricultural land alone. Find a different site.

Leave the farm land alone. We need it. Especially in times like these. There is already an airport in Bellingham AND Seattle. Leave Skagit alone for fucks sake.

Leave the farmland as it is. We've got enough airport options in this state.

Leave the farmlands alone.

Leave the small county & farm lands alone over here.

Leave the towns the way there are. They don't need any more airports, people, buildings etc. We have taken away enough land from wildlife, people everything.

Lets keep skagit farmland

Leverage Paine Field. Alaska Airlines is crushing it there. Boeing will most likely start to exit the state, opening up more opportunities for commercial traffic. Or double the footprint of SeaTac. Creating a third international airport is fiscally, socially, and environmentally unnecessary.

life-sustaining farmland for humans and feeding area for wintering migratory birds

Lived her all my life and strongly disagree with putting an airport here! There's already 1 an hour away!!! Im just fine driving an hour!

Local infrastructure is insufficient to support a major airport. This location is a bird estuary of the Samish River Delta and floodplain. Bird strikes of thousands of migrating birds would put the flying public at an unacceptable risk.

Located in a floodplain and farming community.

This would make flooding worse by building up the area for the airport

Location

Location is close to a major highway and infrastructure is already established. Utilizes an existing airport for expansion. Would service the North Puget Sound Region.

Long needed location and big need for those in northern Washington

Look at Bellingham, airport that would be a perfect place to start

Looks good

Losing valuable fertile farmland is not acceptable. Flood plain is a big concern.

Too far of a drive to this location for most people.

Loss of farm land is a concern. Spread of more housing and associated development driven by proximity to a new airport would further impact some of the best farmland in the state. The impact on future development patterns need to be considered beyond direct impacts. Also climate impact of increased airtravel need to be considered.

Loss of farm land

Loss of habitat for snow geese

Insufficient infrastructure

Negative impact to wetlands and close by shoreline and bivalve habitat
Loss of prime farm land, migratory birds and I've seen the flood potential.

Lots of noise from freeways, Paine field and Widbey NAS, constant noise impact from fly overs, with after burner jets, touch and go into Paine field. Sea level rise will be an issue.

Low demand. What's the point?

Low population would benefit

Maintain the valley's agricultural integrity and keep growth low.

Major agricultural area and migratory bird over wintering site. Large Bald Eagle nesting population.

Major bird migration and wintering area. Too far from major population base to justify. Flood concerns. There is already a regional airport nearby.

Major bird migration area

Major flooding in this area. Also it would destroy too much natural areas.

Make Bellingham bigger we just go there.

Many ducks and geese and other migratory birds use this land for wintering
mid state area with large airport perfect location

Might want to add another essential factor to your list. Is it in the middle of a major bird migration area. Simply won't work. Plus it is flooded there all winter.

Migrant birds, farming land, flood, poor road ways, lack of transportation to larger cities south of this area, environmental impact it would have not livestock and wildlife and my list could go on!

Migrating wildlife needs protection and this area is critical for them

Migration patterns critical to birds and environmental impacts to crops are not worth the millions to fund this ridiculous idea.

Migratory bird flyway, flood concerns, impact on agriculture

Migratory birds, farm land, flooding, environmental impact. No no no airport.

Migratory birds. Peace and quiet.
Migratory waterfowl/bird strikes

Too close to our existing Bayview Airport. Potential conflict/collision issues with other aircraft in the area.

3 places of worship, one which is historic and near the center of your circle noting the proposed development zone. One Campfire Kids' camp and Community of Christ camp , both on Samish Island.

3 public grade schools and a high school nearby, one of which is inside the proposed location circle.

Noise pollution could be brutal. Especially for the schools and gathering places mentioned previously.

Severe flooding potential, as it is within the 100 year Skagit River floodplain and the Samish River floodplain.

Lack of infrastructure to support an airport.

Lack of population to require an additional airport.

Destruction of important food producing farmland. Much of our nation's potatoes, brussels sprouts, broccoli, cabbage and spinach seed are produced in this area.

Aquaculture/water quality in the area could be negatively affected.

Military base proximity and this would severely affect flight operations. Expand Bellingham and/or Paine.

Mitigation to overcome flood potential is no reasonable, lack if population density to utilize services.

Lack of transportation infrastructure to support airport. (These roads are for John Deere™s!)

More equitable distance from PaineField. I think that the population growth in the area would be better served.

More ideal for flying in and out without disruption.

Most importantly, the site floods regularly and severely in fall/winter, and this will worsen as climate change increases severe rainfall events. The site is far from western WA's main population centers. What about aviation-related greenhouse gas emissions? Why locate a new airport so close to an existing airport? Would this not cause problems? This area is also frequented by diverse species of raptors and swans, including the rare gyrfalcon.

Most of this area is in the 100 year flood plain and much of it floods every year, and with sea level rise it is going to flood more often. It is also prime agriculture land, with much of it protected with conservation easements, paid for with public funding with broad support. Numerous bird species use this area for forage and is considered a prime bird watching and hunting area. Having a major airport in the area likely impact the Samish watershed and harm the salmon populations. The whole character of the area would be destroyed.

Most people that live in this area want to be away from the big city space. The local infrastructure isn't optimized for this volume of traffic and it would ultimately either be a waste of money or a net negative to lose those farm lands.

Much closer for me than SeaTac

Much of site is subject to sea level rise risk, is critical waterfowl and shorebird habitat (within designated Important Bird Area), high percentage of wetlands and prime ag land.

Much of this land is protected by the Skagit land trust. The environmental impact would be devastating. It's also a major flood zone.

Much of this property is in conservation easement status. It is the 100 year floodplain--the Skagit River floods regularly. It is vulnerable to sea level rise since the Skagit River is affected by tidal currents. This is prime agricultural land. It is also a critical area for shorebirds, Trumpeter Swans who winter here, Brants, and peregrine falcons. The Samish and Skagit Rivers are significant sources of fresh water entering Puget Sound--water essential for everything from oysters to Orcas. It would not substantially reduce the passenger load at SEATAC.

Nearly all considered acreage is crucial agriculture/ active farming land.

NECESSARY FARMLAND! PERIOD. NO MORE NEEDS TO BE SAID! HIRE EXPERTS!

Need airport further north in this area.

Need to preserve the farm land. Consider expanding both Everett and Bellingham airports.

Needs to be farther South.

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

-negative environmental impact

-flood plain impact

-taking farm land out of production

-not enough population served by this airport since Bellingham and Everett airports are so close by

-rural nature of the area would be negatively affected

-noise, emissions, traffic congestion could never really be mitigated

-sites in King and Pierce Counties would make better choices since they have a huge population and would draw from a very large area

-negative environmental impact

-flood plain impact

-taking farm land out of production

-not enough population served by this airport since Bellingham and Everett airports are so close by

-rural nature of the area would be negatively affected

-noise, emissions, traffic congestion could never really be mitigated

-sites in King and Pierce Counties would make better choices since they have a huge population and would draw from a very large area

Negative environmental, noise and traffic impact already in motion with the addition of Amazon at Smokey Point/Arlington. Paine Field and Bellingham airport is close enough for their use.
Negative impact on agricultural area

Noise concerns when birds winter in Skagit Valley

Enough airports in radius of 90 miles from Seattle (Paine, Bellingham)

Good local airport in Skagit Valley already

Negative impact on fauna and potentially dangerous conditions created by migratory geese and raptors. The "miracle on the Hudson" airliner crash occurred despite years of heavy traffic from three major airports that were not situated in large migratory wintering areas. This area also already experiences noise pollution from training flights from NAS Whidbey.

Extremely productive agricultural land would be taken out of production with subsequent economic losses.

Negative impact on people, wildlife and migrating birds. Not near a major population center so traffic would increase to access. Noise pollution. Would destroy pristine Skagit Valley environment.

Negative impact on transitory wildlife and impact on local farm community.

Negative impact to agriculture

Negative impact to migratory birds. Too far from Seattle.

Negative impacts on migratory wintering birds, organic farming, noise pollution affecting wildlife/livestock.

Two airports close by already.

Never give up farmland for an airport!

Ninety miles from SeaTac is too many--it would be better to make a new airport within a closer distance.

Also, the flooding issue would certainly be difficult to mitigate. I remember several flood incidences since my time in the Bow area, some of them real doozies. With climate change, I think we can expect more flooding.

I also feel that the local Latino population would be negatively affected because many live in the proposed area. We already have lack-of-housing issues in our county, as is true everywhere.

No

No , we have more than enough within a reasonable commute . We have one in Bellingham in everett and Seattle . We need to not cause more damage to the environment when we have more than enough options already ! Absolutely No. we do not need.

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

No airport in Skagit Count Northwest. We are a small community with viable and valuable farmland in this area. An airport would disrupt the farming and local community, as well as take out one or two of our elementary schools.

NO AIRPORT! We need our farm lands. We are already over populated and this will just bring more people, more crime, more waist, and less respect for our county and farm land.

No Airport. We are in a climate Crisis. PUT the project on hold! Wait for new technologies for transportation and no new airport!

No airports in farmland

No because I live there

No because the land needs to be for farming only.

No demand.

No enough population in surrounding area to support it. Flood concerns. Loss of fertile farm lands. Incompatible land use. Negative environmental impact. Already served by Everett and Bellingham.

No further farmland should be destroyed. Electric vehicles are a mandate, focus on that.

No itâ€™s farm land and also serves endangered birds!

No it's vulnerable to flooding from the Skagit River and coastal flooding. Sea level rise and climate change will increase the risks of flooding.

No just no. Besides what's clear from your own assessment, this is fragile salmon habitat and farmland, and a peaceful destination for regional tourists. Please no.

No lets keep the farm land and keep emissions down!

No matter how much you try it will still impact our environment. Not only that but put that money into one of already close airports to expand.

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more destroying farmland/marshlands

No more loss of farmland. No more loss of wildlife and habitat. These are sacred places. Stop building on every piece of nature.

No need for another airport. Where are the all the workers supposed to live and stay when there is barley room for the people here. People can drive to near by airports

No need to have another air port that far north.

No new airport locations. Expand existing airports and link with light rail.

No new airports during climate crisis. Developers can not be trusted to care for the environment.

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No no no no. This is a terrible idea. This is a beautiful seascape with many delicate ecosystems and tribal lands, intensive infrastructure is not welcome here or acceptable. The traffic it would attract would destroy the area and we are perfectly happy using SeaTac, the Bellingham airport, and the Vancouver airport.

NO NO NO..this is lunacy. An airport in Skagit county will reduce the amount of land available for farmland production, would cause pollution, increase traffic and noise in the are.

Why not make the Bellingham Airport bigger???

No one lives there?

No population. Flooding.

No Seattle up north traffic crime more people no no no

!!!

No site with negative impact to wetlands should be considered. We need wetlands more than we need airports!

no thank you

No the flood concerns are very valid and populations served is too low to have it make sense to go that far North.

no there is already a new airport in Everett to service that end of Western Washington

No way

No way it will ruin Skagit county

No way!

no way, Skagit County is a small town community. We don't know Seattle in Skagit. Thank you, but no thank you.

No! This area is critical habitat for many bird species, internationally renowned for wildlife watching. and contains areas set aside for environmental conservation as well as farmland conservation - incompatible uses. Once destroyed, these sensitive areas cannot be restored. These uses provide tourism income for the area. The large number of waterfowl create a safety hazard for air traffic. No! Take this garbage to Eastern Washington!

No! The residents of Skagit do not want this here. According to your own information, there is no population to be served and no unaccommodated passenger demand. Why else would you build an airport here, then? Economically, this area is not viable and we do not need an airport. In addition, impacts to ESA-listed species (and other fish species), eagles, critical areas and habitats, floodplains, noise and vibration, and more will occur in this area. If this area were to be chosen, I would request that a full scale EIS (NEPA and SEPA) be conducted.

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.

No!! There is no need for an airport in this area. There is Paine Field a few miles to the South and Bellingham a few miles to the north.

In addition, this is an area where large migratory waterfowl winter. These waterfowl would present an unacceptable risk to air traffic.

NO!! Leave the farmers and farmlands alone!! If you want to go to a airport Paine Field and Bellingham is both right up the road.

No!! Noise and conflict with NAS Whidbey's airspace.

No, already an airport in Bellingham.

NO, save our open space, farm lands.

No, the area is historically agricultural and should remain that way. Also, Everett and Bellingham airports are within a 45 minute drive of this location.

No, this is farm land and wet land! No services for people traveling. Farm land is more important to preserve than an airport that would destroy spawning ground for fish and pollute our precious waters.

No, with climate changes, the land in Western Skagit County will be underwater within the next 7-8 decades. Higher ground should be preferred particularly when Bellingham Airport is a mere 15 miles to the North.

NO. Too far North.

No. Absolutely not. It is awful for the environment, and quality of life. We already have noise pollution from the navy jets and don't need anymore. The quality of life, increase in crime, and human trafficking would be awful. We moved to Skagit County and beyond, to get away from the Seattle metropolitan hell-hole. It will continue to make property and home prices further skyrocket.

No. Skagit County is already getting over developed and local industry will suffer from this.

Nobody wants an airport there. Would affect wildlife, the environment, and local population negatively. Noise can affect human health.

Noise impact to San Juan Islands and noise sensitive marine mammals

Noise impact, traffic impact, residential and commercial development would turn our beloved rural life into a nightmare. We live 20 miles SE of this location.

Noise levels, increased traffic, negative environmental impact

Noise, impact to agriculture

Noise, pollution, and not enough population to justify an airport of this size. It would also negatively impact the farmland. Bellingham and Everett, both nearby, have large airports. Skagit County has no need for such a large airport.

Noise, pollution, flyway for large wintering birds, negative effect on the rural lifestyle of our unique community. Negative impact on organic farming and ecotourism. Floodplain concerns. Traffic impacts on a 2 lane freeway.

Noise, pollution, flyway for large wintering birds, negative effect on the rural lifestyle of this unique community. Negative impact on organic farming and ecotourism. Floodplain concerns.

Noise, pollution, flyway for large wintering birds, negative effect on the rural lifestyle. Negative impact on organic farming and ecotourism. Floodplain concerns. We have Paine Field and Bellingham airport so close. We don't need another airport.

Northern WA needs airport access. It is underserved.

Northwest skagit is a scenic drive don't ruin it with a busy airport we need to keep this area the way it is

Not as many people. Too much flooding, farming impact.

Not enough benefit to population, location is already close to both Bellingham International Airport and Paine Field Airport.

Not enough demand

Not enough need in that area? Flood plain impact.

Not enough need in the area to spend that much on another airport. Bellingham, Everett and Seattle are reasonable options for folks in the Skagit area. Plus, rent doesn't need to be higher than it already is in our area!

Not enough need to threaten precious bird populations. We are easy distance to Bellingham and Everett and not to mention numerous shuttles to Sea-Tac.

Not enough passenger demand to divert flight potential

Not enough people served

Not enough people served unless growth predictions indicate otherwise.

Not enough people to be served

Not enough population

Not enough population in the area to support.

We value our farmlands here more than convenient air travel.

Not enough population to justify.

Not far from major highways and can be used by people in Canada. I believe that if the costs of flights are better than Seatac people from the South will make the drive up there. The motels you will build in this area will be used not only for the airport but for events in the area as currently they can all be sold out.

NOT IN THURSTON COUNTY

Not needed and why do we think every bit of land needs to be developed?

not needed, not wanted. farmland is much more important

Not needed. Bellingham and Paine field are close enough to this population area.

Not only is the flood risk huge, but you're dealing with the Samish Bay Watershed, which houses shellfish farms and has already been a major source of fecal coliform bacteria. If the sparse population and farming in the area has overloaded the watershed already, you can imagine what a huge airport system would do. And the loss of farmland would completely destroy the agriculture and tourism in the valley. As it is there are few hotels in the area, so trying to accommodate displaced passengers would be a nightmare.

Not only is there flooding issues with these areas but it is also prime agricultural land that we have fought to protect from development and it is important wintering habitat for many species of migratory birds.

Not only is this taking valuable farm land that would be detrimental to our farmers, but effects our protected wildlife. Eagles, nest and make Skagit County their home. Doing this would destroy our valley and the generations of farming, families and small town businesses that thrive on locals and visitors that are drawn to our beautiful, nature, quaint area!!! DO NOT DESTROY OUR HOME

Not only would it negatively impact the fish migration and water fowl that land in that area each year; there would be many environmental concerns with effects on farmland and chemical contamination of organic produce raised in the Skagit Valley on many many farms that are key to the Washington economy. Keep a major airport out of Skagit County Northwest!!!
Not Suitable.

Mountainous terrain and traffic access

Not sure how you would get around the flood impact, roads, farmland, housing for staff and a whole lot of other concerns.

Not worth the environmental injustice. Wouldn't serve enough people to even come close to balancing the environmental injustice

Nothing about this area is conducive to an airport. Wildlife, flooding, you name it

Whidbey NAS.

Nothing is ever mentioned about animals in the environment sections!

Olympia is on the I5 corridor and already has a airport that is underused. It is also easy to access from the peninsula.

On paper, this might look like a suitable location, but in reality, there are three reasons it will not:

1. It's prime farmland. While that might not be a school or church, it's equally if not more valuable.
2. Six months out of the year, the water table is so high as for this to be a floodplain for all intents and purposes.
3. Access in and out of this area will push the drive well beyond 90 minutes a high percentage of the time. I-5 through Everett is a major choke point.
Once again it would be destroying farm land.
One of the last large agricultural areas left north of Seattle area. Flooding is a major concern here every year. Hi
One of the main farming areas, do we need to make more Kent Valley's

One of the major issues with this location is flooding. It floods every year, due to being on a floodplain. Edison slough and Samish River are within the circle. In addition, this area has a high population of wintering waterfowl, including thousands of snow geese and Swans. Raptors are also known to come in the winter, including Bald Eagles that are following the waterfowl and salmon. Skagit County is an active farming community and taking that land out of production is significant for food security and the local farmers.

As for the incompatible land use being all green, that's because it's farmland! Not sure why that isn't a consideration! Because we are a rural community, our local roads do not have the capacity to consider another airport. I-5 through this area is only 2 lanes and that isn't enough capacity to support the traffic. We also have a significant number of tractors and other farm equipment using county roads that would impact capacity. Not to mention roads flood during flood events, and that would have impacts to people to airports.

And who would drive this far north from population centers to bypass 2 other airports?!!
Only if farm impact is minimal and if it takes over the other airport location. Combining and growing it slightly would be better.

Our area is not only precious farmland and the gateway to several state parks but it is close to an existing airport in Bellingham. Wetlands and flooding are concern.

Our area is served just fine by Bellingham just fine. Expand that one, if needed. Flooding is an annual problem. The valley is home to preserved farmlands. We feed the state. We do not have the infrastructure here. It's getting crowded as it is. There is a real lack of affordable housing in the valley, nowhere for workers to live.

Our beautiful Skagit Valley & farmland would be negatively impacted. We already deal with noise impact from the current regional airport. This would make sense in an area more populated. Burlington area is a small town and would not be able to support a major airport. Why not expand Paine Field or Bellingham? Both are just about 30 & 40 minutes from the proposed site, would make sense to work with those two airports that already exist.
Our community does not want this.

Our community has growing pains that aren't resolved already. I also fear the upkeep on an airfield in flood land would require dumping money into maintaining it. Why burden a small town when it wouldn't serve that many people?

Our community is a small town and we don't need more people here. It was disrupt the ecosystem and flight paths for birds.

Our community is already dealing with more traffics then our road infrastructure is set up to deal with. We just experienced the worst flooding we have ever experienced in my life. Parts that have never flooded as long as I have been alive were under water and people whom have never had their homes flood before were dealing with flooding. Our community is just naturally a wetlands area for half of the year and we do not need any more changes made to our community to could cause further traffics impacts or flooding impacts to our community. Not to mention all of the eagles that spend their time in this area and have nests built in trees throughout here.

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our farming heritage and access to food matters more than the convenience of an airport. We have airports in Bellingham, Everett, and SeaTac. We don't need another airport.

Our farmland is rapidly decreasing at an alarming rate. Skagit valley is prime farming country and needs to be preserved. This community will fight to the end to preserve it. Pick somewhere else!

Our farmlands are protected and need to stay as such. We are already services by Bellingham and Paine field, there is no reason to put an airport here.

Our goal is protect the farmland we have left.

Our land is farmland, the roads and environment sustains this lifestyle. Airport placement in Skagit County is not appropriate.

Our local farmland must remain farmland

Our local soil is a national treasure listed on the registry. Environmental and traffic flow impacts would destroy this local community. There are other sites that would facilitate the needs at the capacity required. We have precious little arable land in western washington.

Our peaceful farming community would be horribly disrupted. There is already too much traffic. There is already an airport in Bellingham and seatac. We don't need the pollution.

Our road can't handle the extra people and that's a flood plain.

Our roads are already at full capacity and this would only hinder the lifestyle more. Airports are close enough, donâ€™t need to add this one too

Our roads are not built for the amount of traffic we have right now. This would cause more and destroy the roads quicker

Our roads are not set up for the traffic it will bring.

Our roads can't handle the traffic as it is now. Bringing more cars/people to the area will make it unbearable.

Skagit county is a huge farming community. We need the land to be able to continue farming!

Our roads cannot handle the traffic as is! I-5 is a joke now. This is a bad idea!

Our small farming community would be greatly disrupted by noise, traffic, and the infrastructure is not readily available. Significant improvements would have to be completed. The amount of land improvements would be not only cost prohibitive, but would also impact surrounding areas with the amount of impervious surfaces that would be installed. Our waters are already overly polluted

Our small town is already struggling with traffic, housing shortages, overcrowded schools an overwhelming hospital and emergency systems. We can't and do not want an airport here!

Our valley is agricultural and this huge area will change that. The tulip festival that keeps us afloat would be impacted, the charm of our small community that draws people to the festival will be obliterated. The valley floods regularly.

Can Paine Field be expanded?

Our valley is agricultural, and we prefer it that way! Traffic is already a nightmare coming into Mount Vernon on I-5 and Hwy. 20 causing several, fatality related accidents. Several of the "flat areas" are migrant areas for Trumpeter Swans and other species.

Our wildlife doesn't need to be pushed out more than all the building is doing

Paine and Bellingham already provide an alternative to SEATAC for this area.

Paine field

Paine Field already serves the wealthier northern Puget Sound region. They can also already use Vancouver BC.

Paine Field and Bellingham suffice for air travelers now.

Paine field serves north end

Paine field, Boeing and SeaTac are enough for this area

Pavement is forever . This environmental impact would be detrimental. Leave our farmland alone. Pavement is forever. Additionally, don't invest in infrastructure that is likely to require significant further flood mitigation, particularly as sea levels rise.

Payne Field is enough for the area especially since there is the Bellingham International already serving the area

People can already drive to Bellingham or Everett. I don't think another commercial airport is needed.

People have been very conscientious about NOT building homes in the valley to leave the farmland untouched. A town was even moved up onto the hills because of flooding.

People live in this area because of the serenity and beauty - It's why many of us live here. It would tremendously impact the beauty of the area and the lives so many of us have built here over the years. It would make much more sense to look farther North near the border of Canada. Everett just opened their airport to more. There is absolutely no need to do this. We are absolutely opposed to this.

Pick somewhere else this is farm land don't take that away from us

Placement of that airport would take out miles of farmland, we need food, not more airplanes.
Please

Please be mindful of the noise and traffic this will bring to our quiet area. These roads are not used for continuous big delivery trucks and buses and that much traffic. The on and off ramps are already over full and in need of updates. This will just cause more stress on our delicate farm land and quiet living.

Please consider Enumclaw

Please continue to preserve the beautiful farmland and natural areas in Skagit County. Also, with the significant flooding we had last year, it is too risky to locate an airport here.

Please dear god do not put a huge airport here you will absolutely ruin the beauty, community, and land in this area. It would be unforgivable.

Please develop Paine Field or Bellingham before using valuable farmland for an airport in Skagit County

Please do not disrupt skagit farmland areas!!!!

Please do not ruin the Magic Skagit. This is a precious place. Put the darn airport near Everett.

Please do not turn our amazing beautiful valley into another SeaTac.

Please do this! Smaller airports like Paine Field and Bellingham don't service anything reasonable for most of the flying public.

I would suggest expanding Bellingham instead of a new build, but we need full service on the north end either way!

Please don't take our land!

Please don't destroy such beautiful habitat.

Please don't pave our precious resources!

Please just, no

Please leave our rural areas of Washington alone.

Please leave the beautiful farmland exactly what it is - farmland. Bellingham has a regional airport and is accessible to those in Skagit County. Please leave Northwestern Washington alone.

Please no! This so disheartens me that this is even being considered for this area. Between the migration of birds and the already squeezed farmland this is a huge no. This area has had such rapid growth over the last 10 years...the area is strained to keep up with the number of folks moving up here. Throw in the welcomed tourist traffic, jet noise and military...lets not forget Tesoro's environmental strain...we are pushing so hard up past the natural balance already.

Please no, horrible idea

Please no. Don't need the traffic here.

Please protect our farmland

Please protect our Skagit Valley. It akrowsfy floods too easily. We have large bird migrations in the valley that would be negatively impacted. It seems that Everett Paine Field and Bellingham are already good options.

Please stop developing around our area, let the farm lands be farm lands. The agriculture and natural lands need to be left alone. The noise alone would disturb the wildlife living near by, not to mention the disruption this would cause to the eco system.

Please stop taking our farm, that is what makes skagit county skagit county. Putting an airport here is stupid.

Please use Paine field.

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

Plenty of expansions potential at Skagit airport. Makes little sense to have another facility a few miles down the road.

Pollution, noise, a pristine area, don't ruin it. There's nothing like this, truly a last frontier, please respect it.

Poor access Navy flight plan affected ?

Population - not an area that would be convenient for much of us.

Population here and Snohomish sites are far greater and only gets smaller by number as u go further South on I-5, thus only making people easily still decide to use SeaTac, and so defeating the very purpose of intended use. So then not providing much relief for SeaTac after-all.

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

Population too low to support, especially since Bellingham and Everett airports are so close. Negative environmental impact would be difficult or impossible to mitigate.

Possible

Precious farmland should not be used for an airport.

Presence of wetlands, bird and wildlife sanctuary, sensitive for fishing, used for more important agriculture, much of the area is floodplain (4,000 acres), noise concerns. There is already a Skagit airport which might be used to a degree, but there are also noise concerns, and no desire to have aviation fuel dumped or leaked on bird, fish, agricultural and residential areas.

Preserve farmland & the tourist draws of this area.

Preserve this land for agriculture, not airports.

Pretty close to Bellingham. They have a commercial airport there to support the population needs.

Pretty silly place if you ask me, this is a huge hotspot for birds and other wildlife. So, not only would they be impeded that way, planes would be in a dangerous place.

Primarily, an airport would disrupt farming areas. Please please stay out of Skagit County.

Prime ag land and bird habitat.

Prime agricultural land and athwart one of northwest Washington's most scenic drives.

Prime agriculture land that is overflowed every other year. The southern part of the perimeter is hilly Prime farm lands. You have Everett and Bellingham airport close by.

Prime farmland would be impacted. Truthfully, expanding Bellingham Regional Airport would be the most advantageous because of less I-5 traffic, open space. Would better serve northwest portion of state with least adverse effects. Could serve flights to Alaska, Canada, and northern states.

Prime farmland, waterfowl sanctuary and floodplain make this a less than ideal spot.

Pristine farmland destruction and migratory bird important areas.

Use the Bellingham airport.

Probably the worst of all the choices...too far away, doesn't serve the target population, will definitely be underwater with future flooding, and too environmentally sensitive of an area.

promote and provide passenger rail instead

Protect farm land and risk of flooding, protect rural community life

Protect farmland

PROTECT FARMLAND and keep the town and surrounding areas small. We're already busting at the seams.

Protect farmland!

PROTECT FARMLAND!!!

Protect farmland.

Protect land, We don't need more air and sound pollution. We don't need more traffic pollution.

Protect our farmland

Protect our farmlands & bird sanctuaries!

Protect skagit farmland

Protect the farmland

Protect this precious farmland and all of the incredible qualities that make Skagit County the perfect hybrid of rural and urban.

Protected farmland. Flooding. Community doesn't want it. Sound issues in a quiet area. Wildlife protection & protecting airplanes from literally thousands of very large swans, geese & other migratory birds. Hills...this isn't all flat. Noise. Runoff into sound. No infrastructure to support it. Doesn't serve the population that wants it (need is a ridiculous term for this.) No farms, no future. Pavement is forever. Take your airport & put it somewhere else.

Protected Skagit farmland

Protection for significant bird populations, flooding concerns and not enough population. Might as well go to SeaTac.

Proximity to I5 is essential

Proximity to I5 will reduce the need for extensive roadwork

Putting a larger airport anywhere in Skagit County is a terrible idea. I've lived here nearly 13 years, and many of the wonderful aspects of this area would be negatively impacted. It would disturb farmlands, and significantly increase traffic and noise. Plus, we already struggle plenty with flooding.

We don't need it here. Flying out of Bellingham, Everett, or SeaTac is convenient enough.

Putting an airport here would be devastating to this region. We do not have the infrastructure (for example, the DOT can't even get around to fixing the Cook Road exit from I-5). There's a multi lane freeway leading to SeaTac. We have a four lane freeway (two on each side) running through Skagit county. We have an international airport in both Bellingham and Everett that are small and fully functional. Why on earth would violating wetlands, agriculture (and the jobs associated, which include MANY people of color and low income manual laborers), destroying ecosystems (migratory birds), building in a floodplain, and violating farmland preservation be a good idea? Absolutely not.

Putting an airport in Skagit County will hurt the Bald Eagle population. There are other birds to consider also. Traffic would be an utter mess. #hellno #notskagitcounty

Putting in fast ground transportation from Skagit valley, Mount Vernon to SeaTac by expanding rail lines and putting in a bullet train to connect with the light rail makes way more sense than taking farm land.

Quit ruining this state!!!

Quit taking farmland and developing it. We don't need another airport.

Really! Why are you considering this area. It is some of the best farm land on the planet. Secondly, it has massive amounts of waterfowl that migrate on to these farm lands - and you think putting airplanes in among over 100,000 winter birds - some swans and geese weigh over 25 pounds- is a good idea. Are you kidding me?

Destroy farmlands in a waterfowl estuary area. ? Not a good idea.

Red: 9/24, 37.5%

Yellow: 3/24 - 12.5%

Green: 12/24 - 50.0%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

I will add that I live in Skagit County. There is already an airport supporting commercial trade here, and an additional airport seems unnecessary.

Recently our county government adopted a moratorium which prohibits offsite compensatory mitigation projects on local farmland. This will stymie attempts to mitigate environmental impacts (of which there will be many as the airport would be located across farmland and wetlands). Also, many people I know do not want a new airport here, and I count myself among them. Residents resisted when last year developers were inquiring about locating a fully contained community here in Skagit County. Skagitonians to Preserve Farmland and the Skagit Land Trust banded together with other groups and formed Right Growth Right Place to object to urban sprawl. They are already opposing the proposed airport sites as well.

Redundant

Regardless of current use, the planned sites are in prime farmland, one of our county's prized and limited resources. Our current airport has room for expansion, more volume, and improvements without the extreme negative impact a brand new facility would have on our community. Our county also does not have the infrastructure to support two airports either, despite being on the I-5 corridor, we are bigger than a 1-stoplight town, but not by much. Increased traffic from the bridge collapse decades ago paralyzed our community for months, increased traffic during Tulip season gridlocks our entire central county. Our three tiny hospitals already fail to meet community needs and send patients south, or north, for basic services. I could go on and on. Improve Skagit Regional Airport, sure, build a new one? No way!

Rich agricultural area

Risk of flooding , adverse water quality issues, risk to critically endangered wildlife, impact on native tribes who co-manage fish and wildlife, vigorous opposition from the population of the countywide established CEs for open space.

Roads are not built to handle hundreds of thousands of extra people. That valley is very peaceful & would ruin Skagit / Whatcom County. Also, not enough people that far north.

Roads would not support the traffic of an airport in that area; so not destroy the farmland.

Roadways are not big enough to handle traffic and would be taking farmland away

Robbs more critical farmland from our area, doesn't serve that many people especially when there's already a large scale airport in Bellingham and Everett, and also we don't want it
Ruin someone else's homeland

Ruining so much beautiful nature, migratory bird habitat, etc. Stay out of Skagit County!

Rural area with narrow roads and flooding.

Save farm land

Save farmland

Save our Farmland! We also do not need the extra traffic here or the noise. There is too much air traffic over our peaceful valley as it is

Save our farmland.

Sea Tac airport is 2 hours away from people up north. Having an airport up north that would support bigger flights is beneficial for how big the population up north is.

Sea Tac and Paine field and Vancouver are plenty close enough. NO to any more airports and noise pollution. How about a high speed train instead. running down the middle of I5 from Canada to Mexico!

Sea Tac is good enough

Sea Tac is too busy and cannot grow. We need in large international airport closer to Everett and Bellingham

Seasonally very wet

Also important agricultural area

SeaTac and Bellingham are enough choices.

SeaTac and Bellingham are too far away and inconvenient

Sea-Tac is central enough. I'm against the deconstruction of land, animals and other habitats.

SeaTac is enough. We need to preserve nature not continue destroying it.

Seatac is getting too small.

Sea-Tac is so far away, plus all the extra traffic of getting through Seattle to get to the airport. Not having to travel that far would be so much more helpful for them.

SeaTac is too far to go to, Bellingham shuts down way too much due to fog and Everett is just not big enough for the traffic. It would be awesome if they would incorporate a transportation hub there as well, airport is great would bring in business and help economy, a hub would move the people along happily to where they want to go and further stimulate the economy, SeaTac isn't that far away. I'm willing to make the drive. SeaTac, Everett and Bellingham is close enough for Western WA folk. What's the point of another airport on the west side seattle is not that far. expand SeaTac or a preexisting airport there's no logical reason to create a whole new project instead of an expansion.

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, there's Bellingham, Everett and SEATAC all within driving distances to catch a flight

Seattle, Everett and Bellingham all have airports. An airport in Skagit county would not help airport access to those south of King county. Please consider those of us in the South Sound area. Driving through Tacoma to get to SeaTac is terrible. Have Chehalis/Centralia or Thurston county been considered?

See Skagit Regional Airport!!!!

Seems a bit far from major population growth

Seems more reasonable to build in Everett where the roads are already developed and an airport already started. More flights there would be a bonus to the area without disturbing more wildlife. Seems there are airports within 15 minutes of here. Would be great to make Skagit Regional commercial.

sensitive area for wildlife. productive farmland, low population to use it, other areas would serve it better. surrounding area floods cutting off access in the winter Sensitive migratory bird area.

Serious floodplain/salmon issues will only get worse with sea level rise. This also limits population growth potential in the Samish/Skagit Delta area.

Seriously, I can't believe Skagit Valley is being considered.

Seriously? All this talk about climate change and environmental stress!?!?! We DO NOT need another big airport!

Serviced by Everett

Should be in North Snohomish County or Skagit county to better serve the community.

Shouldn't take land away from farmers

Significant impact to farming which is the local economy. Unreasonably close to local airport.

Simply put, Skagit County is a major agricultural region, and all land that is in the proposed area is either vital to the production of food and the economy, or it is part of the Pacific Fly way which is critical waterfowl and eagle habitat. It also is most likely a part of the 100 yr flood plain. And salmon habitat is spread throughout the region as well. No land in Skagit County is suitable for any additional airport facilities.

Site is in the flood plain and padilla and samish bays are already enviromentally critical areas for local flora and fauna

Site is in the middle of actively farmed land. Noise, increased traffic volume and negative impact on nearby wetland areas. In a flood prone area which can be inaccessible when area streams are at flood stage. Whoever suggested this site was obviously unfamiliar with the area

Site is located too far away from population centers

Siting an airport in Skagit county would pose a hazard to wildlife that migrate here each winter. Furthermore flood risk would increase in the lowland areas where the site is being proposed. Add this to the increased noise pollution. I vote no.

Skagit area floods nearly EVERY year, this just doesn't seem like a good choice to me.

Skagit close proximity to Bellingham airport makes an additional airport seem redundant. If a larger international airport is require in WA expansion of the Bellingham airport should be the primary focus. It's insane that people cannot get wells approved in this area for personal residences, but somehow there is enough water supply for a huge airport. We also have enough air traffic between whidbey Island and the local airport. The residents of skagit county do not want our need increased noise pollution from more air traffic. If we wanted to live in close proximity to an airport than we would move.

Skagit country needs to remain the beautiful valley that it has been for years. You will ruin so many homes and life styles if you do this and there WILL be push.

Skagit County / Burlington is only 30 miles from Paine Field or Bellingham airports and have several flights serving them.

Skagit County already has a regional airport. There are airports in Bellingham, Everett and SeaTac. Leave Skagit farmland alone.

Skagit County and itâ€™s farmland needs to be protected not turned into another larger airport.

Skagit county and specifically Skagit county north is home to Fertile farmlands the great bald Eagle habitat blue heron and other precious animals of our area. The estuary is important for Salomon , shellfish and orcas . No to the airport in Skagit .

Skagit County contains some of the most fertile farmlands on the western side of the state - this acreage should be used for growing food, not such a destructive enterprise as another Seatac! And yes, flooding is a definite consideration.

Skagit County contains valuable irreplaceable agricultural land, and a limited amount of buildable land, along with an extreme housing crisis. It is not a good choice a commercial airport of that size.

Skagit county culture and economy depends on agriculture and tourism to our beautiful valley. An airport would not only disrupt the idyllic scenery and stunning vistas, it would disrupt wildlife including the thousands of migratory species that depend on farmlands and wetlands in our county for survival.

Skagit county does not have the infrastructure to support these means, and the amount of farmland and demographic of people who would be affected by this is tragic. These wet lands can not withhold that of an airport non the less the amount of people that it would bring. This is non sensical to think that these lands could support an airport.

Skagit county does not have the means, personnel, and land available for an airport this large without having a major agricultural upset within the areas local economy.

Might I suggest revamping Skagit regional airport to support such services that would be established with a new air field. The land is already acquired and from what the community sees there is room for expansion and development.

Skagit county does not have the resources to accommodate an airport of this size.

Skagit County doesn't even have enough road space for its own residents, what makes you think that we have the road space to accommodate the influx of traffic that will result from the opening of a new airport? Not to mention the environmental impact this will have. It's an addition to the county that we do not need.

Skagit county doesn't not need or want a larger airport. There is no need for it in this part of the state. Its only 35 to 45 minutes to Bellingham or Everett international airports.

Skagit county farmers are having a hard time surviving and Bellingham is close enough to hear as well as the air planes in Oak Harbor are already make a lot of noise hear

Skagit county farmland should be preserved. Flooding will also be a huge issue in this location. Skagit county floods too much and we need our farmlands!

Skagit county has access to commercial air service in Everett. Meanwhile the south sound has no commercial air service whatsoever. In Olympia you have to drive two counties over to king county which can take up to 2 1/2 hours with traffic depending on where you live in thurston county (tenino for example) meanwhile in skagit if they are driving to sea tac itâ€™s because they are choosing to do so. Olympia should have a Everett sized terminal before anymore terminals are considered up north given the size of Olympia and the south end of tacoma/Lakewood.

Skagit County has an airport. Expand it if more capacity is needed. I fail to understand how locating a major airport in the middle of the most fertile farmland in the world in order to serve a population of like 50k people none of whom are actually asking for this makes any sense. Neither location is suitable given environmental impacts: the Skagit Northwest site is like a quarter mile from an active great blue heron feeding grounds that serves over 1000 animals on any given low tide. The bald eagle population just to the north of that proposed site is occasionally photographed in a tree that appears to be at the north end of your proposed runway which is commonly photographed with dozens of animals. Oh and that entire area flooded last year so thereâ€™s that. Look like seriously. It was underwater. All of it. Happy to provide pics if youâ€™d like :)

Skagit county has been paying farmers for years to preserve some of the most fertile farm ground in the world. We also hold the second largest population of migratory waterfowl per county in the state. We have an international Airport thirty minutes away.

Skagit county has gone through a great deal of Enviromental changes due to the amount of construction in the past 40 years. Wild animals that I grew up seeing I rarely see. I work in the Enviromental industry for one of the tribes and I personally am scare of more industry happening in this area. I am a sixth generation Skagitionian and the weather, animals and climate have changed so much in just my lifetime. This is a horrible idea.

Skagit County has some of the last remaining sections of farmland that generations of people have worked and sacrificed to preserve. This is incompatible with that irreplaceable resource.

Skagit county has the best farmland in the state and building an airport would negatively impact the samish river salmon and all the people that are dependent upon agriculture for a living

Skagit county has to much wetlands, farm lands. Plus Skagit County does not have adequate road or highway infrastructure to handle a major airport. Think Tulip Festival everyday all year long.

Skagit County has worked hard to preserve farmland and rural character. No airport!

Skagit County is a farming community, putting an airport here would make that all go away.

Skagit county is a farming community, we treasure open land not to be impacted by large housing developments, commercial spaces or transportation sites. Skagit county has taken a look at other accommodating cities such as Redmond and have learned from their mistakes to avoid overpopulating and losing land for dedicated farmers.

Skagit county is a major agricultural community and many families and farmers would loose their jobs, houses, and income if an international sized airport were to be put in this location.

Skagit County is a place of nature, farming, growing of food and vegetation. The LAST thing it needs is a loud smelly obnoxious air port, and the TRAFFIC IMPACT in the area will be horrendous. NO!

Skagit county is a place where migrator birds come it would negatively effect them. We have worked hard to protect our farm land not to put a airport here. It floods more and more frequently due to climate change. Consider expanding the Everett or Bellingham airport that is where we fly out of.

Skagit County is a small agricultural community. We don't want something that big in this area.

Skagit county is a small valley let's keep it that way. NO ON AIRPORT.

Skagit county is a small, rural neighborhood and one of the last in the area attempting to maintain what little farmland we have left. Installation of a major airport in this area would not only be the end of one of the last rural reserve restricted areas, but the traffic, noise, and development would be devastating to the infrastructure of Skagit County.

The other major consideration would be the impact both proposed sites would have to the resident and migrating birds that call Skagit County home. Swans, Snowgeese, Rufus hummingbirds, and much more migrate great lengths and stop by Skagit County for months at a time to rest on their journey to and from home. The disruption of nesting, resting, and feeding areas for these birds would be devastating to the populations in both of these areas from land loss, to noise and pollution effects.

The infrastructure of I5 is also not conducive to the mass amount of traffic that would come through an area already plagued by an interstate that is too small for the existing traffic that passes through currently, and the daily accidents that happen as a result.

While I understand and appreciate the need for a northern airport, please remove Skagit County from this list as a protection to the farms, creatures, and residents that call our beautiful valley home.

Skagit county is a treasure of farmland, wildlife and wide open spaces. Adding an airport would ruin it.

Skagit county is an active flood plain, as well as geologically unstable due to layers of silt. It is suitable and quite productive as farm ground. A better solution would be to develop a new Hub airfield in Eastern Washington on stable non farmed ground in the Columbia Basin. Combined with smaller commuter services, it would serve the entire Pacific Northwest. All passengers to SeaTac do not stay in western Washington! Construction costs would be less, congestion, both in the air and on the highways, would be less of an issue, and it would expand the economy of the entire State! Besides, as per current policy, hydrocarbon fuel is soon to be a thing of the past. Commuter size planes are more practical for electric engines and Eastern Washington is the source for the majority of electrical production.

SKAGIT county is an agriculture epicenter. Why would you consider ruining that?

Skagit County is an area of Washington whose natural beauty needs to be preserved. It does not have the infrastructure needed for a large airport nor would it serve a large population. There are airports in both Bellingham and Bayview nearby.

Skagit County is between two airports (Everett and Bellingham) within about a 30 minute range.

Skagit county is critical farm land in an ever shrinking world of available farm land the disruption of this farmland would extend well beyond the foot print of the airport

Skagit county is farmland and should stay that way. Please don't develop this, it would cripple our county

Skagit county is home to a plethora of agricultural farms that provides food across the state. Additionally, Skagit County is home to large migratory populations of Trumpeter Swans and Snow Geese. A large airport in this area could have a substantial negative impact on all of these.

Skagit county is home to so much wildlife and people from all walks of life. If a airport were to be built here, the community as we know it would never be the same again.

Skagit County is known for it's beautiful farmland, small town feel. We do not need or want anything to do with an airport and what comes along with them.

Skagit County is known for its agriculture and nutrient rich soil to grow crops and raise animals. This land needs to be retained for agriculture.

Skagit county is known for its beauty of farmland. Not only would an airport destroy that- it would bring in tons more unwanted traffic and rid of the peace that skagit county has to offer. Skagit is also known for flooding terribly in that area and come the winter seasons and would not make good ground for an airport.

Skagit County is known for its beauty, farmlands, bird watching (large flocks of trumpeter swans, etc) and its rich agriculture. An additional airport would greatly impact all those things special to Skagit. Not to mention our infrastructure would not sustain the increased traffic.

Skagit county is lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area.

Skagit county is mostly rural farmland. The floodplain impact would be significant and my concern is it would alter our capability for farming. Also, the population served is not located near Skagit County, and this means increased traffic, CO2 emissions and the users of the Passenger terminal are not invested in the community. This is too far to drive for most people. Skagit county is not a good place for a major airport.

Skagit County is not an appropriate site for the proposed airport. Skagit County is an agricultural community which depends on the preservation and health of its farmlands for its resident's income and industry. Being an agricultural community, it is also home to a large population of migrant farm worker families of low income who speak English as a second language. The negative impacts of the proposed airport on the current agricultural industry of Skagit County would jeopardize this population's security in this community. The Skagit Valley is a flood prone region. The development of an airport and its necessary infrastructure would create a further burden on the area's current drainage issues and in turn increase flood risk to existing homes, businesses and farmlands in the Skagit Valley. The existing infrastructure of Skagit County does not support the proposed airport. Skagit County is one of the few remaining agricultural rural communities between Seattle and Vancouver, BC. The proposed airport would drastically change the rural environment of this unique community. There are plenty of alternate suburban sites south of Skagit County that have superior infrastructure in place to support the proposed airport. Skagit County lies less than 60 miles between both the Vancouver, BC international airport and Paine Field commercial airport. Paine Field has been in operation for several years, yet it still does not operate to its full potential. Locating the proposed airport in Skagit County would be redundant. Skagit County is a sensitive environmental location. It is the seasonal home to migratory birds, including Canadian Geese, Snow Geese and Trumpeter Swans. It is also the nesting ground to many protected species, including Great Blue Heron and Bald Eagle. Skagit County has several estuaries that depend on their environmental health to successfully support the health of the marine food chain including salmon and whale populations, both of which are currently in decline. The environmental impacts of the proposed airport would further endanger the health of Skagit County's delicate marine environment. Skagit County depends on its environmental health to continue its rich tradition of agriculture, which also includes shellfish farming. In conclusion, Skagit County is not an appropriate location for the proposed airport.

Skagit County is one of the most beautiful areas in the world. It is not only productive farm land but also home of many water fowl and migratory birds. The area is already taking issue with the growler jet training noise intrusion to residents as well as recreators and sea mammals . It would be criminal to destroy what is precious here. You don't get these things back.

Skagit County is one of the most fertile farm counties in Washington state. Also home to thousands of migratory birds. I can't even comprehend you are even considering this area for development. Please take Skagit County off your potential list.

Skagit County is the wrong place for a new airport. It's home to some of the richest soil in the world where family farms still grow our food, important stopover for global migrations of shorebirds, snow geese, home to raptors, and crucial habitat for endangered salmon.

Skagit County is too far from Seattle. Expand Paine and/or use the Joint Base.
Skagit County is trying to preserve precious farmland.

Skagit county is way to small to have an airport let alone taking away precious farm land from hard working people who put their heart in soul into this land for generations. We do not need less farm land and more people. Forget it

Skagit County lacks the infrastructure to accommodate such an adventure without impacting the existing farmland.

Skagit County maintains the most productive and diverse farmlands west of the Cascade mountains and virtually all of the level lands indicated are subject to flooding in the wintertime. That can be dealt with as farm land but the impacts of an airport in the middle of that will be detrimental to all the farmland around it, in terms of a delicate system of managed drainage being affected.
Skagit county needs farmlands.

Skagit County north would be too far removed from population centers to meet the needs of the people. It also serves as a fly through for many migratory birds. It wouldn't be right to displace the wildlife even more than we already have.

Skagit County Northwest is a major site for wild birds, including harriers, short eared owls, snow geese, and swans. Air traffic would devastate these populations as well as the animals who depend on them. It would interfere with hunting and with current agricultural use as well. Please DO NOT USE THIS SITE.

Skagit County Northwest is the wrong place for an airport since it is viable bird habitat.

Skagit County NW aka the Samish Flats is an area of high density birdlife, especially in the winters, where raptors including our national bird are of particular interest. We and other birders travel up there every winter--often more than once-- to see them and eat at local eateries. Birds are in trouble in our country anyway--why make it a zillion times worse?

Skagit County residents are already less than 90 minutes from TWO commercial airports - Paine Field and Bellingham. Expand one or both of these airports instead of building a new one. Also, can commercial capacity be added to the existing Skagit Regional airport instead?

Skagit county should be treasured for its natural beauty, falcon population and last few shoreline fields for migratory birds. I am saddened and upset by WADOT's consideration for building another airport. If it has to be, why can't we expand an existing airport? Why must we encroach further on nature and farm land? Also we already have Bellingham and Everett airports that we don't fully utilize. This strange proposal of adding yet another airport is not a conscientious and responsible use of my tax dollars.

Skagit county southwest makes a more sensible and better served choice.

Skagit County wildlife and farmers already bear the brunt of two major transportation systems, Washington State Ferries San Juan Island terminal and Interstate 5 -- both used primarily by outside travelers passing through. An airport would add stress to these feeder systems and force expansion of them. Flooding is extremely common and its mitigation would be damaging to natural agriculture systems. The community has made heroic effort and expense to preserve farming here and it would be a cruel taking to squash that effort with an airport.

Skagit county would never want an airport here. There is one 30 mins north to Bellingham and one in Seattle is enough. We do not need our county to turn into like homeless infested Seattle. We don't mind driving to Seattle once a year. We do not want the farmlands taken over to build like random airport. We don't want your pollution. Our roads are not equipped to handle that traffic. The traffic and road are bad enough already. No one asked for an airport to be here.

Skagit County, particularly western Skagit county where this site is proposed, is an area of unsurpassed agricultural and natural value. This location would compromise the area and permanently destroy one of our state's critical resources. Additionally, residents of Skagit County have straightforward access to two major airports (SEA and YVR); an additional airport in Skagit County would be inappropriate for the population size and would be better located nearer the major population centers to the south (King, Pierce counties).

Skagit County's farmers have voluntarily given up the development value of the land to protect it as farmland, which makes the land seem cheap to the MBAs, bureaucracy-drones, energy companies, and urban know-nothings, all of whom think they know better than the people of the Skagit. Jay Inslee keep your goddamned filthy paws off Skagit farmland!

Skagit County's infrastructure cannot support all the traffic this would bring. Also this is a farm rich area, that should be preserved for natural resources sake

Skagit county's road infrastructure could not support a new airport. Plus you have Bellingham airport and Paine field airport there is no need for this. Skagitonians will fight to keep what's left of the farmland along the 1-5 corridor.

Skagit County's robust farmland feeds millions of people, there are airports both North & South within a 45 min drive that have now served people for many years

Skagit does not have the needed infrastructure, an airport would be at odds with the agriculture backbone of the community.

Skagit does not need another airport. There is Bellingham or Everett. Skagit county can not lose anymore farm land

Skagit does not need another airport... Paine Field and Bellingham are more than adequate
Skagit farmland is among the richest on the planet. The flood concerns alone make this area impractical. Please look elsewhere.

Skagit farmland is precious.

Skagit farmland is some of the best in the world and should remain so.

Skagit Farmland needs to be protected and the Skagit valley cannot support the influx of people. The airport would impact the waterfowl migration on the Pacific flyway. Skagit County has one of the highest numbers of waterfowl on the west side of the state.

Skagit farmland would be effected. The annual flooding of the Samish river would be a factor. The Airspace around Skagit Regional airport would be effected. The low level flight path of General aviation North and south corridor would be effected. The study on livestock shows increased stress due to higher levels of jet aircraft noise. Migratory Canadian geese area would be impacted and a concern for commercial aircraft.

Skagit flats is important for migratory birds, such as snow geese, trumpeter swans, Snowy Owls, and for raptors such as peregrine falcons. It is a place of quiet beauty. Don't ruin it.

Skagit has great access from the islands and Canada. Great supporting businesses. Is far enough away from Seattle to make a huge draw of passengers.

Skagit has many protected birds that are rapidly losing habitat.

Skagit has worked hard to develop tourism for birding purposes and this location would definitely interfere with that industry. Plus this land floods so frequently it would seem to be a foolish investment.

Skagit is a beautiful rural area; beautiful farmland, tulip fields, hiking and water ways. Instead, more fully develop Paine Field and incentivize additional airlines and flights out of Bellingham. We have enough airports—they just need to be utilized better.

Skagit is a beautiful town filled with beautiful farm land, we don't want a city vibe. Leave the farm land alone.

Skagit is a farming fishing county that needs to be preserved as such. It is far from population centers and unlikely to grow as a dense population center to support an airport. Both Bellingham and Everett have commercial airport facilities.

Skagit is a gem and should be left as such. This is not necessary and would only further destroy the integrity of skagit area and its natural beauty and history.

Skagit is a very important agricultural and environmental region!!! There is so much needed biodiversity there. PLEASE do not disrupt all the birds, bats, insects and water ways!!!!

Skagit is an important farming area, building here would 1. Take crucial farm land and 2. Push flooding towards fields farmers need.

Skagit is an important farming big community and the impact would be too detrimental to the quality of life there.

Skagit is FARMLAND, historical migrant bird grounds, ANCESTRAL LANDS. DO NOT DEFACE SKAGIT COUNTY!

Skagit is farmland. When a community has managed to retain open space, it should not be considered an invitation to ruin the open space.

Skagit is too far from most population centers to be useful as an airport. This area floods and has beneficial farmland that would be destroyed by an airport.

Skagit is too important to migratory birds and waterfowl and not a very accessible place for commercial planes. Stay out

Skagit needs to have its farmland preserved. We don't need to lose more of that to commercial greed. Our roads are also not set up for the infrastructure needed for major airport traffic plus with an airport comes hotels and other things that will destroy our open land. No no no.

Skagit needs to remain farmland. Even the spaces that aren't an active farm play a role in watershed health and flood management.

Bellingham or Everett isn't far for folks to go.

Skagit regional airport should be considered to increase capacity and flight variety.

Skagit Regional Airport should/could be developed as a suitable alternative that does not take up valuable agricultural land.

Skagit Regional is already there. Invest money to expand the already existing airport

Skagit regional is already there. Many of the proposed sites already have airports plenty big enough, or expandable to a bigger size. What's needed aren't more age airport but more small ones.

Skagit regional wetlands and agricultural area is a huge part of the county and surrounding islands resources!

Skagit Valley has a lot of farm land that I feel like would get used to build this. I grew up in Skagit and it's gone downhill. Thefts, gun violence. The Walmart way just shot up. I don't think we need any big air port at all in skagit county. We also don't need more traffic.

Skagit Valley has among the most precious farmland on planet earth. It needs to be protected from development.

Skagit Valley has been pioneering in farmland preservation along the I-5 corridor. As a region, we need access to land that is fertile enough to grow food, protect agriculture and preserve what precious farmland still exists as urban sprawl pushes north.

Skagit Valley has worked so hard to protect its land, investing so much in the preservation of farmland and the flat, which is exactly where this is. This area is specifically special, providing landscape unlike anywhere else in WA. Please please do not disrupt the flats nor the life that so many have invested in protecting.

Skagit Valley is a precious rural area that is mostly agricultural and residential. The impact of a major airport would be devastating to our way of life.

Skagit Valley is a valuable agricultural, farming and agritourism area - the noise and pollutants from an airport are completely inappropriate so close to such a sensitive locale. We cannot lose any fertile agricultural land at a time when food shortages are looming while air travel will be declining.

Skagit Valley is beautiful rural land, an airport would ruin it

Skagit Valley is home to a thriving farm community. I don't understand why agricultural impact was not included in this study. Bow/Edison borders several oyster farming beds and I feel the environmental impact would be costly not only to the agricultural component, but also to the wild swan, geese and eagle population that call the area home.

Skagit valley is home to migrating Snow Geese and Swans. Locating a busy commercial airport in would adversely impact these species. Also, a lot of time, money and effort has gone in to preserving farmland in Skagit county and this development is not consistent with land use planning efforts in Skagit county.

Skagit Valley is one of the richest and best farmland in our area. As food scarcity becomes an issue and other countries are battling and raising the costs of food around the world, we need to protect and provide farmland that can provide food for the United States and Washington. On top of that the land that is in question regularly floods. At this point individual people are not able to build or are limited homes because of negative environmental

impacts.

Skagit County is also home to a variety of birds, fish and other wildlife that is rare and becoming harder to find. It is important that we protect the land and animals in this area and building an airport would endanger the environment. Negative impacts on flood, wetlands, bird migration, life greatly outweighs the benefit of a large airport in Skagit Valley.

It seems to me that upgrading some of the smaller airports that are already in place like Paine Field or the Bellingham airport would be much better suited than developing farm land.

People in Skagit Valley in the surrounding area can easily fly out of SeaTac or Canada already along with two other small airports. The population already has plenty of options .

Skagit valley is such an important region agriculturally. We need locally grown produce. Also this area is vital for bird migration.

Skagit Valley is the breadbasket of Western Washington. Putting an international airport there would pollute and diminish our food supply permanently.

Skagit valley provides the world with vegetable seeds like spinach. It grows 80% of the US raspberries. You will be disrupting the worlds food chain and supply for vegetable seeds. Talk to WSU MT Vernon research station for more facts.

Small community can not handle the volume of people that will bring through

Small community too high impact from traffic noise etc. ruinous to charm and tourism in area. Small town farming community, please don't take that away.

So far away. Doesn't feel like an area that would want or do well with a booming airport.

Some of our best farmland in the state. High impact to mexican work force. Bad flooding. Bellingham is 30 min away and already has international airport. Why not use that????

Some of the finest farmland soil in the state. Mountains close by on the east side that will push the noise west out over the islands creating more noise further out into the salish sea. Jet fuel pollution and smog increases exceeding the benefit.

Some of the most fertile farm land in the world

Still not very local to snohomish

Stop destroying our farm lands we need to feed our people somehow.

Stop flying it's really a lousy way to ruin the environment

Stop ruining our land, fix your current infrastructure first

Stop ruining our small town and taking away our crop fields. Go invest somewhere else

Stop taking away farm land.

Stop trying to turn in farmland that is crucial to thousands of Americans livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Stop trying to turn our county into King county. One compact, overpopulated, disgusting county is enough. Not to mention the several other counties in the same situation as King County.

Such practicality if this happens

such valuable farmland!

Suggest modifying Payne field in Everett to accommodate more passenger travel.

Take away from farm land by!

Take your shit somewhere else

Takes away farm land.

Terrain impact: Land that is not hilly is in areas designated for Agriculture, a primary driver of the Skagit economy. It would be absolutely terrible to see the agricultural heritage of Skagit changed as a result of an airport.

Property acquisition: How much property needs to be purchased?

Environmental justice: Many of those who work, live and rely on Agricultural economies are BIPOC.

The introduction of an airport would result in the loss of jobs, homes, and opportunity for the county's farmworker community.

Floodplain impact: The site is in a floodplain. Agriculture is critical to ensure adequate drainage and diking. Pavement and concrete would only increase flood and run-off risks.

Wetland impact: Airports introduce additional flooding and run-off risks.

Incompatible land use: Incompatible land use considering the rural and agricultural nature of the Skagit Valley. Skagit has been very clear in its' land planning and it's citizens are clear in what they want. An airport does not fit the vision for Skagit.

Terrible idea!!!

Terrible idea, Impact would be devastating to the environment. For land's sake haven't we learned anything from the changing climate? We can't keep doing things that negatively impact our home.

Terrible location. Prime riparian habitat. Also Bellingham International close by, as is Paine Field. Noise would be a nightmare for the San Juan Islands as well as the county.
That appears to be farmland! Just no.
That are should be used for agriculture

That area is notorious for flooding and it can be unpredictable. That location is farm/agriculture land that has been the lifeblood and part of the community's culture since the late 1800's when it was cleared by the pioneers. The area surrounding is very rural and traffic congestion would be huge factors in the lively hood of the local farming industry; there are always tractors, hauling trucks etc on those roads. Can't imagine the impact it would create.

That area is very good habitat and holdover for migrating birds of many types. An airport located here would be a substantial loss of habitat.
That area should stay agricultural.

That is a beautiful part of Washington, small village style towns, too near the water, farming. Close enough to airport rammed through at Muklileo. Close enough to SeaTac.

That is a wetland area. The bird population in the winter is astounding. You will be having birds sucked up in jet engines regularly. Plus, the residents here have worked hard to preserve a rural way of life. Just leave this area alone and put the city structure near the city, not in a rural area.

I disagree with the wetland impact on the above chart.

It is far from population centers, and close to natural attractions. It would ruin birding for many. The environmental impact needs to be closer to red here. Yes, this is wetland area.

That is all farming why would we take away from our farming community

That is farmland. Let's keep it that way.

that is wet land!

That site is too environmentally sensitive and very important agricultural land. Don't destroy that site.

That whole area floods. Not going to work.

That would DESTROY local agriculture and farmlands!

That would ruin this beautiful countryside.

That would take away land from the various farmers in the region that grow crops for human consumption and also for animal feed. Also, there is not the infrastructure to support such an endeavor. Roads would have to be developed and that would require taking even more land for such an endeavor.

That's all vital farmland.

That's quality and much needed food security farmland. I challenge the notion we need more air travel in a time of climate change.

The "significant flood concerns" are important. Also, the "more than 90 minutes" distance. The agricultural and community impact is too much of a sacrifice.

The agriculture that uses this Farmland is vital to our survival and economy

The airport that already exists in Bellingham could be expanded for less tax dollars.

The annual flooding will only get worse with global warming. There is also no easy way to get there by public transportation.

The area is full of homes already and we have too many airports

The area circled would negatively impact the migrating birds of Skagit Valley. We have thousands, of Bald Eagles That come to the valley every year from Alaska and Canada. Specifically in the area circled for consideration of a new airport. There is a wildlife refuge nearby with countless species that is relatively undisturbed. Bringing an airport or any other industry to this area would be devastating.

The area depicted is protected farmland and wetlands. Those of us living nearby already get more than enough jet noise from the military aircraft constantly roaring over us to and from Whidby Island. This location for an airport is a very very bad idea.

The area floods regularly in the winter. It is also a large refuge for migrating birds and having an airport would be a disaster for birds as well as the farming community. This is not a reasonable location for many reasons.

The area in the map is of significant agricultural/farmland resources, migratory birds, birds of prey including birds at risk and endangered, and the area is a watershed area for the resident orca populations and salmon for the resident salmon.

The area involved is a major agricultural area and prone to flooding. The impact of flights and traffic would be detrimental to this area.

The area is important for agricultural support; flooding would be a huge problem. The amount of traffic created from people moving from north, south and east into this area would create traffic issues for highway 20 and the surrounding area, with no way for residents of Anacortes, in particular, to move efficiently from the area eastward. It's too far of a drive for most users to be a draw to the area.

The area is on a floodplain. As the weather becomes more extreme, erratic, and unpredictable, areas that were once subject to "100 year" floods may experience more frequent and severe flooding.

The area is important to many wetland and migratory birds

The area is too important for bird migration, wildlife & agriculture to bring massive development, traffic on land & air, pollution & more encroachment on the few areas left for threaten species of wildlife.

The area is too small to support the traffic this would cause

The area proposed is some of the most fertile farm land in Washington. We can afford to lose the ability to farm.

The area selected is not only prone to flooding, but most of it exists below the flood plain. Just last winter, all of the lowland in the selected area was submerged under flood waters. Also, the area is also prone to high winds channeled by the surrounding hills and mountains and it happens to be some of the most productive farmland in Washington.

Selecting this site would be extremely detrimental to the bucolic agricultural economy as well as the already fragile environmental biosphere.

Please select an alternate site that would be less problematic and damaging to the community and environment.

The area you are looking is farm land! an airport will ruin not only our farmland but also the small town of Mount Vernon.

The Bellingham airport in under utilized as is Paine Field. With only two lanes of I-5 south and north will make the ever increasing nightmare traffic worse. There are already significant traffic issues on Hwy-20. We have enough noise with planes from Whidbey.

The Bellingham airport is close by for the population it would support. This area is farmland and it also includes important habitat for birds.

The Bow Edison area is responsible for agricultural supply to the local and extra-local communities.

The area is already well serviced by Bellingham, Paine, SeaTac and Vancouver airports.

Major street level and highway improvements would be required to support the additional passenger car and commercial traffic another airport would bring to the area.

Finally, the population in this area choose to live here for the balance of quiet rural life, with large cities within a 2hr drive (Seattle, Vancouver). We do not want a large passenger and commercial airport to ruin our community and we will advocate loud and long to protect and our community.

Thank you

The circled area is almost totally within the tsunami flood plain

Growth management act mandates

Overwintering trumpeter swans

Hundreds of thousands of annual fly through snow geese

World-class farmland

Food security

Tourism

Rural farm culture

The commercial congestion and environmental impact is too much.

The community cannot handle the influx of traffic.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, it's natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, it's natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The county can barely handle the amount of traffic and population is currently has. This would significantly impact farmland, natural resources, and wildlife species that can only be found in Skagit County.

The development of a major airport could potentially effect the long term use of Agriculture in the area. The value of land could increase and therefore farmers "who are used to quite and less populated" will sell to developers and would jeopardize Skagit County as the top tulip and fruit world wide growing and disturbing.

The ecological damage would be high in the proposed area. It is bordering an estuary and near the Samish river.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The entire Skagit valley is known for its farming communities. The population of Whidbey Island alone heavily relies on crop production from the Skagit valley for their food. A vast amount of families living in the Skagit area rely on their crops and livestock to earn a living and have no other source of income.

Additionally, this potential new airport will bring hundreds of new vehicles and person population to the already growing population of the area, thus negatively impacting traffic on and off the surrounding islands, workforce development, job stability, and housing opportunities.

Another downfall to consider is the impact on local wildlife. This valley is home to many species, including livestock, a large deer population, and one of the largest bald eagle populations in Washington state. The potential air traffic could have catastrophic effects on our national bird, an already endangered species.

I, and many others believe that a better potential option for increased air traffic and airport services would best be provided by expanding the nearby airports in Bellingham and/or Paine Field. This will increase travel revenue without endangering the current population of a new and corporately undeveloped area.

The environmental and social impact is far too great. These locations are in flood plains, bird migratory paths and would destroy the rural feel of the area. This would RUIN the ecosystem and the quality of life in the entire area. There are 3 airports close by. This new airport is completely unnecessary

The environmental harm would be irreparable. The loss of farmland would be irreversible. The environmental impact would be horrible.

The environmental impact would be too high for the amount of people served.

I will also start by saying that this project should be placed on hold until other projects that make more sense and has less impact on the environment are considered such as high-speed light rail.

The environmental impacts would be too great for the region. This area is a large supporter for agriculture and food not only for the area, but for the state and country. The noise and emissions would ruin the natural beauty that so many seek out. The added traffic along the already busy freeway system would also be a detriment.

The environmental issues would be devastating to the area. Also, the population can easily get to the Bellingham or Paine Field airports.

The environmental risk is too high.

The existing airports in either Skagit or Bellingham should be expanded. These are relatively underutilized assets and would be marginalized with an additional facility created nearby.

The extreme damage to the environment this will cause, not only immediately, but forever. The floodplain and already damaged ecosystem deserves to remain, and to be cared for.

The farmland here is too important. And it's part of a major migratory path for birds - you should skip this location.

The farmland there provides food and jobs for the local economy. Infrastructure in this area is currently too small to support the commuters that travel this corridor, adding more travelers will only increase the problem and stress on the infrastructure.

The farmlands and community infrastructure would be adversely impacted by a large airport. The farmlands should stay preserved. That is so many peoples lively hood.

The flat lowlands in Skagit County are in floodplains and also at risk for sea level rise. This site routinely floods. The valley is an important stop for migrating birds and home to wintering raptors and large populations of snow geese and trumpeter swans. Birds and runways do not mix well.

The Skagit Valley has amazing soil and citizens and farmers have worked hard to preserve agriculture here. Crops grown in the valley feed people everywhere. Seed companies grow seeds for farmers all over the world. Pavement is forever.

As the human population in the Puget Sound continues to increase, we need to protect places such as the Skagit Valley and not allow a new airport.

The flood and traffic concerns plus the land should be used for agriculture.
The flood concern here is significant. And wildlife is significant here.

The flood issues, in addition to the extreme amount of money that would be needed to update roads would be ludicrous. We have been waiting over two years for one round about to be completed in that area. Environmental impact on endangered wildlife and we already are affected by whidbey NAS flight traffic noise and Skagit airport as well- another airport traffic would be so detrimental to this community.

The flood plain is concerning and so is the impact to the farming community

The flooding is far too big an issue, especially with the amount of paving necessary for an airport. The permeability reduction would really mess with the rest of the surrounding area/lead to MORE flooding.

The flooding will be a huge issue, the locals will be displaced, the wind that comes in the valley would be a problem. The land that would be taken is a critical part of our state's economy and putting an airport in the middle of farming fields would ruin the farming industry in the state, one of our most valued economies.

The floodplain impact and lack of suitable infrastructure are limiting factors. Additionally, this would significantly impact a local salmon return.

The floodplain impact is too severe.

The greenfield

The harm this would cause to the natural world is too great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The historic farmlands and the agricultural community would be negatively impacted. Hwy 11 is already dangerous and could not handle the additional traffic.

The impact of an airport would be severe. This area is prime, highly productive farmland as well as a nature preserve for all kinds of resident and migratory birds. We moved here from Seattle to get away from this sort of development. We would have to sell our house and move elsewhere.

The impact of noise and fuel pollution for a farming and county living community would be disastrous. We live here, away from the city, to enjoy clean food with friends and family. What a disaster it would be to bring another airstrip to this area. Why not invest in the airports already located in Bay View or Bellingham??

The impact on the Skagit River (a major source of fresh water input into Puget Sound) would be severe. It would also destroy the local farming industry.

The impact to environment and wildlife would be substantial. The area also floods frequently and would require far too much engineering and money to build such a large project. This would entirely disrupt the area, most people that live here are here for the peace of the country and farm life. This would be absolutely devastating to the urban life and property of the populations that live here.

The impact to farmland and local ecosystems would be too great. The infrastructure is not set up for that large of a traffic increase.

The impact to our environment and community should not be threatened by this project under any circumstances.

The impact to valuable irreplaceable farmland is not acceptable. And even more damaging would be to effect to sensitive birds, as the area includes and is surrounded by nesting areas, rearing areas, and over-wintering sites for many important species.

In addition, we have, and accept, traffic from Whidbey NAS. But a tremendous increase in jet traffic brought on by a local regional airport would be unacceptable. Please, not here!

The impacts to tribal treaty resources including clean water and salmon will be negatively impacted by this development. The Skagit farmlands in this area also offer critical habitat to migratory bird species that would be directly negatively impacted by increased air traffic in this location. Installation of large impervious surfaces such as an airport will have a significant negative impacts on the connectivity and functionality of the Skagit River Floodplain. Consultation with area Tribal governance is crucial and will likely not receive support.

The impacts to wildlife can be grave. Birds and wild mammals are already facing dwindling habitats. An airport can be devastating for habitat. Stop. Just stop!

The impacts would have devastating consequences on the farm industries and rural life styles in this area.

The infrastructure is not in place to handle the increase in traffic let alone the ecological impacts to the area.

The land has significant wildlife value, and is extremely flood prone. It is a pristine farmland and natural area, as well as the hills and many popular hiking trails and viewpoints that look out over the valley.

The land here is too beautiful for a polluted airport to be built

The land is highly valuable agriculture land that should remain in ag use, and the location is too remote for a useful airport.

The land is too environmentally important to wild life, humans and the land. We need the wet lands!!

The land should remain farmland. We are losing too many already. The land is fertile and beautifully used now to support crops. Please leave it as is in its pristine condition and use.

The last thing we need is more road traffic and airplane noise.

The list provided by Tim Mann of Skagit Audubon echoes many of my concerns. Rather than trying to restate that list, here it is again!

The Skagit County "Greenfield" Potential Airport Sites:

Talking Points Related to Birds

Washington State 's Commercial Aviation Coordination Commission (CACC) is looking at potential sites for a new airport within 100 miles of Seattle to provide commercial and passenger air service in the coming decades. The CACC has drawn up a list of 10 potential sites that could meet their criteria, including two in Skagit County. The following talking points address concerns that arise with either of these sites in relation to birds.

1. Two of western Washington's most significant areas of birds are on the CACC list of potential sites for a new, large airport.

Among 10 potential sites for a new SEATAC-scale airport identified by the Washington State Department of Transportation's (WSDOT) Commercial Aviation Coordination Commission (CACC) are two of the most important areas for birds in western Washington, both in Skagit County. Tremendous effort at the local, state, and federal level has for years gone into protecting Skagit and Samish Flats for both their excellent agricultural soils and their very high importance for a wide variety of birds. These are the two areas on the CACC list.

2. The "Skagit County Northwest" potential airport site is Samish Flats, far-famed among birders and waterfowl hunters and with good reason.

The site which the CACC refers to as "Skagit County Northwest," immediately south of Samish Bay spanning from Chuckanut Drive to Padilla Bay, is the area famously known among birders as Samish Flats. In fall and winter, birders from far and wide travel here to see five falcon species, including gyrfalcon, a wide variety of subspecies and races of Red-tailed and Rough-legged Hawks plus many Northern Harriers, Bald Eagles, Shorteared Owls, and

some years, Snowy Owls.

3. The CACC's "Skagit County Northwest" substantially overlaps the designated Samish/Padilla Bays Important Bird Area.

The 36,000 acres of the Samish/Padilla Bays Important Bird Area (IBA) include the location the CACC designates as its "Skagit County Northwest" potential airport site.

National Audubon Society and Bird Life International, in cooperation with the Department of Natural Resources Natural Heritage Program, document and designate IBAs to recognize high priority areas for preserving significant populations of various bird species. See www.audubon.org/important-bird-areas/samishpadilla-bays for a description of the reason Samish Flats is a vital area for migratory birds. The following brief excerpt provides a summary:

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"The sheltered bays and sloughs provide critical wintering area for seabirds, ducks and geese and provide shelter and food for the large concentrations of seabirds. Padilla Bay contains some of the most extensive eelgrass beds on the west coast. These beds make the bay an ideal wintering area for Brant. The entire global population of the Western High Arctic Brant (subspecies) is thought to winter in Padilla Bay. The mudflats provide wintering and migratory habitat for 20,000 shorebirds and the flatlands contain a high and diverse number of wintering raptors, including Gyrfalcon."

4. The CACC's "Skagit County Southwest" site substantially overlaps the designated Skagit Bay Important Bird Area.

The southern half of the site the CACC calls "Skagit County Southwest," locally known as Skagit Flats, significantly overlaps Skagit Bay Important Bird Area. (Skagit Bay | Audubon

Important Bird Areas). Thousands of Trumpeter and Tundra Swans, Lesser Snow Geese, Dunlins and other shore birds winter on Skagit and Samish Flats, which is the reason for the IBA designation. In winter, flocks comprised of thousands of Lesser Snow Geese provide a stunning natural spectacle on Samish and Skagit Flats and Fir Island. This segment of the Lesser Snow Goose population breeds exclusively on Wrangel Island, Russia and is the last major breeding population of snow geese nesting in Asia.

5. Washington Department of Fish and Wildlife has devoted substantial public funding to buying and managing a significant portion of Samish Flats, what the CCAC calls “Skagit County Northwest.”

The approximately 500 acres of Washington Department of Fish and Wildlife’s Samish Unit of the Skagit Wildlife Area on Samish Flats provide essential habitat for a wide array of birds and one of the most popular waterfowl hunting locations in western Washington. The Samish Unit includes the “West-90” location, far-famed among birders for its opportunities to observe wintering raptors.

6. Skagit Bay and the estuary of the Skagit River host many thousands of wintering ducks, geese, swans, and shorebirds.

WDFW’s Skagit Bay Estuary Wildlife Area Unit lies immediately southwest of the CACC’s “Southwest Skagit” site. The noise and activity associated with a large airport would profoundly affect the many thousands of ducks, geese, swans, and shorebirds that winter in this area.

7. The fields and bays of Skagit County are the most important wintering area for Trumpeter Swans in the Lower 48 States.

Each winter Skagit County hosts over 7,000 Trumpeter Swans, more than any other place in the lower 48 states. This largest of all North American waterfowl was almost

extinct outside Alaska and Canada. Its recovery in the Pacific Northwest began in Skagit

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County and continues today. Skagit and Samish Flats are both vital feeding and resting areas for this species along with a smaller number of Tundra Swans. We urge the CACC to confer with the Washington Department of Fish & Wildlife and the Northwest Swan Conservation Association to gain an understanding of the significance of Skagit and Samish Flats to Trumpeter and Tundra Swans.

8. Skagit and Samish Flats attract a phenomenal number and variety of wintering hawks, falcons, eagles, and other predatory birds.

The fields, hedgerows, and farms of Skagit and Samish Flats provide excellent habitat for wintering raptors, including 5 species of falcon, a variety of subspecies and color morphs of Red-tailed and Rough-legged Hawks, plus many Bald Eagles and Northern Harriers. Short-eared Owls and, in some years, Snowy Owls also frequent these flats in winter.

9. Bald Eagles and their nests are abundant in the areas listed by the CACC as potential airport sites.

The thousands of ducks plus the fish in Skagit County's shallow bays attract many Bald Eagles, some resident year-round, others here only in winter. These birds and their nests, which are present in both the Samish/Padilla Bays Important Bird Area (IBA) and the Skagit Bay IBA have special protection under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c) passed in 1940.

10. Large scale airport operations would jeopardize the largest communal nesting site of Great Blue Herons in the western U.S.

On the shore of Padilla Bay, the March Point heronry with around 700 Great Blue Heron nests is a site of immense importance to this bird which Washington Department of Fish

and Wildlife lists as a Priority Species. The herons feed in the shallow, food-rich waters of Padilla, Samish, and Skagit Bays, but in winter they fulfill much of their diet catching rodents in the fields and farmlands of Skagit and Samish Flats; i.e., the potential airport sites. This heronry, identified as highly significant to the continued presence of the Great Blue Heron in the Puget Sound Basin, lies across Padilla Bay from the site the CACC calls "Skagit County Northwest."

11. The abundant birds of winter in Skagit County are very important for the tourism economy of this area.

Thousands of people visit western Skagit County in winter to see majestic Trumpeter and Tundra Swans, immense flocks of Snow Geese, varied hawks and falcons, huge numbers of ducks, Bald Eagles, and other bird species that winter on the bays and fields. These charismatic birds give a substantial boost to the local tourism economy. Building and operating a large airport here would destroy thousands of acres of valuable farmland and migratory bird habitat and thereby also irreparably damage the winter tourism industry.

4

12. The abundant waterfowl and raptors of both the "Northwest Skagit" and the "Southwest Skagit" sites would pose a very significant safety threat to greatly increased air traffic in their midst. That traffic would also deal a terrible blow to this important avian population.

Every year for many years it has been necessary to capture and move raptors, particularly Red-tailed Hawks, from SEATAC Airport for the safety of aircraft operations. The Northwest Swan Conservation Society works with Whidbey Island Naval Air Station and farmers on Whidbey Island near Ault Field to reduce the chances of aircraft

collisions with Trumpeter Swans, one of the heaviest birds in the world capable of flight.

Imagine the hazard to pilots and passengers if an airport were superimposed on and adjacent to the habitat of the thousands and thousands of ducks, geese, swans, and raptors wintering on Samish and Skagit Flats. The crash of a large plane into any of Skagit County's bays, marshes, or fields would be a human and ecological catastrophe

The local population does not need it, does not want it and would not be served by it. The populations utilizing it would have to come from a distance. There are better options by utilizing and perhaps expanding Paine field and Bellingham airport.

The main purpose is to serve the people using it. From the report it doesn't seem like it will help the people that need it. Also flood concerns

The natural and agricultural state of this land should be maintained as it can not be replicated. The noise pollution alone would cause many species of birds to cease wintering in this special area.

The negative impact on bird populations would be immense, as this is a major stopping point for trumpeter swans and snow geese as well as other species. Bald eagles also nest here and great blue herons have their rookeries in the flats. This is low land that floods regularly and is likely to flood more due to global climate change. This area is rich agricultural land that should be preserved for agriculture. This area is very beautiful and should be protected for people's enjoyment. This area also does not meet the needs of the new airport for number of people served.

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area. The noise and chemical pollution would be detrimental to our wildlife and agriculture food sources and well as our waterways.

The area also is prone to severe flooding.

The noise and emissions would negatively affect the rural community surrounding it and the area floods heavily.

The only think this site has going for it as an airport site is that it is flat. It is incomprehensible that it should be considered.

Most of it is valuable farmland protected by conservation easement.

It is essential wildlife habitat, especially for wintering waterfowl - including ducks, swans, geese, shorebirds and raptors. Everyone knows that world bird populations are in decline for a variety of reasons, including development. Moreover, flying waterfowl and aircraft are not compatible with the safety of either.

A large amount on the area is prone to flooding and underwater during winter months, precisely why it is so important for wintering waterfowl.

Airport development would Impinge on Swinomish tribal rights and livelihood pertaining to salmon, et al.

Airport development would adversely impact the local flower industry and the tourist revenue it provides.

The area is not sufficiently close to populated areas that could make use of an airport. Much better to explore expansion of existing facilities such as Bellingham to the north and Paine Field to the south.

The people of the valley and surrounding area would like to keep this as rural as possible. If we'd like to have our area look like a large town, we'd move to a large town.

The potential impacts to farming practices that would quite literally impact the world's seed supply are too great to risk; not to mention the implications for organic farms in general.

Our infrastructure and usable land resources cannot support this amount of traffic. We are struggling with the amount of residents we currently have locally.

I personally do not consent to the noise disturbances that would come along with such a project. We are in a migratory bird path and home to several endangered species that would be significantly and negatively impacted.

The proposed area is critical bird migration and wintering habitat.

The proposed areas in Skagit County are sensitive areas for birds and are important farmlands.

The proposed location is within Skagit County's prime farmland. It is absolutely inappropriate to develop a new airport there, especially when Skagit Regional Airport could be re-developed to accommodate intended uses. Farmland sites (anywhere) should not be considered as locations for a new airport.

The roads in this area are not built to handle anywhere near this kind of traffic.

The Samish Flats contain incredibly important wildlife habitat for birds and salmon. Development would greatly impact the environment as well as the local tourism industry. This area is also at huge risk to flooding. Please look elsewhere. Thank you!

The samish river floods every year and with the bay so close to Edison the tides affect peoples septics negativity. Plus the farmland in Skagit is so fertile and amazing ground for producing food. No one can replace farmland.

The SeaTac airport is close enough for travel, would like to keep skagit County small and local

The site indicated on the map is an important environment for birds, be they migrants resting or spending the winter months. There are also a number of small family farms in the area. As food sources become less secure, we need all the farms, small and large, in the Skagit Valley.

The site is too far from large population centers and would destroy valuable and fertile farmlands.

The site where they want to put the new airport is a farmland where many wildlife have homes. This is a popular migratory spot for birds as well. I feel this new airport would disrupt the wildlife.

This is also a major flooding area. If an airport were built here, during the flooding season it may definitely feel like an inconvenient spot to have an airport. The flooding will impact arrivals and departures and you may have many cancelled flights due to flooding.

We also already have two airports in the northwest area, one in Seattle and one in Bellingham. I don't think it is necessary to add another one. The driving distance would only be impactful to those who live right next to the airport. I feel this airport is unnecessary.

I also have a friend who lives right by the area the new airport would be. No one wants their home to be overpowered by loud noises all day and night by arriving and departing planes. She is a high school student who also needs an environment where she can study and do the best she can at school. Studying with noisy planes flying overhead is not ideal. She also enjoys the wildlife she lives next to, she would truly miss it.

The site you are looking at is part of the farming fields, raising food for the state, seed for the industry, and is in a flood zone.

The sites are called greenfield sites – undeveloped, commonly agricultural land that is sought after by construction or manufacturing companies due to it being flexible, open land.

Obviously, nice flat land that’s already cleared is easier and cheaper to pave over and build airport buildings and runways on than forested, rocky, sloping, marshy, or other types of land. If making it cheaper (and more profitable for the builders) to build an airport with all of its ancillary functions and the commercial development that is sure to follow is the main consideration in selecting a site, then the Skagit sites would be good choices.

But wait! What if being cheaper and more profitable to develop isn’t the main consideration?

What if FOOD is more important? What if preserving agricultural land is the main consideration and airports (as well as other development) had to be built elsewhere, even if it costs more?

People can survive just fine driving a little farther to an airport or paying a little more for a hotel room because the site was harder to build on. But people can’t survive without FOOD.

Let’s put FOOD at the top of the priority list. Not development – for airports or anything else. Future generations will thank us.

The skagit county area has long been in need for an airport to service the northern part of the state. Traffic today to Seattle is impossible and is only going to get worse. If not an airport how about rapid transit to sea/tac. Would expanding runway to accommodate commercial service at skagit regional be an option. Lots of land and not subject to flooding.

The Skagit County farmlands (both northwest and southwest) must remain protected. The soil quality and fertility of these locations are extremely important for the farming community. The local community and beyond rely on these fields for the production and distribution of fruit (blueberries, strawberries, blackberries, and raspberries), corn, potatoes, broccoli, and brussel sprouts. This area is also extremely prone to flooding events and the current infrastructure of this region cannot support this project (roads, drainage, etc.). The wetlands in this area are also vital for the health of the ecosystems and our environment. Many migratory birds pass through this region and air traffic/infrastructure expansion would jeopardize their ability to do so. There is a large number of bald eagles that resides in these wetlands and it is illegal to interfere with their nesting sites. In all, I urge the planning committee to avoid both the Skagit County Northwest and Southwest sites when considering the location of this project. Thank you for your time.

The Skagit flats and the proposed area is critical habitat for the ecosystem. The damage done from development in this area could hardly ever be mitigated.

The Skagit River is the last river in the lower 48 to host all five endangered salmon species. Building a large airport in the Skagit flood lands would jeopardize the years of work and billions of dollars gone into this area to provide better salmon habitat and maintain agricultural lands.

The Skagit Valley has already been severely affected by increased I-5 traffic....population. It is one of the most fertile farming areas in the world and needs to be preserved for that use. Christine Rohloff

The Skagit valley is a beautiful, peaceful respite to people and animals. Every time I get there after a hectic drive through Tacoma, SeaTac, and Seattle, I breathe a deep breath. To see the geese gather in the spring, the silent misty mountains over the beautiful floodplain, the historic farmland-it is a one of a kind place that has no match anywhere. To build an airport in it, with everything that entails, would be a negation of the spiritual, physical, and emotional needs of the entire region. It would be devastating in so many ways. Please make sure this does not happen, no matter how much money is promised.

Glenn Hendrick

The Skagit valley is a fertile agricultural area filled with small farms, and an intact rural farm community. Such an industrial installation would be incredibly disruptive and destructive to a unique, fragile ecosystem.

The Skagit Valley is a primary and very scenic agricultural area which is also prone to flooding.

It would be ruined by the insertion of an airport. It has a very low population density. Why not expand the Bellingham airport instead?

The Skagit Valley is a rural area with farmlands, wetlands, and estuaries. The inflo of people, cars, and impact of a large airport would have a devastating effect on the surrounding area.

The Skagit Valley is home to the beloved Tulip Festival and acres and acres of agricultural land. An airport in this area would ruin the Skagit valley and everything it stands for. Please not here.

The Skagit Valley is one of the few remaining agricultural and environmentally sensitive areas between Seattle and the Canadian Border. An airport would be detrimental to wildlife and fish populations and put an undue burden on the rural county infrastructure.

The Skagit Valley is such beautiful farmland. We just returned from a day trip and are so pleased with all the small, family-run farms, markets and produce stands. We make regular trips to buy local and it's important to us to know our farmers and small business families. I don't see how the impact of a major airport wouldn't destroy those livelihoods and the pleasure of enjoying such a beautiful, tranquil area. There is value in farmland and a need for reasonable access to local produce, meats and dairy.

We live in Snohomish County and have no problem commuting to SeaTac or utilizing Everett or Bellingham for flights.

The Skagit Valley is the last productive agricultural valley in Western Washington and as such provides food forage for a massive number of migratory waterfowl species that migrate through here every year. The impact to farming, migratory waterfowl, salmon populations, and wetlands is far greater than is currently estimated. I am vehemently opposed to the idea of a new airport being built here! The state should be ashamed of it self for even entertaining the idea!

The Skagit Valley's culture is rooted in agriculture. Due to controlled development in that region, it is important habitat for eagles, salmon and snow geese. It doesn't seem like either location would be in a place to serve large air traffic .

The Skagit/Samish flats are extremely heavily used by wintering ducks (10's or 100's of thousands), geese (10's of thousands), swans (thousands), shorebirds (10's of thousands), eagles (100's) and other raptors (100's or 1000's). The chance of airplane collisions with flying birds would be prohibitively high. This area is pretty unique within the lower-48 for the quantity of large wintering birds, and it draws a large number of hunters and birdwatchers during the winter months.

The Skagit-Samish Flats area is a significant overwintering place for swans, snow geese, and raptor species. It's nationally known as such and many people travel from near and far to observe, in particular, the snow geese flocks. I took a couple of wintering raptor courses where we did all-day field trips just to see the bald eagles, rough-legged hawks, short-eared owls, peregrine falcons, red-tailed hawks, harriers, merlins, Coopers and sharp-shinned hawks, and I know I'm missing a few. Skagit County NW should NOT be considered a location for a new airport site.

Also, this is an agricultural area (e.g., growing blueberries), with family farms that would be severely impacted.

The soil in skagit valley "agricultural scenic byway" is far too valuable to turn into a concrete polluted airport. Most locals that grew up here would move elsewhere if their backyard was demolished for travel noise & pollution and not local farming communities. This is a firm NO. Please don't ruin skagit valley :(it's one of the most beautiful areas in the northwest.

The state should not be considering a new airport at all unless there is sufficient private demand. It will harm existing business that transport people to the airport, and there is little to no demand to fly out of the existing airport, Skagit Regional. Ticket prices for any new airport in this area would be more expensive due to extra stops and layovers, and would not be utilized. Try doing something for the homeless instead. Spend your money more wisely and let private developers come up with any plans for airports. If they can't make it commercially viable, the state should not build something that isn't going to make money for the state, and in turn waste taxpayer money. Instead the EXISTING SKAGIT AIRPORT should have restrictions relaxed, and expand their runways if the demand is there. Don't waste my taxpayer money to build an airport that doesn't make economic sense.

The state would be far better served in a multi-use sense by expanding the already existing Skagit Regional Airport. However, alternatives already exist such as KBLI and KPAE. This project is largely unnecessary.

The traffic already sucks, SeaTac is already a nightmare and don't bring it here. The infrastructure cannot handle it. No.

The traffic here is already horrible, and this is our country. Our farmland. Please don't destroy it any more than people already have

The traffic impact to our small rural area would be overwhelming

The tulip festival makes this area busy as it is, an airport will make this worse. Also, the farmlands and farmers will not benefit from an airport.

The two concerns expressed are real. The proximate school issue is also in play.

The valley is mainly farm land. There's no need for an airport when there's one in Bellingham and Everett. This airport will only bring traffic. Which would cause more pollution to our farm lands. We are already overpopulated as is.

The whole area is a floodplain. The mitigation to wetlands and ag land would be pretty heavy. Those things exist elsewhere I'm sure but probably not to this extent. Not commenting on the rest because I'm unfamiliar with those areas

There are 3 airports within good driving distance from Skagit County. We do not need one here. Residents already cope with excessive noise from NAS Whidbey and more air traffic is unreasonable burden. The character of the county is rural. This proposal is not compatible with this character.

There are airports within 40 minutes both north and south of this site. There is zero reason to stress the housing and schools in this area with an unnecessary burden, along with destroying acres of farm and grazing ground

There are already 3 airports on the western side of the state. Bellingham less than an hour away, SeaTac an hour drive and Everett just 30 minutes. Keep this area for farmers!!!
There are already airports in Bellingham and Everett.

There are already airports in Everett and Bellingham, it doesn't seem necessary to have one in between. Why not just expand those current facilities?

There are already airports nearby that could use expansion. DO NOT BUILD HERE. We have migratory birds, Farmland, rural infrastructure, flood zones, wetlands that are protected, so many environmental factors and we don't need an airport ruining this beautiful location which is EXACTLY what an airport would do is RUIN IT.

There are already enough options for flight in the area. Bellingham, Paine Field, SeaTac.... not to mention flying out of Canada which is usually much cheaper.

This would be a terrible idea and possibly increase the crime rate.
There are already multiple airports

Don't need another
There are already other nearby airports

There are already plenty of businesses and infrastructure to transport residents to Bellingham and SeaTac. If DOT is going to spend money on anything, bolstering the existing infrastructure would serve the community better. Adding a large airport so close to a military base and three other major airports would add unnecessary traffic congestion in an already beautiful and fragile area.

There are already three airports within good driving distance to Skagit with Bellingham and Paine Field being an hour or less drive time. Why would there be a need for a fourth airport within that area? Skagit is known for its farms and this would drastically take away from that. The Tulip Festival in Springtime draws people from all over the world and I believe an airport would take away from that experience and force many to not attend. This would directly impact the economy in the Skagit Valley.

Not only are those things a major concern, but noise pollution would be even worse than it is already. Noise pollution can and does hurt farming and other agriculture, which is not being taken into account here. On top of that, the areas that are being considered for a new airport do see flooding often during the winter months.

Another thing that would make living in Skagit unbearable for those who have established roots here would be the traffic. The part of i5 that goes through Burlington and Mount Vernon already have bumper to bumper traffic at many times of the day making it impossible to get to work. Adding an airport to Skagit Valley would only increase this traffic. Unless there was a way to expand the interstate to accommodate the new and incoming traffic to be expected with the airport, it is a ridiculous idea to consider before expanding the already suffering portion of i5 that travelers would need to take to get to this airport.

There are already a few airports in the area

There are enough airports within a reasonable distance in the area already. Do not take the only peaceful area in Western Washington away. It would be like raping the best land left.

There are major farm and wetlands here. We will fight any attempt to put a major airport here tooth and claw! I can almost guarantee a twenty year delay in implementation.

There are major wildlife areas nearby that are vital for migratory birds, and it would have a serious detrimental impact on nearby communities.

There are more heavily populated areas both north and south of us with airports. It is unnecessary to impact and disrupt our rural farmland county with a larger airport!!

There are not enough people in the area to serve to justify the disruption of thousands and thousands of birds that migrate through this valley. There are thousands of large bird species that pose a hazard to commercial planes. There are not sufficient support services in the area to support a large airport without completely changing community.

There are plenty of existing airfields in our area

The land that would likely be used would be agricultural and actively in use

There are several smaller airports that already service the residents of Skagit county. Bellingham Airport, Bayview Airport, and Paine Field, and Arlington.

There is also the Swans, and Snow geese, that winter in the valley, a large size airport would be disruptive to the migration.

There are too many people that would be displaced and too many migratory bird that would be displaced from winter foraging in the immediate areas.

There aren't enough potential users to warrant disrupting the community and environment this way! There has been a large increase in very noisy low flying small planes right over my house which scare our livestock.

There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must. Don't ruin Skagit Valley

There is a lot of flooding in this area as well as agriculture. The population includes many Spanish speaking families as well as people whose jobs would be lost on the farms. There is an airport just north in Bellingham and another airport just south in Burlington. There are also rivers and the bay just west. This would greatly impact these environments.

There is a lot of negative talk going around on this. BUT I honestly feel like it would be a positive thing! Definitely not a full size airport. I don't think there is an area big enough from something like the Seattle airport but a small sized one would be great. I think it would bring a lot of business and it would make traveling easier for others who fly regularly. Right now it is either an hour to 2 hours to get to an airport. The closer one is more expensive! So if it is something that would provide competitive pricing, I think it is a good idea! I would also encourage reaching out to small business if this airport would have spots for other businesses!

There is a regional airport in Bellingham as well as Paine Field

There is absolutely no need for a commercial airport in Skagit county. This would also have a major impact on waterfowl habitat, and less farmland. Keep out of Skagit county.

There are airports in Bellingham and Seattle they can drive to those places we don't need a damn airport here

There is already a bit airport in Bellingham. Expand on that as needed.

There is already a regional airport in this area and Bellingham International is 20 min away. Makes no sense.

There is already a regional airport there. As far as commercial flight, Payne Field and Bellingham International are well within the 90 minute drive times.

There is already a Skagit Regional Airport. Add to that if needed

There is already an airport - Skagit Regional (it's even shown on your map). There is another one in Bham and yet another one in Anacortes. This proposed location is a major flyway for large wintering birds. It would take from the Ag land which we are increasingly needing as the SW US dries up. The area regularly floods. Ridiculous siting option - get out of the office and away from your GIS. Learn about this community and the character that this unneeded "improvement" would destroy. Unbelievable!!!!

There is already an airport - Skagit Regional (it's even shown on your map). There is another one in Bham and yet another one in Anacortes. This proposed location is a major flyway for large wintering birds. It would take from the Ag land which we are increasingly needing as the SW US dries up. The area regularly floods. Ridiculous siting option - get out of the office and away from your GIS. Learn about this community and the character that this unneeded "improvement" would destroy. Unbelievable!!!!

There is already an airport 30 minutes away in Bellingham. Expand that one
There is already an airport here in Skagit valley. If you can't find it keep driving until you see Airport Rd.

There is already an airport in Bellingham and Paine Field no need for another.
There is already an airport in Bellingham!

There is already an airport in Bellingham, and one in Everett. It's not needed. The environmental impact would be huge and the traffic would be awful as well.

There is already an airport in Bellingham, just a 15-30 minute drive for the people who live here.
There is already an airport in this region. A location close to I-5 between Seattle and Portland would better serve the need.

There is already an airport so it won't effect to much, if you just develop it bigger
There is already excellent access to Bellingham Airport.
there is an airport 30 minutes north in Bellingham
There is an airport in Bellingham and one in Everett. There is no need for an additional airport out here.

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the puget sound could be utilized. For example in Paine field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport. Skagit County has worked hard to preserve the farm land. Environmental impacts from this would be a severe detriment to the work we have done to keep this area a farming community along with park settings that people come to visit from all over the world.

There is farmland here which sustains the community, our state and other states. With all the focus on the environment in this state, there is no sensible explanation for proposing to destroy this land with concrete & pollution. Furthermore there are already 2 functional airport within a 40 mile radius of Skagit county.

There is more than enough population that can accommodate this airport

There is no need for an airport here. Bellingham 30minutes north or Everett 30 minutes south both have airports. Having an airport here would create a population boom this county cannot support. Our roadways and businesses can support an influx of people having an airport that large would bring.

There is no need for an airport in Skagit County when you can literally go 30 minutes North or South to catch a commercial flight. The area in question is a big bird migrating area with critical habitat for Blue Herons, Bald Eagles, migrating Trumpeter Swans and Snow geese.

There is no need for an airport in this area. Skagit County already has an airport. Bellingham is 30 miles to the north and they have an international airport. Everett has Paine Field. There is absolutely no reason for another airport. It would be an incredible blight on the valley and an incredible disservice to the people who live in these areas. There is no population to serve, no passenger demand at all, and the areas under consideration are prone to flooding. It also is incompatible land use. This is agricultural land. One of the most fertile valleys in the United States. An airport would be incompatible land use and and environmental injustice.

There is no need for another airport especially in this area. The farmland is precious and what a shame to cover it with concrete for an airport.

There is no need to take up farmland for an airport in this rural area. The towns in Skagit County cannot handle the additional traffic this would bring. There are already several airports (Bellingham, Paine field and SeaTac) within 90 minutes.

There is no one that this airport would serve. An hour drive to either Seattle or Vancouver for local residents is nothing. People flying in, unless traveling literally to Burlington, are going to be using a different airport. Also, with climate change and sea levels rising, it is not smart to build an airport in a floodplain. In addition, environmental justice being so low is a serious drawback. Lastly, this area is not near any major cities. There is no infrastructure in place to support an airport. The area is farmlands and a few medium sized towns. Most towns around this area have a local culture and a strong community, which would get decimated by an airport.

there is no real reason to expand, everything will soon collapse

There is not a population large enough to draw in an airport of that size here. Seattle and Vancouver, are both a little over an hour from here. Bellingham and Everett are both 30 minutes from here. It makes no sense to add a large scale airport here when there is not the population size to add one and large airports can already be reached in a relatively short amount of time.

There is not enough demand and the area is already served by Paine field

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is not enough population that will utilize the airport. Also, there is a lot of farm land, and indigenous land that would be effected by building a new airport in the area.

There is not enough population to serve in this area that couldn't already be served by Skagit regional airport.

There is not enough room and this would impact a lot of residential people. We have lived here for a long time and this would greatly impact all the people that want country living. This is in the country living area not a city living area. Do not build here. Find a city that has more housing around or that already has an airport and expand that airport instead. Offer more flights out of Everett and Bellingham. This would put 3 airports within a 50 mile radius and why not expand one of the ones that are already currently in use and not doing very many flights. Make the flights cheaper and then you can have more flights out of Everett or Bellingham.

There is not infrastructure (including I-5) to support additional traffic and this would be using valuable farmland

There is not near the population within the radius of the proposed sites to feasibly match the proposed number of travelers serviced.

Placing the airport near one of the largest bird sanctuaries in the state presents a high risk of bird strikes for incoming and departing planes.

The proposed sites in Skagit are both in areas affected by flood plains. If not directly then indirectly by road closures restricting access to the proposed airport. Each winter becomes a risk of this investment not being able to run.

There is not nearly the infrastructure in place to service an airport like this.

There is not remotely close to enough local infrastructure to support this project and the potential influx of people coming through the region. The landscape would be irreversibly affected as well.

There is nothing good about putting an airport there. It should not be done. There are flood concerns, traffic problems, More than 1.5 hours from populations to be served. This is not good for the environment,

There is significant farm land, that should not be exposed to air fuel carbons and exhaust!

There is too great of an environmental impact, especially to our fish, to developing this site.

There is too much farmland in this area. People have purchased land here for a reason.

There is zero reason for a second airport in Skagit, it would only create more problems with traffic and pollution, along with losing precious farmland and property, that the people who currently own will be scammed out of for less than market value.

There isn't a need.

Paine Field is barely used.

There needs to be more job opportunities in this county. Also, it is a 2+ hour to SeaTac from this county if you are lucky with traffic. Then once you arrive, it is bumper to bumper just to get into a line to pick up/drop off someone. I recently experienced this on a Saturday night at 10:30 pm. Then you have to deal with bumper to bumper traffic through Seattle even at that time of night, then the 2 hour drive back to Skagit county.

There should be another major airport to the south of Seattle tacoma. Airlines already serve Everett and Bellingham with scheduled services.

There will be a huge environmental impact due to all the ducks, geese eagles and other birds that would be killed with Airplanes.

there will be a lot more traffic and an increase of people

There will be a significant and huge impact to our farmland community as many of us are family local rancher and farm. The impact of big urban development and noise pollution will have huge impact on our farmland, animal health and well being plus the waste run off from run way (fuel, waste water from facility, gas and toxic waste).

There might be more suitable area for such development over on the Eastern side of Cascade with many of those lands open and less flood prone.

There would be a significant impact to the overall agriculture in the county.

There would be major, irreversible environmental and community impact. Please do not do any development in this area. It should be red across the whole chart. Whoever did the study is not from the area and doesn't know the impact it would create. Skagit Regional Airport is already up the hill in Bayview and could be used more frequently if there is truly a need for bringing in more products.

There's already an airport in Bellingham and farm land should be preserved at all costs.

There's nothing but farm land up there. People work hard to maintain what they have. Do not do this. It will bring nothing but traffic and stress to Skagit county.

There's already 2 nearby airports. One in Bellingham & one in Everett. It's unnecessary & a waste of public funds.

There's already an airport here.

There's already an airport in Bellingham

There's already an international airport in Bellingham, about 40 minutes away.

There's already quite a large airport in Bellingham. We need one south of Seattle.

There's more to life than money.

These are cherished wetlands!

These are my reasons for not wanting an airport in Skagit County:

negative environmental impact

- flood plain impact

- taking farm land out of production

- not enough population served by this airport since Bellingham and Everett airports are so close by

- rural nature of the area would be negatively affected

-noise, emissions, traffic congestion could never really be mitigated

-sites in King and Pierce Counties would make better choices since they have a huge population and would draw from a very large area

These are vital wetlands, this is extremely disruptive and will only serve to damage the earth. It will severely impact farmlands and the surrounding ecosphere. This is completely unacceptable and will harm FAR more people than it will serve.

These areas bring in people from many islands that always drive at least 90 minutes for many services. When figuring in customers for this area that should be considered.

These farmlands are to be protected at all costs for future generations. It's fertile land that can't be reclaimed to its natural state easily - and this land could become even more valuable to providing food to region in the future. Plus, it's too close to the wildlife living on/near the rivers, sloughs, and saltwater.

It does flood a lot, which also raises questions about contaminants flowing to the state estuary in Padilla Bay and Chuckanut bay.

These flat lands are farm fields that the region depends on for crops, silage, hay. They are the livelihoods of thousands of people. The community does not have the infrastructure to support the traffic, the increase in people, the law enforcement. The State does not have adequate infrastructure for the addition people that would be traveling through the area. There are daily backups from accidents at the Skagit River bridge. Getting to a flight on-time will be a nightmare for travelers. We depend on I-5 for commerce transport. More traffic will interfere with safe transport because the roads are not built for high traffic and you can't expand over the river because of environmental concerns. While on current flood maps it may appear that this area does not flood - climate change and the nearly 3 feet of water in my yard last November tell me otherwise. I boated down the highway. There are schools, playgrounds, playfields, homes, sensitive waterways, Eagles nesting, nature preserves, salmon habitats. A municipal airport here is a terrible idea. There are already larger airports 30 miles North AND South of Skagit. When the bridge is impassable, it's a nightmare. Think of what it looked like when the semi collapsed the bridge. That's the temporary impact of nearly every accident before or on the bridge.

These lands are for farming this is a huge part of our lives in Skagit County and for other counties who rely on farming and food source. Also there is an air port right off of Heritage Rd there is no point in building another air port. Use the one on Heritage Rd, upgrade it to meet all the standards.

A lot of our Hispanic population works and takes care of these lands to provide for others. Without them we would have nothing.

In the winter time a lot of these flat lands do flood.

These sites appear to be within sensitive classification unsuitable for development.

These wetlands are important, and it affects lower income people while providing little benefit to them.

They already have Bellingham and Everett north of Seattle.

This action will eventually reduce arable farming land over time with new officials in the next generation. I am committed to preserving our rural lifestyle.

This airport suggestion is a solution in search of a problem. We have regional airports in Bellingham and Everett, both within an hour drive. This airport would be a huge mistake, and would violate zoning restrictions for farmland that are the heart of Skagit County life. NO new airport in Skagit County!

This airport should be south of Tacoma!

This airport would draw people from the north end of the Sound who would have to travel hours to SeaTac to avoid driving through Seattle, helping to draw away traffic congestion from our already crowded freeways.

This and the other proposed sites in Skagit and Snohomish Counties are inappropriate due to agricultural needs/uses and birding migration routes.

This area already has some services provided by Bellingham airport.

this area already suffers from the noise of the navy station flights which is painfully disruptive to the people that don't hear well. i can only imagine the impact on the farm lands and animals that support Skagit County.

This area can not handle this impact.

This area could work better for the growth of the region up there.

This area does not have the resources to accommodate an airport this size.

This area does not serve a large enough population.

This area floods almost yearly. The environmental impacts of building an international airport would be devastating to the wildlife and the farmers who supply conventional and organic food to the whole PNW.

This area floods frequently. I don't see how land in this are could be developed without great negative impact to the surrounding area.

This area floods regularly and is a sensitive environment to over wintering geese and swans. Large birds and aircraft do not mix. The run off from the airport will pollute the rivers and wetlands in the area. This is also in the flight path of the navel aircraft from Whitby island.

This area has already experienced significant noise pollution increases from changes to Air Force base in Oak Harbor

This area has been known and loved for the rural farmlands. Building an airport in Skagit County would transform this area into a metropolitan, urban area and effectively kill the farm and rural charm the residents enjoy so much. There's too many apartments and commercial buildings going in as it is. An airport would drive more people to move away from Skagit County. This would not be a desirable addition whatsoever.

This area has multiple farm land that is used for beef as well as corn for the many beef farms. Their area also floods multiple times during the year. Also traffic for this area will cause more problems then anything. The noise level will make the peaceful valley not peaceful anymore. Adding a big airport will make it difficult get though the valley who live here and make us resent living in this amazing valley. It will also make it difficult for the schools in these areas to be able to get the kids to school on time. Also why would you need an airport so close to the Bellingham airport.

This area has significant flooding issues every year. It would be a nightmare to manage an airport under those conditions. it is also too far north to handle the needs of the high population cities to the south.

this area has significant floodplain impact, the Samish River hosts salmon fisheries and migration, it is an area of Federal Waterfowl migration and stop-overs for waterfowl migration, it is a migration pathway and seasonal home for 60 bird species, it hosts large agriculture and cattle business's, it also contains state, county coastal parks as well as shellfish harvesting, as well as wetland areas. Graham L Kelsey

This area has some of the best agricultural land in the world and you would pave it over? There are farms and schools and churches here. It is also prone to flooding and in a tsunami zone. That doesn't even address the migratory birds, eagles and swans, and the endangered salmon in the local rivers and streams. The cultural impact to the area? Devastating. Another SeaTac strip in rural farm land. NO. Expand Paine field, an already existing airport closer to population centers.

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This area holds hundreds of thousands of migratory waterfowl and if it was developed it would hugely impact the survival of these birds.

This area is a vital farming community, Bellingham is already set up for this type of airport. Why ruin beautiful farmland with the best soil in the country for a commercial airport in the area will not benefit the community or the environment in this gorgeous area. Eastern Washington might be a better option as well

This area is a flood plane, low population, and a agricultural area. The new traffic would be disrupting to the established community

This area is a floodplain, an Important Birding Area (IBA), is loaded with estuaries that have salmon and orcas connected, and is environmentally fragile for already at risk birds of all kinds. Overlooking all of this to support an airport is a big mistake and will have consequences that reach far, far beyond the intended purpose. Please be far sighted and understand that an airport set down here would have catastrophic impacts on multiple levels. Airport development here is going in the wrong direction. Families, schools, ways of life, and nature are far more important than shortening a drive to an airport or increasing the population for related jobs. Both the Skagit northwest and southwest proposals for airport development must be fully rejected. No good will come of it except for the Arline's and county tax coffers. Committees should take field trips out to both the northwest and southwest areas under proposal. Seeing and understanding the amount of nature and interconnectedness will make you realize how bad this "greenfield" proposal really is. These Pacific Northwest areas need to be protected. Thank you for allowing input.

This area is a large farming community.

food, seed, bulb, and meat. It provides a lot of jobs to migrant workers. It's known to bird watchers all around the state, and is a place they move too. It's draw to tourist because of its wildlife and beauty, solitude and an old fashioned way of life. Flooding gets 3 feet high at times In local businesses. There is a large airport just 30 minutes from here.

This area is a rural farming area that a large airport would negatively impact.

This area is a very important migration route and recreational area. Economic impacts will be negative for small businesses. This site is too far from commercial centers and freeways.

This area is actively trying to protect it's farmland and rural character. The area and land are irreplaceable. An airport would be disastrous, destroying our farmland, natural beauty, and create massive traffic problems/roads.

This area is agricultural and has a lot of wildlife, many of them large birds. The noise and pollution created by an airport would be detrimental.

This area is agricultural and/or wildlife habitat and would be completely destroyed by this. Skagit county is farmland and should always be farmland. In fact, I don't know how the property acquisition is considered green, since this area is almost entirely zoned agricultural so there would be a large negative economic impact. There are commercial airports in Everett and in Bellingham. It would be much more logical to add and improve those sites. Or expand the existing county airport.

Last year, this area was almost flooded. Putting so many millions of dollars in infrastructure there would make no sense. Also, if it was built and under threat of flood, the impact to travel would be crippling.

This area is all farmland and it is extremely important to leave it that way, despite the immense burden that it, alone, imposes upon a fragile ecosystem. Airports require immense tracts of land, which, here, would take a huge bite out of the region's agricultural production without mitigating the environmental damage already done. As we remove farmland for other purposes, somebody else will grow our food. We are now getting most of our cucumbers, formerly a major Skagit crop, for example, from India. This must be reversed, and building airports on farmland won't help. Exporting a nation's food sourcing is foolish policy and extremely dangerous. Don't contribute to that folly.

The population of immigrants and otherwise marginalized persons who depend upon agricultural work for their livelihood is very large.

Both of the proposed Skagit locations are just a few feet above sea level (which is rising!) and are subject to very serious flooding.

This region is near the Whidbey Island navy air base, and residents in the area have more than enough disturbance from aircraft already. Pollution from fossil fuels is a serious concern especially in both of the Skagit locations because the area is laced with the sloughs of the Skagit and Samish Rivers. No one wants to talk about the millions of gallons of fuel the navy's jets burn in their incessant flying. This is of course a burden borne by the entire planet, but increasing the impact upon the ecosystem of the Skagit, already compromised by the regional agriculture is, at best, irresponsible.

This area is already getting overpopulated and has a lot of wildlife. It has been a place people go for years to get away from all of the big city action. We do not need this in our area! We are happy driving to Everett, Seattle or Bellingham for our needs.

This area is already within 15 minutes of Bellingham International. Too close to another major airport and too far from the metro area. Also adding a major airport would damage to farming and ecology of the area.

This area is an essential habitat for a multitude of bird species and the state and federal governments have spent significant sums to improve the habitat. The area is also significant for salmon spawning and growth. The flood potential is also very significant given likely sea level rise.

This area is an established and vital winter foraging grounds for many migratory birds. Developing this area for an airport, would not only reduce vital areas, it would be a huge risk of harm to aircraft as these migratory birds would still be in the area.

This area is an important site for many bird species that would be detrimentally impacted by development of a new airport. Please see detailed information developed by the Skagit Audubon Society.

This area is beautiful, home to farms and fields, wildlife, and nature. An airport in this particular location would disturb the landscape, increase traffic, and have an undesirable effect in the community. This portion of Skagit Valley is special and should be protected.

This area is critical to migratory waterfowl and raptors that need places for overwintering. The loss of this habitat would devastate populations of endangered Trumpeter swans, and many other species. Interactions of aircraft with birds would be disastrous for birds and people.

In addition, acres of critical farmland in this area support thousands with jobs and food production. And building in a floodplain is just plain dumb.

This area is extremely environmentally sensitive. The close proximity to the Skagit River would make fuel spills a disaster.

This area is extremely important to wildlife preservation and also to conserving farmland and open spaces. The Puget Sound basin is very important as a migratory flyway, and home to many species of wildlife.

This area is farm land and that's exactly what thr country needs. Farms mean food

This area is farmland and feeds a lot of people. Please don't pollute it. We already have Whidbey growler noise that had to be mitigated due to the severe impact on wildlife. No! Make Everett bigger or choose an area that doesn't grow food for multitudes of folks.

This area is flood plain and useable agriculture land. Why would we talk valuable land that produces some of the most fertile soil in the world out of production. Much of this land is already protected from development in land trust with Skagitonians to preserve farm land. We have intentionally and actively as s community our efforts in place to not end up looking like the auburn valley. Plus many people in Skagit cannot usd their land as they want to already due to water right issues. No no no! This area is full of essential farmland. It is also pron to seasonal flooding.

This area is geographically undesirable for many reasons. Airports are an eyesore and should be built and expanded in areas that are already population centers.

This area is historically too prone to flooding and is close to Padilla Bay Estuary and Migratory birds use this whole area. It is too ecologically sensitive Bellingham already has an airport that you can expand.

This area is home to some of the most fertile farmland in the country.

This area is important to wintering waterfowl, including Trumpeter swans and thousands of Snow Geese. The dangers to both the birds and to aircraft make this site unsuitable for an airport. Skagit County has spent millions to protect farmland in this area and it is the last stronghold for important agriculture in the Seattle to Vancouver corridor.

This area is in a flood plain and already has significant investment as protected areas for wildlife and agriculture. Additionally there are two airports (Skagit Regional and NAS) nearby.

this area is in a floodplain, and will conflict with heritage farmland. Additionally, this will impact hundreds of wild bird and fish species in the area. There is also already an existing airport in Burlington, WA so there is no need for another.

This area is locally known as quiet, farming land. Placing a Sea-Tac sized air port in this area would be a vast shock for locals and instill a great amount of backlash from the community.

This area is not built to support this type of infrastructure. The farmlands of Skagit valley are crucial and Skagit valley is already more populated than the infrastructure can allow. The environmental impacts on wildlife would be cataclysmic. PLEASE DO NOT DO THIS.

This area is not made for a large airport. What makes Skagit special is the farmland and rural communities.

This area is not only important for its farmland, but an important migratory bird area for raptors, shorebirds, trumpeter swans and snow geese. It is also an important waterfowl hunting area. The largest great blue heronry in WA is located in this area.

This area is not suited to this kind of development. People moved out here to get away from development.

A long way away to put an airport!

Please save the valley!

Thank you.

This area is part wetlands and has lots of wildlife.

This area is peaceful and rural. Traffic impact alone would be devastating to the area, it's population and it's wildlife (think migrating birds). We are already overwhelmed with tourists all summer and the road impact is very notable. But this would bring so much more traffic and noise to what is still a beautiful and peaceful farming community. Bellingham and everett already have regional airports that are extremely close to us. This is not needed, and not needed here.

This area is pertinent for food and farming. The environmental impacts are too great, not to mention that many people come to this region to escape the noise, traffic and pollution associated with airports.

This area is primarily agricultural with a lot of land in Farmland Legacy and Farmland Preservation programs. It is more valuable as agricultural land. (It is also mostly flood plain). It is also home to wetlands, wetland preservation, waterfowl migration, game reserves, etc.

This area is prime farm land and migration areas for geese and swans.

This area is prone to flooding - and is home to many migratory and year round bird species. It is also happens to be our home. We value our rural way of life and will not allow to turn our fields and open spaces into more pavement. This region is already served by the Skagit Regional Airport and Bellingham International Airport. CACC be ready to meet serious opposition.

This area is prone to flooding and the annual migration of 10's of thousands of large birds makes it a poor choice both for aviation and the natural environment. It is also the location of valuable farmland.

This area is prone to floods and the value of the land for agriculture should preclude its inclusion in this study for siting a future airport.

This area is some of the last remaining farmland in western Washington. Paving it over and the resulting development would destroy the best farmland in the state.

This area is surrounded by important wildlife and environment. It's more rural and a project of this size would impact the environment as well as people in the surrounding area negatively. The benefit doesn't outweigh the cost, especially when you can just go a bit further south to be in a more populated area.

This area is surrounded by protected farmland and is area for migratory birds. Not to mention that there is no mass population in this area, as it is reserved farmland, and will not be serving anyone. There are already two regional and two international airports within driving distance of this location, and surrounding airports are already struggling to sell enough tickets to not have to cancel flights. This area is too environmentally sensitive for sea life as well as birds, is in too much of a flood plane and is too far from Seattle.

This area is too important for migrating and breeding waterfowl to consider developing into an airport.

This area is too valuable as agricultural land

This area is unique farmland with rich soil. Birds and other wildlife frequent these kind of areas, especially during migrations. This area is mostly rural. The infrastructure is not there to support such a project. The area would be permanently damaged by installing a huge airport. Right now this area pulls in people for the beauty of the area. The tulip fields and Skagit River are just two pulls for people. It is the gateway to the North Cascade Mountains and the National Park. An airport in this area would irreparably harm this. The traffic is slowly growing in the area. I can't imagine how an airport would negatively impact the traffic and quality of life for the people of Skagit County and Whatcom County.

This area isn't well served by efficient means of transportation and it doesn't serve a large population.

This area of Skagit County is heavily in agriculture and zoned as such. Any attempt to change that zoning would meet with fierce, long term and expensive opposition. Also, most farm workers are Spanish speakers and fall under the ENVIRONMENTAL JUSTICE category

This area of Washington is a prime reason why so many people from different states and countries visit the Pacific Northwest. From the view that puts you in awe, to the serene sounds and smells of our local agriculture. From the nearby whale watching to the country's finest tulip festival. Putting an airport smack dab in the middle would not only be a major eye sore, but it would put animals and sacred lands of our Native American family in jeopardy. From the bottom of my heart, this cannot be an option you'd consider.

This area provides critical bird habitat; it overlaps the designated

Samish/Padilla Bays Important Bird Area. In fall and winter, birders from far and wide travel here to see five falcon species, including gyrfalcon, a wide variety of subspecies and races of Red-tailed and Rough-legged Hawks plus many Northern Harriers, Bald Eagles, Short-eared Owls, and some years, Snowy Owls.

This area routinely floods & is the home to hundreds of raptors.

This area will flood frequently and catastrophically.

This area would adversely impact the regional agricultural needs within this area

This area would be too far from most population centers to be useful as an airport. Additionally, development of this area would have a tremendous negative impact on a rural community that depends on agriculture and small farms.

This at least does not look like it will displace people already living in the area

This county is home to thousands of snow geese in the winter. It is rich in agriculture that supplies food locally and further. It is home to the Tulip Festival. It has numerous farmers' markets. It is a great source of tourist revenue.

This development would directly impact migrating fowl, quality of life in Skagit county and the natural aesthetic value so important to Washingtonians.

This farming land is valuable to the not only the state, but the country. It is also the livelihoods of multiple families in the area.

This farmland is some of the best in the world, how awful it would be to cover this amazing place with a commercial airport? This is really a bad idea, that will completely change the valley, and not for the better.

This farmland is the second richest soil in the world next to the Nile valley. It is under water over 60% of the year. Why would you destroy this farmland, which is home to protected species of birds, fish coming up the skagit river, and important to our food supply? Why not use existing airports like at Bayview, Pain Field, or Bellingham? Total waste of money and destruction of our environment! Completely incompatible.

This fertile soil needs to be used for farmland not covered up as a runway.

This floodplain is a rest stop for many species of birds throughout the year. How in the world could it even be on the list????

This has a huge amount of migrating birds such as trumpeter swans and snow geese. No way is this a good idea

This has to be the worst idea I've ever seen, and how did you get a green for "incompatible use" and "wetland impact"? This is largely farming and recreational space, so it's a completely incompatible use, and it is inundated a good period of the year, so it likely would delineate as coastal wetland in places. Pushing huge numbers of people through these narrow roads and small towns is not a good idea. There are huge numbers of migrating birds in this area- not only will you displace them, you'll be killing swans, geese, raptors and ducks so they don't get sucked into plane engines. You will displace hunters, wildlife watchers, and destroy farmland, plus likely have emissions and runoff problems that impact wildlife already harmed by industrial agriculture (eg avian flu) and climate change. Seriously, did no one actually get out on the ground and look at this?

This in the migratory wildlife path. It is also really wet ground and in the flood plain.

This includes ecologically and agriculturally important areas that would be greatly impacted by the footprint of the airport as well as the commercial sprawl that will follow, plus flooding is going to get worse with climate change.

This is 90% farmland, some of the best. Stay out, will be protested.

This is a beautiful and rural area that many people love dearly. This would absolutely destroy the entire area from Bellingham to Mount Vernon. This is a terrible idea, please please do not build this here.

This is a beautiful and untouched area, that needs to stay small and less populated the way it was intended when first homesteaded.

This is a beautiful natural area near a destination birding site, the "West 90". Edison is a rural town that feeds a need for thousands of city people to get away for a Day. This would completely change the character of a simple area I love.

This is a beautifully scenic area which is also an important resource for wildlife. It would be a travesty for this natural area be devastated.

This is a crazy location for a future airport. Have you heard of sea level rise? Plus, there is already a perfectly good airport right next to this site which can be expanded if needed, before that too is permanently flooded. This is a long term planning study, right?

this is a crazy place for a big airport, lots of homes, farms , wetlands and too much traffic already, there is an airport in bham already and everett and a small airport in bayview

This is a critical farmland resource. Skagit County farmland soil is the best in the world. Taking it out of production would be folly. The area is also critical wildlife habitat and is located located in a flood plain. The Samish River is important salmon habitat. All benefits of the area would be irreparably harmed due to such a large scale project.

This is a critically important migratory and overwintering site for birds.

This is a farm county

This is a farming community and the residents wish to keep it that way. It will create a different environment and many people in the area rely on small farmers locally owned for their incomes and this will take away from everyone in the community and make it less desirable also driving down housing prices since no one wants to live near an airport that huge.

This is a farming community! I've lived here my whole life and have seen the traffic problem grow as more and more people move into the valley!

We don't need airport traffic contesting our streets even more! People were complaining about the Whidbey Island Naval Air Station airplane noise, an airport in our backyard would make it way worse!!!

We need to save our flat farm ground for farming! And we have problems with flooding! The Skagit and the Samish Rivers both flood and that's concerning! We don't need more cement to cut back on ground that absorbs the rainwater!

Definitely a No!!!

This is a farming community, there is not adequate space for the influx of people that another airport would bring. Farmers are already required to make amends for proper drainage and natural vegetation along waterways, what does that say to farmers if you take away their land in the name of water conservation only to add a massive airport?

This is a farming community. You like to eat don't you?

This is a Farming County! We don't need the noise or interruption of crop growing.

This is a farming town. An airport is not appropriate or needed here. There is an airport north in Bellingham and south in Everett. Our community will fight this with everything we have. No airport. End of story

This is a flood plain and floods will only get worse with climate change.

This is a flood plain in an agricultural area, in a county that is trying to limit sprawl. I'd like to see this location taken off the list of possibilities.

This is a horrible location for an airport. This area is prone to flooding and is located in a prime agriculture area. There are increasingly large populations of native swans and geese that overwinter here. The area is full of conservation easements - a reflection of the importance of this farmland and bird habitat. People come from all over to photograph raptors, swans and geese birds in winter. This would pose a huge conflict to jet traffic and public safety. Bad idea

This is a huge floodplain in addition to being one of the most important areas for migratory birds of all types: shorebirds, raptors, geese, ducks and swans. Economic devastation to the agricultural community would happen.

This is a large bird migration rest area in their path to and from the Arctic.

This is a major agricultural valley, which would be negatively impacted by less land for crops, more traffic and more noise.

This is a migration corridor for many species. This area will definitely flood

This is a migration zone for critically endangered birds. There is no mitigation for air traffic. Due to SeaTac, Vancouver Intl, local hobbyists and the Navy airbase, this area is already heavily impacted by current air traffic.

This is a peaceful rural area. The noise of an airport would be untenable. This is a refuge for migrating birds. It's right on fragile estuary and wetland ecosystems. Doesn't seem like it would serve passenger demand either.

Put it up in Bellingham somewhere that has previously been paved over. Don't add MORE pavement in our rural community.

This is a prime migratory destination for tens of thousands of large migratory birds such as snow geese and trumpeter swans. The Samish Flats are arguably the premiere birding hotspot in the Pacific Northwest; people travel here from the entire west coast. It would be a travesty to put an airport in such a location.

This is a quiet, beautiful, enjoyable area. Please do not ruin it with aircraft noise, ridiculous amounts of traffic and the eyesore that an airport would be.

This is a rural area, known for its fertile soil for farming, especially the farm land.

This is a rural community, bringing an airport would absolutely destroy the community

This is a rural county; we like it that way! The traffic congestion, noise, and pollution would have unimaginable negative effects on this county. NO! NO! NO!

This is a rural farming area and would be negatively affected. Also it would affect the flood plain. This is a rural, farm area and is no place for a large airport. Keep the city in the city and stay out of our farmland.

This is a sensitive wildlife area and there is no demand for an airport in this area. Further, although the airport in Bellingham is very close by, it is not shown on the map. It makes little sense to site an airport in an area of productive farmland

This is a small community, in no way do we want it to become another Seattle! Leave our small town way of life alone, there is no place for an airport here!

This is a special part of the region that still has that small town community feel. There is Bellingham, Paine Field, and SeaTac all within less than 2 hrs of this area. We've seen what SeaTac has become and where Everett is headed! NO AIRPORT anywhere in the Skagit region.

This is a terrible idea. The Skagit valley is a treasure and should not be irrevocably tainted by a huge airport.

This is a vanishing habitat. No to using this land.

This is absolutely horrifying to the wetland spaces, farmers, and will result in catastrophe for the region if you remove the wetlands. You will experience unprecedented flooding to surrounding developed areas. This is horrifying and STUPID. Do NOT. Do this.

This is absolutely not a good location for a new airport as it would negatively reduce farmlands. Not to mention that there is not the population in this area to warrant a new airport. Bellingham & Everett are close enough to serve this area.

This is agricultural land

This is agricultural land for food production, we don't need a airport in this area. This is agricultural land which is needed to feed our population.

It is a pristine habitat for birds.

It floods.

This is agricultural land. If residents can't construct new homes because of the GMAs in place, then a sprawling concrete covered airport should not be built there. Utilize the existing Bayview Airport instead of ruining additional agriculture land or people can drive north to Bellingham to utilize their under used facility.

This is all flood prone farm land and without the road infrastructure to accommodate this size of airport.

This is already within a 90 minute drive of SEATAC. It is also within a 90 minute drive of the Vancouver Canada airport. The area is well served by two major airports, and there is also a regional airport nearby. This would put an absolutely unnecessary strain on a small, rural, majority BIPOC area that doesn't have the infrastructure to support this. The area is dramatically overloaded each spring with tulip festival traffic, and it's clear the roads, etc. do not have the capacity for a dramatic increase in traffic from an airport. I would also be concerned about the increased air and water pollution for an area with farmland producing food. The area also floods frequently, and I'm sure a large area paved over would exacerbate flooding in the area, further impacting the population and disrupting airport service.

This is an agricultural and farming community, no, just no.

This is an agricultural community and an airport would ruin the integrity of the area

This is an area that has been fought for and ferociously protected for many years. The destruction that an airport would bring is honestly kind of unimaginable. Livelihoods lost, farms destroyed, bird sanctuaries invaded, vitally important salmon rivers wrecked. The noise pollution would be miserable, traffic incredibly disruptive. An airport and the havoc it would wreak would be devastating and heartbreaking for the families that have lived and loved this amazing area for so long.

This is an area that should remain unspoiled - the few remaining areas that allow for bird migration. An airport would interfere with and be endangered by bird migration and spoiling an area that is rich for birding activities. Please no!!!

This is an area where birds, like blue herons, eagles, swans, snow geese, and lots of other migratory birds come during the winter to fuel up before their next journey. We need to preserve their ever-shrinking land. We need to restore the land that was part of the Salish tribe now before it's too late. This is also a floods plane area.

This is an environmentally sensitive area for migratory birds and productive farmland. An airport would have drastic negative effects.

This is an essential agricultural production area. Do not put at risk our food supply. Hasn't the past three years shown our country's Poor planning in the area of essential commodities such as computer chips, fuel and groceries. Not to mention inflation. Skagit county is also prone to severe flooding issues and has a long Native American cultural history . This area is unsuitable for a large airport.

This is an important wildlife area and a wetland which is extremely vital to our ecosystem. Extra traffic, noise, and emissions would damage our area.

This is an important wintering area for birds such as swans, geese, and raptors. Why screw it up with an airport?

This is badly needed in Washington state not to mention the economic impact of tourism and jobs it will bring to a depressed region

This is beautiful farmland and destroying it cannot be undone.

This is beautiful farmland. An airport would destroy the farmland and the beauty. An airport should plan for the long term. This area will flood frequently within a decade and perhaps be under water in a few decades. Also being so close to Bellingham airport, put money into expanding Bellingham instead of a new site. This area also has great outdoor recreation that will be ruined by an airport.

This is beautiful quiet farmland with a long history. It should not be turned into an airport. Plus Skagit is right between SeaTac and Vancouver, why would anyone want another airport here?

This is critical bird habitat, and will hurt wildlife if any development is attempted here.

This is critical farmland and also is subject to river flooding and the possibility of sea water flooding if a dike should fail

This is critical farmland and migratory bird/salmon habitat. It should not be considered for a project of this scale. A facility like this here would be devastating environmentally and economically. Very likely to flood in a rain event as well. Bellingham and Payne Field are equidistant so not needed.

This is critical farmland and/or wetland. It would adversely impact both the agricultural economy and the environment. It would impact birds and fish in that area and be subject to flooding from the Samish River basin.

This is critical farmland, flood plane, and salmon restoration habitat. The population reach wouldn't make sense.

This is critical migratory bird habitat.

This is designated farmland, with a very high water table.

Traditional and historic wintering grounds for snow geese and swans.

Close to whidbey Naval Air and the jets that already fill the skies with noise and pollution. Major conflict of activities.

No roads to support all the traffic. I-5, as the primary corridor can't handle the current traffic load.

This is extremely valuable farmland, absolutely not to be converted to concrete. In addition, it is a valuable habitat for thousands of large migratory birds such as snow geese and swans, which are totally compatible with farming. Unlike airplanes. It would be outrageous to compromise this valuable ecosystem in order to build an airport. Also flooding could be an issue.

This is farm country and needs to stay farm country

This is farm land and should stay in farm land. This is the heart of what makes Skagit County great. I attend Edison Lutheran which has been here for over 100 years. The church is within your circle. The birders come to this area from all over to try for a 5 falcon day. Wintering swans and snow geese depend on these fields. There are eagle nests. People who fish and those who hunt waterfowl use these lands. Do not take away what makes Skagit magical.

THIS IS FARM LAND AND WOULD INTERFERE WITH MILITARY AIRCRAFT TRAINING TO PROTECT THE UNITED STATES! DO NOT EXPAND SEATTLE TRAFFIC CONGESTION. THERE IS NO WAY THAT NOISE AND EMISSIONS WILL BE MITIGATED.

This is farm land for farms not your stupid planes. There's already an airport in Bellingham, expand that one.

This is farm land that needs to stay as farm land. We need the agriculture in skagit county.

Also the area always has a major threat to flooding and with the threat of an on coming earthquake and other major catastrophe an air terminal there seems to me to be in a very vulnerable position. Which wouldn't allow it to be of much use.

This is farm land. Go to SeaTac international if you want to fly

This is farm land. There should absolutely be no reason for an airport here. This is totally ridiculous.

This is farmland and agriculture area. We don't need more pollution in our area. Keep skagit county free of that. Also I don't think many people who have lived in this area for years would appreciate it. That also means more and MORE traffic and then that means having to redo the freeway more lanes, more roads ect ect. Definitely not a wise choice. Keep it how it is.

This is farmland and also habitat for many species of birds.

This is farmland and floodplain, most recently flooding in November 2021. This is nowhere near highly populated areas, and is just 30 minutes from Bellingham airport and less than one hour from Paine Field. The need in this area does not outweigh the environmental impacts building here would have not only related to farming but also the king salmon run on the Samish river.

This is farmland and should remain as such. An airport would ruin the rural feel and increase noise pollution.

this is farmland and yes it is all flood plain, We need to keep farmland!!!!

This is farmland! This is a migratory bird route! There is no mitigation for loss farmland nor is there mitigation for destroying the life sustaining migration routes by stealing the land and intolerable noise ! These ideas are no from the start!

Sara Cooney

425-369-1248

This is farmland!!! Why not expand the existing Bellingham airport??

This is farmland.

This is farmland. I prefer eating to flying. Skagit county dies not have the infrastructure nor the ability to provide access to a major airport. And your digging into tulip land in this area too.

This is farmland. Keep it that way.

This is farmland. We don't need an airport in the middle of it to ruin our county.

This is fertile farmland that is most valuable for growing food NOT paving for an airport!

Paine Field is worthy of more review for expansion.

This is generally very flood prone . Any development to make an area as large as an airport flood safe would have the effect of making all adjacent land that much more flood prone. Also this is an extremely important area for water fowl and raptors.

This is historic farmland and is near and dear to our communities.

This is home thousands of wintering snow geese, eagles, short eared owls, raptors and song birds. Not to mention prime salmon breeding ground in Padilla bay and Samish River. This would impact the heart of this area.

This is important Farm Alan's and wildlife habitat for many birds and other animals. It would have horrible effects on local communities.

This is in the heart of local farmland and an airport would not only impact crops and local farming, it would destroy habitats for local wildlife.

This is insane, especially in light of global climate change.

This is just a DOT exercise in spending money for a need that doesn't exist. This Skagit County Northwest location is just 30 miles south of Bellingham International Airport and 40 miles north of Payne Field Airport. These two airports already exist and already handle large, commercial jets on scheduled routes. This proposed airport is not needed, expand Bellingham and Payne Field instead. PLUS...this whole area will be under water by 2030 due to climate change and the predicted rise of the oceans.

This is lovely quiet community that already is experiencing Seattle like traffic along with homeless people coming up from there. We do not need to add anything more.

This is mainly farmland and floods almost every year. Terrible spot for an airport, leave the countryside there alone.

This is much needed farm land.

This is my home and it would take away one of the wonders of Western Washington that so many people come and visit. To place an airport here would utterly destroy so many people way of life. Please place it in a more urban area like Arlington.

This is my hometown and this valuable, rich farmland needs to be preserved.

This is not a good site - due to environmental reasons. It is a very

bad choice. Ground traffic also makes this a very poor choice.

This is not the area for a new airport.

This is not the type of endeavor we want in our county. We live here rather than the busy areas of Snohomish & King County for a reason. This endeavor would ruin our laid-back, farming, country type living. Having become a "bedroom community" for Seattle is bad enough! NO, NO, NO. We fought against a nuclear plant years ago & I believe the community will fight against a large airport in our area.

This is one of the last areas left in Western Washington that hasn't had its ecosystem devastated by commercial/industrial companies. Visitors come to hike, enjoy the tide pools, and the view is extraordinary. The residents who choose a life away from hustle and bustle of the city, choose Mt. Vernon and the surrounding areas. Incorporating such a large commercial endeavor will surely end life as the residents know it, more traffic jams, inflated home/property prices, the area will lose those farming areas, the tulip festival would have a nice consistent rumble of jets overhead or nearby. Please keep this area as a preserve.

This is one of the most significant areas of bird habitat in western Washington. Please see the 8/14/2022 comment letter from Skagit Audubon Society for details.

This is precious farmland and should be preserved! Put the airport near the urban centers.

This is prime agricultural land located in the floodplain. Given the increasing water availability issues for ag land nationwide, taking ag land out of production for a regional airport is ill advised
this is prime agricultural land, it will not fly

This is prime farmland for berries, potatoes etc. There is fishing along the river and wonderful small towns and roads to bicycle and drive. The damage to bird life would be tremendous and unforgivable. Trumpeter swans, ducks, herons, eagles and shore birds depend on this environment as it is. Recreation and tourism would be ruined as well.

This is prime farmland that is key to keeping a proper food supply.

This is prime farmland that should rank as more important than an airport.

This is prime Farmland. Also in proximity to Padilla bay this will destroy the ecosystems.
This is PRIME SKAGIT FARM LAND. Over 70 % of the worlds seed crop is grown here.

Trumpeter swans and eagles migrate here every winter.

Why would you even CONSIDER ruining this pristine environment.

Enlarge Bellingham airport or Everett or south of Arlington. Leave SKAGIT COUNTY ALONE.

This is pristine farmland, some of the best soil in the Nation. It floods yearly. It is Nationally known for raptors of all kinds and is a wintering ground for snow geese and Trumpeter swans.

This is pristine farmland. You would permanently ruin this beautiful and fragile ecosystem and provide a further influx of people to an area that cannot accommodate them.

This is pristine land that should not be developed. Flooding will disturb this area.

This is prized farm land throughout and cannot be replaced. Environmental impacts would be significant.

This is protected farmland and a state treasure! Imagine the terrible impact this would have on local wildlife, salmon, eagles farms/farm animals. Absolutely no way this should be considered for this special area.

This is rare open farmland that still exists along 1-5 corridor. There are massive flocks of swans that stop on route here to rest. It would mar a stunning and beloved area. Please in all things holy DON'T create an airport anywhere near here. Furthermore this area is notorious for flooding and with climate change this will only get worse

This is rich farmland that does not need to be paved over for a noisy airport. It will add noise pollution and air pollution to this abundantly rich fertile farmland. Please do not destroy this area and pave it over for yet another airport.

This is ridiculous we are in a rural area and would like to keep it that way. Make SeaTac bigger if you think you need more space or Paine Field. Traffic is already getting bad on I5 here I can't imagine how much worse it would be.

This is rural farmland area.

This is some of the best - increasingly rare- farm land in the country!! DO NOT waste this precious resource on an airport!

This is some of the best and most productive farmland in the country. It is also home hundreds of thousands of migratory birds. Additional hundreds of eagles and hawks make this their home. There is a significant salmon river that runs through the middle of this area. All this wildlife is not compatible with an airport use. Additionally this area floods every year. Why not expand existing airports or look at land on the east side of the mountains such as Moses Lake.

This is some of the best farmland in the world as well as bird habitat. The flooding in this region would affect the airport as well as the airport affecting the surrounding farmland and water run off. The population in this area is not large enough to serve this airport size and with all of the viable farmland taken away, there would also be a very probable influx of housing that would also take away from farmland. This is not the best location!!!

This is some of the richest farming land in the state! We cannot lose that!!

This is some of the most productive farmland in the state, actually the whole country for that matter. Let's not take away farmland and make ourselves more dependent on other countries for our food. This is still an open, less developed area where residential impact - displacing communities - would be less.

This is such a beautiful area of farmland and wetlands. Do not destroy it.

This is the most ridiculous thing I have ever heard of this town is special to many in the area and you will run out all the camping generations who have lived here forever! No no no

This is too far away from the major city of Seattle and King county to be an effective use of an airport.

100 year floods in this area are becoming increasingly common with global warming impacts.

Also, as a resident I am greatly opposed to this location for an airport.

This is too far away from the Metroplex to be useful. This would also have a detrimental effect on farm output in the region by destroying a large portion of arable land in Western Washington
This is totally unnecessary. Put in county shuttles to Seatac.

This is unnecessary and would take away precious farmland. Do not take away our farmland!!

This is valuable farm land being taken away. People live in this area for the calm open space, not to have planes flying over disrupting them and startling their livestock all day long.

This is valuable farmland that we all benefit from!

This is viable farm land and has river and flood plain issues

This is viable farmland which is farmed and working farms of minorities

This isn't a big city.... we are in no way shape or form equipped to handle a full demand airport in our region nor do we want it here!!! Please stay away from Skagit County.

This land flooded last year and is likely to flood again. If the land were raised those floodwaters would likely go elsewhere. In addition this is a winter migration area for snow geese, eagles and swans. There is potential for aircraft bird collision. Farmland is the best and highest use for this land

This land floods on a regular basis. This is protected farm land. A big airport here would change the whole life of Skagit County. Traffic is already an issue a good portion of the day. There are many migrant workers living in the area, vital to the farming industry. People call Skagit Valley "Paradise" because of the beauty of the fields and farms. An airport of this size would change everything.

This land has been protected by the citizens of Skagit County for decades, not with the intent that a committee of few could decide it should be turned into an airport. Expand the existing airports, no one wants more airports, they're happy with the ones we have. Adding more could serve more people but will also destroy more peoples lives and contribute to sprawl.

This land is sacred. The impact this would have on the environment would be devastating. It's a bird sanctuary for migratory birds. There are already too many airports...Sea Tac, Everett, Bellingham and many more smaller ones. Please remove this area from further developments of airports. Heartbroken to see this even be considered.

This land provides farming to many families.

This level of facility should be in a densely populated area for better access and farmland should remain and not be compromised

This location is highly productive agricultural land which is farmed with highly coordinated crop rotations. Many of the parcels on this map have been protected from development with permanent conservation easements purchased from the landowners with public and private, non-profit funds. This land is too valuable for growing food and seed stock for the world. It cannot be given up for pavement.

This location is too far from most to be practical. The area is mostly farmland and should not be impacted.

This location seems to make sense, expanding the regional airport to the north, rather than trying to cross 20.

This location would be extremely devastating to migratory birds salmon and agriculture

This location would significantly impact the remaining availability of critical agricultural soils for our state and region. These land are designated for and should be protected for agricultural production.

This makes absolutely no sense. I-5 to Anacortes is often at a standstill due to traffic and can barely handle tourist traffic in the summer. How can it handle a regional airport? Paving over the beautiful Skagit Valley for an airport would be the environmental crime of the century.

This massive increase in large airline flight activity will negatively impact the wildlife in the Salish Bay area surrounding fidalgo island. Additionally, the increased road traffic volume will overwhelm the area which already becomes bogged down due to festivals and tourism year round.

This not only environmentally be harmful to our local farmland but it would also directly and negatively affect our migrant workers who need jobs and housing here.

This note applies to all sites: NONE of these sites should be considered. There is already far more than enough capacity available at Paine Field and McChord for any and all future growth, not to mention how much more effectively we could use Sea-Tac in combination with a regional high speed rail system.

This option would help the Airport traffic in King county.

This place is one of the FEW places that isn't crazy over populated!! The freeways are not big enough for an airport here! Snohomish or Bellingham or better option! We need our farm lands

This plan would significantly and negatively impact the environment here. Noise, emissions, disrupting incredible bird and other wildlife sanctuary, a significant impact on people of color are reason enough to make this site a poor choice. Make Seatac more accessible, make more parking where the lightrail ends and help people get to seatac more easily, more flights from Bellingham, Paine Field. Anything but this plan.

This property is home to migratory birds, is flooding with more regularity and would impede access to those people who live on Samish Island.

This proposed area is a world class birding destination for many people. It's located in the Pacific flyaway for migrating birds. It's inconceivable that an airport can even be considered here. Please check your environmental impact and learn how a proposal airport can be highly destructive to the birds and the local environment. Thank you for your consideration.

This proposed site is mostly farm land, it would be a shame to lose more farm land to development of any kind. There are also 3 elementary schools within that circle. The Samish River also runs through there and floods almost every year.

This proposed site is on prime farmland. It is in productive use and is part of a necessary agricultural minimum acreage to sustain the important production of food in Skagit County. It is also home to swans, bald eagles, and many other species of birds, and rivers and creeks where salmon spawn. On top of all that, it is in the floodplain and is commonly flooded in the winter and early spring. The residents of Skagit county have worked long and hard to preserve the natural resources in our community, which provide the whole State with benefits that far outweigh anything another airport could provide. We should be preserving the natural resources, not paving over them, destroying rural lifeways, and flooding a natural wonder with traffic it does not want.

This region is sensitive and productive as it is to the citizens and taxpayers. Do not disrupt this habitat.

This rural area proposed for a new airport provides not only valuable critical habitats for Western Washington's wildlife population but also provides grazing areas for livestock and space to grow our fruits and vegetables. It would be foolish to destroy extensive wetlands, frequently flooded areas and salmon bearing streams which are all offered special protections under the Growth Management Act. Skagit County NW is not a suitable site.

This is some of the most prime farmland, salmon fisheries in the world. The feature of the chunks it mountain meeting the Salish sea is extremely rare and needs preservation. Environmental impacts would be untold. To develop it would be greedy and a crime against humanity.

This site does not meet the needs of the project. The scope specifically identifies certain parameters outlining the need to serve a large portion of the population. This is not an option, based on the purpose of the project.

This site has good potential traffic access but is very far north to serve the major growth corridors. This site is a beautiful natural area and is prime habitat for fish and wildlife. Other protected lands are paid for by state and federal public funds for wildlife conservation, agriculture and open space to conserve some of the most important fish and wildlife habitat in the western USA.

The site floods routinely.

The site is extremely vulnerable to sea-level rise over the next 100 years.

The site is surrounded by permanent conservation easements (CE™s), in place primarily to protect prime agricultural land and open space.

Skagit has worked hard to keep its renown farmland intact.

Conservation Easements can only be undone by eminent domain which would be extremely unpopular.

This space should be left open and protected. There is not room between the conserved lands in these areas to put in up to three 11,000 ft runways.

This site is highly unsuitable for many reasons: protected farmland surrounding, extremely damaging to native bird populations, would take jobs away from bipoc as farming is hugely prevalent in this area, too far away from other airports to be of any assistance. Also traffic, pollution, construction, air traffic increase from this would be damaging to local economy, residents, native birds and other wetland wildlife, farmers, farm workers and immigrants.

This site is in a flood plain. It's also in a migratory bird pattern

This site is incredibly rich farmland and also flood plain territory. With large airports in Everett and Bellingham, another commercial location along PugetSound is not necessary.

This site is on precious farmland that is subject to frequent flooding. Preservation of farmland is the number 1 priority for land use in Skagit County. I will happily travel to Bellingham or Paine Field to save our farmland.

This site is on protected farmlands and some of the most productive farmland in Western Washington. Farmlands should be preserved for the economy and health of the citizens of our state, and for future generations. These farmlands cannot be regained once paved over and destroyed. Preserving productive farmlands must be an environmental priority, especially with the current significant effects of climate change.

This site is rural farmland close to the samish river. It floods yearly, we need to protect our farm lands. This area also has low population and wouldn't make sense to serve the population. This would also impact the swan migrations and negatively affect the salmon. We have an airport in Bellingham already and Everett. Whidbey island residents can utilize the ferry to get to SeaTac. This site is too important to our agricultural community.

This site should be a non-starter. It sustains what is likely the most abundant raptor population in the continental US, provides critical habitat for an abundance of waterfowl, owls and other wildlife, and serves as productive farmland. In addition, it is subject to flooding and sea level rise.

This site sits in 100-year floodplain, floods routinely, and is extremely vulnerable to anticipated sea-level rise; These lands are protected prime agricultural land, and there isn't enough room for 11,000 ft of runways; this is a critical area for migrating birds; the Skagit River system, the most important river for native fish, would be threatened by pollution; it's an area of significance for local Tribes and for the fish and wildlife they co-manage. This project would devastate our people, our water, and our protected land.

This site would destroy one of the remaining developed farmlands and natural shellfish habitats in Western Washington. In addition, nearby mountainous terrain would limit access and the remaining pattern would create fly over noise issues with the Burlington, Mt. Vernon, San Juan Islands and Lummi Reservation.

This site would heavily impact as it is a vital area for migratory birds. Padilla bay provides a mudflats that feeds thousands of birds. Increased air traffic would profoundly impact the many birds that winter in this area and their flight paths. The area is also part of the most important wintering area for the west coast trumpeter swan population. It is of EXTREME importance to preserve what little is left for our native bird species.

Increased storm water runoff would also impact Padilla bay, and the Salish Seas.

This site would require significant fill to raise the site above the flood plain requiring the destruction of valuable farmland.

The Chuckanut Mountains to the north of the site would significantly limit the landing approach putting Mount Vernon and Burlington directly in the noise path of aircraft.

This Skagit Flats area is a critical migratory bird wintering area. Please reconsider this as a site for an airport. The ducks, geese, swans, raptors and other wildlife deserve consideration and conservation. Protecting our wetlands should be a prime concern.

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

**There is already an established airport near this location. Improve that one.

This survey fails to recognize the amount of agriculture this airport would displace.

This will cause a serious negative affect to our local ecology, we rely on these fields for crops, the local animals in this area would most likely leave due to the large amounts of air traffic and severe increase of population traffic as well. Skagit county is one of the largest producers of crops in the west side of Washington with some of the most fertile land. Constructing this would damage not only our environment but the surrounding area. Skagit county does not have the infrastructure to support this airport either. Our roadways are under developed a long with it will cause more harm than good.

This will completely disrupt the wildlife for decades to come.

This will damage the local environment and natural beauty of the area.

This will destroy critical farmland and wreak havoc on the interstate and highway. We are not equipped to deal w/ an airport of this size.

This will destroy farm land!

This will devastate the nature of the region.

This will impact everyone especially low income, farming, workers.

This will negatively impact Skagit farmland and our BIPOC communities.

This will provide a viable option for travelers from Bellingham and may even bring in money from Canada. It will attract people from as far south as southern Snohomish County since the drive will be easier than getting to SeaTac when traveling to places Paine Field doesnâ€™t service.

This will ruin home values in the area. People live in this rural area for peace and quiet. Also there are thousands of migratory birds that use this area and will also suffer from such development.

This will ruin the farmland, the tourism for birds and agriculture and forever alter a gem of the Pacific Northwest. There are other places to do this. Please not here.

This would add more traffic to the area of Skagit County.

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities.

This would be a ridiculous way to waste valuable farm land not only by destroying it for a airport that no one will use cause no one will want to land in skagit county

This would be a wonderful location for those of us who are north of Bellingham. I live in Point Roberts WA, and while we used to fly out of YVR in Richmond BC, that opportunity was no longer available and has only recently become available to us again. Bellingham airport used to offer many more flights on Alaska Airlines, but now they only fly to Seattle. I have been traveling back and forth between PR and Los Angeles this year to help my elderly mother, and have driven seven times to SEATAC and once to Paine. It turns what should be a three hour flight into a six or seven hour journey with the drive to SEATAC. An airport in Skagit County would be a marvelous option and so much closer for those of us in northwest WA.

This would be absolutely horrible for this area!!! There is no need to put an airport here!!!!
This would be an amazing location to serve our area!

This would be an excellent location for a new 4 runway airport. Flood threats could be mitigated
This would be an incredible thing for the people on the islands that have to travel so far to SeaTac through traffic.

This would be catastrophic for farmland in Skagit! This would inevitably remove the protection from our precious fields, impacting everyone negatively. The noise, increased traffic and increased pollution would be absolutely detrimental to our environment! This is appalling to even consider- we have airports in Everett and Bellingham- we do NOT need one in Skagit!

What consideration is being given to the Farmers? They literally grow food that feeds people here in Skagit, and across the Country. What consideration is being given to the field workers? These are people who often work here seasonally and depend on this income, they have families and would be greatly impacted by this is a most negative way. NO ! We will not stand for this! The people of Skagit County will rally together to fight this!!!

This would be devastating for the agricultural areas of Skagit county. We don't have the infrastructure to support something of this size. We don't even have a mall here.

This would be extremely disruptive to farmland and life in the valley. It already has an airport and doesn't need a massive one the size of SeaTac disrupting natural habitats and natural beauty of the area

This would be extremely irresponsible to ruin that much native ground and the wildlife that lives and migrated through. Not to mention the hundreds or thousands of people who would lose their homes. This is the worst idea this state has ever had.

This would be harmful to the salmon and wildlife in the area. Also 2 lane freeway can not handle current traffic.

This would be my preference and I would use it.

This would be terrible for the agriculture/bird migrations of this beautiful area. ABSOLUTELY NOT.

This would bring industry into the Skagit valley, reduce traffic going south towards SeaTac, and better serve Bellingham, and the Skagit valley area.

This would completely ruin the valley. This is FARM LAND!! This valley is famous for the beautiful tulip fields. Why would you even consider taking more farmland when food is at an all time high! Not to mention all the airport options that are already between seattle and Canada!! Look farther south or East!

This would destroy countless homes and displace families

This would destroy the beautiful landscape and farmland of the area.

This would destroy the lifestyles of those dependent on regional and seasonal industries

This would destroy valuable farmland and rich soils that cannot be found elsewhere or replaced.

This would devastate farmlands.

This would disproportionately affect BIPOC and lower income families. Most of that area is farmland and it floods as well.

This would disproportionately effect historically marginalized and underrepresented populations.

This would eliminate valuable farmland that contributes significantly to food production. A commercial airport would eliminate, forever, this area's ability to produce food to feed our growing population. This area also is a habitat for waterfowl as they migrate during the winter. This migration contributes to tourism which impacts the region's economy. This area floods regularly each winter and large swaths of pavement would impact water flow patterns and the houses/properties of current residents.

This would greatly damage the entire community along with farmland of Skagit valley. This is one of the few counties left in the state with such fertile farming areas. The increased traffic would significantly inhibit the farm workers and equipment.

This would greatly impact the small town of Burlington and really show that we do not

Have enough road space to accommodate for the amount of traffic that would be coming through. Our freeway is only 2 lanes and there really is only one road to get to an airport out that way. The flooding is also terrible out that way and is a huge habitat for waterfowl in the winter

This would have a devastating impact on the Skagit valley community. A place filled with farmland and a small town feel would perish. Traffic would be horrendous. Keep Skagit wild. Do not build a huge airport here!!! Also I know lots of people in Skagit who drive to SeaTac to fly out and no one has an issue with the drive. If they are living out there they already know it's a drive to do much of anything and they are OK WITH THAT. Being out in the country is one of the main reasons people move out there- NOT to be close to a giant airport.

This would have a horrible effect on the migratory bird populations.

This would impact agriculture in the area and the lives depending on it including those who are a minority and those who are low income.

This would impact our farmlands and affect our personal properties around this.

This would negatively impact a rural county where farmland is already immensely impacted .

This would negatively impact major waterfowl wintering grounds and irrevocably change the nature of the Bow-Edison area from a quiet, rural, agricultural region to another busy suburban hub. It's highly unlikely that the floodplain could be maintained in its present state once a major airport and all the attendant roads and structures were built.

This would provide more resources for an already over resourced wealthy white community. So , no. This would ruin the quality of life for all living inside the circle.

This would take away acres upon acres of farmland, homes, schools, and most importantly ways of life.

This would take away valuable farmland and rural reserve areas. This is a favorite spot for migrating birds (trumpeter swans, snow geese and the like).

This would take farm land out of permanent production impacting the food supply

The environmental impact would be devastating

The traffic nightmares it would cause cannot be mitigated

This would turn Skagit county Into a crowded, overrun large city.. no thanks!

This would very negatively impact Skagit County. It is a small, farming community. I would prefer we continue using the land we have here for farming, to support the community. The location is also odd, I am unsure who would choose to fly from here when Vancouver's Airport or SeaTac are both closer. Thousands of migrating birds, loss of farmland that is critical for food.

Time has come for the country to expand and provide real opportunities for our communities.

Tired of any open land being used for houses, businesses, and now air ports. This will just cause more pollution poor air quality. We don't need to take the land away from the animals either 10 trails is doing that now. We have SeaTac airport so there is no reason to build another one
Too close to the sound.

Too Destroy all that beautiful land, and the noise not fare to people in the area and destroy the quiet for all the existing farmers and residents, make use of what you already have Boeing field and SeaTac absolutely NO

Too far north

Too far north of population

Too far north. Payne Field may be the best way to serve this area.

Too many geese

Too many people for a small town infrastructure

Too me, it makes sense to use the boeing fields in seattle and everett for commercial flights. also, hi-speed trains are very much needed!!!

Too start, the land that is in consideration is home to many migratory birds; some of which are endangered. If the airport were put in, it would be going against the whole point of the land being protected. They are open fields and flat terrain, yes, because it's *protected* farmland. So please uphold the promises to farmers, and wildlife.

Too Toledo is better

Too too ag sensitive

Too Too big a risk of flooding and too big a risk of bird migration.

Too Too big of an impact on the agricultural and wildlife area.

Too Too close to Bellingham and the animals/cows and organic farms in the valley would be negatively impacted

Too Too close to BLI and PAE

Too Too close to both Bellingham and Paine Field. Better to expand those locations.

Too Too close to Everett

Too Too close to Everett which already has a small airport. Those below king county are underserved in airports.

Too Too close to existing Everett airport

Too Too close to Important Bird Areas and migration fly zones.

Too Too close to populated areas to the West, North and South,

Also it's a poor use of the rich farmland, which is dwindling

rapidly, when poorer soil is near. Importing produce for the area instead of growing it for local use and export is expensive and ecologically harmful. There are already airports in Bellingham, Everett and Vancouver BC to take strain off Sea Tac. There are many additional reasons too numerous to list. Think people think.

Too close to sea level, and the location would also harm shellfish and water quality in Samish Bay. The Snow Geese that feed there in the fall and all the birds and wildlife would be affected. Airports of that size have refs and devices to discourage birds, like prohibiting bio retention and wetlands nearby. This area is upstream of an incredible bird and wildlife habitat. The wet ground would be made worse by all the paved airport surfaces, where would the stormwater runoff go? Danish Bay is already struggling with water quality problems. This site is too fragile and important to salmon and other species.

Too close to Skagit Regional Airport; destruction of farmland; roads too small and too few to support increased traffic; impact on bird migration patterns; low-lying land; polluting runoff from asphalt will corrupt groundwater, waterways and bay; septic issues; noise pollution will make area unlivable for current residents.

Too close to the already Bellingham airport

Too close to the other airports

Too close to Vancouver and Bellingham airports to serve an under served population

Too close to wetlands.

Too congested already

Too dangerous. Noise pollution flood plain concerns and birds flyway zone! Not a good idea at all!

Thank you

Too distant from population and economic centers

Too far

Too far

Too far away

Too far away

Too far away

Too far away

Too far away from population centers.

Too far away from population centers.

Too far away from populations. Huge environmental impact to farmland. High flood risk

Too far away from SeaTac/Seattle

Too far away from the population centers.

Too far away to be really useful.

Too far away.

Too far away. Public transit is nonexistent. Light rail will never get there.

Too far for most people

Too far from everyone

Too far from largest population center. Also high risk for flooding.

Too far from major population

Too far from major population areas

Too far from major population to be useful

Too far from me.

Too far from most passengers. Would severely damage rural character of area by adding massive traffic. Would convert extremely good farmland into paved areas.

Too far from most people!

Too far from most the population and close to the Bellingham airport.

Too far from most urban areas

Too far from population

Too far from population

Too far from population base and would increase traffic in a rural area. Adding plane traffic and noise is undesirable in a place already impacted by Navy jets. In addition, the environmental impact on a flood plain with significant bird habitat is too great.

Too far from population centers

Too far from population centers

too far from population centers, no mass transit

Too far from population centers.

Too far from population centers. Uses valuable ag land that is prone to floods.

Too far from the metro area to be beneficial.

Too far from urban center

Too far north

Too Far North

Too far north for me since I live in Auburn. Having an airport in this region would be similar to Everett and Bellingham, I would not use an airport in that region.

Too far north from population

Too far north to help SeaTac's problems.

too far north would not provide access for snohomish, skagit & whatcom if it's too far north. It would leave Snohomish county too far out of the service area.

Too far north, farm land is important, Bellingham has a commercial airport.

Too far north.

Too far north. We already have Paine Field north of Seattle

Too far north...

Too far out.

Too far waste of time cross it off

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region.

Too great an impact to migratory birds.

Too hilly and dangerous / swampy. Floodzone.

Too large of an impact on the environment and dike/flood issues.

This area has been under water several times in the last few years.

Too little passenger density in the area. Bellingham and Paine Field already have commercial service nearby.

Too many farm families would be displaced. Critical birding migration/nesting areas would be disturbed.

Too many flocks of snowgeese winter in this area, a major migration pathway for many species of birds. Low lying wetlands with lots of seasonal flooding, this is farmland with multiple crops being grown to feed many. Not enough infrastructure in place - rural area without enough transportation pathways, too far away from developed areas and not enough facilities for overnight stays. No do not plan an airport for this area.

Too many natural areas

Too many negative issues

Too many people!

Too many reasons to even type

Too many swans, geese and ducks to suck into the plane engines.

Not safe for planes or birds.

Too much "red", especially flood concerns.

Too much additional infrastructure and loss of farmland

Too much agricultural impact . We don't need another airport, just expand existing airports.

Too much air traffic already in this area. We don't need more!

Too much damage to farm land, wildlife and a gorgeous historical area.

Too much floodplains and population

Too much for a small community!

Too much negative impact on people and wildlife. Traffic generated, noise and the destruction of wild land. The answer is NO...stay away from Skagit Valley!!

Too much of an impact on farmland.

Too much to try and fit in a small area

Too much traffic for 2 lane freeway and old county highways

Too near Bellingham and Paine feild would make better sense between Portland and seatac

Too remote. Similar to the Bellingham airport.

too rural

Too rural, too much environmental impact. Bulldoze some part of Seattle and build it

Too valuable of a migratory feeding habit plus resident bird, raptor population. Critical bread bowl for growers of a variety of food products. Hands off!!!!

Too wet floods regularly

Traffic to Sea Tac is a nightmare so anything that does route the north end into the south end would be great. It would create much needed jobs in the area and boost the economy. My second choice would be to increase the capacity capabilities in Everett. We don't use it right now because flights are considerably more expensive than Sea Tac, if they could handle more traffic prices would need to be more competitive. Enlarging the capacity in Everett would serve both the North and Southends.

Tremendous effort at the local, state, and federal

level has for years gone into protecting Skagit and Samish Flats for both their excellent agricultural soils and their very high importance for a wide variety of birds.

The "Skagit County Northwest" potential airport site is Samish Flats, far-famed among birders and waterfowl hunters and with good reason.

The site which the CACC refers to as "Skagit County Northwest," immediately south of Samish Bay spanning from Chuckanut Drive to Padilla Bay, is the area famously known among birders as Samish Flats. In fall and winter, birders from far and wide travel here to see five falcon species, including gyrfalcon, a wide variety of subspecies and races of Red-tailed and Rough-legged Hawks plus many Northern Harriers, Bald Eagles, Short-

eared Owls, and some years, Snowy Owls.

The CACC's "Skagit County Northwest" substantially overlaps the designated Samish/Padilla Bays Important Bird Area. The 36,000 acres of the Samish/Padilla Bays Important Bird Area (IBA) include the location the CACC designates as its "Skagit County Northwest" potential airport site. National Audubon Society and Bird Life International, in cooperation with the Department of Natural Resources Natural Heritage Program, document and designate IBAs to recognize high priority areas for preserving significant populations of various bird species.

Tulip fields and planes don't coexist.

Under rated wetlands and incomparable use. This is an important farming area and wildlife (Bird wintering area). It is also too far from population center.

Unnecessary

Unseen flood concerns could hold up the project for years to come after it has been started.

Upgrade either Bellingham Airport or Everett Airport. They are existing airports already. We don't need an airport in Skagit County. Don't destroy more land for commercial purposes.

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .

Use Everett And Bellingham don't be silly and destroy farm lands for airports.

Use Paine Field

Use the current airports and expand them

Using farmland for an airport that promotes pollution is unacceptable

Very close to Canada how is that convenient for people farther south who already have to deal with driving to seattle?

Very close to two elementary schools. Huge disruption of quiet and wildlife. Displacing already threatened farm land.

Very crowded at Seatac and it makes traffic insane this should lessen traffic down south

Very prone to flooding on west and south east roadways. Migratory bird flight path, high eagle population due to salmon runs. Any potential spills or runoff could impact oyster, clam and crab industries. Soil bed is sandy loam not good for compaction, will always settle. Potable water not available.

vital bird area, important agriculture area, would impact lower income people too much, would have significant traffic and air quality issues for both people and wildlife.

Vital farm land!

Vital farmland. Frequent Flooding.

Want it closer to Olympia!

Washingtonians value farmland, access to nature, and rural communities over having another airport.

Wasting good agricultural land.

Way too far away from population. Bellingham is still very close

Way too far from Seattle and on valuable farmland.

Way too far from Seattle. This site would mainly serve budget flyers from Vancouver, BC.

Way too far from the major population areas

Way too many wetlands and protected areas

We already get our share of noise from jets from the Whidbey Naval Station.

We already have 5 airports serving this area, SEA, PAE, BLI, YVR, YXX. There's no need to develop a new airport. We just need to use what we have more efficiently. Developing high speed rail and eliminating flights between these airports would open lot of capacity and have a positive environmental impact.

We already have a county and city airport.

We already have a large amount of aircraft flying over the valley with the naval jets. Please don't add more noise pollution to our peaceful valley.

We already have a small airport and live in the flight zone. The farm land is ultra valuable in this area and it is becoming more scarce all the time (everyone likes to eat, right?). Please do NOT pave over these beautiful livable spaces that make our valley so unique! Also, we are known for flooding all around us nearly every year. You must look elsewhere for this project.

We already have access to bigger airports at Paine Field and Bellingham.

We already have airports in Everett and Bellingham, no need for another mostly empty airport creating noise and pollution.

We already have an airport in Bellingham. Having an airport in neighboring counties seems a bit extreme. Western Washington already has 3 airports that are plenty accessible from various locations including northwest Washington. There is no reasonable explanation to build an airport so close to another airport.

We already have an airport that services the south piglet sound area but not north seattle and north washington.

We already have an airport! This is such a ridiculous and horrible. Do not build another one. Go somewhere else! I am against more destruction of our farmlands. Leave Skagit alone!

We already have an influx of homeless and disgusting people and Skagit county putting an airport would increase that please leave our farmlands alone and also will increase human trafficking I know you don't care too much about human trafficking and are all for ruining families please stay away from Skagit Valley

We already have Bellingham and Everett within 90 minutes. These two airports serve the level of population well. Another airport is a redundancy. Lewis or Thurston counties seem a better fit for population needs.

We already have horrible flooding here. It would negatively affect agriculture and housing. Insane idea to even consider it!

We already have jet noise from the navy base would prefer not having more jet noise to our beautiful area

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have noise pollution from whidbeys jets. The beauty of this area IS the land. Don't cover it. We have an airport in Bellingham, Everett and SeaTac. That's all that's needed

We already have noise pollution in Skagit county from the Naval air station. This would destroy the migration patterns of thousands of birds Snowgeese and trumpeter Swan's. This is one of the last farming and peaceful Valley's in Washington.

We already have relatively easy access to SeaTac, Plainfield, and Bellingham airports. The character of this area as an agricultural and rural community would be irrevocably changed, unnecessarily, with addition of such an airport here. Furthermore, this area is already impacted by jet noise from the nearby naval air base, and this would compound the problem.

We already have sea-tac and Portland. There isn't any good reason for another mess like sea-tac or Portland.

We already have several why not expand those

We already have the Bellingham airport and paine field both within 30-40 miles from Skagit County. It would make more sense to expand the existing airports.

we already have too much military aircraft and noise pollution

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We already have two large airports within one hour and fifteen minutes of each other. Why would one be needed in between. Couldn't either of those be expanded?

We are a farming community and a place where people visit and live who enjoy the rural vibe. Airplane noise is already heard from WINAS. We have bird migrations and nesting near there. Very important environmentally. Also the additional traffic will stress our infrastructure and affect property values around the airport. "Quiet enjoyment" is a right for all homeowners. They purchased property near Bayview and the golf course for that purpose. I've been a Skagit county local realtor for eight years and have seen the explosive growth and its impact on the infrastructure of our county.

There are wetlands all around the airport grounds I walk it all the time. Will this mean the removal (mitigation) of these wetlands?

There are already two airports out side of Seattle Paine field and Bellingham, I just don't see the needs for another expansion. Shelley

We are a farming community and this would ruin our valley. It would also have a huge impact on our wildlife, especially eagles.

We are a farming community that cannot withstand such an increase in population without ruining our farm lands. There is also an airport already in Bellingham to serve for international purposes.

We are a farming community. We live here for a quiet lifestyle, we don't want the increase of traffic & noise. Look elsewhere

We are a legacy farm community and this will no doubt ruin our environment and area. If you cant build a home there you shouldn't be building and airport. We need houses for our community not this.

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are known for farmland in this area and you should not take away our farmland and what makes us Skagit Valley. Do not put an airport in Skagit county, that would be a very large mistake.

We are losing too much land to industries. Skagit is a small town it can not handle something that large. Look at the tulip season and tell me how traffic will be?

We are satisfied with SeaTac, Vancouver , BC and Bellingham International Airports. I do not think the convenience of another airport in Skagit outweighs the detrimental impacts to the quality of our lives.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more house and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state

We are the last agricultural center in the Western side of Washington. We are home to many migratory and endangered birds including the American Bald Eagle, our national symbol! Do NOT RUIN OUR WAY OF LIFE!

We aren't a big city make your hour drive to SeaTac or 30 min to drive to Bellingham. Don't fuck the countryside with this bs

We can't lose more farmland. Navy jet noise is already a major negative factor here, and more noise would be awful. Indigenous populations would be impacted.

We currently have commercial airports in both Bellingham and Everett to support the needs and population growth north of King/Snohomish counties.

We didn't preserve Farmland to build an airport. This area is where people from cities drive to on their weekends to be in nature, live life slowly and get away from the hustle and bustle. Bringing an airport here would destroy that. For everyone.

We do not need a large airport. Hazardous to environment.

We do not need a new international airport because it will only negatively impact the Skagit community like more construction of homes and apartments that are at high price. Most of the people from Skagit do not mind driving to SeaTac for an international flight. Building a new airport would continue to cause devastating environmental damage to the area. Not a good idea. This is definitely not environmental justice!

We do not need an airport in graham or Enumclaw it would completely ruin these beautiful areas and wildlife

We do not need another airport- please preserve wetlands and farmland.

We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense.

we do not need another large airport in the area. this would denigrate the beautiful and fertile valley, add massive congestion and noise pollution, completely ruin this peaceful area for eternity. Do not do this.

Janet Riley

We do not need another large airport! Enlarge or improve other ones.

We do not need big jets flying over our homes and disturbing the peace. Not to mention the fumes from those jets would be destroying our health. Then there is the factor of housing prices dropping because of the noise and the fumes.

We DO NOT need to lose anymore farmland!!!! Put it in King Co where everything else is!!

We do not need to take anymore farmland away from skagit county. The traffic is unwanted.

We do not want a commercial airport. We can drive to seatac.

We do not want the traffic and population growth, nor the environmental and sound pollution that would come with an additional airport.

We don't have a lot of wetland areas left please preserve what little we have, it attracts birders from all over Washington

We don't have a need for an airport in Skagit County. We are close enough to SeaTac, Bellingham, and now Everett that it isn't worth the impacts to our beautiful valley.

We don't have so much traffic.

We don't need a airport here! Highway 20 can't support the flow of traffic now, with a airport it will be 10 times worse!!

We don't need a big airport in Skagit Co. we already deal with the noise from NAS Whidbey and to take away more land that's for farming and agriculture is a non starter! We've got Bellingham, Everett and Seattle. That's enough!

We don't need a big international airport in our small farming county. Keep that crap in the city's!

We don't need another airport, people can drive to Boeing, Bellingham, or SeaTac.

We don't need another airport.

We don't need heavy air traffic up here and to be causing eye soars and sound disturbances the SeaTac we have in Seattle is just fine

We don't need to ruin more farm land

We don't want that kind of traffics

We don't want the big city bull shit up here. This is farm land up here. This area feeds local people. With out farmers, The food industry goes to over processed garbage crap that you don't know what they put in it because "labels" don't have to say ever thing that's in it because the fda approves chemicals. So no. Keep your buildings out of here!

We don't want this in our county

We don't need another airport

We dont need another airport. Quit cutting down trees and building houses. Ya'll are ruining this state.

we dont need another one

We don't need anymore farm land destroyed

We don't need one here!

We don't need the airport here and all the traffic associated with it. Keep that garbage down in Seattle.

We Don't Need The Traffic an Pollution Near Our Farms!

We don't want it need an airport in this area.

We don't want or need that here! There have enough airports close enough for people to get to. We love our farms and all the people who are involved with them. Please leave the farmlands alone.

We gave an airport 30 minute drive north in Bellingham and one 1 hour drive south in Seatac plus multiple smaller airports all over. Absolutely unnecessary.

We had detrimental flooding last year alone. Not a good idea. Go elsewhere.

We have 3 airports around us. Bellingham, Everette and Seattle we are good.

We have 3 airports in this area already, Seatac, Boeing field and Everett.

We have 3 major airports now. Leave our farmland alone.

We have a tremendous amount of bird migration year round, natural habitat. Farmlands need protected. It floods here every year, sometimes badly.

Our road systems cannot handle daily traffic now.

I am fifth generation Samish Flats & want it left alone!!!! I do not want to be forced out of what my ancesters laid claim to as settlers.

We have airports in Bellingham, Burlington, Everett and Oak Harbor already. We have precious farmland that we need for agriculture and also is home to migrating winter birds. Please preserve this.

We have all the airport we need here and Bellingham has an "international" airport close by. Skagit would not add anything. Most important, we cannot spare the land. It seems illogical to choose this area over some of the other options.

We have an airport already. Building another one next to it is stupidity. This is FARMLAND country. Keep your airports out.

We don't need or want anything done with this land but agriculture.

We have an airport in Bellingham

We have an airport in Everett and one in Bellingham. Why would we ruin good farm land for runways???

We have an airport in Whatcom that serves just fine. Expand on that before buying up more farmland.

We have an airport north of Skagit in Bellingham. Work with that area and don't demolish beautiful farmland (what little we have left).

We have an existing airport. The infrastructure will not support another one. This is farmland being actively used and should be protected we do not need another airport! The noise and pollution from Skagit regional Airport and Whidbey Island naval air Station is already horrendous. This will drive away more eagles, herons, fish, and other wildlife. No!

We have been waiting over 2 years for the county to allow us to build our home on our own farmland. If my family has to live in a camper because we can't build a house on our own land why the hell does the government get to use the farmland for aviation - that is way more damaging to the land and surrounding areas than my little 1000 square foot home I'm trying to build!!

We have Bellingham airport that is trying to grow already! We don't need another airport that won't serve purpose other than take up farmland and be a waste of space. We do not need the pollution, noise, or overpopulation. This is a bad idea all around. I don't even understand why this is even being considered a thing. Just stop.

We have Bellingham to the north and Everett to the south, with plenty of shuttle service if you need a ride.

We have Bham airport 30 mins north. We 100% do not need this

We have enough airports considering that we are in a recession and globalization is ending and international travel will never return to the 2019 peak. And WWII is starting.

We have enough airports, preserve Skagit farmland.

We have enough airports. They just need to expand Bellingham or Everett and make the ticket prices from those airports more affordable.

We have flight path already because of the Naval Airbase. We have fighter planes doing testing over our area. Plus there is an airport in international Bellingham. Just expand that one.

We have lost enough farm land you can't eat black top

We have many ways to utilize the airports we already have, like Skagit Regional Airport. If there is money to burn on infrastructure, invest it in expanding the airports we already have.

We have plenty of airports around us. All these businesses are already taking away the small town feel.

We have plenty of jet noise already, and Padilla Bay, a massively important estuary doesn't need any more potential pollutants. This airport would negatively impact a local, rural population that for the most part would not benefit from its existence. Bellingham International airport is only a short drive away, and SeaTac and Vancouver airports are equi-distant. Who is this airport intended to serve?

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

We have sufficient airport coverage. We are rapidly losing open land as it is. There is a great deal of air traffic here already from the Whidbey Air Station, leading to possible collisions.

We have the airport to our south in Everett and the one in Bellingham why would we

Develop a new one rather than expand on the ones we have? This will chew up valuable farmland and impact the environment. The snow geese migration alone will be impacted greatly.

We have three major airports all ready in Western Washington; SeaTac, Everett, King County and Bellingham. We all ready have planes that fly over our rural homes. Expand on one of the existing airports. Don't take our farmlands and forests.

We have three major airports all ready in Western Washington; SeaTac, Everett, King County and Bellingham. We all ready have planes that fly over our rural homes. Expand on one of the existing airports. Don't take our farmlands and forests.

We have tons of traffic noise already from Whidbey Island. No more plane noise.
We just paid a huge bill for rail. Now you want to tax for a new airport during a recession.

You want to destroy an eco system and build this expensive airport where it floods? You want to destroy air quality up north and the livelihood of a unique community and tourist spot?

There is nothing about this plan we can support. Burn it, bury it and leave this lovely eco system preserved.

We live in the country to keep noise down and to have less people. This will completely change everything for everyone who lives in this area!

We live within the proposed area, and the impact the airport would have on the local traffic would be terrible. It would also destroy the peaceful rural environment that we love so much here in Skagit county. Family homes would be destroyed and irreplaceable farmland would be lost forever. Stay away from our county!

We m live in Skagit because we want to get away from the city. If I wanted to live by an airport I would. Let us keep or town the way it was intended a small farming town.

We moved up to this area to be away from first the Seattle air traffic, then to get away from the Everett/Paine Field air traffic. If commercial air travel expands again in the Skagit region, it will mean there is no county from S. King to nearly the Canadian border free of frequent commercial air travel noise pollution.

Please do not expand commercial air travel in this area.

We need agricultural producing land and farming land more than an major airport. We already have Bellingham and Everett but once the farm land has disappeared our local food sources in NW WA will be severely decreased. I vote a strong NO!

We need airport in Enumclaw!

We need any type of building that will bring jobs and people to this area commissioners have shut everything down we need a new grocery store clothing store appliances so if we can get an airport thatâ€™s a start! Start building in Lewis county something we need and want!

We need Farm lands more than we need another worthless airport.

We need farmland more than travel hubs and aircraft

We need farms and food. Birds need habitats. We donâ€™t need another airport. Please preserve our green space!

We need more transportation choices

We need one further south.

We need our farmland! We have some of the richest soul for agriculture in the state!

We need the farm land

We need the farmlands. We do not need another airport that big.

We need to keep our farmlands AS they are, farmlands.

We need to keep our state green and push ourselves away from fossil fuels and new developments that arenâ€™t environmentally positive

We need to keep Skagit farmland! Skagit farmland provides jobs for small and large scale farmers and keeps our state fed!

We need to keep the farm land and wildfire that we have before it is gone.

We need to preserve farmland!

We need to preserve farmland. Look to the basalt fields in Moses Lake. Build a high speed rail to connect with SeaTac.

We need to preserve our farmlands and protect migrating wildlife!

We need to preserve Skagit County farmland and protect it from becoming an industrial area.

We need to preserve Skagit County farmland, protect the ecosystems of plants and animals that thrive in this rural environment, and the population of Skagit county contains too many of low socioeconomic status/POC who would be disproportionately affected/not benefited by the construction of a massive airport

We need to preserve the farmland and our ecosystem in this area.

We need to protect our farm land

We need to reduce demand not build new capacity

We need to reduce flying due to climate change, not increase it.

We should preserve Skagit farmland

We shouldn't be destroying viable farmland for this purpose. Supply chain issues worldwide should evidence enough to not do this.

we want to keep it farmland!!!

We will lose our wildlife and country. Plus there isn't enough land that isn't flood zone to support more homes.

We would lose valuable agri space and, I suspect, the cost involved with flood concerns would be high.

With the I5 traffic at the Everett / Marysville area a constant congestion, "pretending" it is only an hour or even an hour and a half from Seattle is misleading

We would need a bigger freeway and there is no room for expansion especially near old mount Vernon where the underpasses are there's no room on either side and we would prefer to keep our little area rural. More farm lands to feed us than airports to bring in travelers.

We're already losing way too much rural and farm land. It's overcrowded with not enough room on roads currently.

A closer airport is a nice thing but not a benefit enough to counteract the negatives of building one.

This applies to all the areas north of the King county line and where it would destroy farm and rural lands.

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and Vancouver. All within an hour of any location in Western Washington. Another airport serves zero purpose.

Wetland farmland and marginalized populations harmed by this project. **DO NOT BUILD NEW AIRPORT.** How about fixing the massive potholes in roads everywhere before you start a new transit project you barnacles.

Wetland impact and wildlife impact have not been thoroughly considered. Nor have the adverse impacts on agriculture, and the people who work in that industry been properly evaluated. This is prime agricultural land, and the wetlands here are prime habitat for many species of birds and mammals. The distance from Seattle is also too great, and any attempt to build and expand freeway access would cause a much wider footprint of environmental degradation.

Wetlands

Wetlands and migratory bird habitat. Dangerous with so many birds in area
Wetlands, environmental impact, and not enough demand.

Wetlands, winter flooding. Fertile agricultural area. Significant environmental risk to bird habitat; Great Blue Heron rookeries, huge eagle population, winter bird migratory destination for Trumpeter Swans, Snow Geese, and others. East drive to Bellingham for alternative airport access.

We've already lost too much WILDLIFE HABITAT!!!!!! We don't need anymore "plain locations"! STOP CLEARING LAND, OUR WILDLIFE NEEDS IT MORE!!!!!!!!!!!!!!!!!!!!

What a ridiculous notion. Expanding operations at Paine Field is the best solution.

What kind of deconfliction plan will be put in place for traffic in and out of KNUW (NAS Whidbey)? IFR arrivals to KNUW RWY 14 and 25 will be in direct conflict with this proposed site.
what type of airport? You not telling us in this survey.

Whatcom, Skagit and Island counties are growing by leaps and bounds. An airport in skagit would serve this vast population and Canada well. It can take up to 3 hours to reach Sea Tac.

Who would use it?

Why another airport? There are nine between Bellingham and Arlington. Not to mention the navy airbase. Farmland is way better than concrete. Please no. It would be ridiculous to add another airport.

Why aren't we upgrading/expanding the Skagit Regional Airport, instead of building an entirely new airport in this area?

Why build in a flood plane with rising water levels? This makes no sense. Plus it would destroy Skagit Valley farmland and communities.

Why can't you develop bay view regional?

Why do that to their beautiful farm area?

Why do we need another large airport along the I-5 corridor? Seattle, JBLM, Portland isn't that enough? If(?) there is a need for another major/large airport why not on the East side of the State? And what about Paine Field in Everett? What going on with it?

Why don't you focus on Bellingham airport and actually have flights fly non stop instead of flying into seattle each time.

Why don't you just expand the already existing Skagit airport to accomodations flights in and out? It's not in a flood plain, and there are no schools, churches, ect in the area.

Why in the world would this even be considered? This is valuable farmland which is disappearing far too rapidly with global warming. We must preserve what we have left!

Why is this so important? I know...MONEY..another airport in this part of the state that is so beautiful, pristine, quiet, and a place of

quality lifestyle, for all of us who have live here, do not need the added chaous that another airport would produce! There is an airport in Skagit, Everett, Snohomish, Bellingham..we don't want

this beautiful place to become another Seattle, or anything even close to resembling it..think about your last trip to Seattle and tell me you want to live in that mess.

resembling

Why not Bellingham?

Why not build out Skagit regional? Is Arlington airport not in consideration? The loss of farm land in the Skagit valley would be unacceptable.

Why not build out Skagit regional? Is Arlington airport not in consideration? The loss of farm land in the Skagit valley would be unacceptable.

Why not develop/ enlarge an airport already in existence rather than start from scratch ?

Why not expand existing Paine Field and Bellingham airports first?

Why not improve expand the current airport there. Anything in Skagit would a waste since there is already a great airport on service.

Why not just expand BLI?

Why not utilize Paine field better

Why try and trash agricultural rural Skagit County? Prepare for the fight if your lives! Major resistance already being organized. Look whats happening to fraudulent toxic Navy at Naval Station Whidbey! Citizens wont tolerate this destruction of Skagut Flats!!!

Why would a flood prone area even be considered? This would negatively impact a rural area and crop land. I-5 is not equipped to at this point to manage a large increase to traffic patterns in the Skagit area. Expensive litigation may occur because locals will work together to preserve their rural home. Many indigenous peoples will be effected and sacred tribal

land disturbed. Including environmental impacts to major waterways such as the skagit river and puget sound.

Why would you add another airport just north of the existing Skagit Regional Airport? That makes no sense to me. Why not enlarge the existing airport, if actually needed.

Looks like it would be replacing important farmland.

Why would you bombard and corrupt such a small valley where hundreds of people commute to and from work, all this would do is make life harder and crowded for all of us living comfortably. This would be incredibly invasive and inconvenient and inconsiderate. Go make money somewhere else and leave this small ass town out of it. Thanks

Why would you give up valuable farmland for this? The impact on the rural

Lifestyle of the locals would be huge. There is no infrastructure either.

Why would you put a commercial airport in a beautiful pastoral area, close to Padilla Bay, which'll probably get flooded out thanks to climate change, anyways. DUMB.

Why would you sacrifice prime agricultural land for this? No!

WHY would you use farmland and wetlands for an airport?

Wildlife habitats

Wildlife such as birds. Quality of life and psychological wellness would be significantly effected negatively for those who live in this area and those around. There are several airports within the area already.

No more destruction to our area please.

Wildlife, farming, and flooding just about every year.

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

Will impact geese migration + possibly orcas + other sealife, flooding, too many residences nearby, large impact on racially diverse populations, noise + traffic impacts, increased need for housing, negative impact on traffic and commutes. We need our farmland to stay intact. Possibly increased taxation. Our community does not want or need an airport.

Will take away field workers jobs and create too much traffic for the size of the county

With 3 large airports and one medium one in Arlington we do not need a 4th. The environmental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

With Bellingham airport to the north and Paine field to the south, it makes more sense, especially in Bellingham, to expand service in those locations. It's sad that the state would consider ruining a rural area of western Washington to accommodate the denser urban areas. People move away from the city knowing and accepting that they'll need to travel longer distances to an airport.

With global warming, why build an airport in a floodplain. Especially so close to Bellingham International airport and Vancouver.

With sea level rise a growing concern, how would you mitigate this for this low land area? In addition, its agricultural land and converting the area to an airport seems to be antithetical to its current land use.

With sea levels rising, building in flood prone areas seems foolhardy.

With services now available in both Bellingham and Everett, there is simply no need to develop such a project in Skagit County. The potential effects on what is the very heart of our area (Farm Land!) should alone preclude and consideration of such an unnecessary and ill considered idea.

With the Bellingham International Airport just north of Skagit County, and the Payne Field Airport just to the south, there is no need for an additional airport in Skagit County. There is not enough of a population to validate the additional cost to the county or the residents. The addition of an airport in this area would require costly mitigation to offset how the area would be negatively affected, noise and emissions, destruction of farmland, and it would also require the implementation major expansions of any state and local highways that would be affected by the traffic congestion.

Without first solving the issue of affordable housing, no project of this scale should be considered in this area. Also, traffic congestion should be remedied first.

Won't have any more wildlife. It's a peaceful place we don't need the chemicals from planes or the noise that's what Seattle is for

worst spot to put an airport, you knuckle dragging, mouth breathing, window lickers. what a great idea to put a massive airport in bow washington! that's a terrible investment

Would completely destroy western Skagit county! .more traffic, more noise, more pollution (air, water, soil).

Would destroy the hunting, fishing and farming along with the wetlands, with the traffic impact.

Would detrimentally impact our local food sources and farmland.

Would displace many low income and agricultural families. Bird migration, some of the best soil in the western US becoming un-useable

would effect many different things in a negative way

would impact low income and those who's first language isn't english and their communities, as well as farmers and their occupation, wetland ecosystems, and flight paths for migratory birds. flooding has gotten worse and worse from the river ever year, so it would probably flood anyways. a seatac sized airport in skagit county would ruin what skagit county is known for.

Would impact many things negatively!

Would impact wildlife too much.

Would not benefit our residents. Consider expanding Bellingham. A lovely airport with very little air traffic right now

would not serve the greater population demand

Would ruin any farm land.

Would take precious farmland out of production which would have a negative environmental impact on the County. Raise taxes?

Yearly flooding, farmland loss, migrating birds and loss of forage, impact, s on the Samish river and the salmon that depend on it. The list of reasons why this should not be considered is a very long one indeed. How could it or the southern county even be considered? You people are out of your mind, s! Yes let's impact farmlands even more and continue to decrease sources of food and income for people.

You already have a regional airport here .Why not make it larger... maybe save some taxpayers money.

You already have Bellingham international Airport. If you need to expand that one do it, but it already handles commercial. AND you have Paine field which handles every size of commercial. You do not need to add yet another airport. Use what you already have before you destroy more land

You already have Boeing and an airport in Bellingham and skagit. I can't see why you need one in Skagit County

You already have Paine Field in Everett that you could expand and has the infrastructure to support

you cannot destroy major bird resting and feeding grounds!! leave the skagit alone!

You cannot mess with the farmland that has been there for generations after generation.

You cannot ruin the Skagit County with an airport, as the farmland is so valuable and helps the economy so much. DO NOT!!!!

You cant mitigate an airport.

You can't say we need to move to electric cars and destroy farmland. Are you stupid?

You have already forced Paine Field on the north of Seattle rural population. The added noise and air pollution is over rural Camano Island. The added flights are limited. Going to SeaTac is still required for direct flights to most destinations. Plus we already have the Navy growlers up in this area which are much noisier and more frequent. Why is it necessary to ruin peace and quiet in all northwest WA? You have Bellingham and Paine Field both in easy transit distance.

You note the most obvious reason not to site a regional airport at either the Skagit Northwest or Skagit Southwest sites: both sites sit in the hundred year floodplain. The Samish and Skagit rivers flood every year. Floods are occurring with increasing frequency and intensity. Major flooding took place on the Samish flats just last November-- homes and business were flooded, roadways were closed. Such high water events will only worsen with climate change and subsequent sea level rise.

There are many other reasons not to site a regional airport at either of the Skagit County sites.

--Property acquisition will be difficult as conservation easements protect much of the prime farmland and important fish and wildlife habitat with funding for the easements provided by state and federal public funds. There is simply no way to thread three 11,000 ft runways between the conserved lands.

--The Skagit and Samish flats are noted important birding areas year round. Thousands of ducks, geese, swans and shorebirds winter here, as do many raptors, including Red-tailed hawks and bald eagles. Many bald eagles are residents, nesting and raising their young here.

Birds and airports don't mix well. It is noteworthy that for many years hawks residing near SeaTac airport have been captured and then released in Skagit County to minimize the frequency of plane-bird strikes at SeaTac. Large birds can get sucked into airplane engines, causing significant damage and sometimes crashes. Trumpeter swans are the largest of all North American waterfowl and more than 7,000 spend their winters on the Skagit and Samish flats.

I have monitored the March Point heronry throughout the breeding and nesting season since 2019. As the largest heronry on the west coast of the United States and Canada with close to 700 nests, the March Point heronry provides the genetic diversity needed for reproductive success. The great blue herons nest here because of the extraordinary foraging available during their breeding and nesting season (February through August) in the eelgrass beds of Padilla, Samish and Skagit bays. In the winter they forage for small rodents in the fields and farmlands of the Samish and Skagit flats, the same areas you have selected as potential regional airport sites. Great Blue Heron are sensitive to disturbance and an active commercial airport in this area could cause the heronry to be abandoned.

--negative impact on the economy of Skagit County. Skagit County's economy has a strong agriculture and tourism base. Citing a regional airport on the Skagit and Samish flats would necessitate converting farmland to pavement. Crops don't grow well in pavement and tourists don't come to watch planes take off and land. Citing a commercial passenger and air cargo airport in Skagit County would dramatically diminish the Skagit County's economic viability.

Please, don't site a regional airport at either of the Skagit County greenfield sites.

Thank you for considering my thoughts.

Anne Winkes

18562 Main St, PO Box 586, Conway, WA 98238.

annewinkes@gmail.com

You pathetic bureaucrats have already mismanaged a totally failed transportation system in Western Washington. I 5 north of Seattle is a Sad Joke!!! And you have the lunacy to propose adding a regional airport here?

You really need to double-check your wetland assumptions. I live 5 minutes from the edge of this site and while it may be non-jurisdictional due to agricultural land use, a lot of this land will show up as wetland if delineated using the standard USACE WMVC form. Furthermore, I can guarantee that at least 2 regional land use NGOs will fight you tooth and nail on this development, with the full support of most Skagit County citizens. They have very good lawyers. This aside from the obvious massive flooding danger of the site - I drive through it every day and there is standing water there through most of winter. Sometimes it even floods over the roads.

Additionally, there are major wildlife impacts to this site. WDFW has restored many acres of wetlands within the NW quadrant of your circle and they are popular stops for migratory birds. We get both hunters and birdwatchers from all over the nation out here to see them. The birders have/are lawyers and the hunters also have money and the ability to organize. Both groups would be very peeved if you developed the site.

Please, please, please don't build here.

You will absolutely destroy our farms, tulip festival, disrupt our wildlife, bring unneeded traffic and more. We already have an airport in the valley and Bellingham has an airport. This is grossly unnecessary and negatively impacts Skagit valley. The noise pollution, additional traffic, light pollution, air pollution and more are not a benefit to the farmers, residents, animals and environment. That entire area is also a wildlife corridor.

You will bring bad air pollution to our area pls stay away

You will eliminate already scarce farmland.

You will never mitigate noise and environmental impact! Total nonsense!

You would be destroying valuable farmland and our peaceful way of life here in the Skagit Valley, plus the threat of flooding is very real in this area.

You would be ruining our beautiful farm lands and bring more people into our area when we already have tons of tourists year round for the activities and beauty of our area. Doing this would severely affect our lives with the traffic and disruption to the small town vibe you get being out here. Please do not put an airport in our area!

You would be taking away crops and food from people and disrupting business from the people who use those fields.

You would be taking away farmland, wetland, wildlife habitat, Creating more traffic in the area

You would take a nice small town and turn it into Seattle people travel from all over to visit small towns and places with beautiful views and wildlife to get away from places like Seattle you would just be destroying another small community

Youâ€™d be ruining farmland for an airport that would likely get little use, we have an airport in Bellingham and Payne field in Everett north of Seattle already. We donâ€™t more, this is literally somebodyâ€™s back yard

Your own research has shown the floodplain risk and the lack of demand and accordingly lack of unmet need. Dozens of even more patently evident compelling reasons for rejecting this proposal exist. For example, regional population density is so low that it will be impossible to locally recruit a small fraction of the staff that will be needed; and adequately housing the necessary staff would be impossible; commuting to and from the airport from the population centers that might possibly use it would require hugely expensive and destructive road and rail construction--and on and on.

There is no conceivable rational justification for this proposal beyond what may be the economic interests of those who propose it, Frankly, I question the integrity of any official who advances this wrong-headed proposal.

Richard Stuart, Bow, WA

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport.

Your ruining our land. Why?

Your technical team must have their heads firmly implanted where the sun doesn't shine. This is prime farmland. It doesn't come any better. It is also flood plain. The Samish River floods almost every year, sometimes more. Common sense says increase the Bellingham or Bayview airports which are on marginal ground. Leave the farm land alone. Jim Mowrer

You're going to buy up farm land and screw over the farmers / workers. Let's keep Seattle and all its BS in Seattle.

Greenfield sites: Skagit County Southwest

Question: Should the state consider Skagit County Southwest as a location to site a new airport?	Number of responses	Percent of responses
Yes	702	12%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	648	11%
No	4,595	77%

Please provide any explanation you wish to share

- 1) Loss of precious farmland.
- 2) Additional impervious surface would push water into low lying farmland and homes
- 3) Major disruption to rural nature of the county.

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

1. Limited population served. Based on the study, it is too far from major populations.

2. High production agriculture area. Much of the farm production is in this fertile area.

3. Much of this available land is protected from flooding by dikes and may be subject to higher water levels in the coming years.

4. This location may also be in conflict with existing flight paths for Bellingham International, Seatac, Whidbey Island Naval Airbase, and other regional airfields.

5. This is a major migration destination for migrating birds and also several heron rookeries.

1. We have some of the best agricultural land in the country and until the glaciers melt we have water for irrigation. The country is losing agricultural land to development and climate change with no consideration for food production. Skagit County should be out of bounds for an airport.

2. We already have one airport. Plus the Bellingham airport is only a 40 minute commute and very convenient.

3. The Skagit River Valley is a fragile ecosystem. It is the only river that supports all 5 species of migrating fish. Our Salish Sea orca are already struggling to survive due to decreased availability of salmon. We do not need aviation fuel and chemicals to eliminate fires contaminating the soil we depend on for food production or the waterways that sustain threatened and endangered species, and support the shellfish we harvest for food.

4. Do you realize that the entire month of April is the Skagit Valley Tulip Festival bringing stop and go traffic to the farmlands?

5. We already have fighter pilots creating a great deal of noise over our homes. It frightens my granddaughter who either cries or runs in the house to hide. Goodness knows the impact on wildlife.

6. This area is a major bird migration route and home to many wintering species including trumpeter swans, snow geese and eagles. There are also 2 great blue heron rookeries near the proposed airport sites in Skagit County. Increased air traffic will have a very negative impact on our bird populations that have already seen their numbers drop by 50% in recent years.

7. Why add to the major flood problem we have? It makes no sense at all.

1. Your airport will flood.

2. This is some of the most fertile land around. A. Because of the flooding. B. Because of the snow geese. You will diminish good production which we really need right now AND your airport will be overrun by angry snow geese.

3. Did I mention the flooding?

4. Expand SeaTac or Bellingham. We don't need a third airport this close to already standing ones.

A large airport built in the Skagit Valley would totally and completely change the entire essence and soul of Skagit County, not for the better. It would turn the Skagit Valley into exactly the opposite of what it is now. It would take a quiet and beautiful valley and turn it into a loud, traffic filled, concrete slab. Preserving the Skagit Valley is worth the inconvenience of having to drive to Bellingham or Seattle to fly. Please don't pick Skagit. Anyone who has spent significant time living there knows this would be the opposite of what the Skagit Valley is.

A large airport would absolutely ruin everything that makes the Skagit Valley unique, from its rare Western Washington farmland including tulip fields, to its rural quiet, to its scenic beauty, to its tourist appeal, to its history and culture and relative safety. What a horrible idea, especially when there are already airports in Bellingham and Everett. Plus it floods, as it's supposed to, which is partly why so many birds use the Skagit Valley for migration and winter habitat. Are you nuts? This is such a ridiculous idea. Have you actually spent any time in the lower Skagit, witnessing how precious and vital it is?

A larger airport in the Skagit area would be a great service to many around the area that have to drive down to Seattle to take a flight. Driving 20-30 minutes instead would be a great accommodation for the Skagit/San Juan Islands and surrounding areas.

A lot of flooding concerns and nobody would go to that area any more.

A lot of tourism in that area due to the beauty, and would be a negative impact financially. Lots of birding and near sanctuaries.

A new airport would damage the environment and the community in that rural area, already full of farms, natural areas, and small towns. The area already is dealing with flood issues. One word describes this suggestion: DISASTER.

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Ability to accommodate a bigger population

Absolutely NO. Please do not disturb this beautiful area!

Absolutely no. It would devastate our lively hood, destroy thousands of acres of prime farm lands. Skagit County is not the place to put an airport.

Billions of dollars would have to be spent on road systems, federal , state and local highways. None of our cities is equipped for such growth.

Absolutely no. Skagit county doesn't need or want a larger airport. La conner already gets enough noise pollution from whidbey jets. We don't want or need a large airport near town. It would be catastrophic to this small tourist town.

Absolutely not necessarily.

Absolutely not! It would be a tragic destruction of an incredibly beautiful area that is actively trying to protect its unusual beauty, rural character and farmland. Many of us have lived our entire lives here, or returned after some time away as it is so special. No, no, no!!! Please no!

Absolutely not! An airport would destroy prime farmland, negatively impact a vital watershed for salmon recovery, erase the rural character and scenic beauty of one of the most beautiful areas in Western Washington.

Absolutely not! Considerable farming land is at significant risk.

Absolutely not! Is nothing sacred anymore? Keep our farmland and our county the beautiful place that it is! This will only negatively impact citizens lives who have dedicated their lives to this beautiful place.

Absolutely not! Long time Skagit residents, and with Bellingham airport, Payne field and SeaTac all within 60-90 minutes away we do not need another airport right in the middle. Also, these lands are essential migrating lands for birds of many species each year. There are major environmental impacts that building a new airport would take. That farmland is an essential part of the Skagit valley, we are not a big city and we don't want to be!!!! Leave airports in the big cities!!

Absolutely not! Too many habits and farmland! P

ABSOLUTELY NOT! We do not need another airport, keep the noise and traffic, crime level away from the farm lands that are needed to feed people.

ABSOLUTELY NOT!!! WTH is wrong with you??!! That's one of the premier birding areas in the world. THE WORLD! We don't need it. We have Bellingham international we have Skagit regional. That's all we need up here. You would be the absolute worst thing you could do to Skagit County and destroy what little farmland we have left and natural areas people live up here for the serenity and they are willing to drive to Seattle for an airport. Property values would also plummet in addition to the absolute and unnecessary destruction waged on the lands.

Absolutely Not!!!!

Absolutely NOT!!!! This is a pristine area of WA state. The noise, traffic, congestion and accelerated growth would be devastating to us. Also keep congestion closer to Seattle. There are not many areas like ours left. Develop the airport in Everett if you need to expand air travel sites. Skagit County resident.

Absolutely not, again the impact to environment and wildlife would be substantial. The area also flood frequently and would require far too much engineering and money to build such a large project. This would entirely disrupt the area, most people that live here are here for the peace of the country and farm life. This would be absolutely devastating to the urban life and property of the populations that live here.

Absolutely not. Skagit is fighting to remain a farming community. Is rare to see privately owned farms now. It's rare to see wild animals when it happened multiple times a day.

Absolutely not. This area is farmland and should remain so. It would impact traffic that is already congested. We have a airports in Everett and Bellingham that are 30 minutes away.

Absolutely not. My family among many others farm these areas. Again, we are already growing too much.

Absolutely not. Some of the best agricultural land in the state.

Absolutely not. These farmlands and ecosystems are invaluable to our state and the communities in it.

Absolutely not. This is a critical farming area and flooding is a serious issue in the winter. Additional a large number of geese winter in this area.

Absolutely not. This would impact our food, the farmers and families, our tourism and the wild life.

Access and bringing more jobs
Active use farmland, urbanization will destroy
Add to bellingham

Adding an airport of this size would destroy much needed farmland and the character of Skagit county. This is a horrible location!
Affects migrating bird populations.
Affects too many people of color.
Again bird migration

Again Critical farmland and important to the social and economic make up of Skagit county

again farmland and it includes tulip fields. NONONO !!!! also floodplain

Again I say Skagit County is NOT the place for another airport. There are much more important things to consider like rich farmland, peace and quiet.
Again not needed
Again please dear god do not put an airport here!!!!

Again Skagit is know for its beautiful farm lands. Building an airport here would ruin this community.

Again stealing farmlands which would mean destroying history and families livelihoods.
Again there are migrating birds that stop here frequently.

Again these valleys are prone to flooding, incredibly detrimental to the wildlife, farmers and of course La Conner which is a very big tourism economy for Skagit. Totally affected by this massive undertaking.

Again we are a farming community!! We donâ€™t want this!

Again we do not need an airport more than we need food and wildlife habitation!

Again we need farm land more than we need another worthless airport
Again you would take out ag land for an airport.

Again, alot of these lands are farmed by our Hispanic population, this is a source of food and lively hood for everyone. Not just skagit county but other counties in Washington as well.

Please consider to update the original air port on heritage rd.

We shouldnt have to spend billions of dollars on another airport.

Again, don't be dumb!
Again, enough airports. We need farmland preserved!!!

Again, essential farmland in this area. Plus so many farm based businesses. The noise levels of aircraft would reverberate throughout the lower valley. Not much would be able to be done to limit the noise issues.

Again, Farm landâ€™!..
Again, fix potholes first please.

Again, flood plain and food grown there. Bellingham can be expanded.

Again, important farmland that is irreplaceable. Both Skagit sites would do irreparable damage to regional small and large farmers and the availability of healthy local food.

Again, itâ€™s up north and skagit is only 1 county over from Everett. In addition, skagit doesnâ€™t have the population of south pierce and thurston counties so if one is being built in skagit it should only be done AFTER the people in the south sound donâ€™t have to drive to sea tac which creates way more traffic on the 5 for way more miles then skagit air travelers do
Again, it's farm land.

Again, lack of suitable infrastructure along with the displacement of multiple farms and farmers.

Again, no! The people of Skagit do not want or need another airport. Bellingham, Seattle, and Paine Field are all nearby. This specific location would be of the utmost concern to tribes and you bet that they will fight it tooth and nail. Save yourself the trouble. In addition, impacts to ESA-listed species (and other fish species), eagles, critical areas and habitats, floodplains, noise and vibration, and more will occur in this area. If this area were to be chosen, I would request that a full scale EIS (NEPA and SEPA) be conducted.

Again, not a good option given sea level rise and impacts to farmland.

Again, not enough demand and the area is served by Paine field

Again, since this site is also in Skagit County and involves all the same arguments from the Skagit County Northwest site, my response is the same. An Airport does not fit in with the rural farming culture, would damage migratory bird habitat along with the impact it would have on the flood plain that sustains farming which would impact food production for not only the county, country but world. New flight patterns would impact already established patterns from Bellingham airport, SeaTac and Skagit Regional, not to mention NAS Whidbey. There are other areas that could be expanded with MUCH less impact to the environment and to the rural integrity of the Skagit Valley! This would be a horrible decision that can't be reversed once the damage has been done. I am a resounding NO on this site as well!

Again, Skagit County is a vital farming area with soil that are known to be the best soil in the US.

Build in Bellingham or Eastern Washington

Again, sufficient coverage with outer regional airport, loss of open land, and air traffic already present from the Navy.

Again, the agricultural community would be negatively impacted.

Again, the impact on a rural community where farmland has already been impacted is not acceptable.

Again, the most precious resource in the country: growing a variety of foods. We DO like to eat! Do NOT squander this on an airport!!

Again, the pollution would be substantial and impact on wildlife would be threatening.

Again, there is no reasonable way to move services, goods and people efficiently to this site. Are they willing to build a new Skagit River bridge and series of roads JUST to service the airport?

Again, this area regularly floods, and there just isn't the infrastructure here to support an airport. Whole area is also very important to migratory birds.

Again, this is an agricultural area. Why is this not a consideration? It looks like there is already a regional airport in the vicinity. Can Bellingham International Airport be expanded or used differently? The current State Roads will not support traffic to site.

Again, this is prime farm land which is in the flood plain of the Skagit River. Common sense indicates increase the size of Bellingham Airport. Jim Mowrer

Again, this location is prime farmland that is subject to flooding. Have you ever been to Skagit County??? On a slightly OT note, we have been trying for years to get a Trader Joe's in Skagit County. We currently have to travel to Bellingham or Everett. TJ's corporate says there is not enough population base to support a Skagit store.

Again, this region contains a large amount of PRESERVED farmland. This area is in a floodplain. Agricultural jobs are held by many people of color and many people who are low income. This region does not have any large multi lane roads to support airport traffic. The freeway is not built for large amounts of traffic around Skagit county. This region has easy access to fully functional international airports in Seattle, everett and Bellingham. There is no need that outweighs the violation to farmland, ecosystems, and those living in this region.

Again, this will completely displace and disrupt the wildlife for decades to come.
Again, too close to an existing "international" airport.
Again, too remote. Won't serve enough population.

Again, why aren't we upgrading/expanding the Skagit Regional Airport, instead of building an entirely new airport in this area? I don't like the idea of sacrificing agricultural land for another airport.
Again, WHY would you use farmlands and wetlands for an airport?

Makes no sense.

Again, you'd be taking land away from farmers who provide human crops and crops to support the animals raised in the area for human consumption. It's a no. Also, there is not the development of roads to provide such transportation to and from such an airport which would eat up even more additional land.

Again. It's some of the richest, most fertile farmland in the world. The soils are irreplaceable and the level of infrastructure improvement required would destroy the ability for the rest of the basin to function as commercial agriculture. You cannot possibly be serious about this as a prospect.

Again! ..wildlife support?
Agricultural. Environmental impact.
Agriculture

Agriculture land without travel population.

Naval air station training area.

Agriculture too important

Agriculture, too close to central towns, even with noise abatement.

All of the reasons: population impact, environmental impact, financial impact, noise etc.

All the same reasons as for the Skagit County Northwest location.

All this concrete and pavement will serve to increase the impact of flooding, as it will add to run off instead of absorption of rain water.

Already a comfortable distance from Bellingham or SeaTac airports; commercial air traffic would threaten many migratory bird populations; and most importantly, Skagit farmland, being among the most fertile in the world, should not be paved over in order to expand commercial air travel infrastructure. Why the hell would we spend money expanding commercial air travel infrastructure at this moment in time, considering the state of the world? Take a train to Seatac or Bellingham.

Already an airport there. Keep farmland farming.

Already blasted with extremely loud growler noise. When it LaConner there is a lot of LOUD growler activity!

Already dealing with military aircraft. Enough all ready.

Already has airport that could be expanded in Bellingham or Paine Field Everett airport put further south

Already has an airport that could be expanded. Why do people of color have any affect on where an airport is built

Already have a airport and don't need another and would take away from farm land

Already have airports

Already have Bellingham and Skagit Airport

Already have Paine field

Already served by Payne.

Also a flood zone.

Also Agricultural lands

Also good choice

Also much needed farm land

also to many geese

Also within sea level rise risk area, and critical area for waterfowl and shorebirds. Major flooding issues.

An airport and the surrounding support businesses would hurt the agricultural community in Skagit Valley. Our family farms have enough difficulty without throwing an airport up in the middle of it.

An airport at this site would ruin the quality of life for thousands of people, and impacts lands, waters and other resources important to multiple native american tribes. It would also severely degrade a world-renowned migratory flyway, destroy critical wintering habitat for tens of thousands of birds, eliminate countless acres of rich farmland, and negatively impact several salmon species.

An airport here would detract from the area. There are 3 airports already in proximity. 4, including Vancouver.

An airport here would negatively impact major waterfowl wintering grounds, a major Great blue heron rookery, an important tourist industry, and agriculture. It's highly unlikely that the floodplain could be maintained in its present state once a major airport and all the attendant roads and structures were built.

An airport in no way aligns with the interests, values and lifestyle choices of this Skagit Valley community. We would consider this to me a remarkably short sighted mistake. This valley represents rural, agrarian, and quiet environmental beauty, and does not choose to support detrimental impacts by an international airport. This is not in line with our community vision or historic heritage.

An airport in the floodplain - what could possibly go wrong? Feels like this location was added just so you could easily cross it off the list.

An airport of this size does not belong in skagit county!! With how much wetland and agriculture is reliant on skagit county putting in an airport would destroy our community!

An airport on that scale would affect more than the environment. Traffic, reduced farmland, and more would be a problem. We already have Bellingham, Paine, and SeaTac airports in Northwest Washington. Make them work better, don't add another.

An International Airport would be a HUGE MISTAKE in Skagit County. We already have small regional airports. Bellingham has an international Airport, what would be the point of putting another airport so close? Everett also already has an airport. Why not expand that one? Skagit County has worked so hard to preserve its farmlands and now the state wants to take it away to import more people here. Why? Do you really want to be like New York City? Do you think the crime will go down? Do you think that drug addicts will remarkably become sober to work? You are all incorrect. Please think before you act.

annual flooding area

Another "significant flood concerns."

Another critical area with a flood plain that we need. Build on this and you're dooming spawning salmon and nearby towns. Historic farmland destruction that would hugely impact water quality for the surrounding farms and the Padilla Bay Estuary. Disastrous to tourism by ruining the scenic properties of the area and destroying the birding habitat that bring thousands of people to the area every year. Population here is not enough to support this location either.

Any major loss of farmland in Skagit County is unacceptable! It is the last functional agricultural area in western Washington. There are also many birds (swans, ducks, geese, raptors) that winter there. Very unsafe for a regional airport located in prime wintering habitat. It is also in an area prone to major flooding from the Skagit River.

Any place I would love to see it in Lewis county we need jobs we need buildings we need grocery stores clothing stores everybody has to travel up to Olympia itâ€™s such bullshit our commissioners need to retire we need some new young blood!

Anyone who purchases groceries should understand the importance of preserving prime farmland. Why not expand Paine Field?

Appears to have good land and closer to population

Are you guys serious??? Airport complexes of this magnitude are best positioned to serve dense population centers. Skagit county has a focus on rural, agricultural and natural environment resources. This would be a terrific way to encourage urban sprawl and excessive car traffic. Take Skagit county off your list NOW!!

Are you nuts? This is prime agricultural land.

Area impacted already by Navy planes from Whidbey.

Area is rich in farmland and lacks adequate I-5 infrastructure

As a resident of Skagit county for 27 years this is something I would NEVER want in our area. We are a agricultural farming area. Where it would go will kill the agricultural we have here. Please in this valley do not want it to turn into Seattle, Tacoma and Everett. Leave Skagit county ALONE

As a resident, I am strongly opposed to placement of any regional commercial service airports in Skagit County. We have worked hard to support land preservation for both agricultural and other conservation programs. Our agricultural economy is critical to the County and I urge the Commission to reject the Skagit sites.

As a supporter of local agriculture and small business that develops from that agriculture, in addition to being a lifelong birder and recent Skagit Valley transplant, I am totally opposed to the consideration of Skagit Valley as a potential commercial airport location. Not only would an airport disrupt and permanently alter the agricultural landscape and families and industries those lands support, but it would also be a terrible blow to the migratory and resident wild bird populations, which are recognized as significant and both scientifically and economically valuable assets to the region. The Northern Puget Sound Lowlands account for 10% of the land in WA State yet 80% of all wintering waterfowl in WA are recorded here. This is a Critical Bird flyway.

Not to mention that the proposed sites are contained within conservations easements with insufficient space for runways, and both sites routinely flood and are vulnerable to sea level rise over the next 100 years.

I am a resident of La Conner so this second site is especially vexing and directly impacts the livelihood of people I know and live among.

Please take the Skagit region off consideration for the propose commercial airport for the Puget Sound region.

Thank you for considering my comments.

As already stated above-There is farmland in this county which sustains the community, our state and other states. With all the focus on the environment in this state, there is no sensible explanation for proposing to destroy this land with concrete & pollution. Furthermore there are already 2 functional airports within a 40 mile radius of Skagit county.

As described

As I said in the last one your destroying a small community and talking peoples peace and quiet you want to run people out of skagit this is the best way to do so

As I stated before this will cause a serious negative affect to our local ecology, we rely on these fields for crops, the local animals in this area would most likely leave due to the large amounts of air traffic and severe increase of population traffic as well. Skagit county is one of the largest producers of crops in the west side of Washington with some of the most fertile land. Constructing this would damage not only our environment but the surrounding area. Skagit county does not have the infrastructure to support this airport either. Our roadways are under developed a long with it will cause more harm than good.

as long it had commercial air service by a LCC like breeze from the east coast. PAE is over run by AK and doesn't offer trans continental flights without stops, only regional feed west coast.

As someone born and raised in Skagit county I don't see any benefit of having an airport over keeping our wetlands/farmland/wildlife untouched. These proposed areas provide a large amount of fresh produce to our state, as well as jobs and tourism for the Skagit County. These are some of the most beautiful places in Skagit County. It's a travesty to me that this is even being proposed. There are already large industrial and commercial areas in county where this could be built. Why not on the existing airport? If that's not large enough just stay out of Skagit County.

As someone born and raised in Skagit I see this as a travesty to propose these two areas. They both provide a large portion of Washington states produce. Not only are both areas major lots of farmland, they are also places that are homes to unique wildlife and beauty. Keep the urban sprawl out of Skagit. Go somewhere else that is already developed. Leave Skagit alone.

As stated above, We are a farming community that cannot withstand such an increase in population without ruining our farm lands. There is also an airport already in Bellingham to serve for international purposes.

As stated above.

Negative impact on fauna and potentially dangerous conditions created by migratory geese and raptors. The "miracle on the Hudson" airliner crash occurred despite years of heavy traffic from three major airports that were not situated in large migratory wintering areas. This area also already experiences noise pollution from training flights from NAS Whidbey.

As stated before. These areas being considered are critical habitat for migrating birds and their nesting grounds not to mention the loss and pollution to our farm lands. And why destroy pristine farm land for another airport when you can literally go 30 minutes North or South to established airports.

As with the other Skagit county location this would do great noise damage if not destroy bird migration and, farming . This would all but destroy a lovely peaceful Skagit Valley.

As with the other Skagit location, this is prime farmland and a semi-riparian ecosystem.

As with the Skagit County Northwest site, this area has huge conservation importance and should immediately be removed from the list. It is located in the Skagit Flats which include critically important fish and wildlife habitat. Millions of dollars of private and public funds and decades of community effort have been invested into protecting this area with agricultural conservation easements and protected wildlife areas. It hosts the largest Trumpeter Swan wintering population in Washington, and both tourists and hunters are drawn by the massive flocks of wintering Snow Geese.

This area is in the Skagit River floodplain, a dynamic river system in which flood frequency and severity is predicted to increase. 96% of the site is in the floodplain.

Please remove this site from the list.

Aside from the well-documented flood problems, this is a major stopping spot for migratory birds. We're talking thousands and thousands of snow geese and trumpeter swans. This is the Audubon Society's favorite swan counting site. Bird strikes, anyone?

This would also impact a lot of low-income housing in our area, which is home largely to BIPOC and poor people. We have enough of a regional housing crunch without this development making it worse.

Furthermore, Skagit County judges have publicly stated their discomfort with large organizations taking up Skagit County farmland for development or restoration activities. Skagitonians are proud of our agricultural heritage and resources, and there is a lot of fear that if we lose too much farmland, we might reach a point where we will no longer be able to effectively maintain our remarkably diverse and efficient local farming network.

Please pick somewhere else, someplace closer to a major population center and that doesn't destroy a vibrant farming community. Can't you expand SEA or BLI instead?

At risk of flooding, rural farmland, and significant bird population. Also, a lot of tourists with tulips and would adversely affect communities that depend on tourism.

Bad flooding. Excellent farmland . Bellingham already has an international airport 30 minutes from here. It is hardly used. Why build another when it already exists so close????? Expand the flight options out of Bellingham!

Bad for the environment and community.

Bad plan. There is not enough users per local area to justify adding another airport just a few short miles from our two already existing local airports. These airports would then be pushed out of business and abandoned? How about the big green push? Pretty sure paving over viable farmland and damming the nearby ecosystem spits in the face of any ecological morality. And why waste this much energy and resources just to save potential users from driving an hour north or a hour and a half south to get the same or better available connections. Not nearly enough gain to outweigh the potential ramifications.

SAVE SKAGIT FARMLAND

PAVEMENT IS FOREVER

Based on the information provided, I don't think this is the best site.

Be sure to take some field trips out to this area so that you can see, hear, and know the amount of nature that thrives. Lots of work and funding has and is already going in to protect estuaries, shorelines, tidal areas in this region. Please do not jeopardize what is currently in place. An airport in this region will ruin terrain, wildlife habitat, people who have chosen to live among nature, and Important Birding Areas that support life on the entire west coast of America. Thank you!

Beautiful countryside. Please don't wreck it

Beautiful farmlands shouldn't be ruined. We have Bellingham airport to get to SeaTac or drive to Seattle

Because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-after.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Bellingham airport is enough, we do not need a large airport in Skagit Valley. Traffic on I-5 is bad enough through the valley!!

Bellingham has an airport
Bellingham instead!!!

Bellingham International Airport already serves this sector of WA

Bellingham International Airport and Paine Field Everett already exist. Western Washington and Skagit County do not need more travel related infrastructure. More airport = greater carbon footprint.

Bellingham International airport is a short drive away and there are smaller airports in the area. A large airport would cause more noise pollution to this quiet small town area and the road ways can't handle the volume of traffic a large airport would create.

BELLINGHAM IS CLOSE ENOUGH!! We don't need to destroy Beautiful farm land for a Noisy, dirty Airport!!

Bellingham is close enough, grow that airport
Bellingham is not far from this location

Bellingham, Everett and Seattle all serve this area. What is needed is rapid surface, water or road, connections between the existing airports. We don't need another airport. Skagit is particularly unsuitable because the sites are in floodplain, are productive agricultural areas and have substantial acreage conserved for both agriculture and wildlife. Skagit County citizens have long been active in preserving the environment.

Bellingham, Everett, and Seattle are plenty close. Definitely NO to a new airport in our county.

Besides my being in love with the flatlands in question I have many concern. 1. Wildlife habitat. Thousands of birds live and migrate through this area. Not only would it impact these birds and force them to find other habitat, there would be major conflicts as air traffic moved through the area. Imagine a jet trying to fly through a flock of a thousand snow geese, or ducks or even sand pipers. 2. negative impact on dwindling farmland resources including above ground crops (potatoes, brocolli, as well as oysters and clams. 3. Disruption of tourist and travel activities (tulip festivals, travel to the coastal waters, state park camping. 4 Art activities...the area has been a destination for artists and art seeking public for years. 5. Putting in a new airport here and facilities in this age of climate change seems stupid. some of this ground is less than 10 feet above high tide mark. Already the area has become prone to tidal and river flooding and when combined the floods can cover a greater part of the area. We need less, not more of this kind of growth that does not take into consideration these and many more factors that make it unwise for the future of the people and wildlife populations that make it such a special place. This applies to both the North and Southwest Skagit proposals.

Besides the flooding and other problems listed, this area is used by tens of thousands of snow geese in the winter along with both tundra and trumpeter swans, tens of thousands of shorebirds and is a major wintering area for numerous raptor species. Better option is to use something closer to populated area. Plus with sea level rise this site looks totally at risk. I believe it better

to expand Everett and make better use of Boeing field

Also isn't there a large Indian reservation nearby
Bird and flooding hazards
Bird habitat, flood risk. Expand BLI and Paine Field
Bird habitats would be destroyed
Bird migration

Bird populations would be impacted and we need to keep the birds we have. Many species would beThreatened by developing this area.

Bird populations would be impacted negatively. These airports need to be located nearer to the user population.

Both for the natural value of the area, the flood prone land, and especially the impact on communities of color.

Building an airport in Skagit valley would absolutely destroy the farmlands and wildlife (snow geese, trumpeter swans, bald eagles) that live in the area. Not to mention negatively impacting the farmlands and tulips fields which make this part of Skagit valley so special.

Building on protected farmland with climate change and food shortages that this land works to alleviate is a horrible idea, immoral, and irresponsible. See above comment on other Skagit site for more reasons of the same as to why this is a horrible location.

BVS is a better option

Can we make Skagit Regional commercial?

Close enough to Paine Field

Close to highways, the area does could use draw of jobs and visitors. People will come there if the prices of flights are right.

Close to I-5

Close to Payne Field

Close to Sea Tac area and should move more south

Close to Skagit Regional which could be expanded instead

Closer to higher population density.

Closer to home when flying in to SeaTac

Closer to the snohomish county population, but needs to fit into the agricultural farm land and not disturb that part of our region.

Comments above apply.

Also, Skagitonians to Preserve Farm will make it extremely difficult for any developer

Consider Kitsap County

Cost to benefit ratio too high

County residents have worked long and hard to preserve farmland and our rural environment. And we pay higher taxes to support those values.

Covering rich soil with concrete prevents carbon sequestration in the soil. The Skagit Valley is an oasis of rich farmland and clean air. An airport would be environmentally damaging.

Covers prime food production land. High water table, unstable for industrial use

Critical migratory bird habitat.

Critical salmon and duck habitat

Current land has too much community and social value as farmland

Damage to wetlands, habitat

Damaging to farmland and wildlife habitat

Dear Commission Members:

Building an airport on valuable farm land in Skagit Valley is a VERY BAD idea. With climate change impacting farms all over our country, Skagit Valley agriculture is one of the very few places that has yet to be hit by crippling droughts. We have to allow our farms to keep feeding people; keep FARMLAND as productive food sources; we don't need an airport destroying the ecology of farms, not to mention the value of the Skagit Valley to bird populations.

Thank you.

Kathleen Roche-Zujko

425-289-6803

Dear officials: Consideration of airport sites in Skagit County ought to be removed from your plans.

The paving-over of vital farmland and critical habitat ought to have been removed from serious consideration by now, given the abysmal effects of having done so multiple times in the Puget Sound area.

Consider the effects on migratory bird (which have international treaties) flyways in the area; the effects of salt water pollution and the detriment to shell and fin fish as a result of run-off from airport runways.

Another reason for rejecting Skagit County as a proposed site for an airport is the fact that the two areas proposed for discussion each are subject to frequent flooding.

There are also FEMA and National Flood Insurance restrictions on building and filling in floodway and floodplain areas.

In addition, the difficult to predict travel times on the I-5 corridor between southern population centers and Skagit County and the lack of a rail system between them and Skagit County will be a serious deterrent to airport access.

There already exist multiple airports in the area: SeaTac; Boeing Field, AKA King County Airport; Paine Field; Bellingham airport.

Skagit County is right now subject to frequent fly-overs by Navy aircraft from NAS Whidby; there is likely to be a danger of airplane collision if a commercial airport is constructed here.

If the lack of an additional airport is a detriment to increased travel in and out of this area we all will just have to plan better and take our time.

Dear WSDOT Evaluation Team,

What seems like a natural setting for a regional airport , this location has one major problem. The whole area is subject to flooding. Should we have a break in our river dike, the entire area would be under water. A break could be caused by structural failures from natural erosion, sabotage, extreme weather and snow melt, or even volcanic activity. In addition the entire area is marshland, which was reclaimed by diking the river and one way drainage canals that empties with tidal action.....

This is not the property that you are looking for!

Kory Slaatthaug, Skagit resident
Death to Skagit County Tulip Festival!9

Definitely don't need one up North!!! Isn't there an airport in Bellingham or around that area already anyways? We don't need more traffic (or people for that matter) up North when there is already enough as it is! this will cause so much issues and traffic and the freeway only has three lanes once you come down the hill towards Conway too so it isn't accommodated for this type of crap of having way more people traveling on it. Plus we don't need our country/ farms ruined by this and too many people being out there ruining peoples farms!!! The farmers don't need people racing around out there especially when they are on the roads trying to farm (driving slow with their tractors trying to work) and some idiot that has to hurry to make their flight causing accidents. And I'm sure the farmers and people that live out there don't want to hear all the noise either!

Definitely not! It will ruin the environment and impact travel in this area.

Designated an Important Bird Area (IBA) due to huge numbers of waterfowl, herons, raptors and thousands of winter- migrating swans and Snow geese from Alaska and Siberia.
Destroy valuable farmland

Destroying farmland for an airport is not a wise decision. This site is once again in the flood plain requiring massive amounts of fill to cover the existing fields. Traffic to and from the site would require significant roadway improvements including wider bridges over the South Fork of the Skagit River. Industrialization of an agrarian location is a loss for mankind and would turn the Skagit Valley into a replica of the Kent and Tukwilla Valleys. Industry supplanting agriculture. NO

Destruction of highly productive agricultural land and habitat for birds. With sea level rise coming, this subtidal area could end up under water by the end of this century.

Detrimental to environment. Negative impact on overwintering birds, including endangered species
Destroys the rural quality of the area

Developing this area would remove critical wintering habitat for tens of thousands of wintering waterfowl, shorebirds, raptors, and songbirds, including bird species that are threatened or endangered; pave over rich and productive farmland; ruin the lives of people who live and work in that area by taking their land, leveling their homes, and destroying their way of life; eliminate resources important to the lives of Native Americans; and obliterate salmon habitat.

Expand one of the existing commercial airports north or south of this location.

Development of another airport violates state requirements to preserve and protect farmland, forestry lands, and critical areas!

Development of this facility would irreversibly change the landscape of the Skagit Valley, and cause irreparable harms to the Skagit River, which lies at the heart of the valley's people, animals, and economy. A new airport centered upon the delta of this basin threatens the protection and recovery of ESA listed Chinook salmon. While largely agricultural today, these lands were historically covered by riverine tidal and estuarine habitats of the Skagit River. Recovery of these types of delta habitat are the core of the strategy to recover Skagit Chinook salmon. The areas identified by the CACC for a new greenfield airport have very much been under consideration as potential restoration areas of delta habitat in order to support the rearing of additional Chinook smolt necessary to move the species toward recovery.

Did we learn nothing from the experience of people living in the Duwamish River area? Are we thinking it is okay to expose people of color to more traffic, noise, and pollution? Does NEPA not have an equity and social justice component? I know you need to consider alternatives, but please think about your credibility when you post options like this.

directly in the flight paths of Whidby NAS.

would destroy the tulip fields and the 1.5 million tourists that come to see them

Displacement of low income

Displacing farmland in Skagit County should not be considered when siting a new airport. That goes double when said farmland is essential to the livelihoods of communities of color.

Disproportionate impact

Disrupting too much farmland. Tulips!

Disrupts farm land, will create more traffic in that area

Ditto my other message

Do not destroy our Skagit Valley farmland!!

Do not destroy our farmlands and our small-town culture.

Do not disturb farmland. Also a floodzone. Makes no sense.

DO NOT EXPAND SEATTLE TRAFFIC AND CONGESTION. THERE IS NO WAY NOISE AND EMISSIONS WILL BE MITIGATED!

Do not pave farm lands! Farms in this country are shrinking at an alarming rate. FOOD IS A BIG DEAL!

Bellingham is close enough.

Do not ruin our Skagit farmland!

Do not site airports in a low lying lahar zone; this is the epitome of gross negligence and really boneheaded. Kind of like putting a nuclear power plant in a tsunami zone. Also, western Washington has limited productive farm acreage for growing food which we cannot afford to lose to more concrete.

Do not take our farmland. And there's already enough air traffic with NAS Whidbey Island.

Doesn't serve enough population.

Don't need to ruin more farm lands

Don't take away farm land.

Don't take farm land away. Why not just expand BLI to accommodate this

Don't use our farm land

Don't you dare ruin history of our farmers and damage what they work so hard for as well as losing so much fresher fruit and vegetable access. The state government is dumb enough, quit make yourselves even more stupid

Don't destroy farm lands, wet lands and wild life homes. Save the land, don't destroy it

Don't destroy more wetlands and flood plains while all our rainfall is currently toxic across the world. These natural filtration systems are needed more urgently than our Amazon packages.
Don't disrupted the farmlands

Don't give up important agricultural lands. And impact to floodplain is pretty important!
Don't go north of Seattle
Don't need it

Don't ruin our small towns. Snow geese and swans frequent skagit. It's a hot spot on their migratory routes, that would be ruined by a massive airport.
Due to snow geese and trumpeter swan migrations.

Duh. It will flood and, once again, there's already an airport in Bellingham
Easily serves travelers from all-points North and East and even N King Co, and the new Amazon facility.
Eating up our Farmland, too much added noise and traffic

Eco system. Economy. Destruction of community. Inconvenient. Just paid for rail, taxpayers suffering enough. No new airport.

Elimination of needed agriculture. Too far from highest population center. High risk for flooding. Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations. The science has not designed a model of green air travel yet.
Environment impact would be devastating to Skagit county
Environmental and character of place impacts too great.
Environmental and flooding.

Environmental and infrastructure impacts will not be cost effective.
Environmental concerns

Environmental impact is high and would ruin land for agriculture

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

environmental impact, flooding and distance from potential passengers

Environmental impacts - The wetlands are delicate ecosystems supporting wildlife/birding that tourists come from around the world to see. Think of all the birds that will be killed by planes. I know my dad was FAA air chief in Seatac. This is not an inconsequential problem and you have one of the richest birding areas in the world here. Please don't ruin it. If you have to think economic think of the ecotourists who are going to be furious at the snow geese airstrikes and birds caught in propellers and hit by cars. Owls have a huge problem with night traffic. I know as a wildlife volunteer.

Noise! Many of us are refugees from air traffic noise in Seattle, don't ruin what makes this community rural/special. We already have a regional airport and Paine field is close enough.

Traffic - Bridges are needed to cross the river which will create traffic bottlenecks and create even more environmental impacts on a sensitive ecosystem

Environmental impacts including farm land disruption as well as economic and disproportionately impacting bipoc

Environmental impacts to Samish water shed; impacts to wildlife (migratory birds, healthy bald eagle population); impacts to agriculture; impacts to local lifestyle

Environmental impacts would be impossible to mitigate.

Irreplaceable farmland would be lost.

Environmental impacts, moderate for population served, flooding. Not ideal for the cost

Environmental issues and future climate change make this an unlikely choice.

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Environmental justice impact too negative.

Environmental Justice is an important factor, too much hard impact.

Environmental justice: this location disproportionately impacts people who want to live a country lifestyle. We moved to this area in Skagit to be away from big city amenities like large airports.

Also, why be racist? White is also a color
Essentially the same answer.

ethnic makeup of those affected should not be a consideration. people are people.

Even if land were purchased the sporadic and low air traffic of the crop dusters throughout the regions farmland would be very disruptive. Additionally all of the alternate routes to major highways are regularly taken over by oversized farm equipment.

Even more flooding concerns than the northern site. Significant work and money have been invested in this area to restore salmon habitat. It also is one of the main winter habitat for Snow geese and swans. Would destroy other agricultural lands practically making farming untenable in the Skagit area. Would negatively impact Swinomish and other tribes.

Even more so than the north Skagit site, this agricultural land provides abundant crops that would be severely diminished by the proposed land disturbances. Flooding is also a greater threat here, and any additional land taken up by diking and draining would reduce productive farmland and wildlife habitat as well.

Everett airport can handle this area just fine!
Everett already had an airport

Everett is already close enough as well as Oak Harbor Navy flying in this area.
Every winter this area has standing water for months. It's a destination for the annual Tulip Festival around La Conner.

Excessive noise, it is a thruway for migrating birds, loss of prime farmland.

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.
Existing I5 infrastructure can be used/expanded

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand Bellingham, don't ruin farm land and nature. Plus this is where our tulip fields are and that brings us revenue too

expand Paine field

Expand Paine field or Sea-Tac. Leave our farm areas alone. Most of Skagit & Snohomish Counties are lower income and by building this you will increase values and cost the current citizens out.

EXPAND THE CURRENT AIRPORT!

Expand the regional airport instead

Expanding Paine makes far more sense than building this close.

Expanding the airport and utilizing the one already in Everett would make the most sense.

Expansion of services at Bellingham airport would serve population better.

Fairly far out.

Far too much flooding. And right smack dab in the coolest, quaint little town that would be eternally ruined. Our small town and the lives we dream for our kids, gone. Heartbreaking.

Farm country. Agriculture will be impacted

Farm fields are much needed and existing facilities can be used or upgraded.

Farm land

Farm land

Farm land is critical and should not be developed and paved over.

Farm land is irreplaceable.

Farm land that should stay that way!!!!!!

Farm land!

Farm lands need to be proactive. Skagit river pollution .

Farming and wildlife impacts are a great concern.

Farming community.

Road congestion has already become an issue. i-5 has a hard enough time accommodating the population currently traveling/living in the area.

Farming country

Farming has been the backbone of this community for hundered of years. Cement city, air pollution & traffic that is brought along with an airport is just unnecessary. We are not Seattle. We are farmers.

Quit trying to ruin everything.

Farmland
Farmland
Farmland
Farmland
Farmland

Farmland and agriculture would be ruined. People would lose jobs and I-5 through Mount Vernon would have terrible traffic.

farmland and flooding

Farmland and marginalized population are going to be severely impacted by this.

Farmland and the tulips

Farmland and tulips

Farmland impact too great.

Farmland in Skagit Valley is more valuable as farmland, everyone needs to eat, few really need to fly. Farmland is more important. This would have a huge negative impact on the land and farmers of Skagit county.

Farmland is more valuable to the world than a fucking airport. Also fuck off with this Seattle-centric garbage.

Farmland is needed more. There is and will be an ever increasing demand for food.

Farmland is priceless. No food, no people.

Farmland is sacred and should be protected. There is a perfectly good air field in Bellingham that can be used. Please please don't do this. Our valley is already going downhill. Mount Vernon and Burlington are already overpopulated and full of crime. This will not fix it!

Farmland is vital to the community. I-5 and surrounding. Hwys Cannot take traffic volumes in this area

Farmland isn't "undeveloped" and needs to be protected

Farmland loss, flood plain, native American impact.

Farmland needs to be preserved

Farmland preservation should be a priority

Farmland should be protected and not used for massive concrete airports.

Farmland that can't be replaced

Farmland! Keep it rural!!

Farmland!!!

farmland, farmland, farmland! We need to keep our livestock calm and our farmland preserved to harvest. Go south of Seattle, Centralia or someplace else!

Farmland, flood plain, environmental justice, bird flight pathway

Farmland, historical area
Farmland, migratory birds, no way!

Farmland, wetlands and wildlife would be too greatly impacted. HWY 20 and surrounding roads could not accommodate excessive traffic.

Farmland, wildlife, flood plain.

Farmlands and animals!

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Farmlands! Wetlands! Flood plains! Bellingham and Everett airports are within 30 mins of Skagit county, why damage more lands?

Farmlands, migratory birds, flood plain, rural population, several airports already nearby

Farms are all over Skagit County, there is already an airport 40 minutes from Skagit County, and one in BC

Fertile farmlands. Provides agricultural products locally, nationally, and internationally. Important sites for winter bird migration of Bald Eagles, trumpeter Swans, and Snow Geese.

Winter flooding. Impacts low income populations. Already struggling to provide low income housing. East access to Bellingham and Paine Field airports.

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

Fir Island is farm land. Made for agriculture not airports.

First of all it's farmland in second of all we don't need any more airports. There are too many airports: Bellingham, Everett, Seattle.

First, I strongly disagree there is a need to the north with Paine Field and Bellingham already serving this north region. Secondly, Skagit County has ordinances in place to protect farmland from development and for good reason. Farmland is a precious commodity and your planning scheme does not address this land use in any fashion. Extremely short sighted! Lastly, both the Skagit and Samish River watersheds are vital ecosystems with critical salmon and migrating waterfowl habitat already at risk from human impacts. The proximity of the site to estuaries, wetlands and rivers is unconscionable. This area is working hard to maintain and restore these systems and this sort of development could be the proverbial final nail in the coffin. I find it incredibly disturbing that a state study has failed to address so many other factors in their considerations. It truly seems focused on the business side of things as though this plan is truly desired by its residents.

Flood concern should rule this out. Flooding will only get worse with climate change.

Flood concerns

Flood concerns and wetland impact

Flood concerns combined with lower population served unless growth trend is predicted.

Flood concerns should preclude the addition of such infrastructure.

Flood concerns, traffic, and agriculture. There is also an airport close by.

Flood issues

flood plain & tulip industry impact HIGH!

Flood plain destruction and pollution would pose devastating destruction of a resource that is critical to the survival of many endangered species: from sheltering juvenile salmon (thus feeding the orcas) maintaining the Oyster industry.

Flood plain Navy flight interference? Why not south some more on the hill just south of Starbird exit. No flood plain up on the hill.

Flood plain, agricultural, migratory fowl, etc. Also - Vancouver International, Bellingham, Everett and SeaTac airports are all within a short drive.

Flood plain, farm land protection, incompatible with the current population and character the county has worked to protect

Flood plane - migrant birds- agriculture - skagit river and would be disturbed .

Flood prone area

Flood risk

Flood risk and environmental impacts too high. Surrounding city infrastructure not able to support such a high volume of traffic. Look at the tulip festival alone.

Flood risk, affects BIPOC low income community and farming community as well as fertile agricultural land.

Flood risks are too high.

Flood risks.

Flood warnings again. Too much money will go into maintaining constant water damage.

Flood.

Flooding

Flooding

Flooding

flooding & adverse impact on POC. once again, why are you even considering this?

Flooding and environmental impacts

Flooding and future use will be under water

Flooding and I'm anticipating harsher winters , including high winds would shut this airport down alot.

We are getting fog now too and thunderstorms from time to time

Flooding and migration corridor. Farm land

Flooding and roads can't handle traffic, even if expanded. It would destroy the area.

Flooding dangers

Valuable farmland would be lost and migrant latino farmworkers would be adversely impacted

Flooding is a big issue. Also the Skagit valley can't keep up with the ever increasing growth which has caused a huge traffic challenge and poor road conditions.

flooding is a major issue. I don't see how you could overcome that. Skagitonians will fight to keep what's left of the farmland along the 1-5 corridor.

Flooding is an issue, and it would destroy fertile farmland. There is no demand for an airport in this area, and it would destroy the rural landscape.

Flooding is frequent in this area, and is also productive farm land employing numerous lower and middle income people. There is also already a small airport in the area, and Bellingham international airport is 40 minutes away.

Flooding is only going to worsen with time in this region and there maybe Navy conflicts.

Flooding issues

Flooding must be strongly considered with global warming and the fact that that issue is only going to be more of a problem in the future, especially along the Puget Sound. It also sounds like it would be a location that would benefit the wealthy at the cost of the poor.

Flooding shouldn't be encouraged.

Flooding

Farming

Community

Flooding, impact on migration of birds, and loss of farmland. Active volcano

Flooding, noise, the impact on BIPOC communities in skagit

Flooding.

Floodplain

Floodplain and impact on farmland and wildlife.

floodplain concerns can not be mitigated

Floodplain impact

Floodplain impact & population served.

Floodplain impact.

Floodplain

Both sites sit in 100-year floodplains. (The NW airport site is 86% in the floodplain. The SW airport site is 96% in the floodplain.)

The Skagit is a large, dynamic river system and flood frequency and severity are predicted to increase over time.

The Samish site floods routinely.

Sea Level rise: Both sites are extremely vulnerable to sea-level rise over the next 100 years.

Property Acquisition

Both sites are blanketed in permanent conservation easements (CE™s), in place primarily to protect prime agricultural land and open space.

Other protected lands are paid for by state and federal public funds for wildlife conservation, agriculture and open space to conserve some of the most important fish and wildlife habitat in the western USA.

The majority of agricultural Conservation Easements are paid for by a conservation futures tax which are community tax dollars. This is a popular program.

Skagit has worked hard to keep its renown farmland intact - this goes counter to that. "Pavement is Forever".

CE™s can only be undone by eminent domain which would be extremely unpopular.

There is not space between the conserved lands in these areas to put in up to three 11,000 ft runways.

Environmental Factors

The Northern Puget Sound Lowlands account for 10% of the land in WA State yet 80% of all wintering waterfowl in WA are recorded here. This is a Critical Bird flyway.

Largest Trumpeter Swan wintering population in Washington.

Over 20,000 shorebirds on Padilla Bay mud flats in winter.

Critical area for Brant and in particular Western High Arctic Brant.

Samish Flats known for its high and diverse number of wintering raptors.

Padilla and Samish Bays support one of the largest known wintering populations of peregrine falcons (*Falco peregrinus*) in North America.

Birds and very large airports don't mix for safety reasons.

Skagit River system as a whole is in need of restoration, not more pavement and impervious surface.

Would add pollutants in nearby waters

- Skagit River is most important river for native fish in Puget Sound

- Padilla Bay, second largest eelgrass area in USA- critical for juvenile fish and for food sources of endangered Orcas

- Samish River- clean water essential for oyster industry; Orcas eat salmon from this river as well

- Skagit River major source of fresh water entering Puget Sound

Environmental Justice

Both Skagit and Samish sites are areas of significance for local Tribes and for the fish and wildlife they co-manage.

Population make-up of Mt Vernon and La Conner meets environmental justice concerns published by CACC.

Noise –“much of this area already subject to Navy plane noise.

How would this site be compatible with the Navy air space?

Population Served from These Areas

Their studies show neither of these areas substantially help meet future passenger needs as so far from Seattle.

Floodplain, good agricultural land that needs to be preserved, SNOW GEESE and TRUMPETER SWAN flocks that would be very incompatible with an airport

Floodplain, loss of farmland, destruction of a beautiful place

Floodplains, farmland preservation and impact on BIPOC would be very negative

Floods in south west Skagit county. Revamp Bayview Airport

Floods, too far north, already have Bham airport

Floods,,snow geese, agricultural use, bad bad idea.

Flyway for large wintering bird population of Trumpeter Swans and Snow Geese. Large eagle population. Eco tourism and organic farming production would be negatively impacted. Flood plain concerns. Would adversely affect peaceful rural lifestyle enjoyed here. Negative environmental impact. Not needed. Bellingham airport and Paine Field are close enough and could be made slightly bigger if we really need.

Focus on Bellingham

Food production is going to be WAY more important than air travel. Skagit County is fantastic soil for food production.

FOOD, FOOD, FOOD is the current and future best use for this fertile land.

The Skagit Valley consistently ranks near the top of sites world wide for high quality agricultural land. It must not be paved over for an airport.

The analysis fails to consider that this is a prime food-producing area, and give appropriate value to agricultural uses.

Production of food is essential to human existence. No other use even comes close to being essential.

This is not undeveloped land. It is already developed to its highest and best use - agriculture. There is no other use, airport or any other, that can fully utilize the capacity of this flood-plain soil to produce high quality food crops to sustain us and future generations.

An airport, with its ancillary services and future sprawling development will gobble up this critical resource. An airport is clearly totally incompatible with the existing agricultural uses in the area.

You must Change the Terrain Impact and Incompatible Land Use colors on the chart to solid red. And delete this site from any future consideration as an airport.

For all the same reasons listed above. Skagit Valley is a special beautiful place and I'd hate to see it ruined by airplane noise, pollution, traffic and displacement of wildlife.

For the same reasons as the other Skagit County location. Our farmland is very important to the people here. Our migrating bird population is greatly sought after in the world as well.
For the same reasons listed above.

For the same reasons stated above - you don't want to pave over the farmland.
Fuck no

Fuck no. Again Why the fuck would you take good producing farm land away for an airport. Incredible dumb fucking idea.

Given how flood prone the area is and that is an important wintering ground for waterfowl the Skagit is a bad choice for this project.

Given our proximity to the Bellingham, Everett, and SeaTac airports, a major airport in Skagit County is unnecessary. The impacts of land conversion, noise, and traffic are unacceptable for Western Skagit County given the primary uses are farming and wildlife and fish habitat. Plus, we already have the regional airport here too.

Given the adverse impact on Skagit valley's people of color, I vote no.

This site also would increase flood risks in low lying areas.

Add this to the impact on wildlife migration. A triple negative.

Given the ongoing shifts in climate, the loss of local, high quality arable land with efficient natural irrigation would be harmful to the sustainability of the region. This is compounded by the direct harm to already disadvantaged populations

Go away! Why don't you focus away from destroying our beautiful farmland and pay attention to making our current roads/highways safer. For example why don't you scrounge up funds and build a safe crosswalk that crosses highway 20 at the intersection of Skagit street in Burlington, WA. Do better!

Good area
Great location!

Hard no. This is a terrible idea for the environment and the health of the residence.

Have the CACC planners heard of Skagit County Agriculture? Tulip Festival? Food Security and Access? Yes, this is where ours (and yours) FOOD comes from. It is an abomination and dangerous to circle one of America's most diverse and rich farmland for anything else but food production.

Have you assessed sound and emissions impact on livestock, farmland, and farm employees who have to work outside? Both from airplanes as well as the increased traffic? You can't mitigate that. We lived under a flight path in Seattle (a flight path that was supposed to be for extra flights but became a primary) and with the automated changes to flight arrival and departure speeds and alignment, it was unbearable. Triple pane windows do not make up for the deep vibrations that interrupt sleep and the inability to hold a conversation outside.

We have airports in Everett and Bellingham. Airports that could be made easier to get to with higher speed passenger trains. Additionally if there was flooding, which there will be, more often and more severe, how would you mitigate the fossil fuel impact to the low lying farm areas and rivers that are key to this state's food production?

Hazardous to environment

Hell no!

Hell no!

He'll no. period.

Hell to the no.

Hello! Why would this ever be a good idea? Valuable farm land and beautiful landscapes being destroyed!

high flood area

main access point already suffer traffic congestion and need updating without additional impact of an airport

High flood potential

High flood risk, important agricultural area, poor transportation infrastructure all ready over capacity. I-5 is already plugged.

Only 65 - 75 minutes from SEA so the criteria of 90 minutes isn't valid.

High impact on local housing. Look to upgrading existing airfield such as Bellingham

High quality farmland and wintering habitat for migratory birds would be lost.

High risk of flooding

Highly prone to flooding on west side of bridge, poor access over river. Migratory bird flight path

Horrible and terrible idea for this area!!!!!! No, no, no!!!!!! This will only drive people to move away!

How can you even consider developing here? the impact for environment and flood plain, wetlands, bird migration is tremendous. Add the effect on residents and agriculture. Awful site.

How does this impact large numbers of people of color?

Huge ag impact including large economic base for Hispanic community members. . Devastation to wildlife and ecology.

Huge negative impact on agriculture, destroying one of the most productive agricultural areas in western WA.

Huge negative impact on traffic-already very congested.

Huge negative impact on environment. There are very large groups of Snow Geese and Swans that spend several months in this area..

Right in the middle of a major flood plain. Routinely experience floods in this area. In major fault line...if we have earthquake, potential for loss Diablo and Ross lake dams with major destruction in this area.

I am a Navy pilot who has flown for many years in western Washington. All these ideas are absolutely terrible and the planners should all be fired. There is no way building these proposed airports in the Skagit valley is a good idea. The solution is not to build a new one in valuable farmland. The solution is to develop already in place airports that that completely underutilized. Bellingham and Paine field are already in place but major airlines have not increased flights.

I am highly concerned about the impacts of this project on people of color, our migratory bird populations, and the shrinking farmlands of Skagit County. This project does not support the rural nature of our county and the natural resources that make it so special.

I am not at all convinced we need additional airports. Take full advantage of those that exist and provide alternate transit via bus, rail or air from existing smaller airports to the large existing airports, if needed.

I am worried about the flood risk and the impact to migrating birds in this location.

I believe a lot of that is important farmland. To put an airport there would remove farmers' livelihood, some of which are 3rd generation farmers. It would also remove important crops being grown. It does flood practically yearly as mentioned.

I believe the existing airports in Skagit, Whatcom and Snohomish counties would be better locations to expand for the desired growth. No more new areas which are not located by an airport should be even considered.

I believe you would hit flood issues, school location issues and you don't have the population to support it. Also that area already has a military base that flies in the area.

I bird in this area. I don't believe the environmental impacts can be adequately mitigated. Instead of accommodating increased air travel, we should advocate reduced air travel.

I do not want the traffic. I do not want the noise. The Skagit Valley is currently a beautiful agricultural center with fields, flowers and quiet farming. Building an airport here would destroy a natural gem of Washington state. Yes, it would bring jobs, but consider the mess all around Seatac. Do not do that to the beautiful Skagit Valley

I do not want this in my county.

I don't believe our current infrastructure in this area supports that kind of traffic. While we do have the I-5 corridor, it already seems as if Burlington, Mt. Vernon, Anacortes, etc. are too full as it is so introducing more traffic on a large scale seems that it would cause more problems. We also have a lot of wildlife that is already disturbed by jet noise, additional air traffic noise would only cause further harm

I don't know how you arrived to the conclusion that unaccommodated passenger demand is medium, because SeaTac is a 90 minute drive from the Burlington area. Any farther north, and you can use Vancouver if you have a passport. Also, it is not smart to build an airport in a floodplain with sea level on the rise. Next, environmental justice being rated as poor is a dealbreaker for me. Lastly, this area is not near any major cities. There is no infrastructure in place to support an airport. The area is farmlands and a few medium sized towns. Most towns around this area have a local culture and a strong community, which would get decimated by an airport.

I feel our county is better served by preserving our farmland and open spaces. I also believe that the Everett and Bellingham airports are close enough to serve as alternates to SeaTac for travel. We already have seen an increase in commercial planes over our neighborhoods, I don't want to see more of that.

I have my land

I have restaurant and live nearby

I have the same concerns here as NW Skagit County. This really should all be lumped as the same area. The weather not difference is north or south of Skagit Regional Airport.

I like that this would spread the airports out more.

I live near the proposed airport sites in Skagit Count. Frankly, I'm really surprised that anyone would even consider using this land for an airport. I live in one of the most beautiful places in this state - full of migrating birds like trumpeter swans and snow geese in the winter and bald eagles all year round; a destination spot for bicyclists and kayakers and tourists trying to escape the noise and congestion of the city. Putting in an airport would completely ruin the unique beauty of this area.

Karen Molenaar Terrell

I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO NO!!!!

I live on Whidbey island. We are inundated with jet noise. I go to different places around Skagit valley and the jets are loud there too. Traffic has become awful commuting between the island and valley. To build another airport near Skagit valley would be offensive to the quality of life and environment. Please dont

I love nearby and it would be disturbing our peace out here. It's agricultural land and should be protected. Plus, we're already in Whidbey's Naval Base flight plan and the noise pollution is tremendous. No way. Not in my backyard.

I think area is better off as farm land and tulip fields.

I think an airport in this area would be great, IF we can figure out a way to mitigate loud noises and emissions! Also, figure out a way to keep the prices about the same as SEATAC too. As a Skagit resident myself, it can be quite difficult to always have to travel down to Seattle for flying. If we could have a more conveniently way for folks in this area to fly, that would change a lot for the better!

I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

I think the areas north of Everett would serve a growing population. You'd also spare some traffic on Seattle area freeways and arterials. It is hellish driving from this north end through Everett and Seattle to catch a flight.

I think the environmental impacts will be too large for this.

We have many migratory birds that visit the valley and may not like planes coming in or out of their habitat.

I think you answered your own question: "It would impact large numbers of people of color."

I want an airport that serves South Puget Sound region (Pierce/Thurston/Lewis/Mason)

I witnessed severe flooding in this area last year. It is also a very well known hunting spot for waterfowl and geese. Large flocks migrate through this area every year, which would pose a safety hazard to planes. This would have a huge environmental impact on the farmland and the wildlife.

I-5 access.

Impact on all people is important- why are people of color the pivot point in any of these areas? This is a mistaken criteria that you are using in my opinion.

I-5 can't support the additional people driving on it to go to an airport in the north everett to Marysville is bad on a good day do not send more vehicles north on a road that can't support the load it has now all side/alternative roads are at capacity or more in Snohomish county.

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions.

I'm curious why you don't have a category to include environmental impact with regard to preserving existing farmland, watershed preservation and other environmental impacts. The Skagit county sites are located in areas with large conservation implications and huge local support for protecting farmland and watershed areas. They shouldn't even be listed. There seems to be a disconnect between whomever put these sites on the list and what is happening in the local area to protect the land.

IAW the Governor and State Legislature law/policy and guidance for ecological sustainment of the Puget Sound region, there is no justification for destroying a Greenbelt of natural or agricultural habitat that is vital the WA ecosystem. This a sanctuary for migratory waterfowl, wildlife, and sea life. The risk to water, wetland, and Puget Sound at large would be extremely high, putting the aviary, salmon, and whale populations at great risk.

By definition the scores note above are incorrect

Terrain Impact - Aviation requires Terrain/Obstruction clearances that go far beyond this circle. "TERPS Data" would define arrival/departure corridors that all must conform - YELLOW/RED

Land Acquisition - The State/Fed would have to acquire this land and develop it. Cost are not just the purchase. The real cost are exponentially high with Zero/Little pre-existing infrastructure - RED

Wetland Impact - This may not be "wet land" but it is absolutely and estuary for migratory birds, wildlife, and the ecosystem that support salmon, seal, otter, and Killer Whale habitat. Where would jet fuel, de-ice fluids, and storm water go off the acres of impervious surface that would be created? Puget Sound! - RED

Incompatible land use - There is very little infrastructure in place at this site that would provide any offset to the requirements of a large airport capable of filling the 30 million annual passengers (MAP) deficiency - RED.

Recommendation - The only logical, fiscal, and sustainable solution is an existing facility capable of handling transport category aircraft in a sustained Passenger/Cargo operations, which has to date applied mitigation steps necessary to protect and enhance the greenbelt of Washington, not destroy it.

I'd like to know who is benefiting from this proposed airport. We don't need one. Totally unfair to people of color.

I'd rather eat than accommodate tourist and business traffic
If an airport is put in were do people farm

If carries wont currently use Payne Field they wont use this site

If the impact to those being displaced is "unfair", then the mechanics of eminent domain should be addressed. I expect there is a correlation between cheaper/undesirable locations and bipoc. And lifting those affected out of those locations would help break the cycle. (so a good thing, rather than a bad thing)... Also the and cost would be less, (which should free funds for better compensating those affected)

Impact on fertile farmland.
Impact on people of color

Impact to farmlands and to animal and bird habitats would be potentially harmful from noise, ghg pollution and traffic congestions. Jets at Whidbey are already affecting Orcas and other sea-life. Flooding concern too near the channel at La Conner.
Impact to our small rural roads would be overwelming

Impact to people of color and low income would be awful and very unfair
Impacting BIPOC communities is an unacceptable outcome.

Impacts to traffic in the area and tourism for the tulip festival would be disastrous

Important ecological value for migratory birds especially migrating swans. Flood risk is high. The bay is sensitive and run off would kill juvenile salmon in estuaries. Noise would completely change rural area. Airplane noise pollution would affect all citizens in the region including the San Juan Islands which already have noise pollution from airforce base on Whidbey. See impact studies on noise pollution and the endangered southern resident killer whales.

Important farmlands in the area. We need to preserve our farms and keep them clean. An airport would add pollution to air and water in a valuable, sensitive and critical resource in our community
In the 30 years that I have lived near the area there have been three major floods and several smaller ones.

In the flight path of Naval aircraft and home to migratory birds. This area is important for farming and is prone to floods.
In tulips fields?

Flood plains.

Economic impact of Skagit farmers and Tulip industry.
increase of people and traffic

Incredible location especially for travelers to and from Canada. Lots of space to grown and expand.

Incredibly stupid place to site an airport. In the floodplain and damaging environmentally to the entire country. Truly horrible and ignorant idea.

Infrastructure is not built to handle the amount of people of a seatac sized Airport. Would cause awful traffic for local residents. Bellingham airport is only 30 minutes away.

Infrastructure would not support the traffic generated by an airport . Existing roads (rural) cannot in most cases be widened.

It already lists an airport. If the plan is to expand ~that~ airport then I'd change it to yes. It could offer better jobs for that area.

It has no place here. Our wildlife and farmlands can not tolerate the intrusion.

It is a serious flood plain. Every winter there is flooding over that part of the valley. Some roads like like the have water falls crossing them. Roads are closed all through the area. Some homes keep a kayak or canoe in the garage to get to the roads. It is also the wintering over place for thousands of snowgeese and swans, and also on the migration path for shorebirds and warblers. Raptors of importance also visit. Short ear owls are a highlight of everybody's winter birding. Bird watchers contribute to the local economy. .Hunters use the property as well and often they have to pull sledges across the muck to access the hunting spots. Much of the land is tied up in permanent conservation. The soil there is one of the richest in the contry - Skagit Silt Loam - and it would be a crime to pave it. You can't grow new soil. And then there are the tulips which really contribute to the economy of the ares. The people in that area, if they need an air port, can easily access Seatac via I 5. I am a very frequent traveler and I have never used Paine because flights there don't go to great places and the flights are not coordinated. Waste of money and time. Same with Bellingham. I only used Bellingham when when the state paid my way and I wanted a scenic ride. The outlying airports are pretty useless. What I need is rapid transit to seatac. or more bus service on nice buses such a they have in Europe. Restrooms and wifi. Check it European bus lines.

You seem to have missed the point. Get electric buses and have frequent runs. We need less air traffic.

It is beautiful farmland at the moment, home to the Tulip Festival which brings significant tourism to the area.

It is essential to preserve the habitat as it is. Now annual atmospheric rivers have demonstrated their ability to wreak havoc on low-lying areas. It defies logic to suggest infrastructure investments that will likely not be able to withstand changed climate storms.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It is largely farm land, people do live here, some on land that has been in their families for 100 years. It would impact the health of what is grown nearby, the availability of fields in rotation for our main cash crop of tulips, some businesses, and is still in a flood zone.

It is some of the most productive farmland and necessary for migratory birds on the west coast. It would be destroyed and unrepairable. NO! Non starter

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean.

It just doesn't make sense to upend the last beautiful green valley in the state of Washington. Why would you even consider this?

It may impact the tourism in that area. Nobody wants to go to the tulip farm to hear planes everywhere.

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It will destroy essential valley farmland producing crops, rural lifestyle and roads are backed up as it is.

It will impact low income communities, farmers and land population on the property.

It will impact low income families in a negative way. A lot being People of Color . It will have a huge impact on ecosystem with birds flight patterns. It will also have huge impact on Farmers! No.

It will ruin skagit county's beauty and deep roots of farm lands
It would impact too many people already living there

It would absolutely take away from the beauty of the region. Skagit county is one of my most favorite places in the world, and that is because of its small-town, farm life feel.

It would be a good area to help with the congestion of sea tac

It would be built on farm land, that familys depend on for work and food. Always remember farmland for ever bot concrete and pavement

It would be extremely unwise to pave some of the most valuable farm land in our state!!! Not only does it provide food for people but it provides for a significant number of migratory birds that winter in the area. The hunting and winter tourism is also important to this area.

It would be idiotic to put an airport here - who is going to use it?!

It would cause too much traffic and too many people on the roads. Also it would still hinder lower income people.

It would create more traffic than the area can handle.

It would decrease the beauty of our area

It would destroy farmland, our fishing, and our recreational areas.

We do not need another airport.

It would destroy farmland, our fishing, and our recreational areas.

We do not need another airport.

It would destroy prime farmland in the wake of oncoming food shortages.

It would destroy the farming community

It would destroy the farmland that the area is known for.

It would disrupt locals immensely.

It would disrupt the entire natural environment and agricultural industry that the area supplies worldwide. Additionally, it would bring tremendous traffic and cause significant air pollution. The area is not equipped the handle it. It would harm the local tribal environments as well.

It would endanger the salmon, the orcas, and my property taxes!

It would have too great of impact on agriculture community.

It would impact the farmland and tulips.

It would kill la connor

It would negatively affect our area. We already have flooding. It would ruin agricultural areas and housing. Horrible idea

It would negatively impact the environment (for many reasons),

would ruin the agricultural/rural history and culture,

AND it would disproportionately negatively impact PoC (mostly Latino farm workers, many undoc, also skagit tribes)

It would over congest our small roads and neighborhoods

It would ruin migratory bird flights and cause all the locals to move. As well as ruin a rich in beautiful/natural farm area.

It would ruin our peaceful area. It is farmland and we need that to keep producing our crops

It would ruin Skagit county!

It would ruin that peaceful land.

Need more ferries WADOT, in case you haven't heard.

It would ruin the beauty . Man I'd already building up around Anacortes ferry landing. You have baby deer running in the traffic. Keep this area clear of all that noise

It would ruin the charm and beauty of the valley. Also it's a farming community. We need farm land more than airport s

It would ruin tourism.

It's a better fit

It's a farming community and small at that, please no.

It's agricultural land, and should be protected as such.

It's farmland and would definitely flood.

It's farmland you fools. Where do you think crops come from?

It's farmland. We need it to grow food.

It's likely gonna flood more as the climate changes.

It's flat because it's valuable farmland.

It's just too much for these areas. You want to save the environment, start by not putting in more airports in rural-urban areas. People live there just to get away from the mess!

It's only 30 minutes south of Bellingham airport. Makes no sense.

It's valuable (not just in money) farmland
it's a bad idea

It's a bad idea. The area is in a flood plain, prone to floods. It's likely that sea level will rise even further in the future. It's covered in conservation easements, and is a vital green space for people and farmers. It's an important bird flyway. Planes and birds don't mix. Paving the area would be an outrage. Please don't put an airport here.

It's ag land! Streams, rivers, salmon, herons, etc....

It's all ready congested and getting worse and geographical history is a flood plane and if Baker went off or a big earthquake, would be in the sluff path or liquidify.

It's already prohibitively expensive enough to live here, the road infrastructure could not handle the kind of traffic an airport requires, the noise pollution and population influx would destroy the local culture, and the exhaust and chemical fumes would bring significant health concerns to an already strained health system in the far northwest. This region is already experiencing record flooding year after year and a large portion of land being lifted out of the flood plain would significantly negatively effect the communities around it. I do not see a single benefit to adding an airport to a region and population with no need for one just because it's flat here.

It's an agricultural, farming community! The tulip fields don't need a runway in the pictures. Just say no!

It's disgusting that anyone would even consider this valley for an airport. Too many people depend on this land for their livelihood, including migrant workers. Not to mention all the wildlife and natural habitat that would be destroyed. We already have 3 regional airports within 30 minutes and 2 international airports within 2 hours.

It's on top of Tulip Town, next to the precious Skagit river. It would end agriculture in the Skagit Valley as we know it, that would take too much land out of production to sustain the industry.

It's redundant and unnecessary - we already have major airports in easy driving distance (Bellingham and SeaTac). The environmental impact of noise and pollution would be unacceptable. Haven't white people shit on Native Americans enough already, without building this near tribal communities?

It's too close to Paine field, this area is already serviced by a major airport.

It's too far away and flooding is a concern. Paine Field is in the neighboring vicinity and already provides commercial passenger service.

Just as "Skagit County Northwest", this site is also very important winter habitat for significant bird species such as Trumpeter and Tundra Swans, Snow Geese, and many raptor species. Please see Skagit Audubon Society's 8/14/2022 letter to the CACC for details.

Just like North Skagit County, this area is full of wildlife and farming. Located just a few miles up I-5 is an airport that already serves what the small population needs just off I-20. Air traffic in the Skagit County region is massive due to military training operations that are continuous for over 20 hours a day, continuously. I sure would not want either airport up here. We moved here to be far from Seattle and Everett with all the air and highway traffic to add to our inconvenience. Impact studies are meaningless. The Skagit Regional Airport is enough, thank you!

Just make Everett airport bigger

Just make Everett better or Bellingham airport better

Just NO!

Just No. Stop seeking ways to ruin the last bits of true beauty in our state. This is where our tulip fields are. It's one of the few places you can easily access farmland, pristine little towns (LaConner) and still get to a Costco without drama.

Just no. The Tulip Festival is an important part of the character of the county. An airport nearby would not do any good. Do you realize this is some of the most fertile soil in the world? Shame on you

Just stop!

Keep air traffic in king county. Pollution and environmental impacts must be considered especially in the more rural proposed areas.

Keep airports in area of greatest need/useage.

Keep farm land farm land.

Keep farmland open!
keep it farmland
Keep it rural.
Keep our farm lands!!!
Keep our farmland...high chance for flooding.
Keep rural areas rural.
Keep Skagit farmland for farming!

Keep Skagit in farmland. Keep the Wiley Slough walkable. Protect wintering swans and snow geese, nesting eagles, favorite birding areas.

Keep the farmlands the farmlands. We do not need another airport.
Keep the rural character intact. Too much sprawl already.
Keep this farmland

Keep your airport out of our small towns. We want our farm land not your airport. We do NOT want to drive through traffic on I5 every day for the rest of forever. We do NOT want your airport to take over all of our much needed farmland, that's where over 75% of the county's income is from, a lot of us are farmers. Having an airport here would SEVERELY impact our livestock also, they are easily frightened by loud noises and we don't want to deal with talking over airplanes and dealing with spooked livestock that can and will run through fencing. Take your airport somewhere else

King county and north of king already have airport service. There is nothing south.

L

La Conner and surrounding area lands are recreational tourist destinations, tulip fields, farm fields. The pure magic of nature. Don't you dare spoil this pristine land
Land is sacred farmland
Land needs to be protected
Large agricultural impact. With climate changes and drought in sw states these fields will be needed for food production.

Large population of migratory birds come to this region each year. Agricultural impact of Skagit Valley and its residents.

Leave our farmland alone

Leave skagit farmland as such

Leave Skagit Valley alone. The i5 corridor is already too densely populated affecting everyone's quality of life!

Leave the farmland as it is. We've got enough airport options in this state.

Leave the precious bird habitat and valuable farm land alone.
Leave these fields for growing plants

Legacy agricultural area with extensive wildlife and bird populations. Use existing airports with better infrastructure and closer to population centers.

Less environmental impact than other areas, and a significant number of people would be served.

Leverage Paine Field. Alaska Airlines is crushing it there. Boeing will most likely start to exit the state, opening up more opportunities for commercial traffic. Or double the footprint of SeaTac. Creating a third international airport is fiscally, socially, and environmentally unnecessary.

life-sustaining farmland for humans and feeding area for wintering migratory birds

Like the other region of Skagit County, the land that is in consideration is also home to many migratory birds; some of which are endangered. If the airport were put in, it would be going against the whole point of the land being protected. They are open fields and flat terrain, yes, because itâ€™s *protected* farmland. Please uphold those promises.

Lived her all my life and strongly disagree with putting an airport here! Theres already 1 an hour away!!! Im just fine driving an hour!

Location is between 2 large airports, SeaTac and Vancouver, plus numerous smaller airports. The need for air transportation is in the Olympia to Portland area.

Location is close to a major highway and infrastructure is already established. Utilizes an existing airport for expansion. Would service the North Puget Sound Region.

Location of the largest remaining farmland in Western Washington with internationally famous Tulip fields, the loss of this location would be catastrophic to the state. Concrete is forever and once lost we could not recover this unique lowland area.

Looks to be a smack dab in the middle of a beautiful farming area, tourist industry with tulip farms in LaConner.

Loss of farm land is a concern. Spread of more housing and associated development driven by proximity to a new airport would further impact some of the best farmland in the state. The impact on future development patterns need to be considered beyond direct impacts. Also climate impact of increased airtravel need to be considered.

Loss of precious farm land

Loss of habitat for snow geese

Insufficient infrastructure

Negative impact on wetland and close by shore line

Loss of character of skagit county

Lots of birds spend the winters on this land NO

Lots of open land and will benefit N Washington residents

Low density and too close to BLI

Low population

Much of the planned area is already wetlands that have been filled in. Further harm to the area, much of which is now used as rich farmland seems irresponsible.

Major bird migration and wintering area. Too far from major population base to justify. Flood concerns. There is already a regional airport nearby.

Major flooding in this area. Also it would destroy too much natural areas, as well as most of the Skagit Valley.

Major migrating bird path.

Many farms that provide many jobs would be impacted.

Many first generation Americans live here. I do not think we should disrupt their lives.

Many people live here, they would be impacted. This would destroy La Conner, as a family community.

Might want to add another essential factor to your list. Is it in the middle of a major bird migration area. Simply won't work. And in the tulip fields too? That's a major tourism draw for the area.

Migrant birds, farming land, flood, poor road ways, lack of transportation to larger cities south of this area, environmental impact it would have not livestock and wildlife and my list could go on!

Migrating wildlife needs protection and this area is critical for them

Migration patterns critical to birds and environmental impacts to crops are not worth the millions to fund this ridiculous idea. Road infrastructure is not there and could never be with salmon streams and ag.

Migratory bird area.

Migratory bird flyway, flood concerns, impact on agriculture.

military aircraft already a noise pollution..... don't add more

Military base proximity and this would severely affect flight operations. Expand Bellingham and/or Paine.

More land, less people.

More people moving into Skagit & Snohomish County. Would also serve Canadians that come here for tourism which we get a lot of. A lot more businesses moving in to Arlington area would service those business needs.

More traffic!

Most of this area is in the 100 year flood plain, with sea level rise it is going to flood more often. It is also prime agriculture land, with much of it protected with conservation easements, paid for with public funding with broad support. Among other species swans and snow geese use this area as winter habitat. The Skagit River watershed would be impacted harming the salmon runs, potentially undoing the millions of dollars spent to protect them.

Mostly the same issues as for Skagit Co NW.

Move it 10 miles? Still fuck no!

Move it east of I-5 for lower impact on the coast. Just make the Skagit airport bigger. However, a one foot sea level rise will flood that area. This area is serviced by Paine field.

Much closer for me than SeaTac

Much of this area is fertile farmland. Developing a large area here would impact the livelihoods of many people. Skagit County residents are already less than 90 minutes from TWO commercial airports - Paine Field and Bellingham. Expand one or both of these airports instead of building a new one. Also, can commercial capacity be added to the existing Skagit Regional airport instead?

Much of this area is preserved farmland. The environmental impact is too great. Also a heavy flood zone.

Much of this property is in conservation easement status. It is the 100 year floodplain--the Skagit River floods regularly. It is vulnerable to sea level rise since the Skagit River is affected by tidal currents. This is prime agricultural land. It is also a critical area for shorebirds, Trumpeter Swans who winter here, Brants, and peregrine falcons. The Samish and Skagit Rivers are significant sources of fresh water entering Puget Sound--water essential for everything from oysters to Orcas. It would not substantially reduce the passenger load at SEATAC.

must remember the flyway for birds--- it is a major flyway for migration I believe

My concerns and thoughts are the same as above for the north location. We do not need another airport. You have sea tac, king county, paine field and Bellingham. All are international airports capable of meeting the needs of commercial airlines. This us a waste of money and critical land resources.

Nearly all the considered land is actively farmed.

Need airport further north in this area.

Needed for farmland.

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt
-negative environmental impact

-flood plain impact

-taking farm land out of production

-not enough population served by this airport since Bellingham and Everett airports are so close by

-rural nature of the area would be negatively affected

-noise, emissions, traffic congestion could never really be mitigated

-sites in King and Pierce Counties would make better choices since they have a huge population and would draw from a very large area

-negative environmental impact

-flood plain impact

-taking farm land out of production

-not enough population served by this airport since Bellingham and Everett airports are so close by

-rural nature of the area would be negatively affected

-noise, emissions, traffic congestion could never really be mitigated

-sites in King and Pierce Counties would make better choices since they have a huge population and would draw from a very large area
negative environmental impact

-flood plain impact

-taking farm land out of production

-not enough population served by this airport since Bellingham and Everett airports are so close by

-rural nature of the area would be negatively affected

-noise, emissions, traffic congestion could never really be mitigated

-sites in King and Pierce Counties would make better choices since they have a huge population and would draw from a very large area

Negative environmental, noise and traffic impact already in motion with the addition of Amazon at Smokey Point/Arlington. Paine Field is close enough for their use.

Negative impact on transitory wildlife and impact on local farm community.

Negative impact on agriculture and wildlife refuge. Flying migratory birds present safety hazard .
Negative impacts to farming, wildlife including migrating winter birds, noise pollution.

Yep other airports in area already.

Never give up farmland for an airport!

No

NO

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

NO AIRPORT

No airport in skagit

No airport should be that close to Tribal land without the Tribes permission. The government has done enough damage to Tribal lands as it is.

No airport! Skagit County provides viable and valuable farmland in this area.

NO AIRPORT! We need our farm lands. We are already over populated and this will just bring more people, more crime, more waist, and less respect for our county and farm land.

No airport!!!

No because I live in the circle.

No because I live there

No because the land needs to be for farming only.

No farms no food

No further farmland should be destroyed. Electric vehicles are a mandate, focus on that.

No lets keep the farm land and keep emissions down!

No mas!

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more destroying farmland/marshlands

No more projects disproportionately impacting people of color and/or the poor. Go back to the drawing board if necessary!

No need for an airport that far north.

No need since both Everett, Arlington & Bellingham have airports.

NO NEW AIRPORT

No new airport locations. Expand existing airports and link with light rail.

No new airports in Washington state. The idea of progress is destroying environmental human health.

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No no no

No no no

No no no no. This is a terrible idea. This is a beautiful seascape with many delicate ecosystems and tribal lands, intensive infrastructure is not welcome here or acceptable. The traffic it would attract would destroy the area and we are perfectly happy using SeaTac, the Bellingham airport, and the Vancouver airport.

No no no!!!!

NO NO NO..this is lunacy. An airport in Skagit county will reduce the amount of land available for farmland production, would cause pollution, increase traffic and noise in the area.

Why not make the Bellingham Airport bigger???

No nowhere in skagit

No part of Skagit County deserves to be impacted by a major airport. The traffic would be such a source of frustration. The quietness and peacefulness of the valley would be ruined.

No population. Flooding.

No sprawl in Skagit County.

No thank you please. Already busy here.

NO to any kind of huge airport in the Skagit Valley. Leave it farm land and/or for homes. We already have to deal with Whidbey Naval Station

No to this area also. Same reasons.

No too many impacts environmentally

Keep in Everett Area where already developed and closer to Seattle

No way it will ruin Skagit county

No way, farmland is to be protected, at all cost, we already have noise from naval air station on Whidbey. We don't have good freeway access, it would impact the county roads and farmers trying to plant and harvest. It would upend our way of life and would add to pollution of our land and waterways. I can't believe the tribes would even allow it. No! Why do we need another airport, if they came up here why not just go up to Vancouver BC.

no way, Skagit County is a small town community. We don't know Seattle in Skagit. Thank you, but no thank you.

No we need

To protect our farmland

No where in skagit keep it out

No! This area is critical habitat for many bird species, internationally renowned for wildlife watching. and contains areas set aside for environmental conservation as well as farmland conservation - incompatible uses. Once destroyed, these sensitive areas cannot be restored. These uses provide tourism income for the area. The large number of waterfowl create a safety hazard for air traffic. The area is susceptible to flooding and sea level rise.

No! We don't need the traffic.

NO! It is already too cramped with population growth to fit a SeaTac size airport here. Not here!!

No! Keep Skagit County for farming! NOT aircraft

NO! NO! NO! THE FUTURE SALAD BOWL OF AMERICA AS CALIFORNIA SUCCUMBS TO DROUGHT AND FIRE.

No! Take this garbage to Eastern Washington!

No! This is why people visit here because of it's preserved lands trusts and tulips

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.

No!! There is no need for an airport in this area. There is Paine Field a few miles to the South and Bellingham a few miles to the north.

In addition, this is an area where large migratory waterfowl winter. These waterfowl would present an unacceptable risk to air traffic.

No!! Noise and conflict with NAS Whidbey's airspace.

NO!!!! Beautiful farmland that can't be replaced.

NO< NO< NO, right in the middle of some of the few pieces of farmland we have left. I would rather eat than fly a plane.

No, no need when Bellingham Airport is close by as well as Paine Field

No, again a bucket train to SeaTac or fast ground connection to Paine Field would be much less impacting

No, again for the same reasons as Skagit Valley North.

No, enough airports up that way already

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes it's degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (i.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread

No, no, NO. We need those farmlands. Stay out!

No, the area is historically agricultural and should remain that way. Also, Everett and Bellingham airports are within a 45 minute drive of this location.

No, there is an airport in Bellingham

No, this land is pristine. And similar to my other comments, the land will be underwater within the 7-8 decades, another site should be considered, preferably a site at a higher elevation. That isn't even considering the migration patterns of geese.

No. Already an airport in Bellingham

No. Absolutely not. It is awful for the environment, and quality of life. We already have noise pollution from the navy jets and don't need anymore. The quality of life, increase in crime, and human trafficking would be awful. We moved to Skagit County and beyond, to get away from the Seattle metropolitan hell-hole. It will continue to make property and home prices further skyrocket. There is no amount of 'mitigation', that will reduce noise and environmental pollution to acceptable levels. No. Just no.

Keep farmland farmland

No. Protect that farmland. The impact to wildlife, human life would be traumatic, at best. Out of the way from the I-5 corridor. Traffic, pollution, light and noise would be a problem. Disruption to migratory birds would be harmful.

No. Skagit County is already getting over developed and local industry will suffer from this.

No. We already have a small airport here, why build another one? There is a larger airport not that far from this anyways in Bellingham.

No...

No...

Noise and traffic congestion would negatively impact this rural farming area. Precious farmland would be lost.

Noise pollution and there are already enough airports in and around our area!

Noise, pollution, flyway for large wintering birds, negative effect on the rural lifestyle of our unique community. Negative impact on organic farming and ecotourism. Floodplain concerns. Traffic impacts on a 2 lane freeway.

Noise, pollution, flyway for large wintering birds, negative effect on the rural lifestyle of this unique community. Negative impact on organic farming and ecotourism. Floodplain concerns.

Noise, pollution, flyway for large wintering birds, negative effect on the rural lifestyle. Negative impact on organic farming and ecotourism. Floodplain concerns. We have Paine Field and Bellingham airport so close. We don't need another airport.
nope

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!

Not a wise use of farmland and how would it impact tulips and tourism as we know it. What about the snow geese that migrate through here?

Not enough benefit to population, location is already close to both Bellingham International Airport and Paine Field Airport.

Not enough need in that area? Flood plain impact.

Not enough passenger demand to divert flight potential

Not enough people served

Not enough people to be served

Not enough population base

Not enough population in surrounding area to support it. Already served by Bellingham and Everett airports. Flooding issues. Loss of viable farm lands – no farms, no food! Negative environmental impact, including traffic congestion, noise, etc.

Not enough population in the area to support.

We value our farmlands here more than convenient air travel.

Not enough population to justify.

Not enough population to support an airport. Bellingham and Paine field work just fine. Look at building another airport over into eastern Washington. Not to mention the small farming community you would put out of business. Last of the rural area.

Not enough room and too wet

Not in skagit it's bad enough for locals during tulip season with all the extra drivers. Look at north of Bellingham

NOT IN THURSTON COUNTY

Not necessary. Waist of money. Environmental stamp alone is reason not to build another airport. Why would one be built right between Bellingham and Everett? Makes no sense.

Not needed

Not needed

not needed, not wanted. farmland is much more important

Not only is there flooding issues and access issues but this is important agricultural land that we have fought to protect from development for a long time now. Its is also highly important wintering habitat for many species of migratory birds that call this area home in the winter months.

Not suitable. Farmland offsets climate change by providing carbon capture.

Floodplain. Area surrounded by water

Not sure how you would get around the flood impact, roads, farmland, housing for staff and a whole lot of other concerns.

Not very close

Not very many hotels near by

Not very populated - would be pointless. Also the reservations may have regulations

Not worth the environmental injustice

Obviously significant flood concerns but please share what do people of color have to do with this? If I moved to Asia, let's say? Would they care and should they care how something might affect me negatively because I'm white?!

Once again paving farming corridor and protected wetland and migratory bird use area is not a responsible use of land.

Once again the farmland should be preserved in Skagit County.

Once again this is farming country. Our farmlands need to be protected for future generations. We will fight to preserve it!

Once again you are infringing on valuable farm ground. And flooding concerns.

Once again, Bellingham International Airport and SeaTac already serve this area sufficiently.

Once again, don't need it, don't want it. Too much impact on land already there.

Once again, fertile land used to grow food would be destroyed, and the environmental justice issues are severe. This is not a good option.

Once again, natural habitat, farmlands need preserved. Road systems overliaded now.

Once again, this is important wildlife habitat. Expand Paine field instead.

One of the last large agricultural areas left north of Seattle area. Flooding is a major concern here every year.

Open space/farmland is very important so why destroy it and bring more pollution and traffic to Skagit County. There's a perfectly good airport in Whatcom County. Expand it if necessary. It may be a little further, but people drive to Vancouver to fly to avoid SeaTac and the terrible Seattle traffic.

Our area is unique and beautiful. Another airport with all the noise is not what we need!! We already deal with Whidbey Island jets, for pete's sake!! There is a small airport already on 20. What is with you people. I bet you all drive big trucks with loud mufflers. Right?

Our beautiful Skagit Valley & farmland would be negatively impacted. We already deal with noise & wildlife impact from the current regional airport. This would make sense in an area more populated. Burlington area is a small town and would not be able to support a major airport. Why not expand Paine Field or Bellingham? Both are just about 30 & 40 minutes from the proposed site, would make sense to work with those two airports that already exist.
Our community does not want this.

Our community has growing pains that aren't resolved already. I also fear the upkeep on an airfield in flood land would require dumping money into maintaining it. Why burden a small town when it wouldn't serve that many people?

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our farmlands are protected and need to stay as such. We are already serviced by Bellingham and Paine field, there is no reason to put an airport here.

Our land is farmland, the roads and environment sustains this lifestyle. Airport placement in Skagit County is not appropriate.

Our roads are already at full capacity and this would only hinder the lifestyle more. Airports are close enough, don't need to add this one too

Our roads can't handle the traffic as it is now. Bringing more cars/people to the area will make it unbearable.

Skagit county is a huge farming community. We need the land to be able to continue farming!

Our small town is already struggling with traffic, housing shortages, overcrowded schools an overwhelming hospital and emergency systems. We can't and do not want an airport here!

Over 50,000 snow geese and 10,000 swans forage here in the winter months. There's no way it could be safe to land a jet aircraft anywhere near these farms.

Paine and Bellingham already provide an alternative to SEATAC for this area.

Paine field

Paine Field and Bellingham airports suffice for air travelers now.

Paine Field in Everett is not far from here, and this would be completely superfluous.

Paine field is barely used

Why have another airport so close

Paine field should suffice

Pavement is forever. Additionally, don't invest in infrastructure that is likely to require significant further flood mitigation, particularly as sea levels rise.

Paving farm land and flood concerns

Payne Field in Everett is plenty to serve the area, especially with Bellingham Intl within an hour's drive

People can already drive to Bellingham or Everett. I don't think another commercial airport is needed.

People live in this area because of the serenity and beauty - It's why many of us live here. It would tremendously impact the beauty of the area and the lives so many of us have built here over the years. It would make much more sense to look farther North near the border of Canada. Everett just opened their airport to more. There is absolutely no need to do this. We are absolutely opposed to this.

People of color shouldn't be a factor for anything and being white, in color, I resent this being a prerequisite for or against any purpose including these demographics! This area already gets high commercial, military and hospital air traffic. We want a quiet area to live in. A small, farming community free of additional, extreme, climate atrocities.

People use Bellingham or Everett. Build both of them bigger.

Please be mindful of the noise and traffic this will bring to our quiet area. These roads are not used for continuous big delivery trucks and buses and that much traffic. The on and off ramps are already over full and in need of updates. This will just cause more stress on our delicate farm land and quiet living.

Please continue to preserve the beautiful farmland and natural areas in Skagit County. Also, with the significant flooding we had last year, it is too risky to locate an airport here.

Please develop Paine Field or Bellingham before using valuable farmland for an airport in Skagit County

Please do not consider paving agricultural land in Skagit. This land is protected by a complex system of dikes, drainage, and irrigation facilities. All are vital to keeping the land viable for farming. Please do not disrupt skagit farmland areas!!!!

Please do not ruin the Magic Skagit. This is a precious place. Put the darn airport near Everett. Please do this! Smaller airports like Paine Field and Bellingham don't service anything reasonable for most of the flying public.

I would suggest expanding Bellingham instead of a new build, but we need full service on the north end either way!

Please don't bring bring more people to Skagit county. We already don't have enough housing. Please help us keep our precious lands! Please leave our rural areas of Washington alone.

Please leave the beautiful farmland exactly what it is - farmland. Bellingham has a regional airport and is accessible to those in Skagit County. Please leave Northwestern Washington alone. Please no leave Skagit the fuck alone.

Please no! This so disheartens me that this is even being considered for this area. Between the migration of birds and the already squeezed farmland this is a huge no. This area has had such rapid growth over the last 10 years...the area is strained to keep up with the number of folks moving up here. Throw in the welcomed tourist traffic, jet noise and military...lets not forget Tesoro's environmental strain...we are pushing so hard up past the natural balance already. Please see other comment. Please use Paine field.

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

Plenty of expansions potential at Skagit airport. Makes little sense to have another facility a few miles down the road.

Population

Population - not an area that would be convenient for much of us

Environmental impact is also concerning.

Population here and other Northern sites are far greater and only gets smaller by number as u go further South on I-5, thus only making people easily still decide to use SeaTac, and so defeating the very purpose of intended use. So then not providing much relief for SeaTac after-all.

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

Any location will impact a large number of people. To call out impacts specific to people of color is not environmental justice, it is prejudicial to all people. Human beings are impacted by airports. Don't be so narrow-minded as to focus on impacts to only a certain segment of the population.

Precious farmland !!!!

Preserve farmland & the tourist draws of this area.

Preserve farmland and bird habitat!

Preserve this land for agriculture, not airports.

Preserved farm land. No affordable housing. No room . No infrastructure. Waist of money

Prime ag land and bird habitat

Prime farm lands. We already have a small airport that that we live with small plane noise all day long.

Prime farmland

Prime farmland

Prime farmland would again be adversely affected as well as many well-established residential areas. Additionally, this is also a tourist hub.

Prime farmland. Find a site that doesn't impact our county agriculture.

Prime farmland. The best in the state. Irreplaceable. Bellingham already meets our needs as well as Vancouver BC.

Printers farmland, wildlife and migratory bird important areas.

promote and provide passenger rail instead

Prone to big floods. Too far from the population centers. Too close to Whidbey NAS. We need to preserve great farmland.

Protect farmland

Protect farmland

PROTECT FARMLAND!!

Protect farmland/wetlands

Protect land, We don't need more air and sound pollution. We don't need more traffic pollution
Protect our farmland
Protect our farmlands & bird sanctuaries!
Protect skagit farmland
Protect the farmland

Protected farmland. Flooding. Community doesn't want it. Sound issues in a quiet area. Community reliance on tourism for tulips grown in this region. Wildlife protection & protecting airplanes from literally thousands of very large swans, geese & other migratory birds. Hills...this isn't all flat. Noise. Runoff into sound. Impacts to indigenous populations. No infrastructure to support it. Doesn't serve the population that wants it (need is a ridiculous term for this.) No farms, no future. Pavement is forever. Take your airport & put it somewhere else.
Protected Skagit farmland

Protection for significant bird populations, flood risk, and impact to people of color.
Proximity to I5 is crucial
Proximity to I5 will reduce the need for extensive roadwork

Putting a larger airport in Skagit County is a terrible idea. I've lived here nearly 13 years, and many of the wonderful aspects of this area would be negatively impacted. It would disturb farmlands, and significantly increase traffic and noise. Plus, we already struggle plenty with flooding.

We don't need it here. Flying out of Bellingham, Everett, or SeaTac is convenient enough.

Putting an airport in Skagit County will hurt the Bald Eagle population. There are other birds to consider also. Traffic would be an utter mess. #hellno #notskagitcounty
Putting even a small airport in a floodplain is just stupid.
Quit taking farmland and developing it.
read above

Red: 6/24, 25.0%

Yellow: 6/24 - 25.0%

Green: 12/24 - 50.0%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

I will add that I live in Skagit County. There is already an airport supporting commercial trade here, and an additional airport seems unnecessary.

Recently our county government adopted a moratorium which prohibits offsite compensatory mitigation projects on local farmland. This will stymie attempts to mitigate environmental impacts (of which there will be many as the airport would be located across farmland and wetlands). Also, many people I know do not want a new airport here, and I count myself among them. Residents resisted when last year developers were inquiring about locating a fully contained community here in Skagit County. Skagitonians to Preserve Farmland and the Skagit Land Trust banded together with other groups and formed Right Growth Right Place to object to urban sprawl. They are already opposing the proposed airport sites as well.

Redundant

Regardless of current use, the planned sites are in prime farmland, one of our county's prized and limited resources. Our current airport has room for expansion, more volume, and improvements without the extreme negative impact a brand new facility would have on our community. Our county also does not have the infrastructure to support two airports either, despite being on the I-5 corridor, we are bigger than a 1-stoplight town, but not by much. Increased traffic from the bridge collapse decades ago paralyzed our community for months, increased traffic during Tulip season gridlocks our entire central county. Our three tiny hospitals already fail to meet community needs and send patients south, or north, for basic services. I could go on and on. Improve Skagit Regional Airport, sure, build a new one? No way!

Residents already cope with excessive noise from NAS Whidbey. Additional noise presents an unreasonable burden and is not in keeping with the rural/agricultural character of the valley. There are 3 airports already in driving distance plus the Vancouver BC facility. It is unnecessary to place one here.

Rich agricultural area

Right in the middle of a bread basket? NO!

Roads cannot handle the extra traffic

Roads here could not sustain that kind of impact

Roadways are not big enough to handle traffic and would be taking farmland away

Ruin someone else's homeland

ruin the area and natural beauty, flooding, bad for the environment, increased noise, increased traffic, create a less desirable location for people to live (decrease home prices)

Rural county; the traffic congestion, noise, and pollution would have unimaginable negative effects on this county. NO!

Sacred farmland

Same answer as above

Same answer as above. leave skagit alone!!!

Same answer as above. Makes me wonder why you want to use farmland. My guess is you are all onboard with Klaus Schwabs WEF agenda.

Same answer as above. Skagit is just too rich of a place for birds and wildlife with one airport already there.

Same answer as Skagit NW.

Same as above

Same as above

Same as above

Same as above

Same as above

Same as above

Same as above

Same as above

Same as above destroying farmland is the worst thing possible you could do.

Same as above except this is also right next to an Indian reservation and this area floods all the time

Same as above! This is a farming community! I've lived here my whole life and have seen the traffic problem grow as more and more people move into the valley!

We don't need airport traffic contesting our streets even more! People were complaining about the Whidbey Island Naval Air Station airplane noise, an airport in our backyard would make it way worse!!!

We need to save our flat farm ground for farming! And we have problems with flooding! The Skagit and the Samish Rivers both flood and that's concerning! We don't need more cement to cut back on ground that absorbs the rainwater!

Definitely a No!!!

Same as above! Keep this area for farmers.

Same as above!!

Same as above, putting an airport here is unnecessary. We do not have the roadway system to support a large airport.

Same as above.

Same as above.

Same as above.

Same as above.

Same as above.

Same as above.

Same as above.

Same as above.

Same as above. Plus, as a society, we should be reducing our carbon footprint in aviation, not facilitating more.

Same as above. Good farmland will be eliminated, wetlands, wildlife habitat, noise, traffic, bird migration.

Instead, expand Paine Field; add more flights to more places. Subsidize and Expand schedule is BellAir bus company.

Surprised there isn't more train service between Bellingham and Seatac and more options for flights from Seatac. Too many early morning flights and very few ways to get to the airport that early.

Same as above. No large airport is necessary in Skagit County. Use Payne Field instead

Same as above. STOP ruining the land.

Same as above. The tulip farms are all in this area. The loss of tourism would be devastating.

Same as above. This would wreck havoc on the farmlands.

Same as abovej
Same as already stated!!
Same as before, see previous answer.

same as message above, more damage to businesses and locals then good things
Same as my previous response.

Same as my previous response. It is not wanted or needed here.
Same as other Skagit site

Same as previous answer. We need north seattle north Washington service airport.
Same as reason 1
Same as reasons above
Same as Skagit County Northwest
Same as Skagit county Northwest.

Same as Skagit county northwest. It's a really bad idea and the person that made the report doesn't know this area. There is no need for an additional airport and Skagit Regional and Anacortes Regional could be used instead.

Same as Skagit NW, most of this land floods every winter. Also like Skagit NW this is a very important area for overwintering waterfowl, it is one of very few areas left in Western Washington where large flocks of snow geese, trumpeter and tundra swans, and a multitude of duck species congregate. Finally, adding the noise pollution of a major airport to this location, which is already inundated with frequent glass-shaking noise pollution from the Navy Growler base on Whidbey nearby, feels pretty unjust.

Same as the other location. It's so close to bellingham and the farmland in Mount Vernon and Skagit valley would be negatively impacted; not to mention the swans and the geese that are very present in Skagit county and are a staple with farmland
Same as the previous answer
Same at Skagit NW response

Same comment -

Really! Why are you considering this area. It is some of the best farm land on the planet. Secondly, it has massive amounts of waterfowl that migrate on to these farm lands - and you think putting airplanes in among over 100,000 winter birds - some swans and geese weigh over 25 pounds- is a good idea. Are you kidding me?

Destroy farmlands in a waterfowl estuary area. ? Not a good idea.

Same comment as above! This area hold rich farmland that would be compromised!!

Same comment as for other skagit valley sites. Disruption of world vegetable seeds supply.

Same comments as above

Same comments as previous entry

Same comments as Skagit County Northwest

Same comments as Skagit North.

Same concerns as above with respect to the floodplain and birds

Same explanation as what was given for Northwest. We don't need or want a new airport site in our County!!

Same information as listed above.

Same issue as above - migrating Snow Geese and Swan will be severely impacted by a commercial airport in this location and this proposal would destroy thousands of acres of prime agricultural land.

Same message as above.

Same problems as the first one, wintering snow geese, swans. This is the largest remaining relatively undeveloped river delta on Puget Sound.

Same reason as above

Same reason as above

Same reason as above

Same reason as above

Same reason as above do not destroy all the land and families that live there with all the noise and pollution there's already enough in Boeing Field and SeaTac make it work out preserve our earth

Same reason as above farm land and the land is used by endangered birds

Same reason as above. Stop ruining farm land and utilize Bay View for expansion. It is already in place and is not in the flood plain or agricultural.

Same reason as above. This is a rural area that is going to be impacted by this type of growth. This is a area with extremely important habitats.

Same reason as above. You will destroy the agricultural community that has been fueling our community for hundreds of years. Skagit County is a beautiful area and putting an airport here will significantly hurt our county, Please leave us alone. Skagitonians will put up a good fight to stop this from happening.

Same reason as already stated!!!!

Same reason as before.

Same reason as re Skagit County NW. All of Skagit County should be off limits.

Same reason as stated for Skagit county northwest.

Same reason as stated in previous comment

Same reason, prime agricultural land.

Same reasons as above.

Same reasons as above.

Same reasons as above. We need farms and farmers, not more airports. Also critical bird habitat!!!
No. More. Airports.

Same reasons as for the first site. It is evident that your commission simply is not doing a good job.
Same reasons as stated above. Turning an unbelievably beautiful and serene environment into an urban nightmare.

Same reasons as stated in the question about the Skagit Northwest site. With Payne and Bellingham already in existence, there is NO GOOD Reason to take out prime agricultural land to put another airport between Payne and Bellingham. Both areas are subject to flooding, and the loss of prime agricultural land for an airport that is not needed.

Same reasons given above for the Skagit County NW site.

Same thing as the other Skagit County site. Pretty close to Bellingham. They have a commercial airport there to support the population needs.

Same. No! Besides what's clear from your own assessment, this is fragile salmon habitat and farmland, and a peaceful destination for regional tourists. Please no.

Sand objections as above

Sane reason : our farmland is needed as farmland

Save farm land

Save farm land

Save Farmland and wildlife! Our infrastructure in Skagit can barely hold how many people have moved here now .

Save our farms.

Save our open spaces, farm lands and wet lands.

Sea Tac is enough.

Sea Tac is too busy and cannot grow. We need in large international airport closer to Everett and Bellingham

Sea-Tac is central enough. I'm against the deconstruction of land, animals and other habitats.

SeaTac is enough. We need to focus on preserving nature not actively trying to destroy it.

SeaTac is fine just expand rail connections

Sea-Tac is so far away, plus all the extra traffic of getting through Seattle to get to the airport. Not having to travel that far would be so much more helpful for them.

SeaTac isn't that far away. I'm willing to make the drive.

SeaTac, Everett and Bellingham is close enough for Western WA folk. What's the point of another airport on the west side

Seattle is not that far. expand SeaTac or a preexisting airport there's no logical reason to create a whole new project instead of an expansion.

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, there's Bellingham, Everett and SEATAC all within driving distances to catch a flight

See above

See above

See above

See above

See above

See above

See above

See above

See above about migratory birds.

see above comments

See above comments, especially about birds.

See above for Skagit County Northwest.

See above message.

See above reason.

See above statement about the agricultural lands.

Also, there is absolutely no way this area could accommodate that much traffic. During the current tulip festival, we have traffic backed up on our road on McLean (west mount Vernon) until late into the evening. It shuts down local businesses because the area people stop shopping due to traffic. I am truly astonished that this is even being considered. This is a rich habitat for birds and other wild life as well. NO WAY can we have an airport here.

See above under for the same reasons as not considering Skagit northwest

See above!

See above!

see above, and i dont see a key for the color chart???????

See above.

See above. Again improve transportation options to existing airports.

See above..this is beautiful land! Le

ave it be!

See comments above

See comments above.

See comments above. Please do not ruin a lovely and still intact agricultural area.

see message above

See my comments for Skagit County Northwest. The impact is the same

See previous message about the environmental justice issues effecting farmers and BIPOC workers and homesteaders not to mention the blight caused by urbanization.

See Skagit explanation.

See Skagit NW answer

See Skagit Regional Airport

sensitive area for wildlife. productive farmland , low population to use it , other areas would serve it better. surrounding area floods cutting off access in the winter. locals relay on tulips and other crops, this would kill it

Serious floodplain/salmon issues will only get worse with sea level rise. This also limits population growth potential in the Samish/Skagit Delta area.

Seriously

Seriously? All this talk about climate change and environmental stress!?!?! We DO NOT need another big airport!

Served by Bellingham and everett. Farmland, tourist revenue, and flooding make this seem like a poor choice as well without serving a large portion of the population

Serves a decent amount of people possible reducing traffic through Seattle to get to Sea Tac airport which should also be a factor to be considered.

Serviced by Everett

Should be in North Snohomish County or Skagit county to better serve the community.

Significant flooding and the destruction of small farms and rural culture

Significant flooding issues impact this piece, as the Skagit River does run through a portion. Even though the Skagit has dikes, the farmland is low enough that farm fields

experience flooding in winter. Again, taking that much farmland out of production will have serious implications to the local population as well as other areas that rely on farm products.

This portion would impact the wintering population of Snow Geese on Fir Island, as well as other species of waterfowl! Not to mention the potential of bird strikes at an airport located within a fly way of migrating birds.

Farmland is rural and the local roads do not have the capacity to support another airport.

Significant impact to farming, which is the main local economy. Unreasonably close to local airport.

Significant, seasonal flooding on an annual basis, rural area full of farmlands, many bird species spend their winters here and this area is a popular migration pathway for many birds. Not enough infrastructure to accomodate a large airport. Too much of an environmental impact.

Simply put, Skagit County is a major agricultural region, and all land that is in the proposed area is either vital to the production of food and the economy, or it is part of the Pacific Fly way which is critical waterfowl and eagle habitat. It also is most likely a part of the 100 yr flood plain. And salmon habitat is spread throughout the region as well. No land in Skagit County is suitable for any additional airport facilities.

Site would require purchase of actively farmed land, negatively impact wetland and riparian habitat through noise, increased traffic/congestion. Bridges and roads used to access area already inadequate for present level of traffic, especially during tourist season. Not a well thought out option.

Skagit area floods nearly EVERY year, this just doesn't seem like a good choice to me.

Skagit close proximity to Bellingham airport makes an additional airport seem redundant. If a larger international airport is require in WA expansion of the Bellingham airport should be the primary focus. It's insane that people cannot get wells approved in this area for personal residences, but somehow there is enough water supply for a huge airport. We also have enough air traffic between whidbey Island and the local airport. The residents of skagit county do not want our need increased noise pollution from more air traffic. If we wanted to live in close proximity to an airport than we would move.

Skagit country needs to remain the beautiful valley that it has been for years. You will ruin so many homes and life styles if you do this and there WILL be push.

Skagit County / Burlington is only 30 miles from Paine Field or Bellingham airports and have several flights serving them.

Skagit County already has a regional airport. There are airports in Bellingham, Everett and SeaTac. Leave Skagit farmland alone.

Skagit county already has low income housing shortages

Skagit County contains some of the most fertile farmlands on the western side of the state - this acreage should be used for growing food, not such a destructive enterprise as another Seatac! And yes, flooding is a definite consideration.

Skagit County contains valuable irreplaceable agricultural land, and a limited amount of buildable land, along with an extreme housing crisis. It is not a good choice a commercial airport of that size.

Skagit county does not have the infrastructure to support these means, and the amount of farmland and demographic of people who would be affected by this is tragic. These wet lands can not withhold that of an airport non the less the amount of people that it would bring. This is non sensical to think that these lands could support an airport.

Skagit county does not have the means, personnel, and land available for an airport this large without having a major agricultural upset within the areas local economy.

Might I suggest revamping Skagit regional airport to support such services that would be established with a new air field. The land is already acquired and from what the community sees there is room for expansion and development.

Skagit County farmland is higher priority than paving a large area for an airport that would make the surface impermeable and take it out of agricultural use
Skagit county floods to much and we need our farmlands!

Skagit county has so much farmland that is necessary. None of it can be sacrificed.

Skagit County has taken great steps to protect its farmland. The county makes it really hard to build a home on your own land. It's not right for the government to come in and use this land when there are families who need housing and farm workers who need jobs.

Skagit county has the best farmland in the state and building an airport would negatively impact the Skagit river salmon and all the people that are dependent upon agriculture for a living

Skagit County is a farming community an airport would make it another big city and run the farms out.

Skagit county is a major agricultural community and many families and farmers would loose their jobs, houses, and income if an international sized airport were to be put in this location.

Skagit county is a place where migrator birds come it would negatively effect them. We have worked hard to protect our farm land not to put a airport here. It floods more and more frequently due to climate change. Consider expanding the Everett or Bellingham airport that is where we fly out of.

Skagit County is a small agricultural community. We don't want something that big in this area.

Skagit county is a small, rural neighborhood and one of the last in the area attempting to maintain what little farmland we have left. Installation of a major airport in this area would not only be the end of one of the last rural reserve restricted areas, but the traffic, noise, and development would be devastating to the infrastructure of Skagit County.

The other major consideration would be the impact both proposed sites would have to the resident and migrating birds that call Skagit County home. Swans, Snowgeese, Rufus hummingbirds, and much more migrate great lengths and stop by Skagit County for months at a time to rest on their journey to and from home. The disruption of nesting, resting, and feeding areas for these birds would be devastating to the populations in both of these areas from land loss, to noise and pollution effects.

The infrastructure of I5 is also not conducive to the mass amount of traffic that would come through an area already plagued by an interstate that is too small for the existing traffic that passes through currently, and the daily accidents that happen as a result.

While I understand and appreciate the need for a northern airport, please remove Skagit County from this list as a protection to the farms, creatures, and residents that call our beautiful valley home.

Skagit county is a treasure of farmland, wildlife and wide open spaces. Adding an airport would ruin it.

SKAGIT county is an agriculture epicenter. Why would you consider ruining that?

Skagit County is an area of Washington whose natural beauty needs to be preserved. It does not have the infrastructure needed for a large airport nor would it serve a large population. There are airports in both Bellingham and Bayview nearby.

Skagit County is between two airports (Everett and Bellingham) within about a 30 minute range.

Skagit county is critical farm land in an ever shrinking world of available farm land the disruption of this farmland would extend well beyond the foot print of the airport

Skagit county is home to a plethora of agricultural farms that provides food across the state. Additionally, Skagit County is home to large migratory populations of Trumpeter Swans and Snow Geese. A large airport in this area could have a substantial negative impact on all of these.

Skagit County is known for its agriculture and nutrient rich soil to grow crops and raise animals. This land needs to be retained for agriculture.

Skagit County is known for its beauty, farmlands, bird watching (large flocks of trumpeter swans, etc) and its rich agriculture. An additional airport would greatly impact all those things special to Skagit. Not to mention our infrastructure would not sustain the increased traffic.

Skagit county is lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area.

Skagit county is not a good place for a major airport.

Skagit County is not an appropriate site for the proposed airport. Skagit County is an agricultural community which depends on the preservation and health of its farmlands for its residents' income and industry. Being an agricultural community, it is also home to a large population of migrant farm worker families of low income who speak English as a second language. The negative impacts of the proposed airport on the current agricultural industry of Skagit County would jeopardize this population's security in this community. The Skagit Valley is a flood prone region. The development of an airport and its necessary infrastructure would create a further burden on the area's current drainage issues and in turn increase flood risk to existing homes, businesses and farmlands in the Skagit Valley. The existing infrastructure of Skagit County does not support the proposed airport. Skagit County is one of the few remaining agricultural rural communities between Seattle and Vancouver, BC. The proposed airport would drastically change the rural environment of this unique community. There are plenty of alternate suburban sites south of Skagit County that have superior infrastructure in place to support the proposed airport. Skagit County lies less than 60 miles between both the Vancouver, BC international airport and Paine Field commercial airport. Paine Field has been in operation for several years, yet it still does not operate to its full potential. Locating the proposed airport in Skagit County would be redundant. Skagit County is a sensitive environmental location. It is the seasonal home to migratory birds, including Canadian Geese, Snow Geese and Trumpeter Swans. It is also the nesting ground to many protected species, including Great Blue Heron and Bald Eagle. Skagit County has several estuaries that depend on their environmental health to successfully support the health of the marine food chain including salmon and whale populations, both of which are currently in decline. The environmental impacts of the proposed airport would further endanger the health of Skagit County's delicate marine environment. Skagit County depends on its environmental health to continue its rich tradition of agriculture, which also includes shellfish farming. In conclusion, Skagit County is not an appropriate location for the proposed airport.

Skagit County is not central enough and does not have the capacity for a large airport. Expand operations at Paine Field.

Skagit County is one of the most fertile farm counties in Washington state. Also home to thousands of migratory birds. I can't even comprehend you are even considering this area for development. Please take Skagit County off your potential list.

Skagit County is prime agricultural land, and should not be considered for an airport.

Skagit County is the wrong place for a new airport. It's home to some of the richest soil in the world where family farms still grow our food, important stopover for global migrations of shorebirds, snow geese, home to raptors, and crucial habitat for endangered salmon.

Skagit County is too far from Seattle. Expand Paine and/or use the Joint Base.

Skagit county is way to small to have an airport let alone taking away precious farm land from hard working people who put their heart in soul into this land for generations. We do not need less farm land and more people. Forget it

Skagit County lacks adequate infrastructure to accommodate such a proposal without severe impact to the farming industry. Skagit county has world renown soils unique to growing specific crops and seeds.

Skagit county provides a lot of access to many areas of the state via highway 20 and would allow an option in between Seattle and Vancouver. This area also has a high number of workers commuting to Seattle who would be able to find jobs with the airport system and work closer to home.

Skagit county should be treasured for its natural beauty, falcon population and last few shoreline fields for migratory birds. I am saddened and upset by WADOT's consideration for building another airport. If it has to be, why can't we expand an existing airport? Why must we encroach further on nature and farm land? Also we already have Bellingham and Everett airports that we don't fully utilize. This strange proposal of adding yet another airport is not a conscientious and responsible use of my tax dollars.

Skagit County Southwest is ALSO A major site for wild birds, including harriers, short eared owls, snow geese, and swans. Air traffic would devastate these populations as well as the animals who depend on them. It would interfere with hunting and current agricultural use as well. Please DO NOT USE THIS SITE.

Skagit County SW is an Important Birding Area--thousands, if not millions, of waterfowl depend on it as their winter feeding grounds. How can you POSSIBLY consider ruining this gorgeous area to make it an airport?

Skagit County wildlife and farmers already bear the brunt of two major transportation systems, Washington State Ferries San Juan Island terminal and Interstate 5 -- both used primarily by outside travelers passing through. An airport would add stress to these feeder systems and force expansion of them. Flooding is extremely common and its mitigation would be damaging to natural agriculture systems. The community has made heroic effort and expense to preserve farming here and it would be a cruel taking to squash that effort with an airport.

Skagit County, particularly western Skagit county where this site is proposed, is an area of unsurpassed agricultural and natural value. In addition to seed and crop farming, this location is the heart of the Skagit Valley Tulip Festival, a major tourist event on which several business rely. Further, Padilla Bay to the north and the Skagit River Estuary to the south are some of our state's better preserved inland coastal waters, and should be protected from the noise and emissions inherent in a major airport.

Selecting this location for an airport would compromise the area and permanently destroy one of our state's critical resources. Additionally, residents of Skagit County have straightforward access to two major airports (SEA and YVR); an additional airport in Skagit County would be inappropriate for the population size and would be better located nearer the major population centers to the south (King, Pierce counties).

Skagit County's farmers have voluntarily given up the development value of the land to protect it as farmland, which makes the land seem cheap to the MBAs, bureaucracy-drones, energy companies, and urban know-nothings, all of whom think they know better than the people of the Skagit. Jay Inslee keep your goddamned filthy paws off Skagit farmland!

Skagit County's infrastructure cannot support all the traffic this would bring. Also this is a farm rich area, that should be preserved for natural resources sake

Skagit County's robust farmland feeds millions of people, there are airports both North & South within a 45 min drive that have now served people for many years

Skagit does not have the needed infrastructure, an airport would be at odds with the agriculture backbone of the community.

Skagit does not make sense for an airport. It is already 90 minutes away from both Vancouver and SeaTac.

Skagit does not need another airport. There is Bellingham or Everett. Skagit county can not lose anymore farm land stay out of Skagit

Skagit does not need another airport... Paine Field and Bellingham are more than adequate

Skagit Farmland needs to be protected and the Skagit valley cannot support the influx of people. The airport would impact the waterfowl migration on the Pacific flyway. Skagit County has one of the highest numbers of waterfowl on the west side of the state.

Skagit farmland would be effected. The annual flooding of the Samish river would be a factor. The Airspace around Skagit Regional airport would be effected. The low level flight path of General aviation North and south corridor would be effected. The study on livestock shows increased stress due to higher levels of jet aircraft noise. Migratory Canadian geese area would be impacted and a concern for commercial aircraft.

Skagit is a beautiful rural area that brings tens of thousands of tourists annually for that reason—beautiful farmland, tulip fields, hiking and water ways. Instead, more fully develop Paine Field and incentivize additional airlines and flights out of Bellingham. We have enough airports—they just need to be utilized better.

Skagit is FARMLAND, historical migrant bird grounds, ANCESTRAL LANDS. DO NOT DEFACE SKAGIT COUNTY!

Skagit is farmland. When a community has managed to retain open space, it should not be considered an invitation to ruin the open space.

Skagit is not a good place for an airport

Skagit regional airport already exists and could be expanded to be a viable commercial air terminal.

Skagit Regional Airport is literally *right there.* Either invest in making it the sort of airport you're looking for or acknowledge that we don't desire *or need* another one. It's easy to use the airports we have.

Skagit Regional airport would work also.

Skagit Regional. Again, just invest in the already existing development.

Skagit river flooding

Endangered trumpeter swans overwintering.

Snow geese migration stopover

World-class protected farmland

Annual Tulip Festival

Native American reservation nearby

LaConner citizens would have sit down strikes and not allow building to go forward.

Skagit Valley has been pioneering in farmland preservation along the I-5 corridor. As a region, we need access to land that is fertile enough to grow food, protect agriculture and preserve what precious farmland still exists as urban sprawl pushes north. Flood plain impact. Only accessibility via I-5 which is currently 2 lanes both directions and has current bottle necks over rivers.

Skagit Valley has some of the best farmland on planet earth. It needs to be protected from development.

Skagit Valley is a valuable agricultural, farming and agritourism area - the noise and pollutants from an airport are completely inappropriate so close to such a sensitive locale. We cannot lose any fertile agricultural land at a time when food shortages are looming while air travel will be declining.

Skagit Valley is one of the richest and best farmland in our area. As food scarcity becomes an issue and other countries are battling and raising the costs of food around the world, we need to protect and provide farmland that can provide food for the United States and Washington. On top of that the land that is in question regularly floods. At this point individual people are not able to build or are limited homes because of negative environmental

impacts.

Skagit County is also home to a variety of birds, fish and other wildlife that is rare and becoming harder to find. It is important that we protect the land and animals in this area and building an airport would endanger the environment. Negative impacts on flood, wetlands, bird migration, life greatly outweighs the benefit of a large airport in Skagit Valley.

It seems to me that upgrading some of the smaller airports that are already in place like Paine Field or the Bellingham airport would be much better suited than developing farm land.

People in Skagit Valley in the surrounding area can easily fly out of SeaTac or Canada already along with two other small airports. The population already has plenty of options .

Small community can not handle the volume of people that will bring through Snow geese, trumpeter swan, brants, ducks, eagles use this migration corridor. This land needs to remain as farm land

So close to migratory bird paths, yet again, who is going to come to a Skagit county airport. Our area and agricultural land can't support this airport

So far away. Doesn't feel like an area that would want or do well with a booming airport. So many environmental reasons.

So much flooding in this area that can't seem to be mitigated, along with high overwintering bird populations would seem to make this area a less than ideal choice.

So much is farmland, scenic, and in a floodplain/proximity to Mt Baker/volcano

Some of the richest farmland in the state would be destroyed.

Something of this size makes no sense in Skagit county. We would lose the agricultural areas that make Skagit what it is.

Southern Skagit County hosts a great deal of farmland which would be impacted by the increased traffic, CO2 emissions, etc. As well species injustice to the local wildlife. This part of the county is a feeding ground for many water fowl who both live and migrate in the area. Increased aircraft would adversely affect our wildlife. This is too far to drive for most people.
STAY AWAY FROM OUR FARMS.

Stay away from Skagit county you vultures thereâ€™s nothing good here for you
Stay away from smaller towns!

Stay away from vitally important farmlands! It's ridiculous to even consider these skagit areas. The amount of land that floods in these areas makes building a large scale airport incredibly difficult. The amount of material required to prevent the airport areas from flooding would be so massive, its basically insane to consider. Just stop. DO NOT BUILD HERE.
Stay out of our area not wanted, farm land only.
Stay out of Skagit county !

Stay the hell out of our farmlands! Stop wasting money. Dont even try it
Still Bellingham
Still in the farm land, move on!!

Still too close to Bellingham airport which could be expanded and already has a metro area. Also should affect the Skagit farmland and wetland region with such a large project.
Still too far from most populations to be useful.

Still too far north into flood lands, not worth the cost and risk.

STOP CLEARING LAND, OUR WILDLIFE NEEDS IT!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Stop flying it's really a lousy way to ruin the environment
Stop impacts on people of color
Stop ruining our land, fix your current infrastructure first

Stop ruining our small town an taking away our crop fields. Go invest somewhere else
Stop trying to destroy our farmland.

Stop trying to turn in farmland that is crucial to thousands of Americans livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Suggest modifying Payne field in Everett to accommodate more passenger travel

Swans nesting

Take away from farm land and tulips!!

Take your airport and shove it where the sun dont shine

Takes away small town feel.

Terrain impact: Land that is not hilly is in areas designated for Agriculture, a primary driver of the Skagit economy. It would be absolutely terrible to see the agricultural heritage of Skagit changed as a result of an airport.

Property acquisition: How much property needs to be purchased?

Environmental justice: Many of those who work, live and rely on Agricultural economies are BIPOC. The introduction of an airport would result in the loss of jobs, homes, and opportunity for the county's farmworker community.

Floodplain impact: The site is in a floodplain. Agriculture is critical to ensure adequate drainage and diking. Pavement and concrete would only increase flood and run-off risks.

Wetland impact: Airports introduce additional flooding and run-off risks.

Incompatible land use: Incompatible land use considering the rural and agricultural nature of the Skagit Valley. Skagit has been very clear in its' land planning and it's citizens are clear in what they want. An airport does not fit the vision for Skagit.

Terrible harm to the environment. This has farmland that employs many people. Waterfowl migrate to this area in large numbers. A quiet rural way of live will be shattered for residents.

This is not a needed airport in this area. People can and do use Bellingham, Everett , SeaTac. Airports

.
Terrible idea!!!

Terrible location. Prime riparian habitat. Also Bellingham International close by, as is Paine Field.

Noise would be a nightmare for the San Juan Islands as well as the county.

That about the snow geese

That area should remain agricultural.

That is farmland - worried about environmental impacts and traffic infrastructure support done

That is farmland, I would rather have food on my table than a giant airport.

That is the tulip fields!

That site is also environmentally sensitive and important agricultural land, but not as much as Skagit NW.

That site would destroy too much of the counties important agricultural land, including our tulip fields and festival!

That will cover agriculture land!!

That would DESTROY local agriculture and farmlands!

That's people farms!!!!!! You are trying to take peoples land and build

Over farms???

That's the tulip fields.

That's valuable farmland

That'll pollute the farms. traffic has increased so much over the years there

That's s farmland. Just NO!

That's vital farmland.

The above comments apply to this proposed site as well. This reckless approach to a farming community is hard to comprehend.

The agriculture that uses this Farmland is vital to our survival and economy

The airport that already exists in Bellingham could be expanded for less tax dollars.

The annual floods here will only be increasing with the impact of climate change. Fields in the area were flooded for the usual planting season. It is also some of the best farm land in the country and should be conserved for farming.

The annual tulip festival held in this area would be severely impacted with airplanes flying over during the festival.

The area circled would negatively impact the migrating birds of Skagit Valley. We have thousands, of Bald Eagles that come to the valley every year from Alaska and Canada. Specifically in the area circled for consideration of a new airport. There is a wildlife refuge nearby with countless species that is relatively undisturbed. Bringing an airport or any other industry to this area would be devastating. Ironically this is the same answer for both locations in Skagit Valley. There is a reason why they haven't been developed already, it is literally for the birds. Last I checked, birds and planes do not mingle well. These are not small birds that are in these locations either, we are talking the Canadian geese, Swans, Bald Eagles, Golden Eagles, Buzzards, Great Blue Herons and many others. The fields of Skagit County farmlands are where these birds come to winter over. There are geese that even migrate to the fields of Skagit County from Russia!
The area considered does flood. Please do not consider.

The area in the map is of significant agricultural/farmland resources, migratory birds, birds of prey including birds at risk and endangered, and the area is a watershed area for the resident orca populations and salmon for the resident salmon.

The area is already totally overwhelmed by naval growlers, who did not bother to submit an accurate environmental impact statement. We need some rural territory! Quit screwing it up for everybody who is seeking quiet times!

The area is too far from the population who travel.

The area needs a more centrally located airport.

The area proposed is some of the most fertile farm land in Washington. We can afford to lose the ability to farm.

The area selected is not only prone to flooding, but most of it exists below the flood plain. Just last winter, much of the lowland in the selected area was submerged under flood waters. Also, the area is also prone to high winds channeled by the surrounding hills and mountains. And it happens to be some of the most productive farmland in Washington.

Selecting this site would be extremely detrimental to the bucolic agricultural economy as well as the already fragile environmental biosphere.

Please select an alternate site that would be less problematic and damaging to the community and environment.

The Bellingham airport is under utilized as is Paine Field. With only two lanes of I-5 south and north will make the ever increasing nightmare traffic worse. There are already significant traffic issues on Hwy-20. We have enough noise with planes from Whidbey.

The Bellingham airport is close by for the population it would support. This area is farmland and it also includes important habitat for birds.

The CACC's "Skagit County Southwest" site substantially overlaps the designated Skagit Bay Important Bird Area. The southern half of the site the CACC calls "Skagit County Southwest," locally known as Skagit Flats, significantly overlaps Skagit Bay Important Bird Area. (Skagit Bay | Audubon Important Bird Areas). Thousands of Trumpeter and Tundra Swans, Lesser Snow Geese,

Dunlins and other shore birds winter on Skagit and Samish Flats, which is the reason for the IBA designation. In winter, flocks comprised of thousands of Lesser Snow Geese provide a stunning natural spectacle on Samish and Skagit Flats and Fir Island. This

segment of the Lesser Snow Goose population breeds exclusively on Wrangel Island, Russia and is the last major breeding population of snow geese nesting in Asia.

Skagit Bay and the estuary of the Skagit River host many thousands of wintering ducks, geese, swans, and shorebirds.

WDFW's Skagit Bay Estuary Wildlife Area Unit lies immediately southwest of the CACC's "Southwest Skagit" site. The noise and activity associated with a large airport would profoundly affect the many thousands of ducks, geese, swans, and shorebirds that

winter in this area.

The fields and bays of Skagit County are the most important wintering area for Trumpeter Swans in the Lower 48 States.

Each winter Skagit County hosts over 7,000 Trumpeter Swans, more than any other place in the lower 48 states. This largest of all North American waterfowl was almost extinct outside Alaska and Canada. Its recovery in the Pacific Northwest began in Skagit County. We urge the CACC to confer with the Washington Department of Fish & Wildlife and the Northwest Swan Conservation Association to gain an understanding of the significance of Skagit and Samish Flats to Trumpeter and Tundra Swans. The community cannot handle the influx of traffic.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, itâ€™s natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

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The county can barely handle the amount of traffic and population is currently has. This would significantly impact farmland, natural resources, and wildlife species that can only be found in Skagit County.

The current Skagit Regional Airport should be expanded over relocating to a nearby site.

The development of a major airport could potentially effect the long term use of Agriculture in the area. The value of land could increase and therefore farmers "who are used to quite and less populated" will sell to developers and would jeopardize Skagit County as the top tulip and fruit world wide growing and disturbing.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The environmental and social impact is far too great. These locations are in flood plains, bird migratory paths and would destroy the rural feel of the area. There are 3 other airports close by. This new airport is completely unnecessary

The environmental damages?? The enormous damage to a large population of people of color?? I dont know why someone would say yes. This potential airport has no right to exist at the cost of the environment, the people of color in the area, or the life of plants and animals.

The environmental harm would be irreparable. The loss of farmland would be irreversible.

The environmental impact would be too great, this is a migratory area for wildlife and the there is no ability to allow for the runoff of rain/storm water in this lowland area given the amount of impermeable surface that would be required for an airport.

The environmental impacts would be too great for the region. This area is a large supporter for agriculture and food not only for the area, but for the state and country. The noise and emissions would ruin the natural beauty that so many seek out. The added traffic along the already busy freeway system would also be a detriment.

The environmental risk is too high.

The existing airports in either Skagit or Bellingham should be expanded. These are relatively underutilized assets and would be marginalized with an additional facility created nearby.

The fact that this would impact large numbers of people of color should lead you to the answer of no right away.

The farm land needs protection. Flooding is a real concern. If the airlines think they will be increasing business that much how are they going to mitigate the increased carbon pollution!

The farmland here is too important. And itâ€™s part of a major migratory path for birds - you should should skip this area.

Plus the flooding concerns are significant.

The farmland there provides food and jobs for the local economy. Infrastructure in this area is currently too small to support the commuters that travel this corridor, adding more travelers will only increase the problem and stress on the infrastructure.

The flat lowlands in Skagit County are in floodplains and also at risk for sea level rise. This site routinely floods. The valley is an important stop for migrating birds and home to wintering raptors and large populations of snow geese and trumpeter swans. Birds and runways do not mix well.

The Skagit Valley has amazing soil and citizens and farmers have worked hard to preserve agriculture here. Crops grown in the valley feed people everywhere. Seed companies grow seeds for farmers all over the world. Pavement is forever.

As the human population in the Puget Sound continues to increase, we need to protect places such as the Skagit Valley and not allow a new airport.

The flight patterns would affect the population of Skagit. and the flood impact
The flooding and agricultural impact is too great.

The flooding in this area I believe will be difficult and expensive to deal with plus the local farm use is more set for this area

The flooding is far too big an issue, especially with the amount of paving necessary for an airport. The permeability reduction would really mess with the rest of the surrounding area/lead to MORE flooding.

The floodplain impact is too severe.

The floodplain is concerning and so is the impact to the farming community

The freeways are not prepared for that kind of impact. There is already enough traffic traveling on 2 lanes of freeway.

The freeways can barely handle the traffic as is. Would create major problems.

The harm this would cause to the natural world is to great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The impact of an airport would be severe. Moreover, these fields are below sea level, created by a series of high dikes.

This area of Skagit County is prime, highly productive farmland as well as a nature preserve for all kinds of resident and migratory birds.

We moved here from Seattle to get away from this sort of development. We would have to sell our house and more elsewhere.

The impact to our environment and community should not be threatened by this project under any circumstances.

The impact would be too great on local ecosystems. flooding is a big concern here.

The impacts to tribal treaty resources including clean water and salmon will be negatively impacted by this development. The Skagit farmlands in this area also offer critical habitat to migratory bird species that would be directly negatively impacted by increased air traffic in this location. Installation of large impervious surfaces such as an airport will have a significant negative impacts on the connectivity and functionality of the Skagit River Flooplain. Consultation with area Tribal governance is crucial and will likely not recieve support.

The impacts to wildlife can be grave. Birds and wild mammals are already facing dwindling habitats. An airport can be devastating for habitat. Stop. Just stop!

The infrastructure and natural terrain will not be able to handle the mass influx of people and transportation

The infrastructure is a joke ! Keep building but not widening the Roads . Super selfish to to build and not fix the infrastructures . We move to this area to get away from this crap and ya lol keep destroying our towns some people like peace and less crime etc . All thatâ€™s happening is more homeless , crime etc . Stay away !! Money hungry villains

The land is highly valuable agriculture land that should remain in ag use, and the location is too remote for a useful airport.

The land is of unsurpassed beauty. Donâ€™t ruin it.

The land out there would be highly impacted and itâ€™s so pretty out there ! Iâ€™ve lived in the area and surrounding areas for years . Building another airport is unneeded and unnecessary.

The land should remain farmland. We are losing too many already. The land is fertile and beautifully used now to support crops. Please leave it as is in its pristine condition and use.

The list provided by Tim Mann of Skagit Audubon echoes many of my concerns. Rather than trying to restate that list, here it is again!

The Skagit County "Greenfield" Potential Airport Sites:

Talking Points Related to Birds

Washington State 's Commercial Aviation Coordination Commission (CACC) is looking at potential sites for a new airport within 100 miles of Seattle to provide commercial and passenger air service in the coming decades. The CACC has drawn up a list of 10 potential sites that could meet their criteria, including two in Skagit County. The following talking points address concerns that arise with either of these sites in relation to birds.

1. Two of western Washington's most significant areas of birds are on the CACC list of potential sites for a new, large airport.

Among 10 potential sites for a new SEATAC-scale airport identified by the Washington State Department of Transportation's (WSDOT) Commercial Aviation Coordination Commission (CACC) are two of the most important areas for birds in western Washington, both in Skagit County. Tremendous effort at the local, state, and federal level has for years gone into protecting Skagit and Samish Flats for both their excellent agricultural soils and their very high importance for a wide variety of birds. These are the two areas on the CACC list.

2. The "Skagit County Northwest" potential airport site is Samish Flats, far-famed among birders and waterfowl hunters and with good reason.

The site which the CACC refers to as "Skagit County Northwest," immediately south of Samish Bay spanning from Chuckanut Drive to Padilla Bay, is the area famously known among birders as Samish Flats. In fall and winter, birders from far and wide travel here to see five falcon species, including gyrfalcon, a wide variety of subspecies and races of Red-tailed and Rough-legged Hawks plus many Northern Harriers, Bald Eagles, Shorteared Owls, and

some years, Snowy Owls.

3. The CACC's "Skagit County Northwest" substantially overlaps the designated Samish/Padilla Bays Important Bird Area.

The 36,000 acres of the Samish/Padilla Bays Important Bird Area (IBA) include the location the CACC designates as its "Skagit County Northwest" potential airport site.

National Audubon Society and Bird Life International, in cooperation with the Department of Natural Resources Natural Heritage Program, document and designate IBAs to recognize high priority areas for preserving significant populations of various bird species. See www.audubon.org/important-bird-areas/samishpadilla-bays for a description of the reason Samish Flats is a vital area for migratory birds. The following brief excerpt provides a summary:

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"The sheltered bays and sloughs provide critical wintering area for seabirds, ducks and geese and provide shelter and food for the large concentrations of seabirds. Padilla Bay contains some of the most extensive eelgrass beds on the west coast. These beds make the bay an ideal wintering area for Brant. The entire global population of the Western High Arctic Brant (subspecies) is thought to winter in Padilla Bay. The mudflats provide wintering and migratory habitat for 20,000 shorebirds and the flatlands contain a high and diverse number of wintering raptors, including Gyrfalcon."

4. The CACC's "Skagit County Southwest" site substantially overlaps the designated Skagit Bay Important Bird Area.

The southern half of the site the CACC calls "Skagit County Southwest," locally known as Skagit Flats, significantly overlaps Skagit Bay Important Bird Area. (Skagit Bay | Audubon

Important Bird Areas). Thousands of Trumpeter and Tundra Swans, Lesser Snow Geese, Dunlins and other shore birds winter on Skagit and Samish Flats, which is the reason for the IBA designation. In winter, flocks comprised of thousands of Lesser Snow Geese provide a stunning natural spectacle on Samish and Skagit Flats and Fir Island. This segment of the Lesser Snow Goose population breeds exclusively on Wrangel Island, Russia and is the last major breeding population of snow geese nesting in Asia.

5. Washington Department of Fish and Wildlife has devoted substantial public funding to buying and managing a significant portion of Samish Flats, what the CCAC calls “Skagit County Northwest.”

The approximately 500 acres of Washington Department of Fish and Wildlife’s Samish Unit of the Skagit Wildlife Area on Samish Flats provide essential habitat for a wide array of birds and one of the most popular waterfowl hunting locations in western Washington. The Samish Unit includes the “West-90” location, far-famed among birders for its opportunities to observe wintering raptors.

6. Skagit Bay and the estuary of the Skagit River host many thousands of wintering ducks, geese, swans, and shorebirds.

WDFW’s Skagit Bay Estuary Wildlife Area Unit lies immediately southwest of the CACC’s “Southwest Skagit” site. The noise and activity associated with a large airport would profoundly affect the many thousands of ducks, geese, swans, and shorebirds that winter in this area.

7. The fields and bays of Skagit County are the most important wintering area for Trumpeter Swans in the Lower 48 States.

Each winter Skagit County hosts over 7,000 Trumpeter Swans, more than any other place in the lower 48 states. This largest of all North American waterfowl was almost

extinct outside Alaska and Canada. Its recovery in the Pacific Northwest began in Skagit

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County and continues today. Skagit and Samish Flats are both vital feeding and resting areas for this species along with a smaller number of Tundra Swans. We urge the CACC to confer with the Washington Department of Fish & Wildlife and the Northwest Swan Conservation Association to gain an understanding of the significance of Skagit and Samish Flats to Trumpeter and Tundra Swans.

8. Skagit and Samish Flats attract a phenomenal number and variety of wintering hawks, falcons, eagles, and other predatory birds.

The fields, hedgerows, and farms of Skagit and Samish Flats provide excellent habitat for wintering raptors, including 5 species of falcon, a variety of subspecies and color morphs of Red-tailed and Rough-legged Hawks, plus many Bald Eagles and Northern Harriers. Short-eared Owls and, in some years, Snowy Owls also frequent these flats in winter.

9. Bald Eagles and their nests are abundant in the areas listed by the CACC as potential airport sites.

The thousands of ducks plus the fish in Skagit County's shallow bays attract many Bald Eagles, some resident year-round, others here only in winter. These birds and their nests, which are present in both the Samish/Padilla Bays Important Bird Area (IBA) and the Skagit Bay IBA have special protection under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c) passed in 1940.

10. Large scale airport operations would jeopardize the largest communal nesting site of Great Blue Herons in the western U.S.

On the shore of Padilla Bay, the March Point heronry with around 700 Great Blue Heron nests is a site of immense importance to this bird which Washington Department of Fish

and Wildlife lists as a Priority Species. The herons feed in the shallow, food-rich waters of Padilla, Samish, and Skagit Bays, but in winter they fulfill much of their diet catching rodents in the fields and farmlands of Skagit and Samish Flats; i.e., the potential airport sites. This heronry, identified as highly significant to the continued presence of the Great Blue Heron in the Puget Sound Basin, lies across Padilla Bay from the site the CACC calls "Skagit County Northwest."

11. The abundant birds of winter in Skagit County are very important for the tourism economy of this area.

Thousands of people visit western Skagit County in winter to see majestic Trumpeter and Tundra Swans, immense flocks of Snow Geese, varied hawks and falcons, huge numbers of ducks, Bald Eagles, and other bird species that winter on the bays and fields. These charismatic birds give a substantial boost to the local tourism economy. Building and operating a large airport here would destroy thousands of acres of valuable farmland and migratory bird habitat and thereby also irreparably damage the winter tourism industry.

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12. The abundant waterfowl and raptors of both the "Northwest Skagit" and the "Southwest Skagit" sites would pose a very significant safety threat to greatly increased air traffic in their midst. That traffic would also deal a terrible blow to this important avian population.

Every year for many years it has been necessary to capture and move raptors, particularly Red-tailed Hawks, from SEATAC Airport for the safety of aircraft operations. The Northwest Swan Conservation Society works with Whidbey Island Naval Air Station and farmers on Whidbey Island near Ault Field to reduce the chances of aircraft

collisions with Trumpeter Swans, one of the heaviest birds in the world capable of flight.

Imagine the hazard to pilots and passengers if an airport were superimposed on and adjacent to the habitat of the thousands and thousands of ducks, geese, swans, and raptors wintering on Samish and Skagit Flats. The crash of a large plane into any of Skagit County's bays, marshes, or fields would be a human and ecological catastrophe

The local population does not need it, does not want it and would not be served by it. The populations utilizing it would have to come from a distance. There are better options by utilizing and perhaps expanding Paine field and Bellingham airport.

The majority of agricultural Conservation Easements are paid for by a conservation futures tax which are community tax dollars. This is a popular program. Skagit has worked hard to keep its renown farmland intact - this goes counter to that.

The majority of the states population lives too far south for this to be an option. I for one would still just use SeaTac if this location is chosen

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area.

The noise and chemical pollution would be detrimental to our wildlife and agriculture food sources and well as our waterways.

The area also is prone to severe flooding.

The noise and emissions would negatively affect the rural community surrounding it and the area floods heavily.

The noise in our rural community would be untenable. Doesn't seem to serve passenger demand either.

The only thing this site has going for it as an airport site is that it is flat. It is incomprehensible that it should be considered.

Most of it is valuable farmland protected by conservation easement.

It is essential wildlife habitat, especially for wintering waterfowl - including ducks, swans, geese, shorebirds and raptors. Everyone knows that world bird populations are in decline for a variety of reasons, including development. Moreover, flying waterfowl and aircraft are not compatible with the safety of either. The area is very close to currently protected wildlife areas at Wyiie Slough and Fir Island Preserve (Hayton).

A large amount on the area is prone to flooding and underwater during winter months, precisely why it is so important for wintering waterfowl. During winter 2022, Fir Island actually was cut off at both east and north entrances due to Skagit River flooding - not good for airport access.

Airport development would impinge on Swinomish tribal rights and livelihood pertaining to salmon, et al.

The area is not sufficiently close to populated areas that could make use of an airport. Much better to explore expansion of existing facilities such as Bellingham to the north and Paine Field to the south.

The people of the valley and surrounding area would like to keep this as rural as possible. If we'd like to have our area look like a large town, we'd move to a large town.

The population is sparse, and is adequately served by nearby airports. The land includes a lot of flood plain, and floods are not uncommon. There are large flocks of snow geese and tundra swans who live in the fields in the winter. There are many valuable farms providing food for the region. There are flower fields that attract visitors from around the world. It is ridiculous to consider putting an airport here.

The port will be flooded half the year, you really want that? Don't ruin skagit valley with another airport.

The potential impacts to farming practices that would quite literally impact the world's seed supply are too great to risk; not to mention the implications for organic farms in general.

Our infrastructure and usable land resources cannot support this amount of traffic. We are struggling with the amount of residents we currently have locally.

I personally do not consent to the noise disturbances that would come along with such a project. We are in a migratory bird path and home to several endangered species that would be significantly and negatively impacted.

The proposed areas in Skagit County are sensitive areas for birds and are important farmlands.

The proposed location has low existing roadway infrastructure, with limited potential to accommodate expansion due to proximity to Puget Sound and existing agricultural resources. In addition, it is darn close to the Marathon refinery. In the event of catastrophe at or near the refinery it seems in the best interest of security and accessibility to avoid placing a commercial aviation field too close.

The proposed location is within Skagit County's prime farmland. It is absolutely inappropriate to develop a new airport there, especially when Skagit Regional Airport could be re-developed to accommodate intended uses. Farmland sites (anywhere) should not be considered as locations for a new airport.

The reason this area is not densely populated is that Skagitonians have been working hard, for decades, to maintain farmland here. Creating a regional airport here would be an insult. It would completely change the character of an area I love.

the same answer stands

The same goes for this site as the north site: this area is critical to migratory waterfowl and raptors that need places for overwintering. The loss of this habitat would devastate populations of endangered Trumpeter swans, and many other species. Interactions of aircraft with birds would be disastrous for birds and people.

In addition, acres of critical farmland in this area support thousands with jobs and food production. And building in a floodplain is just plain dumb.

The same reasons apply: removing the protection from our precious fields. Negative impacts on our environment, destroying the livelihood of Farmers and their Workers, many of whom are Migrant workers who desperately need this income!

The sites are called greenfield sites – “undeveloped, commonly agricultural land that is sought after by construction or manufacturing companies due to it being flexible, open land.

Obviously, nice flat land that’s already cleared is easier and cheaper to pave over and build airport buildings and runways on than forested, rocky, sloping, marshy, or other types of land. If making it cheaper (and more profitable for the builders) to build an airport with all of its ancillary functions and the commercial development that is sure to follow is the main consideration in selecting a site, then the Skagit sites would be good choices.

But wait! What if being cheaper and more profitable to develop isn’t the main consideration?

What if FOOD is more important? What if preserving agricultural land is the main consideration and airports (as well as other development) had to be built elsewhere, even if it costs more?

People can survive just fine driving a little farther to an airport or paying a little more for a hotel room because the site was harder to build on. But people can’t survive without FOOD.

Let’s put FOOD at the top of the priority list. Not development – for airports or anything else. Future generations will thank us.

The Skagit County farmlands (both northwest and southwest) must remain protected. The soil quality and fertility of these locations are extremely important for the farming community. The local community and beyond rely on these fields for the production and distribution of fruit (blueberries, strawberries, blackberries, and raspberries), corn, potatoes, broccoli, and brussel sprouts. This area is also extremely prone to flooding events and the current infrastructure of this region cannot support this project (roads, drainage, etc.). The wetlands in this area are also vital for the health of the ecosystems and our environment. Many migratory birds pass through this region and air traffic/infrastructure expansion would jeopardize their ability to do so. There is a large number of bald eagles that resides in these wetlands and it is illegal to interfere with their nesting sites. In all, I urge the planning committee to avoid both the Skagit County Northwest and Southwest sites when considering the location of this project. Thank you for your time.

The Skagit delta is one of the most important migratory regions in our state. The area serves as both valuable farmland, and critical wildlife habitat. The proposed site would be subject to flooding and sea level rise. The infrastructure and traffic generated by placement of an airport would cause considerable pollution to the adjacent Skagit River, threatening already endangered salmon.

The Skagit Flats contain incredibly important wildlife habitat for birds and salmon. Development would greatly impact the environment as well as the local tourism industry. This area is also at huge risk to flooding. Please look elsewhere. Thank you!

The Skagit River is the last river in the lower 48 to host all five endangered salmon species. Building a large airport in the Skagit flood lands would jeopardize the years of work and billions of dollars gone into this area to provide better salmon habitat and maintain agricultural lands.

The Skagit valley is a beautiful, peaceful respite to people and animals. Every time I get there after a hectic drive through Tacoma, SeaTac, and Seattle, I breathe a deep breath. To see the geese gather in the spring, the silent misty mountains over the beautiful floodplain, the historic farmland-it is a one of a kind place that has no match anywhere. To build an airport in it, with everything that entails, would be a negation of the spiritual, physical, and emotional needs of the entire region. It would be devastating in so many ways. Please make sure this does not happen, no matter how much money is promised.

Glenn Hendrick

The Skagit valley is a fertile agricultural area filled with small farms, and an intact rural farm community. Such an industrial installation would be incredibly disruptive and destructive to a unique, fragile ecosystem.

The Skagit Valley is a rural area with farmlands, wetlands, and estuaries. The inflo of people, cars, and impact of a large airport would have a devastating effect on the surrounding area.

The Skagit Valley is prime farm land & the migration of both snow geese & swans in the winter,

The Skagit Valley is such beautiful farmland. We just returned from a day trip and are so pleased with all the small, family-run farms, markets and produce stands. We make regular trips to buy local and it's important to us to know our farmers and small business families. I don't see how the impact of a major airport wouldn't destroy those livelihoods and the pleasure of enjoying such a beautiful, tranquil area. There is value in farmland and a need for reasonable access to local produce, meats and dairy.

We live in Snohomish County and have no problem commuting to SeaTac or utilizing Everett or Bellingham for flights.

The Skagit Valley is the last productive agricultural valley in Western Washington and as such provides food forage for a massive number of migratory waterfowl species that migrate through here every year. The impact to farming, migratory waterfowl, salmon populations, and wetlands is far greater than is currently estimated. I am vehemently opposed to the idea of a new airport being built here! The state should be ashamed of it self for even entertaining the idea!

The Skagit/Samish flats are extremely heavily used by wintering ducks (10's or 100's of thousands), geese (10's of thousands), swans (thousands), shorebirds (10's of thousands), eagles (100's) and other raptors (100's or 1000's). The chance of airplane collisions with flying birds would be prohibitively high. This area is pretty unique within the lower-48 for the quantity of large wintering birds, and it draws a large number of hunters and birdwatchers during the winter months.

The Smokey Point area is already full of traffic. A little bit north and a good electric train system to get to a new modern airport is needed.
The snow geese go through here.

The state should not be considering a new airport at all unless there is sufficient private demand. It will harm existing business that transport people to the airport, and there is little to no demand to fly out of the existing airport, Skagit Regional. Ticket prices for any new airport in this area would be more expensive due to extra stops and layovers, and would not be utilized. Try doing something for the homeless instead. Spend your money more wisely and let private developers come up with any plans for airports. If they can't make it commercially viable, the state should not build something that isn't going to make money for the state, and in turn waste taxpayer money. Instead the EXISTING SKAGIT AIRPORT should have restrictions relaxed, and expand their runways if the demand is there. Don't waste my taxpayer money to build an airport that doesn't make economic sense.

The traffic already sucks, SeaTac is already a nightmare and don't bring it here. The infrastructure cannot handle it. No.

The traffic here is already horrible, and this is our country. Our farmland. Please don't destroy it any more than people already have

The traffic there would be too greatly impacted. Keep the farmers and migrant workers working. It's a flood plain anyway.

The tulip fields are one of the driving tourism draws for the county every spring and all of the fields are encompassed in this circle. Also it's in the flood plain and the Skagit hit record flooding last year and was inches from jumping the dikes in the lower county and flooding out the entire area!

THE TULIPS COME ON NOW

The valley cannot take that many people

The valley is mainly farm land. There's no need for an airport when there's one in Bellingham and Everett. This airport will only bring traffic. Which would cause more pollution to our farm lands. We are already overpopulated as is.

The wealthier northern Puget Sound is already served by Paine Field, and Vancouver BC.

The wildlife and endangered species have already been traumatized enough with all of the new construction zones happening in this area! Please don't let us lose more of our wildlife and endangered species.

The wildlife and farmland of this region is an integral part of its identity and it would be a shame to lose this. And flooding here is common.

There are airports in either direction of Skagit less than 40 minutes away. STAWP. There are already airports in Bellingham and Everett.

There are already airports in Everett and Bellingham, it doesn't seem necessary to have one in between. Why not just expand those current facilities?

There are already enough options for flight in the area. Bellingham, Paine Field, SeaTac.... not to mention flying out of Canada which is usually much cheaper.

This would be a terrible idea and possibly increase the crime rate. There are already other nearby airports

There are already plenty of businesses and infrastructure to transport residents to Bellingham and SeaTac. If DOT is going to spend money on anything, bolstering the existing infrastructure would serve the community better. Adding a large airport so close to a military base and three other major airports would add unnecessary traffic congestion in an already beautiful and fragile area.

There are major wildlife areas nearby that are vital for migratory birds, and it would have a serious detrimental impact on nearby communities.

There are too many people that would be displaced and too many migratory bird that would be displaced from winter foraging in the immediate areas.

There are very significant wetlands in this area. Why is this not listed as a primary concern? There is no population to serve in this area. We already have Paine Field nearby.

There aren't enough potential users to warrant disrupting the community and environment this way!

There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must. Don't ruin Skagit Valley

There is already a regional airport in this area, Bellingham Intl and Paine Field are w/in 30 minutes from here. It makes no sense and would not serve a significant population. It would also destroy tulip fields and ruin the tulip festival.

There is already a regional airport there. As far as commercial flight, Payne Field and Bellingham International are well within the 90 minute drive times.

There is already a Skagit Regional Airport. Add to that if needed.

There is already an airport - Skagit Regional (it's even shown on your map). There is another one in Bham and yet another one in Anacortes. This proposed location is a major flyway for large wintering birds. It would take from the Ag land which we are increasingly needing as the SW US dries up. The area regularly floods. Ridiculous siting option - get out of the office and away from your GIS. Learn about this community and the character that this unneeded "improvement" would destroy. Unbelievable!!!!

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There is already an airport here in Skagit valley. If you can't find it keep driving until you see Airport Rd.

There is already An airport in Everett that old be expanded

There is already an airport so it wonâ€™t effect to much, just develop it more

There is already an established airport in that area! Expand that airport!!

There is already way too much noise pollution from the existing Skagit regional Airport and Whidbey Island naval air Station. This would be extremely negative and drive out our eagles and many other wildlife. Skagit county does not need another airport, and the infrastructure will not support it. NO!

There is an active native American community that would be disrupted.

there is an airport 30 minutes north in Bellingham

There is an airport in Bellingham and one in Everett. There is no need for an additional airport out here.

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the puget sound could be utilized. For example in Paine field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport. Skagit County has worked hard to preserve the farm land. Environmental impacts from this would be a severe detriment to the work we have done to keep this area a farming community along with park settings that people come to visit from all over the world.

There is more population growth that can accommodate this location

There is no need for an airport in this area. Skagit County already has an airport. Bellingham is 30 miles to the north and they have an international airport. Everett has Paine Field. There is absolutely no reason for another airport. It would be an incredible blight on the valley and an incredible disservice to the people who live in these areas. There is no population to serve, no passenger demand at all, and the areas under consideration are prone to flooding. It also is incompatible land use. This is agricultural land. One of the most fertile valleys in the United States. An airport would be incompatible land use and and environmental injustice.

There is no need to take farmland for an airport when there are 3 others within 90 minutes. The towns near this area cannot handle the additional traffic

there is no real reason to expand, everything will soon collapse

There is not a population large enough to draw in an airport of that size here. Seattle and Vancouver, ca age both a little over an hour from here. Bellingham and Everett are both 30 minutes from here. It makes 0 sense to add a large scale airport here when there is not the population size to add one and large airports can already be reached in a relatively short amount of time.

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is not enough population that will utilize the airport. Also, there is a lot of farm land and indigenous land that would be effected by building a new airport in the area.

There is not enough populous that could not already be served by the Skagit regional airport.
There is not infrastructure (including I-5) to support additional traffic and this would be using valuable farmland
There is not near the population within the radius of the proposed sites to feasibly match the proposed number of travelers serviced.

Placing the airport near one of the largest bird sanctuaries in the state presents a high risk of bird strikes for incoming and departing planes.

The proposed sites in Skagit are both in areas affected by flood plains. If not directly then indirectly by road closures restricting access to the proposed airport. Each winter becomes a risk of this investment not being able to run.

There is plenty of flat land that won't affect housing and noise level. It will be used by people from the islands to past sedro woolley. It is far enough away from SeaTac to not compete with that airport

There is so much protected farmland in that area. Farming is a primary employer in skagit county. That are also relies heavily on the skagit tulip festival and airport traffic could hinder it.

There is too great of an environmental impact to using this site, as well as development of farmland. Perhaps a better choice in Skagit County would be the existing airport.

There is too much farmland here. It's not a place for more pollution.

There is zero reason for a second airport in Skagit, it would only create more problems with traffic and pollution, along with losing precious farmland and property, that the people who currently own will be scammed out of for less than market value.

There should be another major airport to the south of Seattle Tacoma. Airlines already serve Everett and Bellingham with scheduled services.

There would be a significant impact to the overall agriculture in the county.

There's nothing but farm land up there. People work hard to maintain what they have. Do not do this. It will bring nothing but traffic and stress to Skagit county.

There's airports 30 minutes north or south. This is a waste of resources. The other two airports aren't even running at full capacity.

There's already 2 nearby airports. One in Bellingham & one in Everett. It's unnecessary & a waste of public funds.

There's already a regional airport close by. No need for a bigger one.

There's an airport Bellingham. Too many farms in that area, we love visiting the Tulip and Daffodil festival.

These are farmlands and the wintering area for snow swans and snow geese! Absolutely no!

These flat lands are farm fields that the region depends on for crops, silage, hay. They are the livelihoods of thousands of people. The community does not have the infrastructure to support the traffic, the increase in people, the law enforcement. The State does not have adequate infrastructure for the addition people that would be traveling through the area. There are daily backups from accidents at the Skagit River bridge. Getting to a flight on-time will be a nightmare for travelers. We depend on I-5 for commerce transport. More traffic will interfere with safe transport because the roads are not built for high traffic and you can't expand over the river because of environmental concerns. While on current flood maps it may appear that this area does not flood - climate change and the nearly 3 feet of water in my yard last November tell me otherwise. I boated down the highway. There are schools, playgrounds, playfields, homes, sensitive waterways, Eagles nesting, nature preserves, salmon habitats. An municipal airport here is a terrible idea. There are already larger airports 30 miles North AND South of Skagit. When the bridge is impassable, it's a nightmare. Think of what it looked like when the semi collapsed the bridge. That's the temporary impact of nearly every accident before or on the bridge.

They already have excellent access to both Bellingham and Everett.
Think Payne Field is the best way to serve this area.

This action will eventually reduce arable farming land over time with new officials in the next generation. I am committed to preserving our rural lifestyle. My k

This affects migratory birds and harms the community. There doesn't need to be an airport there.

This again is taking out some of the best farmland in the world and would negatively impact wildlife, the agriculture industry in Skagit County, housing needs and the impacts of our seasonal flooding that already occurs in Skagit farmland. This is not a viable option!!!

This airport suggestion is a solution in search of a problem. We have regional airports in Bellingham and Everett, both within an hour drive. This airport would be a huge mistake, and would violate zoning restrictions for farmland that are the heart of Skagit county life. NO new airport in Skagit County!

This airport needs to be south of Tacoma

This airport would draw people from the north end of the sound who would have to travel hours to SeaTac to avoid driving through Seattle, helping to draw away traffic congestion from our already crowded freeways.

This airport would have a devastating impact on the small town of La Conner as well as the Swinomish Reservation in which thousands of people depend on this space for their livelihood. Environmentally it will impact many square miles of farmland as well as wetland.

This also is in the migratory wildlife path. It is also really wet ground and in the flood plain.

This area as well as the area north of this location is a well established and vital winter foraging grounds for many migratory birds. Developing this area for an airport, would not only reduce vital areas, it would be a huge risk of harm to aircraft as these migratory birds would still be in the area.

This area can not handle this type of environmental damage. This is an extremely important area for ducks and geese.

This area does not have the resources to accommodate an airport this size.

This area floods regularly. It is rich agricultural land that should be preserved for farming. The area is host to protected bird species like trumpeter swans and bald eagles, who overwinter here. The negative impact to birds would be catastrophic.

This area has a large number of wetlands.

This area has high volume traffic to Whidbey Island Naval Base and tourists heading out to the islands. The roads can't handle even more vehicles. It is agricultural land that we need to protect.

This area has multiple flood areas the flood for most of the year. Adding in an airport to an already busy highway will make it difficult for those of us who live in the valley to through the valley. Adding in an airport to this area will make the noise level in travel for this peaceful area. Why build an airport in an area that is close to the Bellingham airport. Skagit valley has no need for a big airport.

This area has seen a huge increase in traffic and housing developments - this brings in congestion to the local road with many local family ranchers and farmers still operating their heavy equipment during plant and harvesting season - this has a negative impact on their traveling. Also, it will impact their food production and animal well-being. Noise pollution will increase and so will air quality will decrease as more commercial jets will be traveling through this area.

This area has significant floodplain impact, the Skagit River hosts salmon fisheries and migration, it is an area of Federal Waterfowl migration and stop-overs for waterfowl migration, it is a migration pathway and seasonal home for 60 bird species, it hosts large agriculture and cattle businesses, it also contains state, county coastal parks as well as shellfish harvesting as well as wetland areas. Graham L. Kelsey

This area has some of our largest farmers where many of us get local crops during the summer and several of these farms participate in local farm tours teaching our children about the day to day workings of a farm. Flooding in this area is also a concern and again you are looking at an area where the roads can not accommodate high volumes of traffic. These fields are home to the trumpeter swans and snow geese in the winter.

This area is a huge flyway for migratory waterfowl. They would be seriously impacted by this type of development. In addition, the county does not have the roads, services or engineering in place to accommodate an airport of that size.

This area is a large farming community.

Food, seed, bulb, and meat. It provides a lot of jobs to migrant workers. It's known to bird watchers all around the state, and is a place they move to. It's drawn to tourists because of its wildlife and beauty, solitude and an old-fashioned way of life. Flooding gets 3 feet high at times in local businesses. There is a large airport just 45 minutes from here.

This area is a major migratory flyway and winter haven for many species of birds. It is a quiet, rural environment where people live because they don't want to be near a city or an airport.

This area is a rural farming area that a large airport would negatively impact.

This area is a very significant wintering grounds for snow geese, trumpeter swans, tundra swans and many many duck species. The agricultural land here is very productive and should in no way be dimenished.

This area is agricultural and/or wildlife habitat and would be completely destroyed by this. Skagit county is farmland and should always be farmland. In fact, I donâ€™t know how the property acquisition is considered green, since this are is almost entirely zoned agricultural. This would create a large negative impact. There are commercial airports in Everett and in Bellingham. It would be much more logical to add and improve those sites. Or expand the county airport.

Last year, this area was almost flooded. Putting so many millions of dollars in infrastructure there would make no sense. Also, if it was built and under threat of flood, the impact to travel would be crippling.

This area is agricultural. We donâ€™t need more airports, we need more agriculture. There are two schools close by as well, which would be a HUGE distraction.

This area is all farmland and it is extremely important to leave it that way, despite the immense burden that it, alone, imposes upon a fragile ecosystem. Airports require immense tracts of land, which, here, would take a huge bite out of the region's agricultural production without mitigating the environmental damage already done. As we remove farmland for other purposes, somebody else will grow our food. We are now getting most of our cucumbers, formerly a major Skagit crop, for example, from India. This must be reversed, and building airports on farmland won't help. Exporting a nation's food sourcing is foolish policy and extremely dangerous. Don't contribute to that folly.

The population of immigrants and otherwise marginalized persons who depend upon agricultural work for their livelihood is very large.

Both of the proposed Skagit locations are just a few feet above sea level (which is rising!) and are subject to very serious flooding.

This region is near the Whidbey Island navy air base, and residents in the area have more than enough disturbance from aircraft already. Pollution from fossil fuels is a serious concern especially in both of the Skagit locations because the area is laced with the sloughs of the Skagit and Samish Rivers. No one wants to talk about the millions of gallons of fuel the navy's jets burn in their incessant flying. This is of course a burden borne by the entire planet, but increasing the impact upon the ecosystem of the Skagit, already compromised by the regional agriculture is, at best, irresponsible.

This area is already affected by flight traffic from the air force base. This is a scenic area, I think this development would deter travelers and affect the local farmers. A major loss of revenue to the area.

This area is already getting overpopulated and has a lot of wildlife. It has been a place people go for years to get away from all of the big city action. We do not need this in our area! We are happy driving to Everett, Seattle or Bellingham for our needs.

This area is already impacted by flight traffic from Skagit Regional Airport

This area is also a flood plain area with major agricultural importance. We can't take all of the farm land away if we expect to be able to feed our population

This area is also draws in hundreds of thousands of tourists every year for the tulip festival. That's something our area is known world wide for and would be devastating to the area and surrounding area as far as income and way of life. The beauty of this

area should not be destroyed by an airport.

This area is also prone to flooding and would be a poor choice for an airport. It also is more valuable for agriculture than as an airport. It would be incompatible with other land use in the area and Skagit residents have worked hard to preserve farmland.

This area is also too important for migrating and breeding waterfowl to consider developing into an airport.

This area is an important site for many bird species that would be detrimentally impacted by development of a new airport. Please see detailed information developed by the Skagit Audubon Society.

This area is flood plain and useable agriculture land. Why would we talk valuable land that produces some of the most fertile soil in the world out of production. Much of this land is already protected from development in land trust with Skagitonians to preserve farm land. We have intentionally and actively as a community our efforts in place to not end up looking like the auburn valley. Plus many people in Skagit cannot use their land as they want to already due to water right issues. No no no!

This area is geographically undesirable for many reasons. Airports are an eyesore and should be built and expanded in areas that are already population centers.

This area is historically too prone to flooding and is close to Padilla Bay Estuary and Migratory birds use this whole area. It is too ecologically sensitive Bellingham already has an airport that you can expand.

This area is important to many people, is important for tourism (tulip festival), is important to many animal species (snow geese, burrowing owls, eagles, etc), Please don't destroy this with an airport.

This area is important to wintering waterfowl, including Trumpeter swans and thousands of Snow Geese. The dangers to both the birds and to aircraft make this site unsuitable for an airport. Skagit County has spent millions to protect farmland in this area and it is the last stronghold for important agriculture in the Seattle to Vancouver corridor.

This area is in a flood plain and already has significant investment as protected areas for wildlife and agriculture. Additionally there are two airports (Skagit Regional and NAS) nearby. This area is likely to flood on a regular basis.

This area is locally known as quiet, farming land. Placing a Sea-Tac sized air port in this area would be a vast shock for locals and instill a great amount of backlash from the community.

This area is not only important for its farmland, but an important migratory bird area for raptors, shorebirds, trumpeter swans and snow geese. It is also an important waterfowl hunting area. This area is not the right spot..

This area is pertinent for food and farming. The environmental impacts are too great, not to mention that many people come to this region to escape the noise, traffic and pollution associated with airports.

This area is prime farmland, feeding our valley, and indeed, most of NW Washington. Swapping out food production for an airport just doesn't make sense. Use Bellingham, expand their airport, or Everett. I'm disgusted that these Skagit Valley sites are even being considered.

This area is prone to flooding and the annual migration of 10's of thousands of large birds makes it a poor choice both for aviation and the natural environment. It is also the location of valuable farmland.

This area is simply an extension of the Skagit River Delta /floodplain targeted above. It's all one big delta and all one big critical wildlife habitat area. In addition to bird habitat there WILL BE unavoidable impacts to salmon habitat in both areas! High Flood Risk yes. But also this is critical migratory bird habitat. Snow geese & Tundra Swans flock here for overwintering by the 1000s. As an area where the state has been slowly trying to reclaim as wildlife habitat it is home to numerous other otherbird species including short eared owles, all types of raptors and shorebirds in the reclaimed flood area. It is home to a vibrant farm community. Commercial aviation is simply incompatible with this area.

This area is some of the last remaining farmland in western Washington. Paving it over and the resulting development would destroy the best farmland in the state.

This area is the largest producer of beet and spinach seeds in the country. This land feeds the people.

This area is too environmentally sensitive for sea life as well as birds, is in too much of a flood plane and is too far from Seattle.

This area is very close to the Skagit River and is environmentally sensitive. Any fuel spills they got into the water would be disastrous. Also the areas Premier farmland and I think any airport should be located so as not to pave over arable land.

This area is very important habitat for migrating birds and is a part of a natural floodplain. An airport here would be a substantial loss of habitat.

This area needs to be preserved for agriculture, bird migrations and nature. The Bellingham, Payne field and SeaTac airports are enough.

This area of Skagit County is heavily in agriculture and zoned as such. Any attempt to change that zoning would be met with fierce, long term and expensive opposition. Also, most farm workers are Spanish speakers and fall under the ENVIRONMENTAL JUSTICE category

This area of Washington is a prime reason why so many people from different states and countries visit the Pacific Northwest. From the view that puts you in awe, to the serene sounds and smells of our local agriculture. From the nearby whale watching to the country's finest tulip festival. Putting an airport smack dab in the middle would not only be a major eye sore, but it would put animals and sacred lands of our Native American family in jeopardy. From the bottom of my heart, this cannot be an option you'd consider.

This area resides within the Skagit County Scenic Agricultural area that is both vital to the lives of farmers and the surrounding communities

This area would be too far from most population centers to be useful as an airport. Additionally, development of this area would have a tremendous negative impact on a rural community that depends on agriculture and small farms.

This area would have a negative environmental impact which cannot be mitigated.
This area would severely impact farming,

animals, and humans..

This could be an excellent location for a new 4 runway airport

This development would also impact quality of life, farming, and the natural aesthetic Washingtonians want to preserve. Native lands and birdlife would also be negatively impacted.

This farming land is valuable to the not only the state, but the country. It is also the livelihoods of multiple families in the area.

This impacts farm land

This includes ecologically and agriculturally important areas that would be greatly impacted by the footprint of the airport as well as the commercial sprawl that will follow, plus flooding is going to get worse with climate change.

This is 90% farmland, some of the best. Stay out, will be protested.

This is a beautiful and rural area that many people love dearly. This would absolutely destroy the entire area from Bellingham to Mount Vernon. This is a terrible idea, please please do not build this here.

This is a beautiful area that brings many tourists for the flower fields, farms, bird watching and communities that cater to tourists. It would not be appropriate for an airport.

This is a beautifully scenic area which is also an important resource for wildlife. It would be a travesty for this natural area be devastated.

This is a better area

This is a charming tourist area, home to the artsy town of LaConner and our justifiably famous tulip farms. It is also an important area for birds and other wildlife including salmon. Flooding would also be a problem.

This is a critically important migratory and overwintering site for birds.

This is a farming community and flyway for migrating birds during the year. It is also on a floodplain. The noise and traffic would be a significant problem as well.

Not a reasonable area for airport expansion.

This is a farming community. There's already two airports close by. Interruption of the Skagit floodplain is basically forbidden for citizens, so let's stick to the rules set forth for everyone! With all the focus on dwindling salmon runs, we need to protect this area from literally everything an airport would bring.

This is a flood plain in the very area where the annual tulip festival is held. The tulip festival is important economically to Skagit County, which is trying to limit sprawl. I'd like to see this location taken off the list of possibilities.

This is a hard NO. You are looking at some of the richest, high-yield farmland in Western Washington. It is not replaceable. Your list of criteria does not include impacts on farms or the resulting impact that has on local economy or locally sourced foods. As you have noted, it would be devastating to the local communities of color who live and make their living on this land.

This is a huge floodplain in addition to being one of the most important areas for migratory birds of all types: shorebirds, raptors, geese, ducks and swans. Economic devastation to the agricultural community would happen. The infrastructure does not exist to support this site for a full commercial airport even one half the size of SeaTac.

This is a migration zone for critically endangered birds. There is no mitigation for air traffic. Due to SeaTac, Vancouver Intl, local hobbyists and the Navy airbase, this area is already heavily impacted by current air traffic.

There are several wildlife preserves that would be environmentally impacted by any additional air traffic.

This is a rural area, known for its fertile soil for farming, especially the farm land. This would be damaging to the community. We need to keep our farmland protected from development.

This is a rural community, bringing an airport would absolutely destroy the community

This is a rural, farm area and is no place for a large airport. Keep the city in the city and stay out of our farmland.

This is a small community, in no way do we want it to become another Seattle! Leave our small town way of life alone, there is no place for an airport here!

This is a special part of the region that still has that small town community feel. There is Bellingham, Paine Field, and SeaTac all within less than 2 hrs of this area. We've seen what SeaTac has become and where Everett is headed! NO AIRPORT anywhere in the Skagit region.

This is a terrible idea. The Skagit valley is a treasure and should not be irrevocably tainted by a huge airport.

This is a tourist area and would take away from the scenery.

This is a unique agricultural area that should not be impacted and Paine Field is only a 45 minute drive

This is a well known area for snow geese. An airport here will destroy a well know winter recreation area for bird watching. There are many wetland areas here. Just don't do it.

It is far from people, and close to bird migration routes. It does not belong in Skagit county anywhere.

This is absolutely horrifying to the wetland spaces, farmers, and will result in catastrophe for the region if you remove the wetlands. You will experience unprecedented flooding to surrounding developed areas. This is horrifying and STUPID. Do NOT. Do this.

This is absolutely not a good location for a new airport as it would negatively reduce farmlands. Not to mention that there is not the population in this area to warrant a new airport. Bellingham & Everett are close enough to serve this area.

This is agricultural land! Major berry fields, corn, potatoes, tulips; please do not destroy Skagit County!!!

This is all farm land. You would be displacing one of our best industry, some of the most fertile soil, removing a significant amount of what the valley is known for. The noise pollution alone would make the area unbearable. Not to mention the increased traffic on an infrastructure not currently in place to handle it

This is all flood prone farm land and without the road infrastructure to accommodate this size of airport

This is along the I-5 corridor, so people could utilize the light rail.

This is already a high traffic air use area with an air force base less than 20 miles from the western edge of the proposed site. Noise mitigation would be impossible.

This is already within a 90 minute drive of SEATAC. It is also within a 90 minute drive of the Vancouver Canada airport. The area is well served by two major airports, and there is also a regional airport nearby. This would put an absolutely unnecessary strain on a small, rural, majority BIPOC area that doesn't have the infrastructure to support this. The area is dramatically overloaded each spring with tulip festival traffic, and it's clear the roads, etc. do not have the capacity for a dramatic increase in traffic from an airport. I would also be concerned about the increased air and water pollution for an area with farmland producing food. The area also floods frequently, and I'm sure a large area paved over would exacerbate flooding in the area, further impacting the population and disrupting airport service.

This is also a critical farmland resource. Skagit County farmland soil is the best in the world. Taking it out of production would be folly. The area is also critical wildlife habitat and is located in a flood plain. The Skagit River is important salmon habitat. All benefits of the area would be irreparably harmed due to such a large scale project.

This is also a flood plain and i-5 and the roads that lead to this area aren't built for the extra traffic.

This is also flood prone. It's also inconvenient for most people.
This is also historic farmland!! Find somewhere else!!

This is also terrible place for a new airport. Look at the sea level rise projections for this area, not to mention river flooding due to climate change events. There are huge flocks of geese and swans in the winter that would conflict with jets, posing a public safety problem. The area has many conservation easements to protect farmland and habitat. We need to protect our farmland and sustain local farms. There would be no conceivable way to mitigate the impacts of a large airport in this location. Why are we planning more airports when planes rely on fossil fuels - a huge carbon footprint? This is a horrible idea.

This is an area of high growth with the population to use the airport and the infrastructure to support it.

This is an area that currently is farmland and tourism oriented.

Paine Field has more potential.

This is an area that should remain unspoiled - the few remaining areas that allow for bird migration. An airport would interfere with and be endangered by bird migration and spoiling an area that is rich for birding activities. Please no!!!

This is an environmentally sensitive area for migratory birds and productive farmland. An airport would have drastic negative effects.

This is an extremely poor site due to environmental considerations. Too far from Seattle - ground traffic will be a nightmare.

This is an important location for agriculture & birds, not to mention impact on tribes and flooding. I adamantly oppose this location!

This is beautiful farmland. An airport would destroy the farmland and the beauty. An airport should plan for the long term. This area will flood frequently within a decade and perhaps be under water in a few decades. Also being so close to Bellingham airport, put money into expanding Bellingham instead of a new site. This area also has great outdoor recreation that will be ruined by an airport.

This is critical farmland and migratory bird/salmon habitat. It should not be considered for a project of this scale. A facility like this here would be devastating environmentally and economically. Very likely to flood in a rain event as well. Bellingham and Payne Field are equidistant so not needed.

This is critical farmland, flood plane, and salmon restoration habitat. The population reach wouldn't make sense.

This is designated farmland, with a very high water table.

Traditional and historic wintering grounds for snow geese and swans.

Close to Whidbey Naval Air and the jets that already fill the skies with noise and pollution. Major conflict of activities.

No roads to support all the traffic. I-5, as the primary corridor can't handle the current traffic load.

This is even worse than northwest. In addition to the loss of farmland this would be a death blow to the Skagit River's salmon recovery.

This is even worse than the first option. What is this state's obsession with eliminating all farm ground in this area. Do not build it no one here wants it at all, plus it makes zero sense given the proximity to Bellingham airport and Everett, you are only saving drivers in Skagit like 15 minutes. This is exceptional farmland and should not be developed.

This is farm land and needs to be preserved as such.

Important bird habitat.

This is farm land that needs to stay as farm land. We need the agriculture in skagit county.

Also the area always has a major threat to flooding and with the threat of on coming earthquake and other major catastrophe an air terminal there seems to me to be in a very vulnerable position. Which wouldn't allow it to be of much use.

This is farm land. There should absolutely be no reason for an airport here. This is totally ridiculous.

This is farmland

This is farmland and many species of birds live here.

This is farmland area. Do not disturb some of the most significant farmland in the world. It is also in floodplain. Terrible idea to build a significant airport at this location.

This is farmland that must be preserved

This is farmland, period.

This is farmland.

This is farmland. It's also home to millions of waterfowl in the winter. There's 3 feet of standing sheet water in these fields during winter months.

This is farmland. There is precious little of it left in our area and should not be turned into a giant airport.

This is flood plain and farmland. Why would you disrupt the natural beauty of Skagit valley by putting an airport that we don't need. Bayview already has an airport. We don't need 2.

This is going to ruin our farming areas. What are they thinking?? Skagit county is known for its farm lands from food to flowers. This will destroy it, and what about homes near by? Ridiculous to even consider!!

This is highly populated with Hispanic families and would cause high displacement of minorities

This is important farm land and wildlife habitat. It would ruin tourism in the area and have negative effects on the farming community.

This is important farm land needed to help protect our local families and provide food to not only Skagit County but other states and locations.

This is insane, especially in light of global climate change.

This is lovely quiet community that already is experiencing Seattle like traffic along with homeless people coming up from there. We do not need to add anything more.

This is not the type of endeavor we want in our county. We live here rather than the busy areas of Snohomish & King County for a reason. This endeavor would ruin our laid-back, farming, country type living. Having become a "bedroom community" for Seattle is bad enough! NO, NO, NO. We fought against a nuclear plant years ago & I believe the community will fight against a large airport in our area.

This is one of the last areas left in Western Washington that hasn't had its ecosystem devastated by commercial/industrial companies. Visitors come to hike, enjoy the tide pools, and the view is extraordinary. The residents who choose a life away from hustle and bustle of the city, choose Mt. Vernon and the surrounding areas. Incorporating such a large commercial endeavor will surely end life as the residents know it, more traffic jams, inflated home/property prices, the area will lose those farming areas, the tulip festival would have a nice consistent rumble of jets overhead or nearby. Please keep this area as a preserve.

This is one of the last remaining brad baskets of the Puget Sound region.

This is our areas agricultural land needed for continued growth of local food.

This is prime agricultural area, and bird migration would be severely unpacked. An airport here, or in any place in skagit would destroy all that's great about it. Please don't build an airport in the skagit

This is prime agricultural land located in the floodplain. Given the increasing water availability issues for ag land nationwide, taking ag land out of production for a regional airport is ill advised

This is Prime agriculture land that has been classified as one of the three best farming soil of the World by the National Geographic Society.

It is also a water fowl refuge for millions of big birds which could be of danger for plane flying security.

It is a pretty wet area during 5 months every year and it is also an area that is at sea level; as the sea level is supposed to rise few feet within the decades to come, it could cost a fortune to protect such a development.

This is prime farm land and has been carefully and dutifully preserved for that purpose - not to be turned over to developing an airport. It's also in the flood plain and a solid pile of muck with ditches running through it most of the winter months. Keep the Skagit valley for farming, that is what it has been preserved for.

This is prime FARM LAND. 70% of the worlds seeds crops are grown here.

Trumpeter swans and snow geese and eagles winter here.

Enlarge Bellingham or Everett or south of Arlington. Leave SKAGIT COUNTY ALONE.

Why would you even consider ruining this irreplaceable land?

This is probably the most favorable place on the list. Lots of space that could be developed. And the closeness to I-5 could ferry traffic away from historic Bow.

This is protected farmland and a state treasure! Imagine the terrible impact this would have on local wildlife, salmon, eagles farms/farm animals. Absolutely no way this should be considered for this special area.

This is rare open farmland that still exists along 1-5 corridor. There are massive flocks of swans that stop on route here to rest. It would mar a stunning and beloved area. Please in all things holy DON'T creat an airport anywhere near here. Furthermore this area is notorious for flooding and with climate change this will only get worse

This is rich farmland that does not need to be paved over for a noisy airport. It will add noise pollution and air pollution to this abundantly rich fertile farmland. Please do not destroy this area and pave it over for yet another airport.

This is ridiculous we are in a rural area and would like to keep it that way. Make SeaTac bigger if you think you need more space or Paine Field. Traffic is already getting bad on I5 here I can't imagine how much worse it would be.

This is rual farmland.

This is sensitive habitat and used by snow geese for their annual migration. NO. We have too many EA-18G growler jets already impacting us. No airports in this area. Suggest expanding Paine Field or Bellingham airports.

This is Skagit River Delta soil!! Do not pave over! NO!

This is some of the most important crop land in the state. It also is very wet all winter if not entirely flooded.

This is some of the richest farmland in WA state. There are many other choices that would serve larger populations that would not severely impact food production and insane environmental impacts to large bald eagle and heron populations.

This is some the most productive farmland in the state, actually the whole country for that matter. Let's not take away farmland and make ourselves more dependent on other countries for our food. This is still an open, less developed area where residential impact - displacing communities - would be less.

This is such a terrible idea: consider the Naval Station and air space on North Whidbey, consider the phenomenal necessity of farmland and the richness of Skagit, and the entire population of raptors that are so significant to the area. The natural resources of this area should not be overtaken by massive technologies that are becoming outmoded for public transportation. Let's invest in light rail and Ways to move people on the ground that are cost-effective and environmentally sound. Absolutely no to this proposal! Not in Skagit!

This is the heart of Skagit farmland. Farmers, bird populations, flood issues, lack of adequate housing/amenities create too many issues.

This is the location of the tulip fields that fuel much of the local economy.

This is too far away from the major city of Seattle and King county to be an effective use of an airport.

100 year floods in this area are becoming increasingly common with global warming impacts.

Also, as a resident I am greatly opposed to this location for an airport.

This is tulip country and farm land. Placing an airport in this location would impact the heart of Mount Vernon.

This is valuable farm land being taken away. People live in this area for the calm open space, not to have planes flying over disrupting them and startling their livestock all day long.

This is valued farmland area. An airport would be disruptive to the rural character of the valley.

This is vital area for farmers. We need to protect such small pockets of land for our local economies and the amazing wildlife that frequent this area.

This land flooded last year and is likely to flood again. If the land were raised those floodwaters would likely go elsewhere. In addition this is a winter migration area for snow geese, eagles and swans. There is potential for aircraft bird collision. Farmland is the best and highest use for this land

This land has been protected by the citizens of Skagit County for decades, not with the intent that a committee of few could decide it should be turned into an airport. Expand the existing airports, no one wants more airports, they're happy with the ones we have. Adding more could serve more people but will also destroy more people's lives and contribute to sprawl.

This land is agricultural and has a lot of wildlife. The noise & pollution created by an airport would be detrimental.

This land is agricultural that helps feed the Skagit Valley residents, and other communities. This land is precious farmland we need for generations to come.

This land is in a flood plain and is highly valuable farm land. Choosing this site would greatly impact the tourism in the Skagit Valley, in a negative fashion. There is already an airport adjacent to this area.

This land may look empty to you, but it's the most fertile soil around. We need to save this for food production, for now and for the future. Airport here is a horrible idea!

This land needs to be preserved for the ecosystem that is in the area.

Mitigation of flooding would most likely impact other areas.

This land should be preserved for agriculture.

This large agricultural area deserves to be removed from your proposed airport list. Not only could it affect our tulip heritage, it will have direct impact on migratory waterfowl. Let our wintering swans, geese, ducks, raptors and shorebirds have their critical habitat. Skagit Flats is worth conserving.

This location has my same concerns as the last one. This is even closer to a reservation. So, it would impact the Native Americans and the rural environment in that area. There are many wetlands and flooding like the last area in Skagit County. This area is the entrance to the Salish Sea and the San Juan Islands. People come from all over the world to visit these areas. A huge airport would hurt this. Please keep Skagit County rural and a place where the quality of life remains high without a huge airport located there.

This location is home to many wetlands and protected areas. It already has a small airport and doesn't need this big giant thing. It would ruin the natural beauty of this area

This location is largely farmland. An airport in this location would be detrimental to the beauty of the area, and destroy the way of life provided by the countryside farms.

This location is too close to sea level to be a good investment for a long-range study like this. As well as too far away compared with the existing Paine Field and Olympia Airport sites.

This location is too far from most to be practical. The area is mostly farmland and should not be impacted.

This location is worst yet. This area should remain for agriculture and the birds.

This location would be extremely devastating to migratory birds salmon and agriculture
This location would disrupt bird habitat.

This location would significantly impact the remaining availability of critical agricultural soils for our state and region. These land are designated for and should be protected for agricultural production.

This massive increase in large airline flight activity will negatively impact the wildlife in the Salish Bay area surrounding fidalgo island. Additionally, the increased road traffic volume will overwhelm the area which already becomes bogged down due to festivals and tourism year round.

This not only environmentally be harmful to our local farmland but it would also directly and negatively affect our migrant workers who need jobs and housing here.

This pristine area would expose too many people and wild life to the extreme change an airfield would make there. It is one of the few open farmlands and animal habitat that everyone can see and visit.

This property is in a flood plain it is in a migratory bird path.

This proposed area is a world class birding destination for many people. It's located in the Pacific flyaway for migrating birds. It's inconceivable that an airport can even be considered here. Please check your environmental impact and learn how a proposal airport can be highly destructive to the birds and the local environment. Thank you for your consideration.

This rural area provides not only valuable critical habitat for Western Washington's bird population but also provides grazing areas for livestock and space to grow our fruits and vegetables. It would be foolish to destroy extensive wetlands, frequently flooded areas and salmon bearing streams which are all offered special protections under the Growth Management Act. Skagit County Southwest would be a poor choice for a new airport location.

This seems like it would essentially have to take land from the Swinomish tribe or others to build. With the flood risk, threat of loss of farmland, and lack of population density, it would be too far out of the way creating massive congestion on I5 and arterial roads (Highway 20 closes every winter) and would not alleviate the pressure.

This site also is a poor choice because it is still too remote and would destroy valuable farmlands.

This site has good potential traffic access but is very far north to serve the major growth corridors.

This site is a beautiful natural area and is prime habitat for fish and wildlife. Other protected lands are paid for by state and federal public funds for wildlife conservation, agriculture and open space to conserve some of the most important fish and wildlife habitat in the western USA.

The site floods routinely.

The site is extremely vulnerable to sea-level rise over the next 100 years.

The site is surrounded by permanent conservation easements (CE™s), in place primarily to protect prime agricultural land and open space.

Skagit has worked hard to keep its renowned farmland intact.

Conservation Easements can only be undone by eminent domain which would be extremely unpopular.

This space should be left open and protected. There is not room between the conserved lands in these areas to put in up to three 11,000 ft runways.

This site is highly unsuitable for many reasons: protected farmland surrounding, extremely damaging to native bird populations, would take jobs away from bipoc as farming is hugely prevalent in this area, too far away from other airports to be of any assistance. Also traffic, pollution, construction, air traffic increase from this would be damaging to local economy, residents, native birds and other wetland wildlife, farmers, farm workers and immigrants.

This site is nearly in the delta, and adjacent to Padilla Bay, a National Estuarine Research Reserve, and the feeding grounds of many birds and other species. The Skagit River eagles feed on those flats. The water quality problems and habitat destruction, plus the likelihood of flooding and poor drainage with proximity to the tide flats, and the importance of this area to salmon are major obstacles to this kind of project. Parking, access, accessory hotels and parking lots, and the delta would be gone. With sea levels rising at an accelerating rate, both this site and the Samish delta would be far better if they were restored to wetlands to buffer the sea level rise and increased flooding that will increase with climate change.

This site is no more appropriate than the Skagit Northwest proposed site, with the additional impact that is much closer to Whidbey Island and the Naval Air Station there, which already is under fire for noise pollution and health impacts. Again, this site selection proposed converting valuable agricultural land to commercial use, and significantly impacts wetlands and tourism.

This site is on protected farmlands and some of the most productive farmland in Western Washington. Farmlands should be preserved for the economy and health of the citizens of our state, and for future generations. These farmlands cannot be regained once paved over and destroyed. Preserving productive farmlands must be an environmental priority, especially with the current significant effects of climate change.

This site is on some of the richest agricultural soil in the world. The impact on this area would be devastating to the farming community. Very poor solution to your need for an airport.

This site significantly overlaps Skagit Bay Important Bird Area. Thousands of Trumpeter and Tundra Swans, Lesser Snow Geese,

Dunlins and other shore birds winter on Skagit and Samish Flats, which is the reason for the IBA designation. In winter, flocks comprised of thousands of Lesser Snow Geese

provide a stunning natural spectacle on Samish and Skagit Flats and Fir Island. This segment of the Lesser Snow Goose population breeds exclusively on Wrangel Island, Russia and is the last major breeding population of snow geese nesting in Asia.

This site sits in 100-year floodplain, floods routinely, and is extremely vulnerable to anticipated sea-level rise; These lands are protected prime agricultural land, and there isn't enough room for 11,000 ft of runways; this is a critical area for migrating birds; the Skagit River system, the most important river for native fish, would be threatened by pollution; it's an area of significance for local Tribes and for the fish and wildlife they co-manage. This project would devastate our people, our water, and our protected land.

This site would negatively impact farmers, farm workers, and Swinomish tribal members. We should not sacrifice farm land for an airport. This location is home of the Tulip festival which generated a lot of money for the community.

This site would replace important farm ground that is the driving economy of Skagit County
This soil is too fertile to be used as an airport.

This spot is equally as dumb as it's norther counterpart. There is literally an airport directly in between these two locations. Also, giving up farmland and the economy, agriculture and tourism, that it bring to the valley would come at too great of cost. Build out KBVS if you need more volume. Don't build new. And another thing, the fog settles in quite frequently in this valley. Commercial carriers can handle near zero visibility but not to the extent and duration of the valley.

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This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

**There is already an established airport near this location. Improve that one.

This suggestion should not even be on the table. This is historic farmland that produces a large amount of the states goods every year. If this proceeds in this location, you will destroy local farmland, hundreds of minority employment positions, and threaten local species of wildlife. There is already an airport in Skagit county, and there is no need to disrupt thousands of skagit county residents with air pollution, and new infrastructure that we are not set up for. Do better...

This unique flood plain is valuable farm land and migratory bird space.

This whole area is protected farmland. I am shocked that it would even be under consideration. The Skagit people will not allow their vallery to be paved over. It is incredibly naive and un- investigated to even put this area in your decision making process.

This will be seasonal flooding. Look at sea level rise. What do the tubes think?

This will destroy farm land!!

This will devastate the entire nature of the region

This will make the tulip traffic worse, and make things worse for the farmers and farmland.

This will negatively impact Skagit farmland and our BIPOC communities
This will ruin Laconner and Anacortes. Just no thank you.

This will ruin the farmland, the tourism for birds and agriculture and forever alter a gem of the Pacific Northwest. There are other places to do this. Please not here.

This would adversely change the community. We are agricultural and rural.
This would add more traffic to the area.

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas.

This would affect our farmlands and flood plains as well as disturb our personal properties.

This would also have an impact on the farming community. Less flooding but still not a great location

This would also severely impact farmland and migratory wintering birds.

This would be a wonderful location for those of us who are north of Bellingham. I live in Point Roberts WA, and while we used to fly out of YVR in Richmond BC, that opportunity was no longer available and has only recently become available to us again. Bellingham airport used to offer many more flights on Alaska Airlines, but now they only fly to Seattle. I have been traveling back and forth between PR and Los Angeles this year to help my elderly mother, and have driven seven times to SEATAC and once to Paine. It turns what should be a three hour flight into a six or seven hour journey with the drive to SEATAC. An airport in Skagit County would be a marvelous option and so much closer for those of us in northwest WA - the same as northern Skagit County.

This would be extremely irresponsible to ruin that much native ground and the wildlife that lives and migrated through. Not to mention the hundreds or thousands of people who would lose their homes. This is the worst idea this state has ever had.

This would be harmful to the salmon and wildlife in the area. Also 2 lane freeway can not handle current traffic.

This would compound the problems the airbase already has created and seems unwilling to own much to the harm of the environment (air, sea and land) and the people who must live in it.

This would destroy skagit county farm land forever. Destroying families, communities, wildlife.

This would destroy the beautiful landscape and farmland of the area.

This would destroy the lifestyles of those dependent on regional and seasonal industries

This would destroy valuable farmland and rich soils that cannot be found elsewhere or replaced.

This would displace and take away jobs from low income and others who aren't white and wealthy. It would also severely flood every time it rained. Every time.

This would greatly damage the entire community along with farmland of Skagit valley. This is one of the few counties left in the state with such fertile farming areas. The increased traffic would significantly inhibit the farm workers and equipment.

This would have a big impact on the local tribes and reservations. It should not be considered.

This would have a devastating impact on the Skagit valley community. A place filled with farmland and a small town feel would perish. Traffic would be horrendous. Keep Skagit wild. Do not build a huge airport here!!! Also I know lots of people in Skagit who drive to SeaTac to fly out and no one has an issue with the drive. If they are living out there they already know it's a drive to do much of anything and they are OK WITH THAT. Being out in the country is one of the main reasons people move out there- NOT to be close to a giant airport.

This would have a horrible effect on the migratory bird populations.

This would have devastating impacts on the traffic that comes and goes from Anacortes and Whidbey Island

This would impact the rural beauty and tranquility of this area and is simply not needed. Other means of transportation are more compatible with this area.

This would make traffic so much worse for the whole area!

This would negatively affect farming and the flood plain.

This would remove the renown tulip fields ??

This would ruin farm land- expand the airport in Bellingham instead

This would ruin the quality of life for all living inside the circle.

This would seriously impact our large agricultural operations in this area.

This would take away acres upon acres of farmland, homes, schools, and most importantly ways of life.

This would take away jobs and lively hood from many Mexican familyâ€™s that depend on the farmland for work.

This would take away valuable farmland and rural reserve areas. This is a favorite spot for migrating birds (trumpeter swans, snow geese and the like).

This would take farm land out of permanent production impacting the food supply

The environmental impact would be devastating

The traffic nightmares it would cause cannot be mitigated

This would totally interfere with the tulip festival - something iconic to the local culture and synonymous with Skagit Valley.

To far north

To far north again impacts farm land.

To many people for a small town infrastructure

to me, it makes sense to use the boeing fields in seattle and everett for commercial flights. also, hi-speed trains are very much needed!!!

To much

To protect our farmland

Too big of an impact on this agricultural and wildlife area

Too close to cities and traffic already horrible. Also a lot of migratory birds

Too close to Everett

Too close to Everett airport.

Too close to Everett and Bellingham airports. Will impact the islands and land. Make cheaper airport transportation.

Too close to Important Bird Areas and migration fly zones.

Too close to PAE and BLI

Too close to Paine Field, which has lots of available capacity now that Boeing has moved so much of its work to South Carolina.

Too close to rural farmland

Too close to Skagit Regional Airport; destruction of farmland; negative impact on tribal land and residents; negative most non migratory patterns; polluting runoff from asphalt will corrupt groundwater, waterways and strait; septic issues; too close to cities LaConner and Mount Vernon; increase of to traffic to impossible level in the area; traffic tie-ups aggravated by current stress of mile-long freight trains; noise pollution will make life miserable for current residents.

Too close to the skagit wildlife habitat home.

Too close to tribal land

Too close to unique and special areas such as the San Juan's and the North Cascades. Huge impacts on some of the most productive farmland in Washington State. And not that close to key population centers.

Too close to unique and special areas such as the San Juan's and the North Cascades. Huge impacts on some of the most productive farmland in Washington State. And not that close to key population centers.

Too congested

Too damaging to farms in the area.

Too distant from population and economic centers

Too far

Too far

Too far

Too far away

Too far away

Too far away

Too far away and fighting with the flood issue is a waste of money.

Too far away from population centers.

Too far away from SeaTac/Seattle

Too far away from the metro area to be beneficial.

Too far from major population areas

Too far from major population to be useful

Too far from me.

Too far from most passengers. Would severely damage rural character of area by adding massive traffic. Likely to severely damage goose and swan-related habitat and tourism, which are major draws for this part of Skagit County. Would convert extremely good farmland into paved areas.

Too far from populated center

Too far from population base and would increase traffic in a rural area. Adding plane traffic and noise is undesirable in a place already impacted by Navy jets. In addition, the environmental impact on a flood plain with significant bird habitat is too great.

Too far from population centers.

Too far from population centers. Uses valuable ag land that is prone to floods.

Too far from Seattle and on prime farmland, a rarity west of the mountains.

Too far from Seattle. Negative impact to small family farms.

Too far from the population.

Too far from the populations that will fly.

Bellingham is so close to Skagit with an airport already. Farmland impact

Too Far North

Too far north for me since I live in Auburn. Having an airport in this region would be similar to Everett and Bellingham, I would not use an airport in that region.

Too far north when there is already the Bellingham airport.

Too far north, farm land is important, Bellingham has a commercial airport.

Too far north, might as well use Paine or Bellingham.

Too far north.

Too far.

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region.

Too great an impact to migratory birds.

Too important for birds and other wildlife

Too many farms in this area.

Too many negative issues

Too many people

Too many swans, geese and ducks to strike the planes. Not safe.

Too much additional infrastructure and loss of farmland

Too much agricultural impact . We don't need another airport, just expand existing airports.

Too much air traffic already in this area. We don't need more!

Too much disruption to orcas possibly and all the other endangered animals on the islands.

Too much farm land would be taken away.

Too much farmland lost.
Too much negative impact on BIPOC.

Too much risk of flooding and too big of risk of bird migration.

Too much risk of flooding. The space would be better used for estuary restoration.

Too much yearly flooding.

top topsoil on earth!

Totally unnecessary!!! Please don't do this!!!

Tourism impact would be massive. Your area of interest is the tulip fields. What clueless people chose this site???

Tulip central.

Tulip festival, wildlife, riparian zone. Noise.

Tulip Fields an important Washington Heritage area³

Under rated wetlands and incomparable use. This is an important farming area and wildlife (Bird wintering area). It is also too far from population center.

Underserved area and midway between Bellingham and Everett which both have more than adequate airports. All other considerations south of this have convenient access to SeaTac.

Unfair/disproportionate impact on BIPOC community

Unnecessary and harmful!

Unnecessary. Bellingham and Seattle are a 1 hour drive. Do not want population growth

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. What's next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .

Use Paine Field

Use Paine field.

Use the already existing airports! Do not destroy this beautiful area.

Using farmland for an airport that is not environmentally friendly is unacceptable

Valuable farmland and high risk flood issues may make this not a great option. There is also a large migratory bird population.

Valuable farmland would be lost.

Flood plain an issue,

All narrow county roads leading to possible location would need to be greatly widened.

This location is too far from most of the more populous population.

Valuable farmlands, tourist areas

Very active floodplain, the most important river for salmon in Puget Sound (and the delta where the site would be located is the most important of all). More than 60% of farmlands are protected by permanent conservation easements. You could not get one runway in without using one of these protected parcels yet alone three. With climate change, expected to flood even more regularly. Low-quality bridges to cross to get to this area- would need a ton of infrastructure upgrade. A largely Latino population nearby etc etc. Again, a very poor fit

Very bad choice! Flooding, structurally poor soil conditions and beautiful farmland. Not a good idea in Skagit Co

Very rural farmland that increased traffic would impact the livelihood of local farms and workers. Skagit county is working hard to become an agricultural tourist destination which would support our small and large farmers. Taking up space for a large airport plus the infrastructure needed is taking prime agricultural lands away and would impact the culture of our county as a whole. Please reconsider

Very significant flooding in this area every year. It would be very difficult to manage an airport in this area because of this. You would also eliminate some of the most productive farm land in the region. We desperately need this farm land to feed the population. Also too far from major population centers to be convenient.

Very similar to my concerns noted above.

Also consider the close proximity of the proposed airport to Swinomish Native American tribal reservation land as well as environmentally sensitive tidelands and uplands.

I am offended by the racist parameters laid out in this questionnaire. Why should race, skin color and language be a determining factor? All humans would be similarly affected. Should some races be preferred or offered extra protection or consideration over other races?

Very valuable agricultural land an important wintering area for waterfowl and many other birds.

vital bird area, important agriculture area, would impact lower income people too much, would have significant traffic and air quality issues for both people and wildlife.

Washingtonians value farmland, access to nature, and rural communities over having another airport. This particular site is in a critical area for farmland and would deeply impact people of color, farmers, and the environment that provides for a healthy economy in the area.

Waste of prime farmland.

Way too far from Seattle, This location would mainly serve flyers from Vancouver, BC.

We all like living in an area that doesn't have a lot of building going on. What about the wild life you disrupt?

I feel all the small airports we have and now Boeing field we don't need any more

We already have airports in Everett and Bellingham, no need for another mostly empty airport creating noise and pollution.

We already have Bellingham and Everett within 90 minutes. These two airports serve the level of population well. Another airport is a redundancy. Lewis or Thurston counties seem a better fit for population needs.

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have relatively easy access to SeaTac, Plainfield, and Bellingham airports. The character of this area as an agricultural and rural community would be irrevocably changed, unnecessarily, with addition of such an airport here. Furthermore, this area is already impacted by jet noise from the nearby naval air base, and this would compound the problem.

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We are a farming community and this would ruin our valley. It would also have a huge impact on our wildlife, especially eagles.

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are fine with driving to Bellingham or SeaTac, and now have an airport in Everett as well. This is an entirely unneeded destruction of farmland property.

We are known for farmland in this area and you should not take away our farmland and what makes us Skagit Valley. Do not put an airport in Skagit county, that would be a very large mistake. We are not and never should be a Seattle suburb.

We are sacrificing amazing farm land for an airport. Bellingham is a viable option.

We are so isolated with healthcare and to travel for business to build the economy and family. The better the economy, the better we can invest in our environment.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more house and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state

We are the last agricultural center in the Western side of Washington. We are home to many migratory and endangered birds including the American Bald Eagle, our national symbol! Do NOT RUIN OUR WAY OF LIFE!

We can't lose anymore farmland!!!

We can't lose more farmland. Navy jet noise is already a major negative factor here, and more noise would be awful. Indigenous populations would be impacted.

We currently have commercial airports in both Bellingham and Everett to support the needs and population growth north of King/Snohomish counties.

We didn't preserve Farmland to build an airport. This area is where people from cities drive to on their weekends to be in nature, live life slowly and get away from the hustle and bustle. Bringing an airport here would destroy that. For everyone.

We do not have the infrastructure to accommodate a large airport. It is already unbearable just for some tulips. Farm land and surrounding farm land do not need this major environmental impact project. SAVE FARMLANDS FOR FOOD. We already have an airport in Bellingham and one on the way to Anacortes on 20.

We do not need an airport in graham or Enumclaw it would completely ruin these beautiful areas and wildlife

We do not need an airport in Skagit County. There are plenty of other options that are close by that are not a far drive to get to. Having an airport in Skagit County would only harm Skagit County, not help it in any way.

We do not need an airport. Same as I stated for the explanation above.
We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense.

We do not need big jets flying over our homes and disturbing the peace. Not to mention the fumes from those jets would be destroying our health. Then there is the factor of housing prices dropping because of the noise and the fumes.

We do not want or need a commercial airport with all of the environmental impact it would bring to those who live here.

We do not want the traffic and population growth, nor the environmental and sound pollution that would come with an additional airport. We want to preserve our open spaces as natural or agriculture.

We don't have to much traffic.

We don't need another airport, people can drive to Boeing, Bellingham, or SeaTac.
We don't need another airport.

We don't need another airport. There are 9 between Bellingham and Arlington.

We don't want the big city bull shit up here. This is farm land up here. This area feeds local people. With out farmers, The food industry goes to over processed garbage crap that you don't know what they put in it because "labels" don't have to say ever thing that's in it because the fda approves chemicals. So no. Keep your buildings out of here!

We don't want this in our county

We don't need an airport next to another airport. We have one already

We don't need more air noise. Already have the Whidbey base noise.

We don't need the noise or traffic. Keep that stuff down in free-attle.

We have 3 airports in this area already, Seatac, Boeing field and Everett.

We have an airport already. Building another one next to it is stupidity. This is FARMLAND country. Keep your airports out.

We don't need or want anything done with this land but agriculture.

KEEP AWAY!!!!!!!!!!

We have an airport in Bellingham

We have an airport in Bellingham and Everett....there is no need for another airport....why take good farm land for another runway??

We have an airport, one is enough.

We have Bellingham & Everett. The airlines cannot even staff existing flights.

We have bellingham airport that is trying to grow already! We don't need another airport that won't serve purpose other than take up farmland and be a waste of space. We do not need the pollution, noise, or overpopulation. This is a bad idea all around. I don't even understand why this is even being considered a thing. Just stop.

We have enough airports. LEAVE THE FARMLAND ALONE

We have enough airports. They just need to expand Bellingham or Everett and make the ticket prices from those airports more affordable.

We have no right to further disrupt the lives of people of color.

We have one in Bellingham already.

We have plenty of traffic during tulip season, we don't need that traffic all year round.

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

We have the airport to our south in Everett and the one in Bellingham why would we

Develop a new one rather than expand on the ones we have? This will chew up valuable farmland and impact the environment. The snow geese migration alone will be impacted greatly.

We live in the country to keep noise down and to have less people. This will completely change everything for everyone who lives in this area!

We m live in Skagit because we want to get away from the city. If I wanted to live by an airport I would. Let us keep or town the way it was intended a small farming town.

We moved up to this area to be away from first the Seattle air traffic, then to get away from the Everett/Paine Field air traffic. If commercial air travel expands again in the Skagit region, it will mean there is no county from S. King to nearly the Canadian border free of frequent commercial air travel noise pollution.

Please do not expand commercial air travel in this area.

We need airport in Enumclaw!

We need Farms that produce food, not more airplanes.

We need more transportation choices

We need one further south.

We need our farmland and wild life areas.

We need the farm land

We need this farmland and my home is in this area. I will never leave my home!

We need to keep Skagit farmland! Skagit farmland provides jobs for small and large scale farmers and keeps our state fed!

We need to preserve Skagit County farmland, protect the ecosystems of plants and animals that thrive in this rural community environment, and the population of Skagit county contains too many of low socioeconomic status/POC who would be disproportionately affected/not benefited by the construction of a massive airport

We need to protect our farm land

We need to reduce air travel due to climate change.

We need to reduce demand not build new capacity

We shouldnâ€™t be destroying viable farmland for this purpose. Supply chain issues worldwide should evidence enough to not do this.

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and vancouver. All within an hour of any location in Western washington.

Another airport serves zero purpose.

Wet lands, flood plain, farmland concerns.

Wetland impact should be red. It would have a huge impact! how are you basing your figures here?

What about expanding Paine Field, or the Bellingham Airport?

What is wrong with expanding Paine Field instead???

What kind of deconfliction plan will be put in place for traffic in and out of KNUW (NAS Whidbey)? IFR arrivals to KNUW RWY 14 and 25 will be in direct conflict with this proposed site.

Whatcom, Skagit and Island counties are growing by leaps and bounds. An airport in skagit would serve this vast population and Canada well. It can take up to 3 hours to reach Sea Tac.

Who is leading this study? As someone directly involved in the aviation industry and living within this farmland, I am absolutely confused how this site is on farmland and within a major floodplain. is a contender. Save yourself the time and ask the Swinomish Tribe how they feel about this. Plan on spending years (maybe decades) in court if you attempted this location. Airports and salmon recovery are great enemies. This circle is the center of salmon recovery in the state.

Paine field????? Tons of undeveloped land and likely largest land lease holder (Boeing) will vacate in years ahead.

Why are my tax dollars going towards an airport that would service Canada? Or are we collecting tax dollars from North Washington (Canada) now?

Why build in a flood plane with rising water levels? This makes no sense. Plus it would destroy Skagit Valley farmland and communities.

Why not develop this area as a nature reserve instead? Humanity and wildlife need space. My concern is that another airport is unnecessary as there are already several in the vicinity.

Why not develop/ enlarge an airport already in existence rather than start from scratch ?
Why not expand BLI?

Why not expand existing Paine Field and Bellingham airports first?

Why not improve/expand Paine Field or Bellingham airports?

Why not on the existing airport? To save money? Seem horrible for the environment. Also very close to an elementary school. Huge impact of cities tourism used on that specific land. This would not benefit the community.

Why waste farmland for a airport ?

Why would a flood prone area even be considered? This would negatively impact a rural area and crop land. I-5 is not equipped to at this point to manage a large increase to traffic patterns in the Skagit area. Expensive litigation may occur because locals will work together to preserve their rural home. Many indigenous peoples will be effected and sacred tribal

land disturbed. Including environmental impacts to major waterways such as the skagit river.

Why would anyone consider changing the fishing/ farming county?

Why would you add another airport just north of the existing Skagit Regional Airport? That makes no sense to me. Why not enlarge the existing airport, if actually needed.

Looks like it would be replacing important farmland.
Why wouldn't someone go to Bellingham or Everett?

Why? It's right next to Skagit airport and affects many people of color, again, for little gain.

Wildlife habitats

Wildlife, farming, and flooding

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

Will impact geese migration + possibly orcas + other sealife, flooding, too many residences nearby, large impact on racially diverse populations, noise + traffic impacts, increased need for housing, negative impact on traffic and commutes. We need our farmland to stay intact. Possibly increased taxation. Our community does not want or need an airport.

Wintering populations of migratory waterfowl will be adversely impacted by an airport

With 3 large airports and one medium one in Arlington we do not need a 4th. The enviromental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

With sea level rise a growing concern, how would you mitigate this for this low land area? In addition, its agricultural land and converting the area to an airport seems to be antithetical to its current land use.

With sea levels rising, building in flood prone areas seems foolhardy. In addition, the environmental justice aspect is a big argument against.

With the Bellingham International Airport just north of Skagit County, and the Payne Field Airport just to the south, there is no need for an additional airport in Skagit County. There is not enough of a population to validate the additional cost to the county or the residents. The addition of an airport in this area would require costly mitigation to offset how the area would be negatively affected, noise and emissions, destruction of farmland, and it would also require the implementation major expansions of any state and local highways that would be affected by the traffic congestion.

With the naval base on Whidbey there are already too many airplanes flying in this region. We need to reduce noise and artificial lighting instead of increasing it.

With the population growth in this area as well as close to the Canadian border this is a good option Without commercial growth weâ€™re dying as a county.

Wonâ€™t have any more wildlife. Itâ€™s a peaceful place we donâ€™t need the chemicals from planes or the noise thatâ€™s what Seattle is for
Would destroy the farming industry.

Would detrimentally impact our food sources and farmland.

Would disrupt the environment too much. Not sufficient infrastructure in place.

would impact low income and those whoâ€™s first language isnâ€™t english and their communities, as well as farmers and their occupation, wetland ecosystems, and flight paths for migratory birds. flooding has gotten worse and worse from the river ever year, so it would probably flood anyways. a seatac sized airport in skagit county would ruin what skagit county is known for.
would not serve the greater population demand

Would reduce the traffic from Whatcom, Skagit g North Snohomish counties driving thru South Snohomish, king & Pierce to get to SEATAC.

Would take precious farmland out of production which would have a negative environmental impact on the County. Raise taxes? I doubt very much that it would have an impact on people of color - can't understand why that phrase is even listed.

Yellow and red no no no

Yes let's impact farmlands even more and continue to decrease sources of food and income for people.

You already have Paine Field which can be expanded and has the infrastructure to support

You are full of crap if you think you can build this without environmental and noise impact.

You are idiots. Looking to spend money you do have

You can't mitigate destruction.

Expand Paine field don't build here.

you cannot destroy major bird resting and feeding grounds!! leave the skagit alone!

You cannot ruin the Skagit County with an airport, as the farmland is so valuable and helps the economy so much. DO NOT!!!!

You cant mitigate an airport.

You have answered your own question.

You have Bellingham and Paine Field both in easy transit distance.

You have farmland used for growth of many products and gatherings for Tulip festival and other tourist events. Unless use of a high speed rail corridor, your air passengers are going to be not excited to use this location. Too FAR.

You note the most obvious reason not to site a regional airport at either the Skagit Northwest or Skagit Southwest sites: both sites sit in the hundred year floodplain. The Samish and Skagit rivers flood every year. Floods are occurring with increasing frequency and intensity. Major flooding took place on the Samish flats just last November-- homes and business were flooded, roadways were closed. Such high water events will only worsen with climate change and subsequent sea level rise.

There are many other reasons not to site a regional airport at either of the Skagit County sites.

--Property acquisition will be difficult as conservation easements protect much of the prime farmland and important fish and wildlife habitat with funding for the easements provided by state and federal public funds. There is simply no way to thread three 11,000 ft runways between the conserved lands.

--The Skagit and Samish flats are noted important birding areas year round. Thousands of ducks, geese, swans and shorebirds winter here, as do many raptors, including Red-tailed hawks and bald eagles. Many bald eagles are residents, nesting and raising their young here.

Birds and airports don't mix well. It is noteworthy that for many years hawks residing near SeaTac airport have been captured and then released in Skagit County to minimize the frequency of plane-bird strikes at SeaTac. Large birds can get sucked into airplane engines, causing significant damage and sometimes crashes. Trumpeter swans are the largest of all North American waterfowl and more than 7,000 spend their winters on the Skagit and Samish flats.

I have monitored the March Point heronry throughout the breeding and nesting season since 2019. As the largest heronry on the west coast of the United States and Canada with close to 700 nests, the March Point heronry provides the genetic diversity needed for reproductive success. The great blue herons nest here because of the extraordinary foraging available during their breeding and nesting season (February through August) in the eelgrass beds of Padilla, Samish and Skagit bays. In the winter they forage for small rodents in the fields and farmlands of the Samish and Skagit flats, the same areas you have selected as potential regional airport sites. Great Blue Heron are sensitive to disturbance and an active commercial airport in this area could cause the heronry to be abandoned.

--negative impact on the economy of Skagit County. Skagit County's economy has a strong agriculture and tourism base. Citing a regional airport on the Skagit and Samish flats would necessitate converting farmland to pavement. Crops don't grow well in pavement and tourists don't come to watch planes take off and land. Citing a commercial passenger and air cargo airport in Skagit County would dramatically diminish the Skagit County's economic viability.

Please, don't site a regional airport at either of the Skagit County greenfield sites.

Thank you for considering my thoughts.

Anne Winkes

18562 Main St, PO Box 586, Conway, WA 98238.

annewinkes@gmail.com

You will eliminate already scarce farmland.
You will ruin local culture and quality of life.

You would be destroying valuable farmland and our farming communities.

You would have to greatly expand I-5 to handle the traffic. This location also makes no sense unless the plan is just to create a new mega city.

You would ruin habitat for migratory birds, and a beautiful agricultural community.

You'd be putting 100s if not 1000s of Mexican-decent workers out of work and forced to relocate from the beautiful skagit

You'll destroy farming communities that are important to the public such as the tulip fields etc.

Your criteria are very limited. This area is a significant winter spot for large populations of migrating birds, a valuable collection of agricultural fields and an important area economically for Skagit County. Much effort and money has been put into restoring wetlands here for salmon habitat as well. This shouldn't even be on the list.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport

Greenfield sites: Snohomish County Northwest

Question: Should the state consider Snohomish County Northwest as a location to site a new airport?	Number of responses	Percent of responses
Yes	1,077	20%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	1,138	21%
No	3,250	56%

Please provide any explanation you wish to share

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

A full sized airport located farther north would be a great way for those up there to avoid the Seattle traffic.

A lot of people go to the Tulalip casino... so this would be a good airport location.

A new airport was recently built in Everett. There needs to be an airport closer to Skagit county, where there also needs to be more job opportunities.

â€œâ€

ABSOLUTELY NO, THE AREA CAN NOT WITHSTAND THIS GROWTH

Absolutely not ! This area is already super congested and it is not needed ! We already have a small flight school near here . Plus with the new amazon building this way it would be terrible !

Absolutely not in Arlington. We do not need to be in flight paths that would provide more flight activity and noise over our homes. The state cannot even expand SR 531 to avoid all of the excess traffic we have now. We will be even more miserable if this goes through, taking more land away when we are already in a housing crisis that is forcing the city to accept hundreds of apartments. Itâ€™s completely dumb that the state would even think we need another airport when Everett and SeaTac are not that far away.

Absolutely not our area is already becoming a shit show with all the current development leave our farm lands alone!!

Absolutely not! Horrible idea

Absolutely not! Snohomish county is riddle with drug addicts and homelessness. We donâ€™t need more traffic, more people and added issues until we combat what our problems already are.

Absolutely not! These are protected heritage farmlands. Bellingham Intl is close enough.

Absolutely Not!!!!

Absolutely not!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! Amazon has already ruined Smokey Point and they are not even active yet. Let us keep some rural land and not contribute to global warming.

Absolutely not. These farmlands and ecosystems are invaluable to our state and the communities in it.

Absolutely not. This would disrupt the peace and beauty of the 7lakes area. The local community would not benefit from a large airport.

Adjacent to an existing airport. While it's municipal, it gets a lot of traffic. Proximity to I5 and Seattle is solid.

Affects migratory birds

Again same comment . But add that this area floods!!!!

Really! Why are you considering this area. It is some of the best farm land on the planet. Secondly, it has massive amounts of waterfowl that migrate on to these farm lands - and you think putting airplanes in among over 100,000 winter birds - some swans and geese weigh over 25 pounds- is a good idea. Are you kidding me?

Destroy farmlands in a waterfowl estuary area. ? Not a good idea.

Again, productive agricultural lands within a environmentally sensitive area.

Again, the new construction of a new airport should not be thought of when the damage to people of color is so significant. Construction would be extremely unethical in any location.

Again, unless the state has a plan to direct new growth north of Everett this doesn't make sense. Again, why not expand arling municipal airport?

Again, why. You have paine field in Snohomish County.
Agricultural land

airport need is for north of seattle due to traffic thru seattle to get to SeaTac

All of the reasons: population impact, environmental impact, financial impact, noise etc.

Already a disaster for traffic. And you want to add more?!?! Noooooo

Already a municipal airport there. Could help Tulalip Tribes with more job employment opportunities and their casino with having a passenger airport near.

Already an airport in Everett

Already an airport there

already an airport there

Already congested

Already congested area with Amazon

already has airport serving small craft

already has airport. commercial area

Already has an airplane community in Arlington. Would alleviate the heavy impact of traffic to reach SEA in Everett

Already has an airport they are expanding and Smokey point is expanding at an accelerated rate. Keep it there that area is convenient for many many people

Already have Arlington and Paine

Already have Boeing Field

Already have one airport in area.

Already heavily impacted with housing. Also fertile farming land needs to be preserved.

Already heavily populated. Also has service out of painfield.0

Already one there

Already served by adjacent Arlington Airport

Already served by Payne.

Already to much traffic

Also good farm land and prone to flooding. Also too close to salmon river

Also good farm land and prone to flooding. Also too close to salmon river

Also traffic on 1-5 near Arlington is always a mess at rush hour. You don't need to make it worse.

An airport closer to Canada with easy access to I-5 makes the most sense.

An airport in the north might be realistic, but probably not necessary if we take advantage of bus, rail and possibly small aircraft to transport travelers to existing larger airports. What about Boeing field as a possibility? Still not convinced...

An airport on that scale would affect more than the environment. Traffic, reduced farmland, and more would be a problem. We already have Bellingham, Paine, and SeaTac airports in Northwest Washington. Make them work better, donâ€™t add another.

An existing airfield exists nearby: Paine

Utilize that infrastructure

And support already excessive traffic.

Paine Field Airport is awesome but too small and way too expensive.

Any airport built in this lowland area will soon be destroyed by annual flooding from atmospheric rivers and sea level rise. It makes no sense to invest in failure guaranteed from the start. Who comes up with these proposals?

Are you out of your fucking minds?! Amazon is already bringing in so much traffic here that we cannot keep up with. Absolutely not. Not to mention there is already an airport in Everett. We don't need that many that close.

Are you serious? There is already an airport there. Plus, there is an airport in Bellingham and Paine Field no need for another.

Area already impacted by industrial development

Area impacted already by Navy Whidbey planes

ARlington NEEDED more roads years ago! DO Not make things worse! All that is happening. Is destroying the quality of life here!

Arlington airport area has always been the most logical in the area. The area's growth in the past few years is rapidly making it more difficult to use as an air travel site.

Arlington Airport is already here. Just expand as needed.

Arlington airport is already nearby

Arlington Airport is already there

Arlington already has an airport but ok

Arlington has an airport and many flying events are held there. It would be logical for Arlington.

My husband is a pilot, and we attend many flying events. Arlington would be good, however I do not think there is a need at this time for this size at either locations.

Arlington has had significant growth and it's infrastructure has already been overloaded. There is a significant need for road improvement.

Arlington is already way to crowded this would be really hard for that area

Arlington is the best choice!

Arlington is the epicenter of an expanding population and can accommodate traffic sufficiently

Arlington Municipal airport

Arlington municipal airport is already right there and this is pretty far from the bulk of the companies and people who would be served by cargo and passenger service. Economic game that you would get in exchange for the impact on the community and the environment just doesn't seem like it's worth it.

Arlington Municipal Airport should be expanded for more capacity and variety of flights.
As described

As I said in my posts regarding Skagit proposed sites.... Expand the Bellingham airport.

as long it had commercial air service by a LCC like Breeze from the east coast. PAE is over run by AK and doesn't offer trans continental flights without stops, only regional feed west coast.

As stated above.

Negative impact on fauna and potentially dangerous conditions created by migratory geese and raptors. The "miracle on the Hudson" airliner crash occurred despite years of heavy traffic from three major airports that were not situated in large migratory wintering areas. This area also already experiences noise pollution from training flights from NAS Whidbey.

As with Skagit county, fertile soils and farmlands would be destroyed.

As with the Skagit County sites, the north Snohomish proposed plan would equally impact Skagit County residents and wildlife with noise and pollution impacts.

The infrastructure of I5 is already well below the requirements for traffic between Smokey Point and Marysville with massive traffic backups daily. Adding an airport to this area would devastate movement from Whatcom and Skagit counties south.

At least there is some existing road infrastructure.

Based on the information provided, I don't think this is the best site.

Because "less concern for flooding" and "moderate-high" for 90-minute distance. Noise, emissions must be mitigated.

Because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-after.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Bellingham and Everett are close enough, grow those airports

Bellingham has an airport, I-5 traffic is already bad

Bellingham International Airport and Paine Field Everett already exist. Western Washington and Snohomish County do not need more travel related infrastructure. More airports = greater carbon footprint.

best location, largest area to grow as well as new amazon warehouses that will need shipping

Better access to more people, not do much flooding

Better located to serve larger population

Better location in that it's nearer to population base of a growing Snohomish County as well as proximity to I-5.

Better location to serve north sound passengers

Better off building a larger airport in Bellingham. This area is inaccessible.

better, already more urban and populated

Build out Paine Field, which is well on its way to being developed as a facility of this type. At last this option is adjacent to a large and existing population center. Servicing Tacoma, Seattle, Everett should be the focus. Along with supporting urban development and preservation of rural land.

Build the infrastructure first. The highest system cant handle it.

Busy area and less flood possibilities

But they need to consider if there's room to build other accommodations that come with airports, hotels, restaurants and attractions.

Can we build upon the airport that already exists?

Can you expand the Interstate as a part of the deal? Talk to Feds...traffic already sucks in this area. Brining sewer & water to this region would be difficult but if an airport were to come to this region, you could easily expect the population in this region to triple, easily. Could the airport accommodate this?

Can't speak for others outside my county.

Challenge with land would seem like an overriding issue. Also, It seems like the existing Everett/Boeing field could be expanded to fill this role in this area.

Challenges

Close enough to Paine Field

Close enough to rural population, with less environmental impact

Close to Everett and Paine Field. No need.

Close to I 5 is way better than some of the other options, highway 2 is already a nightmare so the other Snohomish site is a bad idea. Also there is a lot of commercial buildings in that area so it would fit in.

Close to I-5

Close to I-5

Close to I-5 for easy access

Close to Payne Field

close to population, traffic is already a problem - an airport would only add to it,

Closer to high population density. Why do people of color have any affect on where an airport is built?

Closer to higher density population and would be better utilized here.

Closer to more of a populus area.

More people would use this location.

CLOSER TO SEA TAC ANDBETTER

Closer to Seattle

Closer to urban areas

Consider Kitsap County

Consider the carbon footprint and planting a bunch of trees doesn't offset much.

People can already drive to Bellingham or Everett. I don't think another commercial airport is needed.

Continue development of Paine Field!!!!!!

Cost to benefit ratio too high

Covering rich soil with concrete prevents carbon sequestration in the soil. Snohomish boasts farmland and untouched land and clean air. An airport would be environmentally damaging.

Critical migratory bird habitat.

Currently a relatively active air field with accessibility to I-5.

Farming is minimal and infrastructure to support regional airport is in place

Definitely not! It will ruin the environment and impact travel in this area.

Devastating to the agricultural community.

Direct access to interstate 5 makes an easy connection for travelers.

Direct harm to already disadvantaged populations
Do not destroy our WA farmland!!

Do not disturb these rural areas with large development projects.

Do not pave farm lands! Farms in this country are shrinking at an alarming rate. FOOD IS A BIG DEAL!
Bellingham is close enough.

Do you just plan on taking all the remaining farm land that all the commercial and residential businesses have eaten up?! Where in the actual fuck to you plan to put a fucking air port over here? How much more can you possibly crame into this area? And why is another airport even needed. Also according to fema most of this area is a 100 year flood plan so have fun with that bull shit. An airport is not wanted. Go away. The wildlife is already being pushed out and into neighborhoods. Also most this area doesn't even have high speed internet, sewer, or water. We have septic tanks and wells. The roads are too small to accommodate what's here and what they are try to shove into here. And all your shitty chipsealed roads are a joke. The Amazon that's being put into this area is already going to make a giant mess of the area as is the shitty new round about on 172nd. Also the gym down the road where it says no left turn needs a median because people can't read and still turn left into there holding up the SINGLE lane. This area cannot possibly accommodate even more things without consequence to the environment and wildlife. I have no desire to live near a commercial air port if I wanted that I'd go to SeaTac or painefeild. Myself and community already dislike the increased air traffic to our area.

Don't destroy farm lands, wet lands and wild life homes. Save the land, don't destroy it
Don't go north of Seattle
Don't make taxpayers pay for a new airport.

Don't need airports already have everett and Bellingham

DONT TAKE FARMLAND AWAY

Don't take more land. Expand seatac or Paine field.
Don't they have one already in Mukilteo?

Double and triple NO! Enough with projects such as these disproportionately impacting people of color and the poor, in this case including Indigenous peoples of Tulalip Tribes who've already been impacting by Boeing.
DTTO MY PREVIOUS ANSWER...

Due to the growth of both businesses and residences in this area, this location would serve to meet the needs of individuals from the surrounding communities to provide another airport for both business and leisure. The estimated growth rate of Arlington and surrounding areas within the next 3 to 5 years would adequately support this as a viable location.

Due to topography, this is not an appropriate location. Arlington airport could be re-developed for the intended purpose.
Ease of access. Roads in place, least traffic impact.

Ease of availability for Whatcom, Snohomish, and San Juan Counties.

Easily serves travelers from all-points North and East and even N King Co.

Easy commute to Seattle down I-5 and public transit, existing airport to build from
Easy interstate access
Easy to build

Economically unjustified, environmentally unsound
Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations.
The science has not designed a model of green air travel yet.

Enough of the potential traffic congestion and noise pollution.

Environment justice is just the beginning of a long list of reasons NOT to put anything close to that industry up in this area. Just go to the areas around sea-tac and take a look at the lack of natural beauty and the anthropomorphic impact urbanization has. This area is detrimental to the Salmon as well as other key stone species thriving and this would put all that work on its head.

Environmental impact is too great. We also should not disturb the local population, many of which are people of color.

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental impacts including salmon and land disruption as well as economic and disproportionately impacting bipoc..also with Amazon moving into this area it will be so congested. Please no.

Environmental impacts to Local water shed; impacts to wildlife (migratory birds, healthy bald eagle population); impacts to agriculture; impacts to local lifestyle ; impacts to traffic

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Environmentally it would be a negative impact. So many animals and wildlife rely on these areas. Please do not consider.

Established agricultural lands should be held in trust to be safe from development. The local population does not require a new airport. Put it where the people will use it locally.

Everett airport is already in this location. Why not enlarge it???

Everett Airport location is easily drivable without this addition and we need the farmland.
Everett already has an airport
Everett already has an airport!

Everett is close by, use their airport
Excellent choice

Excellent I5 access. Location on north side of Seattle will reduce significant cross-city traffic to access airport.

Existing airport can be expanded. Location is more central to Seattle and Everett populations

Existing airports are adequate in my view; from Arlington we can get to either SeaTac or Bellingham in under 90 minutes. Also, the impacts would be too severe, not only upon people of color, but many property owners in general.

Existing airports in Bellingham and Paine Field could have more and better services. Over time, an airport in Arlington might serve better than Paine Field. Our family has frequently chosen to fly from California to Bellingham to avoid Seattle traffic. Paine field flights seem to have disappeared, possibly due to Covid.

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand Arlington airport

Expand Arlington airport.

Expand Bellingham International

Expand Everett and potentially Arlington instead.

What if you instead invested funds into accessibility to existing airports. Shuttle?

Expand Everett pain field no reason to make another airport when one is so close.

expand existing regional airport

Expand on the current Everett airport

Expand operations at Paine Field.

Expand PAE

Expand pain feel there's already there infrastructure there

Expand Paine Field airport as needed.

Expand Paine Field as already doing.

Expand Paine field in Everett.

Expand Paine field or Bellingham airports

Expand Paine field or Sea-Tac. Leave our farm areas alone. Most of Skagit & Snohomish Counties are lower income and by building this you will increase values and cost the current citizens out.

Expand Paine Field. It is already there!!!

Expand SeaTac and paine field. Traffic is already a nightmare here and the infrastructure will not support the traffic.

Expand the existing Arlington Airport, keep farmlands open.

Expand the existing regional airport.

Expanding the airport and utilizing the one already in Everett would make the most sense.

Explains the Arlington airport

Far too much flooding. And right smack dab in the coolest, quaint little town that would be eternally ruined. Our small town and the lives we dream for our kids, gone. Heartbreaking.

Farm fields are much needed and existing facilities can be used or upgraded.

Farm land that should stay that way!!!!!!

Farming has been the backbone of this community for hundered of years. Cement city, air pollution & traffic that is brought along with an airport is just unnecessary. We are not Seattle. We are farmers.

Quit trying to ruin everything.

Farmland

Farmland

Farmland and marginalized population are going to be severely impacted by this.

Farmland and wildlife here are important but not as important as Skagit.

Farmland preservation

Farmland preservation should be a priority

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Farmlands! Wetlands! Flood plains! Bellingham and Everett airports are within 30-45 mins of Snohomish why damage more lands?

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

First, I strongly disagree there is a need to the north with Paine Field and Bellingham already serving this north region. Secondly, the development pressures in this area are already severe and this proposal would only exacerbate pressure on lands that are the next best alternative to developing prime farmlands elsewhere. Lastly, the Skykomish River watershed is a vital ecosystems with critical salmon and migrating waterfowl habitat already at risk from human impacts. The proximity of the site to estuaries, wetlands and rivers is unconscionable. This area is working hard to maintain and restore these systems and this sort of development could be the proverbial final nail in the coffin. I find it incredibly disturbing that a state study has failed to address so many other factors in their considerations. It truly seems focused on the business side of things as though this plan is truly desired by its residents.

Fix the freeway in the area and all road systems in and out and I welcome the commerce, jobs, and travel

Flood impacts are less and that area is already heavily developed

Flooding. Farming land. No infrastructure to support north of Marysville.
Floodplain.

focus your energy on light rail and other transportation methods
For all the impacts you mention above.

From what I have read, development of Snohomish County Airport Paine Field is pretty much a sure thing. By 2037, the population will require this. It is an established airport, poised for development though it has its own needs for EIS given proximity to residences and schools. Another airport within in 20 miles seems totally unnecessary.

Fuck no

Generally a high risk site, but mitigable, and Bellingham-Seattle corridor a major locus of population growth in next 50 years.

Given the adverse effect on people of color, this site also does not appear to be a good choice. Also location near residential areas. Also consider wildlife impact.

Go away expand the cities that want more people don't fuck with us we don't want any tourists.

Go away. Far away!

Go North or South to the airports that are already available!!

Good location for people coming from the south and from north
Great central location

Great location for both Western and Eastern Washington. Minimal displacement on the population.

Great location near the rapidly developing Arlington/Marysville Manufacturing Center, plus Amazon

Growing population so an airport will benefit the community and reduce traffic to/from Sea-Tac or Paine Field

Hard no. This is a terrible idea for the environment and the health of the residence.

Has a lot off more space and is closer to east that is needed

Has I-5

Have you never been to SeaTac have you seen how horrible it is you just wanna do that to everywhere there's not enough places do you have destroyed you want to just keep destroying new places

He'll no. period.

Hello NO!!!

Way to close to our home. We moved out here for the privacy and no noise. We see all kinds of wild life around us and this would definitely impact them.

Here again, siting an airport here poses serious risks to wetlands which support a diverse population of birds who have been under threat of widespread development.

Highway 531 would need to be completely redone; the impact on traffic (road and air) of the new Amazon building would need to be assessed - it is likely this area will become too congested with the Regional Airport serving Amazon. If this had been done before Amazon built their massive hub- it will be the largest on the west coast when completed- it may have worked. With the impacts from Amazon going to start next year, this area may no longer be a good place for a new airport.

Horrible Horrible. Have you ever tried to drive north or south on I5 in this area ? lets add an airport and see how fast we can go now - Sarcasm . Do not destroy an area that is already too crowded with more denser regressive developement
Horrible idea!!! We have enough airports

Horrible location. Way too much environmental disruption. Already mostly built out with considerable traffic issues.

How are you going to route the 5? Costs

How is building an new airport environmental friendly considering how much carbon is produced by air travel.

huge flooding issues put north of 532 is up on hill no flooding
I 5 would be un travel-able and a bottle neck

I am less familiar with with area. Though it seems a lot more issues in developing the area.

I believe the existing airports in Skagit, Whatcom and Snohomish counties would be better locations to expand for the desired growth. No more new areas which are not located by an airport should even be considered.

I live in this area. I don't believe the environmental impacts can be adequately mitigated. Instead of accommodating increased air travel, we should advocate reduced air travel.

I do not know the area well. I know there are many homes there. Airplane noise would be an impact to homes. Public transportation is not in place here. It is far from population centers.

I do not think an airport should be built anywhere where people are already living. It is not fair to them to lose everything they have
I do not want this in my county.

I don't know that area. What's wrong with enlarging the Everett airport?
I don't know this area

I don't know where you'd even put a large airport I think that area is either hilly or marshy
I don't know about these areas

I don't know enough about the area but at least there is population demand.....

I don't really have much feeling about this area, but still think another airport between here and Everett is not needed

I don't think we need new airports anywhere. Why not expand existing ones for less impact to undeveloped areas.

I feel the county is better served by preserving our farmland and open spaces. I also believe that the Everett and Bellingham airports are close enough to serve as alternates to SeaTac for travel.

I have lived in north Marysville for 50 years. I purchased property and built my own home because of the rural and peaceful environment. Arlington airport was relatively small back then. It has steadily grown over the years and the quality of life for the citizens and taxpayers has diminished because of it. So sad. Tired of getting airport expansion crammed down our throats every couple of years!

I know progress is inevitable, so how do you mitigate noise and emissions from jets? You can't!!

I live in this circle. We have beautiful lakes, rivers and the east side of I-5 is one of the last enjoyable areas to live that isn't completely overrun by vagrants and druggies. Leave your airports where they are. Get more routes going from PAE (which is a delightful airport!!! A true model of what an airport should feel like.)

I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO NO!!!!

I see a lot of red and yellow. Obviously not the best choice.

I suggest looking around the US2 trestle area. Huge flat areas, that can be protected by flooding using more dikes.

I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

Bad but better than the other 2

I think it's too busy in that area

I think its proximity to the existing airport and the new Amazon facility and the major urban centers make this the best choice.

I think you answered your own question: "It would impact large numbers of people of color."

I want an airport that serves South Puget Sound region (Pierce/Thurston/Lewis/Mason)

I would consider this a good location.

I5 can't support the additional people driving on it to go to an airport in the north everett to marrysville is bad on a good day do not send more vehicles north on a road that cant support the load it has now all side/alternative roads are at capacity or more in snohomish county.

I-5 congestion is already excessive. The addition of the airport will exacerbate already heavy traffic problems.

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions.

I'm so curious why many of these proposals are near Native American reservations. These lands are the last valleys for farming, livestock and environmental concerns as well.

If a new airport is built it should be in eastern Washington. Traffic is bad enough! I moved to this area to avoid bad traffic like Seattle and avoid the city life. Don't ruin the country life by adding another airport.

If carries wont currently use Payne Field they wont use this site

If the land is high enough above sea level, this site could be studied, but it's hard to imagine that it would be economically feasible compared to expanding the existing Paine Field and Arlington airports.

If this airport is meant to serve King/Snohomish/Thurston/Pierce/Kitsap counties, let them absorb the sprawl. Keep it out of north Snohomish/Skagit County.

If you can fix the traffic issues along I5 from Lynnwood to Marysville then maybe but so far the state is failing in relieving congestion.

I'm really torn between no and yes-but mitigating environmental risks. If it would better serve BIPOC communities, who often have a lot of disadvantages in everything that seems like a positive but if its going to worsen environmental issues then that seems like a major nope.

I'm sure they don't want one either.

Impact to large number of people of color.

Impact on large numbers of people of color. Too often they are taken advantage of because they may not have a large enough voice or the financial means to influence decisions.

Impact on migratory water fowl. Do you even consider birds, fish, etc when determining impact!?

Impact on Native American community.

Impact people of color in what way?

Impact people of color, please explain...

Impact to BIPOC, near wet lands, may involve Native land

Impact to farmlands and to animal and bird habitats would be potentially harmful from noise, ghg pollution and traffic congestions. Jets at Whidbey are already affecting Orcas and other sea-life.

Would impact people of color according to demographic data.

Impact to large numbers of people of color

Impact to people of color. You should ask those who are impacted if it's good or bad.

Impacts to ESA-listed species (and other fish species), eagles, critical areas and habitats, floodplains, noise and vibration, and more will occur in this area. Critical farmland would be lost.

Impacts to the operations of the Arlington Airport must also be considered before moving this site forward.

Impacts to the tribal land should be highly considered

Impacts to tribal lands and growing population.

Paine Field should be considered over this site.

Important ecological value for migratory birds especially migrating swans. Flood risk is high. The bay is sensitive and run off would kill juvenile salmon in estuaries. Noise would completely change rural area. Airplane noise pollution would affect all citizens in the region including the San Juan Islands which already have noise pollution from airforce base on Whidbey. See impact studies on noise pollution and the endangered southern resident killer whales.

Improvements would need to be made for additional access in all directions. It needs to be located near the existing airport since it is high ground and out of the flood plain.

In your assessment, you are forgetting the environmental impact these sights will have. I do believe the two Snohomish county sites proposed are utilized by large amount of birds. An airport would be horribly detrimental to them, which then impacts a wide array of other species including ourselves. It truly is a domino effect.

Incompatible land use, Property Acquisition.

Increase the capacity of Paine Field.

Incredible location especially for travelers to and from Canada. Lots of space to grown and expand.

Incredible traffic congestion both directions

Infrastructure is not acceptable to accommodate

Infrastructure would not support the demands of an airport, padticularly roads. Existing roads are already overburdened and in many cases cannot be widened.

Invest more in Paine field. That's close enough for folks who would use this airport, could travel to.

It bothers me a great deal that the color of someone's skin or their language proficiency is listed as an impact issue. It doesn't matter the color of skin, Increased traffic in any of these areas would be detrimental to ALL.

It is a good distance from any other major airport.

It is a treasured scenic area with multiple lakes and recreational areas. It would impact the Tulalip and unfairly impose incredible impact on the lands in the area. It would be on wetlands/floodplain.

It is a very wet and woody area.

It is already in a developed area, so the change would not be as drastic as the Skagit locations.

it is close enough to SeaTac!

It is in an appropriate location near an existing airfield

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.
It is on I -5, away from cities.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean.

It makes more sense to build a new airport north of Seattle.
It much closer to the freeway.

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It seems to be more rural and fits in with the casino mentality. Apologies, I do not know how to say that politely

It will destroy 7 lakes recreational and residential area. The addition of Amazon and Costco etc. has totally congested the area roads. Enough is enough.

It will impact low income communities, farmers and land population on the property.

It will impact low income families in a negative way. A lot being People of Color . It will have a huge impact on ecosystem with birds flight patterns. It will also have huge impact on Farmers! No. It would affect several native tribes directly.

It would cause too much disruption in area of schools, boys and girls club, low income persons and agriculture.

It would destroy the farmland the area is known for.

It would disrupt the entire natural environment and agricultural industry that the area supplies worldwide. Additionally, it would bring tremendous traffic and cause significant air pollution. The area is not equipped to handle it. It would harm the local tribal environments as well.

It would only hinder other public services and disrupt school times by creating a very uncalculated traffic increase

It would service more people

It's closer to major population centers than the Skagit Valley.

It's needed south of Lacey

It's right next to Paine Field and less than 90 minutes from Bellingham airport. The population served should be red. The unaccommodated passenger demand should be red. There already is plenty of established airport options. Spend the money to expand Paine or Bellingham. It's a bad idea

It's a larger population to serve. It would help more people down there but people also like it quiet down there as well.

It's already a shit show down there

It's literally too far away.

It's overgrown and our road system is overburdened as it is. Any new development to bring large numbers of people into the area will be catastrophic for many reasons. We like our quiet airspace. Ts3 is a boondoggle that isn't going to help with our failing road system. We don't and won't support the higher taxes. We have some natural green areas left we don't want the chemtrails.

Just add to the existing airport

Just do not build an airport. It's not needed.

Just no. Expand service at Paine field, instead.

Just stop!
Just use Paine field
KAWO is right there, use it.

Keep air traffic in king county. Pollution and environmental impacts must be considered especially in the more rural proposed areas.
Keep airports in area of greatest need and use.
Keep farmland

keep it farm land. many birds migrate here as well!
Keep it rural.

Keep this land preserved. Agriculture is important.
Keep traffic from seattle
Keep you damn airport out of our area.

King, Pierce & Snohomish counties seem to love the democrat agenda so put that noise garbage in those counties. Keep rural counties rural and quiet
Land needs to be protected

Leave the farmland/private residences. Smokey point already has an airport. No need to add more traffic.

Legacy agricultural area with extensive wildlife and bird populations. Do not destroy agriculture land. Expand existing airports in areas. The Arlington Airport has adjacent transportation infrastructure.

Less environmental impact than other areas, less flooding than other more appropriate options, and a significant number of people would be served.
Let's upgrade Paine Field

Leverage Paine Field. Alaska Airlines is crushing it there. Boeing will most likely start to exit the state, opening up more opportunities for commercial traffic. Or double the footprint of SeaTac. Creating a third international airport is fiscally, socially, and environmentally unnecessary.

Literally dozens of watersheds in this area. Endless trees.. Wildlife. I thought Wa State was uber green and environmentally conscious? If so, bulldoze SODO since it's already environmentally unsustainable

Location is close to a major highway and infrastructure is already established. Utilizes an existing airport for expansion. Would service the North Puget Sound Region.

Lots of rural areas that should not be impacted.

LOUD growler noise here already!

Low density and too close to PAE.

Low income housing would be eliminated

Major bird migration and wintering area. Too far from major population base to justify. Flood concerns. There is already a regional airport nearby. Displacement of population, where would they go?

major water concerns in Marysville to address.. Area of strawberry fields would be great---however the removal of housing would be an impediment --- this is too far north of that

Make Everett better

Make it easier for them to use Paine Field, which is not that far away.

Makes no sense with Paine and Bellingham less than an hour away.

Makes sense, traffic will need to be fixed

Marginal, but getting close enough to a population center

Maybe the people of color would like the new job opportunities and economic growth in the community and their casino resort facilities.

Maybe? Few problems other than terrain: how is that addressed, and at what cost?

Might as well drive to Seattle at this point.

Migrant birds, farming land, flood, poor road ways, lack of transportation to larger cities south of this area, environmental impact it would have not livestock and wildlife and my list could go onâ€¦!

Military base proximity and this would severely affect flight operations. Expand Bellingham and/or Paine.

Mitigation for the impact to this area would be significant. While its close to the I-5 corridor, I would think the economic impacts on the surrounding communities would make this mostly rural area a hub for unintended consequences.

More land, less people.

More negative than positive

More people

More people moving into Skagit & Snohomish County. This would service multiple counties of Snohomish, Skagit & Whatcome. Would also serve Canadians that come here for tourism which we get alot of. Alot more businesses moving in to Arlington area this airport would service those business needs.

More traffic!

Much closer for me than SeaTac

Must ensure sufficient amount of land at this particular site compatible for a brand new commercial airport with 4 9000 foot+ runways. If the above could be fully confirmed, then this site would be worthy of consideration along with Pierce County Central and Lewis County. The Puget Sound Area needs a second major airport with a minimum of 4 9000+ foot runways accompanied by space for parking, other new infrastructure and appropriate buffering etc. Looking ahead to 2035, 2050 and 2075, the coming population growth and economic growth in Puget Sound, and Washington State will require this size of a new airport in the Greater Puget Sound, even with maximizing SeaTac's capacity and expansion at Paine Field.

Natural lakes are to precious for an airport. Look towards Orting.

To many businesses, already cannot handle the traffic.

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

-negative environmental impact

-flood plain impact

-taking farm land out of production

-not enough population served by this airport since Bellingham and Everett airports are so close by

-rural nature of the area would be negatively affected

-noise, emissions, traffic congestion could never really be mitigated

-sites in King and Pierce Counties would make better choices since they have a huge population and would draw from a very large area

Negative environmental, noise and traffic impact already in motion with the addition of Amazon at Smokey Point/Arlington. Paine Field is close enough for their use.

neighboring airport makes this a more suitable location

New airport here would create traffic conflicts with existing airports that are heavily used by general aviation.

No

No

No

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

NO AIRPORT

no farms no food

No further farmland should be destroyed. Electric vehicles are a mandate, focus on that.

no infrastructure to support the additional traffic. Amazon located here and just that business has left traffic at a congestion level only seen in Seattle or Lynnwood.

No lets keep the farm land and keep emissions down!

No loss of farmland

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more commercial flights in this area.

No more destroying farmland/marshlands

No need

No need due to nearby airports

No new airport locations. Expand existing airports and link with light rail.

NO NEW AIRPORT

We are in a climate crisis. You are trying to build an IRON HORSE in a time where new technologies and less large airports serve the world better.

No new airport. Just dont do it. You can barely run the one we already have at SeaTac. Its constantly under construction. Maybe fix that one first.

No new airports anywhere until the current climate and human health crisis is addressed in serious regard.

No new airports are needed. All that would be accomplished would be the permanent destruction of wildlife habitats and an increase in destructive traffic and pollution. And what the heck does race have anything to do with this?

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No no no

No no no!!!!

No preserve our earth utilize what you already have Boeing Field and SeaTac

No room.

No stop trying to destroy the country

No to siting an airport where it will affect communities of color. Can Arlington municipal airport be expanded without such impacts?

NO traffic is already a nightmare with FedEx, Microsoft, Amazon and I think Sony building in Arlington area.

No upside

No way

No way! Already too much growth. Make Everett more affordable and provide for direct flights

No! This area is critical habitat for many bird species, internationally renowned for wildlife watching. and contains areas set aside for environmental conservation as well as farmland conservation - incompatible uses. Once destroyed, these sensitive areas cannot be restored. These uses provide tourism income for the area. The large number of waterfowl create a safety hazard for air traffic. No! Take this garbage to Eastern Washington!

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.
No, enough airports already up that way

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes it's degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (i.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread
No, For the same reason stated earlier.

No, we don't need another airport. There is one in Everett

No. Already an airport in Everett.

No. Just NO.

No. Absolutely not. It is awful for the environment, and quality of life. We already have noise pollution from the navy jets and don't need anymore. The quality of life, increase in crime, and human trafficking would be awful. We moved to Skagit County and beyond, to get away from the Seattle metropolitan hell-hole. It will continue to make property and home prices further skyrocket. There is no amount of mitigation that will reduce noise and environmental pollution to acceptable levels.

no. This area has grown so much already. And we do not need another airport. Seattle & Bellingham are good.

Why don't you try enlarging the Bellingham airport.

No. Too much destruction and bad for the environment!

Non-negligible amount of residents would be displaced. Unreasonably close to local airport.
nope

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!

Not enough benefit to population, location is close Paine Field Airport. This area is already very busy and has too much traffic. There would be added stress from this on the Arlington/Marysville community.

Not enough passenger demand to divert flight potential, too close to sea tac
Not enough population base

Not enough space and so many residential buildings
Not ideal because of distance.
Not in Skagit. Previous farmland, etc. see above.

Not much to add since that score card is bad. Besides Arlington is already in the same area.
Redundant!
Not needed

Not suitable due to environmental justice issues alone!

Not sure more airport capacity is needed in the state. Reducing airtravel should be a goal in favor of other more efficient modes.

Not sure of this placement.... too close to the tranquil Islands.

Not too much traffic.

Not worth the impact on community.

NOT! Please don't! NO more megaports in this area! We do not need more traffic, pollution or people!

Nothing about this location looks remotely good for an airport, this is an unnecessary project that needs to be shut down.

Of all your proposed sites, this one makes the most sense because it could meet the needs of lots of people (eg: easy drive for people in Mount Vernon to travel to Arlington for flights).

Of terrain can be considered negligible.

Of the "greenfield" choices, this is one of the best. Close to existing transportation and reasonably close to population and economic centers.

Omni

Once again, farmland!!

Only if the Tulalip Tribe wants it there.

Our city infrastructure does not have the capacity for a larger airport.

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our roads are already at full capacity and this would only hinder the lifestyle more. Airports are close enough, don't need to add this one too

Our small town is already struggling with traffic, housing shortages, overcrowded schools and an overwhelming hospital and emergency systems. We can't and do not want an airport here!

Over populated as it is now. Last of the rural areas. Bellingham and Paine field work just fine. Look at building another airport over into eastern Washington. Not to mention the small farming community you would put out of business.

PAE is already there. It just needs to be used better.

Paine field already exist within less than an hour of this site.
Paine airfield already close. Develop that

Paine already provides an alternative to SEATAC for this area.

Paine field

Paine field already serves the need

Paine Field already serves this sector of WA

Paine Field and Arlington have/are airports. We don't need more airports.

Paine Field close by, Arlington too. Enough already!!

Paine Field has an airport.

Paine Field in Everett and Arlington Airport is not far from here, and an additional airport in this location would be completely superfluous.

Paine field is already in place,

Paine field is barely used

Why have another airport so close

Paine field is close

Paine field is close by already!

Paine Field is in the neighboring vicinity and already provides commercial passenger service.

Expanding that airport's services/capacity makes more sense than building an entire new airport.

Paine Field is nearby and easily accessed.

Paine field is nearby.

Paine Field is only a short drive from Arlington currently served by several Alaska Airlines flights.

Paine field is ready to go.

The air field was built to accomodate heavy loads. Cargo carriers are using the field now. Freeways are in place for deliveries of cargo and passengers. Shuttles or light rail can be used to move passengers.

The zoning is in place now. Environmental impacts of the airport were settled when the field was built for use by Boeing.

Requirements for warehouse space could be met using existing warehouse space in the vicinity of the airport.

Paine field is too close.

Paine Field serves this area just fine.

Paine Field is close enough in that area.
Payne field already exists

People have moved away from the bigger cities to get away from all those leave it as it is!

People living in this area are well-served by Paine Field in Everett. It's a shorter drive for us than it is for someone from Ballard getting to SeaTac. What's the point of this?

People use Bellingham or Everett airports. Build both of them bigger.
Perfect location!! Yes

Perfect! It needs to be north!! SeaTac is really a pain to get to if you live in the north. The Arlington site is close to I-5 which is good. The Monroe site is too far off of the interstate. Additionally, Monroe already has too much traffic on Hwy 2.

Perfect. That whole area is a mess anyway.

Personally, no benefit for me

Please do this! Smaller airports like Paine Field and Bellingham don't service anything reasonable for most of the flying public.

I would suggest expanding Bellingham instead of a new build, but we need full service on the north end either way!

Please don't further impact people of color especially in rural communities during an economically challenging time.

Please leave our rural areas of Washington alone.

Please leave the farmland and nature exactly as it is at present.

Please not here. The wildlife would be severely impacted. There is already Paine field in Everett not far south.

Please see other comment.

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

Plenty of airports save our tax money/ land

Plenty of people of plenty of land and people up here

Poor choice - environmentally wrong - also too far from Seattle.

Population expansion is exploding between Tacoma and Portland

Population here and other Northern sites are far greater and only gets smaller by number as u go further South on I-5, thus only making people easily still decide to use SeaTac, and so defeating the very purpose of intended use. So then not providing much relief for SeaTac after-all.

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

Any location will impact a large number of people. To call out impacts specific to people of color is not environmental justice, it is prejudicial to all people. Human beings are impacted by airports. Don't be so narrow-minded as to focus on impacts to only a certain segment of the population.

Possible

Potential to be served by passenger rail service to improve access to larger area.

Preserve the wild nature of the Tulalip Tribes area.

Preserves farmland needed near LaConner

Primarily agricultural lands.

Prime commercial and residential development already underway. An airport already exists in Arlington to serve some of these needs, including the upcoming Amazon warehouse.

promote and provide passenger rail instead

Provides service to residents north of Seattle, a major bottleneck for travel to SEATAC

Proximity to I5 is crucial

Proximity to I5 will reduce the need for extensive roadwork

Put in south between PDX and SEA

Put the airport near Everett.

QUIT SPENDING MONEY FOR UNNESSESARY PROJECTS. ANOTHER AIRPORT IS NEARBY.

Rather grow Paine Field.

Real people, your families and friends live in these areas, expand the existing airport spaces, keep airports in the existing urban or already accepted locations!

Really? How horrible that these folks must drive a whole hour or less to a already existing airport....

Tax money waste at it's finest...

Red and yellow areas above.

Red block! you answered you own question.

Red: 3/24, 12.5%

Yellow: 14/24 - 58.3%

Green: 7/24 - 29.2%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

right next to existing airport

Right where my house is. Terrain impact.

Road congestion has already become an issue. i-5 has a hard enough time accommodating the population currently traveling/living in the area.

Road infrastructure is not designed or available to handle a regional airport. Nobody wants to live here to listen to airplanes.

Roads cannot support a structure like this Everett and Bellingham airport is 45 minutes away waste of our money

Roads do not support traffic

Rolling hills, too close to traffic from Paine Field.

Same as above

Same as above

Same as above

Same as above.

Same as above.

Same as above.

Same as above.

Same as above.

Same as before

Same as reason 1

Same reasons as above

Same reasons as listed above. Thus would be right in our backyard. No thanks.

Same... too rural and your ruining prime farmlands.
Save the land from development.
Save the terrain.
Sea Tac air port is more than enough for people.

Sea Tac is too busy and cannot grow. We need in large international airport in Skagit in the Middle of Everett and Bellingham

Sea-Tac is central enough. I'm against the deconstruction of land, animals and other habitats.
SeaTac is fine just expand rail connections

SeaTac isn't that far away. I'm willing to make the drive.

seattle is not that far. expand SeaTac or a preexisting airport theres no logical reason to create a whole new project instead of an expansion.

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, there's Bellingham, Everett and SEATAC all within driving distances to catch a flight

See above

See above.

See above. Why???

see comments above

see message above

See previous messages

See what I wrote about the Skagit locations.

Seems like a reasonable compromise.

Seems like an ideal place. Serving North of Everett, and within decent proximity to Interstate, Possible terrain issues though.

Seems like there are some challenges, but these may be more doable than some other locations.

“Large numbers” of people is kind of mysterious. Is the large number cited a percent of the total population within a certain radius? What is a “large number”? And is the impact proximity or dislocation / relocation of work / homes? It seems these are very different impacts. More data needed.

Seems that north of SeaTac makes more sense in terms of population served and difficulty navigating traffic issues to get down to SeaTac from the North. I am lucky to live south of SeaTac, and fly a great deal for work. There are times I will take a longer but less frustrating drive and fly out of Portland.

Seems to be a great compromise in terms of all the sites considered. Reduces traffic through Seattle for drivers heading to Sea Tac. Sea Tac also did not have perfectly flat land and is the states largest and busiest airport so seems less of an issue as economic social justice, and environmental impact.

sending urban sprawl north will further inundate western washington with the carcinogenic sprawl of development.

Seriously with Amazon going in people need to stop building on our small town we are not trying to become Seattle fix that place before you do anything else

Seriously, Arlington is next door. Stop trying to build new airports. Build out existing infrastructure.

Seriously, Arlington is next door. Stop trying to build new airports. Build out existing infrastructure.

Seriously? All this talk about climate change and environmental stress!?!?! We DO NOT need another big airport!
Serviced by Everett

Setac was expanded a few years ago. Paine Field is also used for commercial flights. Yet another commercial airport is overkill for this region.

Should be in North Snohomish County or Skagit county to better serve the community. This would be the best location as it would also serve the new Amazon facility which would reduce trucking traffic around the region.

Should be reducing air travel due to climate change.
Significant farmland would be jeopardized.

Since there is already an airport in Arlington it seems most practical to enlarge that airport to accommodate additional air transportation. Also there's great development already in the area of roadways. You've got Amazon up there and roadways which have already been developed to accommodate the business development in the area. Seems like a no-brainer!!

Skagit country needs to remain the beautiful valley that it has been for years. You will ruin so many homes and life styles if you do this and there WILL be push.

Skagit does not need another airport. There is bellingham or everett. Skagit county can not lose anymore farm land

Snohomish area is more of city. Not much farm land. It would be perfect.
Snohomish county already has a airport

Snohomish county is lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. Traffic is already a problem in the area. This location is too close to Paine field. Just expand the existing airport if this were to be a chosen location.

Snohomish County northwest is already overdeveloped as a commuter community for Seattle. The Arlington airport will undoubtedly expand some, there is no capacity for a large commercial facility here. Pain Field in Everett just to the south is already being expanded for commercial flights and should soon reach it's maximum size for the North Seattle region.

Snohomish county population

So close to Everett- so why ?? Airport would be right on the edge of two Native American reservations and cultural territory- that should be red. Also a large bird migration area. Navy Base uses this area-

So much traffics with the new Amazon facility in that area already.

So unnecessary. Keep traffic where it IS!!! There are so many small airports already!!!! Why WSDOT would ever propose this is INSANE

Sounds like Terrible terrain for airport and impact on native Americans nearby

South seattle and puget sound area already had an airport. North seattle and north Washington can accommodate an airport.

Still far away

Still too far north.

STOP CLEARING LAND, OUR WILDLIFE NEEDS IT!!

YOUR TURNING INTO MASS MURDERERS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! WE HAVE PROTECTED SPECIES ON THOSE LANDS AND WE'RE TIRED OF YOU KILLING THEM FOR MONEY!!!!!!!!!!!!!!!!!!!!!!

stop impacts on people of color

Stop ruining our land, fix your current infrastructure first

Stop ruining our small town and taking away our crop fields. Go invest somewhere else

Stop trying to turn in farmland that is crucial to thousands of Americans livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Suggest modifying Payne field in Everett to accommodate more passenger travel

Sure. Build it here and screw everyone that enjoys rural life. At least it's near a freeway you won't maintain.

Swans, Canadian geese

Takes away small town feel.

Taking away more wild life for concrete and planes. Get the fuck outta here with that.

terrain

Terrain impact can be solved by more earthmoving. Otherwise it is well located on the I-5 corridor and has some big advantages. Much population growth is eventually going to move north in this direction.

Terrain isn't suitable. Use Paine Field more.

Terrible terrain

That county is more suited for this. Leave skagit alone

that site is rural in nature. Airport would bring industry, destroy habitat, and it is still close to Seattle and Muklito. Noise is destructive to people and animals.

That's pretty flat and not a farming area

The airport that already exists in Arlington could be expanded for less tax dollars.

The are is full of homes already and we have to many airports , Everett and Bellingham

The area in the map is of significant agricultural/farmland resources, migratory birds, birds of prey including birds at risk and endangered, and the area is a watershed area for the resident orca populations and salmon for the resident salmon.

The area is already grown enough.

The area is already served by Paine Field and Arlington Municipal Airport. See if those could possibly be expanded/reorganized for more commercial use.

The area is already serviced by Bellingham and Paine field, there is no reason to put an airport here.

The area is close to King County and there are several nearby airports, so the only issue is terrain impact, which likely can be mitigated. This closer location would ease additional traffic and CO2 emissions.

The best choice given current infrastructure in place and population to "use" the airport.

The bulk of population north of Seattle would benefit from this location, decreasing demand on SeaTac current International airport. Infrastructure likely already primed due to higher population.

I 5 close for transportation needs. Could also have transit lines extended to this area that would benefit all.

The community cannot handle the influx of traffic. This area is blowing up already with too much development and the roads are already congested, we cannot handle anything else.

The congestion on Highway 5 already has a major impact on quality of life. There are 3 airports close by. This new airport is completely unnecessary.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, its natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, its natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The cost to level the land and flood concerns are still enough to say no to this location!

The current airports (Sea-Tac, Paine and Bellingham) are sufficient. There is already too much development in this area. A new airport should not be placed anywhere in Snohomish or Skagit counties.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The environmental risk is too high.

The existing airports in either Skagit, Bellingham or Arlington should be expanded. These are relatively underutilized assets and would be marginalized with an additional facility created nearby.

The existing roadways will not accommodate an airport. Fix/improve the roadways before an airport is built

The freeway traffic here is already a nightmare.

The government needs to be careful about the wetlands and other habitats. We've got enough problems with ignorance about this.

Don't need a new airport in this area.

The harm this would cause to the natural world is too great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The i5 is only two lanes in some of that area. Traffic would be horrible.

The impact to our environment and community should not be threatened by this project under any circumstances.

The impacts to wildlife can be grave. Birds and wild mammals are already facing dwindling habitats. An airport can be devastating for habitat. Stop. Just stop!

The infrastructure and natural terrain will not be able to handle the mass influx of people and transportation. This is one of the few affordable places left to commute to Seattle/Bellevue from. The infrastructure already cannot handle the huge shopping center and commercial businesses that have been built up

The infrastructure is not at all there in this area. It is already incredibly congested.

The land around it has already started to be overdeveloped. The growth projections the two will clash, Population destiny versus Airport. Will provide no margin of error for the Airline industry, in case there was an accident. SO, if Arlington were going to become a "large" airport, then the direction of the community should change. That would be sad. If we were talking 40 or more years ago. Arlington may have been a good location. But the population shift is not conducive.

The land indicated in this map is already highly developed and close enough to Paine Field to make that a viable option for air travel.

The landscape is unaccommodating.

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area.

The Northern Puget Sound Lowlands account for 10% of the land in WA State yet 80% of all wintering waterfowl in WA are recorded here. This is a Critical Bird flyway.

The obvious impact on marginalized communities of color is disgusting. No more displacement, no more pollution, no more gentrification.

The proximity of this location to an existing major freeway is a bonus. As such it would be a better choice than the rural locations. Being north of Seattle, it would draw the northern airport bound traffic away from Seatac where traffic is horrendous and provide air travel to the northwestern part of the state.

The quality of life in this area has already been dramatically impacted by the new Amazon distribution center, lots of new commercial development (apartments, housing developments, industrial parks). The lack of widening roads, the noise levels, etc have made living in Arlington more stressful and less peaceful. People live out here for the quiet, the open spaces, minimal traffic. We already have noise & pollution from the military jets and Arlington airport. Please don't further destroy the area with another airfield, or expansion of the one already here.

The roads and infrastructure don't meet the current needs, let alone those of an airport. The second airport should be north of Seattle to serve those people who have to drive I-5 south through the city. Seattle is a barrier to them.

The somewhat rolling terrain and chain-of-lakes geography is not suitable for airport development.

There are serious drawbacks in terms of environmental impact on local residents in the Lakewood area and local minority populations in the Smokey Point area.

It is essential wildlife habitat, especially for wintering waterfowl - including ducks, swans, geese, shorebirds and raptors. Everyone knows that world bird populations are in decline for a variety of reasons, including development. Moreover, flying waterfowl and aircraft are not compatible with the safety of either.

A large amount on the area is prone to flooding and underwater during winter months, precisely why it is so important for wintering waterfowl.

Airport development would impinge on tribal rights and livelihood pertaining to salmon, et al.

The area is not sufficiently close to populated areas that could make use of an airport. Much better to explore expansion of existing facilities such as Bellingham to the north and Paine Field to the south.

The state is better served considering locations nearer to the major population centers in the King and Pierce counties.

The traffic already sucks, SeaTac is already a nightmare and don't bring it here. The infrastructure cannot handle it. No.

The traffic congestion and layout in Arlington isn't conducive to a huge airport. There is already many traffic-choking points in Arlington & there is no way that this area can handle the traffic that this would bring. There is also a lot of valuable farmland that floods here

The traffic here is already horrible, and this is our country. Our farmland. Please don't destroy it any more than people already have

The traffic is already insane through that whole area.

The traffic studies show that the travelers are coming from the north of the airport it only makes sense to utilize that location for another airport

The traffic we currently have with amazon and other companies is a nightmare - the infrastructure will not support that amount of traffic

The vehicle traffic is already bad in this area. Locating an airport would only make the traffic situation much worse. Any plan to upgrade the existing roads to accommodate a new airport is not the answer when there are other locations where traffic isn't an issue.

There is literally already a commercial air service airport in this county meanwhile we have counties with similar size in the same Census CSA of Seattle metro in the south that don't have any air service. Pierce county may be close to sea tac but it is larger in population than Snohomish so it creates more miles on the 5 to get to sea tac than Snohomish especially since they already have an airport. Don't consider one in this county.

There already is an adequate airport in Arlington. Currently, surface transportation to and from the Arlington airport is in need of a major upgrade. The area around the airport is currently

being commercially upgraded without adequate improvements to the infrastructure.

There are 7 lakes in the area that can be polluted and damage the ecosystem.

There are already airports in Bellingham and Everett.

There are significant natural attributes and farming resources that are of great value to the wider community.

There are too many people that would be displaced and too many migratory birds that would be displaced from winter foraging in the immediate areas.

There aren't enough potential users to warrant disrupting the community and environment this way!

There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must.

There is a nice airport in Everett

There is already a nearby airport that could be expanded.

There is already a regional airport there. As far as commercial flight, Payne Field and Bellingham International are well within the 90 minute drive times.

There is already a secondary airport up north in Everett. The new airport really needs to be south.

There is already airplane noise from Arlington. Growing area!

There is already an airport close by the proposed location, Arlington Municipal. There is already major commercial development in the area and we don't want more. Use what is already here, please.

There is already an airport established in this area!! Expand what is already there!

There is already an airport in Everett, no need for another so close.

There is already an airport in Snohomish County northwest, the roads are already overcrowded with vehicles and it is easy access to Paine Field.

There is already an airport nearby. This is a logical choice.

There is already an airport so then it can just be developed and won't have an effect too much around because they are used to it already

There is already an airport there. And a HUGE Amazon warehouse that has turned traffic into a worse nightmare than Seattle traffic.

There is already Everett Paine Field airport

There is already flight traffic here and it would be very close to the population centers as opposed to Skagit area. The sound and sight of aircraft in this area is normal for the people in the area and would not cause nearly as much impact as the other locations.

There is already so much traffic in this area, crime has already gone up, violent crimes are going up, we do not need another Seattle here.

There is an airport in Bellingham and one in Everett. There is no need for an additional airport out here.

There is an existing airport in Arlington that could be used and expanded. It would be a cost effective option.

There is another airport *right there.* Why are we not investing in improving our existing airports?

There is no need for an airport here, and it would have unacceptable environmental impact on the environment and nearby communities.

THERE IS NO NEED FOR YET ANOTHER AIRPORT. THERE IS ALREADY 1 NORTH AND 2 SOUTH OF THIS AREA.

There is no passenger demand in this area. Stanwood is an hour-an hour and a half drive to SeaTac. Who would use this? Also, people much farther north than this will just use Vancouver, it is usually cheaper anyways.

there is no real reason to expand, everything will soon collapse

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is nothing in this area and they are far enough away from Paine Field to warrant needing a larger airport in this area.

there is WAY TOO MANY new businesses and appartments in that area! Going to Smokey Point is a nightmare! That area is ALL family homes that need to stay where they are! I lived in that neighborhood for years. Its a good place. horrible spot for an airport and we already have one right there!

There should be another major airport to the south of Seattle tacoma. Airlines already serve Everett and Bellingham with scheduled services.

There's a lot of long time family's here, animals, farmland and community. It's a small town atmosphere. We would never be able to afford moving to anything remotely like our present home. Having huge airplanes over head all the time would be detrimental to our well being in many ways.

There's already an airfield there.

There's nothing out there, go for it

There's a literal airport right to the east of the proposed edge.

There's already an airport in Everett.

There's already one in Arlington!!

There's already too much traffic in that area and we need to protect our farm land

There's an airport in Everett, expand it.

These lands should not inequitably impact socially and economically disadvantaged populations.

They already have an airport in Everett.

They already have an airport that hosts many events designed to draw people to them. You would need to avoid displacing families.

They already have an airport!

They are already served by the Arlington airport. There is no need for a second one. Also Paine Field is just 19 miles down the road. It already services the area. There is no passenger demand at all. Paine Field is already a satellite field for SeaTac.

They don't want this in their county

They have newly expanded Paine field. No need for another one.

They have Paine field now.

They have the Boeing Fields in Everett and Renton

This airport needs to be south of Tacoma

This airport would draw people from the north end of the sound who would have to travel hours to SeaTac to avoid driving through Seattle, helping to draw away traffic congestion from our already crowded freeways.

This area is already overdeveloped with less than adequate resources as far as roads to access and accommodate the increasing population

This area is closest to most people in the northern part of the state.

This area is used heavily for recreation (fishing, boating and parks). Access to the freeway is already heavily congested. This area is already in close proximity to PAE.

This area already has so much traffic.

This area already struggles with the incredible growth it's had. As a resident of this area a large scale airport feels impossible in an area already booming with growth we can't make accommodations for.

This area doesn't want or need an airport of this size. We are directly between SeaTac and Bellingham and a 20m drive from Paine Field. This is a rural community and the infrastructure doesn't support something like this.

This area floods yearly are you delicious, otherwise all elevated areas in this area are soft ground and farmland. This is not an appropriate area in any way and locals will not agree. As nearest city bungalows all needed infrastructure building before construction. The area cannot withstand the level of traffic it already has.

This area hosts many of the county's recreational lakes, which are heavily used most of the year. These lakes are also home to numerous species of ducks and waterfowl. The noise pollution would be a deterrent for all species of birds in the area. The traffic is already so congested, it is difficult for anyone to get around in this part of the county. We are becoming one of the most densely populated areas in Western Washington due to the influx of many large industries (i.e. FedEx, Amazon, etc.)

This area is already booming so this makes more sense than the other proposed areas.

This area is already growing and the infrastructure is being expanded. It's close to I-5 and would benefit the community as a whole.

This area is already overdeveloped without proper transportation accommodations. It would also have a big impact on surviving natural environments that have remained despite such development.

This area is already prone to severe noise pollution due to NAS Whidbey.

It does not have the infrastructure to withstand airport traffic.

This area is already so overly congested

This area is already under heavy pressure of development.

This area is an important refuge for migratory birds.

This area is closer to major commercial centers and freeway. However, the costs to the local population are too high.

This area is directly under an arrival procedure in to Seattle airport. An additional airport here would be a disaster in terms of air safety.

this area is exploding in Residential and multi family growth at this time due to the new Amazon plant in Smokey point and there is no level land large enough for a Seatac size airport in this area

This area is full of crappy housing and poor infrastructure.

This area is geographically undesirable for many reasons. Airports are an eyesore and should be built and expanded in areas that are already population centers.

This area is growing quickly and will need options in the future and will provide an option that is still on the I-5 Corridor and that the road infrastructure can be put in place easily to accommodate all the added traffic.

This area is more densely populated and would be harder to build in. It would also not be as accessible by population further north.

This area is served by Paine Field.

This area is too developed and would displace too many established homes and destroy too much natural habitat.

This area is very important for waterfowl migration and wintering areas and quality farmland. No.

This area of Washington is a prime reason why so many people from different states and countries visit the Pacific Northwest. From the view that puts you in awe, to the serene sounds and smells of our local agriculture. From the nearby whale watching to the country's finest tulip festival. Putting an airport smack dab in the middle would not only be a major eye sore, but it would put animals and sacred lands of our Native American family in jeopardy. From the bottom of my heart, this cannot be an option you'd consider.

This area seems like a good location but would need widening of the I-5, especially around Everett to accommodate more traffic.

This area would be perfect

This area. Already too overly crowded

This checks all the boxes.

This could be an excellent location for a new 4 runway airport.

This doesn't seem like a great fit either based on the incompatible land, wetland impacts, and environmental justice ratings.

This endeavor would ruin our laid-back, farming, country type living. Having become a "bedroom community" for Seattle is bad enough! NO, NO, NO. I believe the community will fight against a large airport in our area.

This farming land is valuable to not only the state, but the country. It is also the livelihoods of multiple families in the area.

This feels like a decent compromise location with fewer environmental concerns than some other locations but still convenient access for multiple underserved population centers.

This feels like you would have to relocate a lot of poorer families that would probably just add to the homeless issues we face in every city these days.

THIS HAS FARM LAND. YOU ALREADY HAVE BOEING / PAINE FIELD IN CLOSE PROXIMITY.

This has good proximity to an established freeway.

This idea is nuts. With 10,000 working at the new Amazon site, traffic will already be horrific! This idea will only make it worse! Arlington already has a large enough airport to satisfy Amazon and Paine field is already flying passenger revenue flights! Improve and enlarge Paine Field, please!

This is a critically important migratory and overwintering site for birds.

This is a decent location

This is a flood area there's already too much traffic there's already airport at pain field in in Arlington this would not be conducive to this area too much traffic already you have railroad tracks to deal with no way do it one at airport in this area we already have two actually three counting the Snohomish airport thanks but no to this area

This is a great area, close to I5 and major cities.

This is a great location for the population, but the land doesn't seem well suited. Love how close it is to I-5

This is a highly congested area already, and an airport would send large amount of runoff from paved surfaces into the Swinomish River not far from the delta. All environmental decisions should account for climate change, such as larger infrastructure pipes for drainage due to more intense storms. I oppose any new major airport because of the carbon footprint of flying based on fossil fuels. Until there are electric (or other-powered) planes, no new locations and designs should be contemplated. I am oppose to forests and farms from being paved to allow for another major airport based on fossil fuels.

This is a huge floodplain in addition to being an area where tens of thousands of snow geese winter, thousands of swans and huge numbers of ducks. Economic devastation to the agricultural community would happen.

This is a peaceful area. None of us moved here to be in a flight path. There is also Paine Field less than 30 minutes from here so this site is unnecessary. Not to mention the impact to already horrendous traffic.

This is a primarily rural area which is punctuated by seven beautiful lakes. It's terrain is not suitable at all for airport development. Why not expand the Paine Field airport?

This is a primarily rural area, home to many species of birds and wildlife. We want to keep this environment friendly and welcoming and a large airport would have a negative impact.

This is a rural community, bringing an airport would absolutely destroy the community

This is a small town area, served often by two-lane roads, and you will find little or no support for an airport. In addition, many areas flood annually. Instead, more fully develop Paine Field and incentivize additional airlines and flights out of Bellingham. We have enough airports in the northern part of the state—they just need to be utilized better. Traffic is already horrible most times of the day, north of Everett. An additional airport would make it unbearable.

This is a special part of the region that still has that small town community feel. There is Bellingham, Paine Field, and SeaTac all within less than 2 hrs of this area. We've seen what SeaTac has become and where Everett is headed! NO AIRPORT anywhere in the Skagit region.

This is a tricky spot for wildlife and wetlands, too. There is a surprising amount of diverse habitats in this area.

Would you be required to take part in the Arlington Stomwater Treatment tax with this plan? They do have a world-renowned state-of-the-art treatment facility.

This is a very important wilderness area. There is not adequate traffic mitigation and there is also a great deal of flooding. Please preserve our rural way of life and respect the communities that live here; it is a poor choice for an airport.

This is a very populated area and with the new light rail it is already being impacted with noise etc.

This is along the I-5 corridor, so people could utilize the light rail.

This is an area of rapid growth and light rail is already expanding in this direction. Less concern for flooding goes with less impact on birds, streams and wildlife habitat. Hilly area will cost more to build on but lack of constant flood issues make that a good investment compared to, for example, Skagit County sites.

This is an environmentally sensitive area for migratory birds and productive farmland. An airport would have drastic negative effects.

This is an excellent location to serve the norther half of the metro corridor and has good access to traffic.

This is close enough to major population centers to be useful.
This is close to I-5 and near an existing facility.

This is definitely a location that would benefit the wealthy at the cost of the poor.

This is farm land. Snow geese and swans depend on this.
This is important wildlife habitat.

This is insane, especially in light of global climate change.
This is just as bad an idea as both Skagit proposals for the same reasons.

This is not an area with a high need for a major airport, too far from population growth, and Everett's Paine field is already nearby

This is not needed or wanted and will negatively impact the lives of much wildlife and many people.
This is only slightly better because it's close to I-5.

This is ridiculous we are in a rural area and would like to keep it that way. Make SeaTac bigger if you think you need more space or Paine Field. Traffic is already getting bad on I5 here I can't imagine how much worse it would be.

This is still an open, less developed area where residential impact - displacing communities - would be less.

This is the 3rd site that is close to a designated Important Bird Area, in this case Port Susan Bay which is critical for shorebirds and waterfowl. While not actually within the designation (as are portions of the 2 Skagit sites) it adjacent and could increase bird strike problems especially with wintering swans and geese.

This is the best location. Some duplication with Paine Field but PAE is small and cannot expand too much, Close to I-5 so easier to have mass transit. SeaTac would then be the primary airport for the south and this airport would be for the north.

This is the best location. Use and expand Paine Field as needed. Easy access to Freeway. Best value for taxpayers.

This is the perfect area. Light rail is only a couple miles away. So easy to extend. The area already has a big user base with large businesses in the area like Boeing, The US Navy, and Amazon as well as a lot of smaller support businesses!

This is the second best site, the first being Snohomish County SE

This is too populated of an area with already horrible traffic congestion due to poorly planned development

This location is more central and closer to where the population is that a large airport would serve.

This location would serve the population well and draw passengers away from SeaTac which is overcrowded. South airdrome is overcrowded with SeaTac and JBLM.

This location would significantly impact the remaining availability of critical agricultural soils for our state and region. These land are designated for and should be protected for agricultural production. This makes more sense.

This makes sense, based on where travelers come from. The freeway access makes this one a good choice.

This proposed location is just 15 miles north of Payne field. Develop Paine field instead of building a new airport. This whole discussion is just stupid. Between Vancouver BC's airport, Bellingham's airport, Paine Field airport, and SeaTac...there is no logical reason to build another airport between Bellingham and Paine Field.

This rural area provides not only valuable critical habitat for Western Washington's thriving wildlife population but also provides grazing areas for livestock and space to grow our fruits and vegetables. It would be foolish to destroy extensive wetlands, frequently flooded areas and salmon bearing streams which are all offered special protections under the Growth Management Act. Sno County NW does not appear to be a suitable site for a new airport.

This seems like a great location. Plenty of population already close to fill jobs at the airport, Lots of expansion room for more population to move nearby to provide support jobs. There seems to be no downside to this location.

This seems like the best location for being a central alternative to the Seattle area.

This should be considered as there is already infrastructure in place at Arlington Airport and open farmland to the South that can be bought to expand the runway to match the length of two of Seatac's landing strips. Can build roads under runways to keep existing infrastructure in place.

This site includes critical waterfowl migration and wintering areas.
This site is closer to WA. population centers.

This site is highly unsuitable for many reasons: protected farmland surrounding, extremely damaging to native bird populations, would take jobs away from bipoc as farming is hugely prevalent in this area, too far away from other airports to be of any assistance. Also traffic, pollution, construction, air traffic increase from this would be damaging to local economy, residents, native birds and other wetland wildlife, farmers, farm workers and immigrants.

This site is the best option . Having a large airport north of Seattle, serves the population of Western Washington.

This site seems to have too many impacts to make it viable.

This site would eliminate important overwintering grounds of thousands of snow geese and swans as well as with ducks, shorebirds and raptors. The lost of farmlands would adversely affect overwintering waterfowl as well as farming families' livelihoods and food resources for the rest of us.

This site would require significant fill to raise the site above the flood plain requiring the destruction of valuable farmland. Traffic to and from the site would require significant roadway improvements and would significantly impact the environment.

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

**There is already an established airport near this location. Improve that one.

This will create even more traffic I am already congested area
This would add more traffic to the area.

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas. and this would be a definite maybe

This would be an extra burden on County residents who already deal with worsening traffic issues, with the two largest employers in Snohomish County (Boeing and Snohomish County), limited routes due to major waterways, and undersized infrastructure to handle current volumes. And it would be an additional burden considering the 3 nearby airports of Paine Field, which is underutilized, Harvey Field, and the Arlington municipal airport. Paine Field and Bellingham airport are already easily accessible for major flights.

This would be attractive for its convenient location with access and existing roads. But I'm concerned for the social justice implications and I wonder if the impact of this location could be mutually acceptably mitigated in some way, or if it would require relocation of indigenous people on their traditional lands. I would definitely not want to see relocation of indigenous people but I would be comfortable offering financial support and assistance to non-indigenous people.

This would be detrimental to farmland and wild animal populations- the noise pollution is bad enough without a monstrous airport making it worse. There is an airport in Bellingham and one in Seattle and the Arlington airport. We don't need another.

This would be the perfect place. Perfectly positioned between Mount Vernon and Everett.

This would create jobs, is close to the new Amazon site and also significantly cut down on the drive to the nearest airport

This would do a great job of serving a large part of population south of Bellingham and north of the Everett Airport. Both access and demand needs would be suited well in this area. I-5 would provide a useful access to the site area.

This would have a big impact on the local tribes and reservations. It should not be considered.

This would impact many Hispanic families by taking away farmland, therefore their jobs. The Arlington area and north Marysville area already has a small airport. The area roads and infrastructure cannot support a mass increase in traffic. It's already struggling because of the new Amazon building and 172nd St is the only primary access that links the entire city of Arlington to the proposed site. How will people be moved in and out of the area fluidly?

This would negatively impact local tribes and put further strain on I-5 traffic.

This would ruin the quality of life for all living inside the circle.

This would still be an excellent location for those of us who are north of Bellingham as it is close enough to get to, and doesn't require a drive through Seattle traffic. I live in Point Roberts WA, and while we used to fly out of YVR in Richmond BC, that opportunity was no longer available and has only recently become available to us again. Bellingham airport used to offer many more flights on Alaska Airlines, but now they only fly to Seattle. I have been traveling back and forth between PR and Los Angeles this year to help my elderly mother, and have driven seven times to SEATAC and once to Paine. It turns what should be a three hour flight into a six or seven hour journey with the drive to SEATAC. An airport in in Snohomish County would be an excellent option and much closer for those of us in Northwest WA.

This, too, is an important wintering area for waterfowl and raptors.
To close Paine Field !!
To far north

To great of impact on the native American's land, and residential areas. Service is already provided by Paine field.

To much farmland would be taken that we need.

To much traffic as is without any possibility of a slow down. The roads can not handle this traffic

Told of manufacturing and business in the Arlington area. This would make for a great location, as well as get some of the cargo traffic off the roads in the area, but not having to send it to other airports.

Too close to Arlington Airport.

Too close to Everett

Too close to Everett and Paine Field

Too close to existing airport.

Too close to existing options

Too close to Important Bird Areas and migration fly zones.

Too close to other airports

Too close to PAE

Too close to PAE

Too close to Pain Field

Too close to Paine Field

Too close to Paine Field

Too close to Paine Field.

Too close to Paine Field?

Too close to schools

Too close to sea tac airport

Too close to tribal lands of multiple tribes; flooding; farming; many senior and lower income apartment complexes in the vicinity; lack of infrastructure; etc.

Too close to waterways and Paine field is already right to the south, there is zero need for an airport here.

Too far

Too far

Too far away

Too far away from population centers.

Too far away from SeaTac/Seattle

Too far from me.

Too far from most passengers. Traffic is bad enough around north Everett/Marysville without adding airport traffic.

Too far from much population.
Too far from Seattle.
Too far north
Too Far North

Too far north for me since I live in Auburn. Having an airport in this region would be similar to Everett and Bellingham, I would not use an airport in that region.
Too far north for Seattle area
Too far north.

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region.
Too great an impact on population

Too high off a population for our interstates and roads, leading to heavy traffic in Arlington and Smokey point most hours of the day.

Too many businesses going in with little to no traffic improvements and many heavily congested areas.

Too many factors going against this - not enough good reason to account for the environmental injustice.
Too many farms
Too many issues with this area.
Too many negative/moderately negative issues
Too many negatives.

Too much air traffic already in this area. We don't need more!
Too much congestion already
Too much damage to local ecosystems.

Too much established sites now, need to start with cleaner slate to fully plan infrastructure opportunities.

Too much impact on our already dwindling wetlands.

Too much impact on this agricultural and wildlife area
Too much median impact
Too much property impact

Too much traffic here now and also area used by wildlife.
Too much traffic through this area already

Too near tribal land; already close to everett
Too overly populated as is

Too populated and noise is a negative factor as well as flooding in winters and birds flying south could be a detrimental factor for all involved!

Too residential

Traffic and overpopulation is already a huge problem that isnt being addressed, we do not need to add to the problem.

Traffic from Everett through Marysville is already incredibly awful. If this would have an6 impact to current traffic issues, it would make situations worse than imaginable

Traffic has already become unmanageable in this area...we do not want to be another Seattle nightmare; we chose to live in the country to get away from that. Please don't destroy our farmlands for an ungodly amount of asphalt, congestion, pollution and noise.

Traffic has been an issue in this area for years with no real plan to fairly expedite flows of traffic. The roundabouts will be a nightmare during peak times of traffic. More apartments have been built and more planned to accommodate Amazon opening. Amazon coming in will be a nightmare of its own, adding an airport will be disastrous.

Traffic hazard already with Amazon moving in.

Traffic infrastructure is already extremely poor here this would destroy it.

Traffic infrastructure is already maxed.

Traffic is already a mess and the small town feel keeps shrinking every day. Stay the hell out of here

Traffic is already awful around here.

Traffic is already over capacity for the area! Main roads AND Side roads are nightmares to travel on 95% of the time. Upto 45 minutes to travel 1 mile because of Traffic that exists NOW! Adding more traffic because of the new Amazon Center and multiple apartment type buildings currently being built IS going to make it even worse. If a substantially larger airport goes in the area WILL become no better than downtown Seattle at rush hour but at all hours of the day. A yes vote on this would be a horrible idea and decision.

Traffic on freeway already so slow thru Marysville so it would extend this slow down

Traffic through this area is already a mess to add an airport to this location would make traffic that much worse. Not to mention again you are looking at taking away from our agricultural land.

Traffic would be terrible and would make it not a farm town
Traffic.

Transportation must be included in the plan.

Try expanding the existing infrastructure in the area to accommodate the current population first.
Unnecessary. Everett is just down the road.

Until they get Arlington traffic figured out, it would not be a good idea to bring more into that area.

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .

Use Arlington airport

Use Arlington municipal airport

USE BELLINGHAM AIRPORT.

Use Paine Field

Use Paine Field

Use Paine field.

Use Paine Field. It is already an airport and has transportation links to populous areas.

Use the Bellingham Airport as a back up first. You already have it and it is hardly used.

USE THE EXISTING PAINE FIELD!!!!

Utilize the existing airport. No new site needed or desired.

Very heavily populated area, many people would be negatively affected.

Way to populated if an area. We already have severe traffic concerns and and airport will only kill what community we have.

Way to populated!

We already deal with increased traffic out of Paine Field. The road infrastructure near I-5 and the Arlington municipal airport is horrible.

We already have airports in Everett and Arlington, that's enough!!

We already have airports in Everett and Bellingham, no need for another mostly empty airport creating noise and pollution.

We already have an airport built and in use in Snohomish County. There is no reason to have a 2nd airport in the same county.

We already have an airport in Everett, Seattle and Bellingham. We donâ€™t need a fourth one in the west side. We also are in travel distance of Vancouver, Canada where another large airport can be found.

We already have an airport nearby. We donâ€™t need another one there. And if it will negatively impact POC, why is it even being considered?

We already have awful traffic and we have Amazon and that traffic is hard on the locals .

We already have Bellingham and SEATAC and increasingly, Paine Field. No more airports! Will there soon be aircraft that will meet the fossil fuel restrictions that are imminent? Why waste millions on a travel mode that is possibly endangered?

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have noise pollution and flight path traffic from Arlington

airport, we don't need another airport in this area.

We already have pain field airport in Everett.

We already have seatac.

We already have the Arlington airport, why would we need another one?

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We are already being impacted by more airplane noise on the Tulalip Reservation and traffic, pollution and noise are detrimentally affecting our lives.

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more house and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state

We can't lose more farmland. Navy jet noise is already a major negative factor here, and more noise would be awful. Indigenous populations would be impacted.

We currently have commercial airports in both Bellingham and Everett to support the needs and population growth north of King/Snohomish counties.

We do not have the road infrastructure to deal with a large airport. There are not enough side streets and freeway access points.

We do not need a fourth option along I-5 for an airport. There are three other options in Seattle/Tacoma, Everett, and Bellingham. None of those airports are seeing too many travelers to need a fourth airport in the area.

We DO NOT need an airport!!

What we need is a quality transportation system to and from Seattle. What is wrong with you people?!

We do not need another airport.

We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense.

We do not need big jets flying over our homes and disturbing the peace. Not to mention the fumes from those jets would be destroying our health. Then there is the factor of housing prices dropping because of the noise and the fumes.

We do not want the traffic and population growth, nor the environmental and sound pollution that would come with an additional airport.

We don't need another airport, people can drive to Boeing, Bellingham, or SeaTac.

We don't need another airport. There are 9 between Bellingham and Arlington.

We don't need another one

We don't need any more airports in this area

We don't want the big city bull shit up here. This is farm land up here. This area feeds local people. Without farmers, the food industry goes to over processed garbage crap that you don't know what they put in it because "no labels" don't have to say ever thing that's in it because the fda approves chemicals. So no. Keep your buildings out of here!

We don't need another airport, just expand existing airports.

We don't need another large airport in Snohomish County. The use of Paine field should be enough. Don't create King County in Snohomish County!

We don't need it

We don't want or need an airport in this area between SeaTac and Bellingham we have enough airports

We have 3 airports in this area already, Seatac, Boeing field and Everett.

We have 3 major airports we don't need more

We have enough airports.

We have enough airports. They just need to expand Bellingham or Everett and make the ticket prices from those airports more affordable.

We have Paine Field and Bellingham airports already . Why then the railways to Seatac??

We have Painfield airport

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

We have the airport to our south in Everett and the one in Bellingham why would we

Develop a new one rather than expand on the ones we have? This will chew up valuable farmland and impact the environment. The snow geese migration alone will be impacted greatly.

We have two airports north of SeaTac airport. We do. I need another airport.

We just had Amazon built, the traffic before Amazon was built was a nightmare, at all hours of the day. The traffic is worse now. As much construction is going on, there still is a small town feel, let's keep it that way.

We just opened Paine Field Airport 3 years ago, and flights are expected to increase. An additional airport should be located in a different region.

We live in the country to keep noise down and to have less people. This will completely change everything for everyone who lives in this area!

We must not impact people of color by furthering institutional/environmental racism.

We need airport in Enumclaw!

We need an airport south of king county

We need more transportation choices

We need one further south.

We need to actively support preserving nature and eco health not actively trying to destroy it further. SeaTac is enough.

We need to reduce air travel due to climate change.

We should be using already established airport areas and not using undeveloped land.

We should not be expanding air travel and divesting public funds from rail.

We shouldn't be destroying viable farmland for this purpose. Supply chain issues worldwide should evidence enough to not do this.

We will be impacted by Amazon planes at Arlington airport and are already impacted by naval station Whidbey Island jet noises.. Enough is enough

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and vancouver. All within an hour of any location in Western washington. Another airport serves zero purpose.

Wet lands!

What about impact to the Tulalip Tribe?

IAW the Governor and State Legislature law/policy and guidance for ecological sustainment of the Puget Sound region, there is no justification for destroying a Greenbelt of natural or agricultural habitat that is vital the WA ecosystem. This a sanctuary for migratory waterfowl, wildlife, and sea life. The risk to water, wetland, and Puget Sound at large would be extremely high, putting the aviary, salmon, and whale populations at great risk.

By definition the scores note above are incorrect

Terrain Impact - Aviation requires Terrain/Obstruction clearances that go far beyond this circle. "TERPS Data" would define arrival/departure corridors that all must conform - YELLOW/RED

Land Acquisition - The State/Fed would have to acquire this land and develop it. Cost are not just the purchase. The real cost are exponentially high with Zero/Little pre-existing infrastructure - RED

Wetland Impact - This may not be "wet land" but it is absolutely and estuary for migratory birds, wildlife, and the ecosystem that support salmon, seal, otter, and Killer Whale habitat. Where would jet fuel, de-ice fluids, and storm water go off the acres of impervious surface that would be created? Puget Sound! - RED

Incompatible land use - There is very little infrastructure in place at this site that would provide any offset to the requirements of a large airport capable of filling the 30 million annual passengers (MAP) deficiency - RED.

Recommendation - The question is why is this not centered on Arlington Airport?

The airport is mid-size airfield with existing operation and service's that support general aviation and commercial aviation. Ecological mitigation is already in place and the regional surroundings are largely suitable for the 30 MAP growth plan and the protection/enhancement of the greenbelt of Washington, not the destruction of it.

What does color have to do with travel?

What does the color have to do with it?

What exactly does impact a large number of people of color mean? How about just people in general? What an absurd metric.

What kind of deconfliction plan will be put in place for traffic in and out of KNUW (NAS Whidbey)? IFR arrivals to KNUW RWY 14 and 25 will be in direct conflict with this proposed site.

While I'd live to see option so close to my home, the traffic in the area will already be spread to the limit with opening of new Amazon location. I feel this would put it over the edge and prevent me from frequenting businesses in the area.

Who is county needs it!

Who lives here?

Why another airport when Paine field near Everett is there

Why aren't we upgrading/expanding the Arlington Municipal Airport, instead of building an entirely new airport in this area?

Why build near another airport rather than perhaps improve the existing one? That area already looks like a "wasteland", why add to it?

Why do we need four airports?

Why do we need other airports? Who are we serving through these efforts?

Why do you need to add another airport?

Why here when paine field is being developed??

Why not develop/ enlarge an airport already in existence rather than start from scratch ?

Why not expand Arlington municipal airport?

why not expand the existing airport? plus its close to Paine so airline will not go to both not to mention flight pattern issues

Why not further develop paine field and bellingham?

Why not improve the existing airport on the other side of the freeway? This site is incredibly close to Tulalip, a Sovereign Nation, whose people would likely be extremely upset to have their environment polluted by a second airport within 15 minutes. The air is home to sacred animals, who will likely leave with the introduction of this airport. But don't listen to me, as I am not Tulalip, but ask the people if they want an airport that close to their home.

Why not simply expand and retrofit the Arlington municipal airport to accommodate this need? That would have far less impacts than developing a new site.

Why put a new airport so close to an existing one?

Why when there are others in the vicinity? Let's leave some open space for life.

Why would you consider putting a new airport basically right next to Paine field? Makes no sense. People who live in Marysville will be fine going to Paine field.

Why would you put an airport near all the beautiful lakes and all the wildlife?

Why wouldn't someone go to Bellingham or Everett?

Why!?!

Why?!

Will cause too much traffic on highway 2.

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

Wintering populations of waterfowl will be adversely impacted by an airport

With 3 large airports and one medium one in Arlington we do not need a 4th. The environmental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

With Amazon and other warehouses being already built in the area. The traffic plan in this area wouldn't be able to support or have enough room to expand and meet the needs of a airport

With Amazon going in plus having FedEx and everything else over here it just makes sense. We already have the airport!

With Everett so close, it seems the logical place to increase capacity.

With how close this area is to Paine Field, it would be a smarter choice to just expand Paine Field to be a larger commercial airport.

With Paine Field open, I don't see how this option adds any meaningful benefit.

With the Amazon facility (and subsequent traffic nightmare that will follow) this is not a appropriate locale - Everett airport is close, no need for another.

With the development happening in Arlington, this seems that it would serve a good amount of people and ease the burden of air travel.

Won't have any more wildlife. It's a peaceful place we don't need the chemicals from planes or the noise that's what Seattle is for

Worst traffic in the country is Everett. Pls don't make it worse.

Would damage bird habitat and environment.

Would impact schools and an already existing small airport

Traffic is ready heavy.

Would negatively impact tribal lands, farmland, traffic in an area that is already impacted would not serve the greater population demand

Would provide transportation options for a large population if environmental issues could be addressed. It appears the SE site is more appropriate though.

Would take precious farmland out of production which would have a negative environmental impact on the County. Raise taxes?

Y'all, what mitigation of environmental and noise impacts do you propose that would make a huge airport in Snohomish county acceptable? Seriously, what methods are available? If they exist, how come you don't use them at SeaTac? There are two huge airports in our region, that's plenty thanks. Driving through those areas sucks and everyone knows it. No one wants this.

Glenn Hendrick

Yes another airport in snohomish county would be excellent!

Yes, as long as there is sufficient compatible land for new large hub 4 runway airport. You already have Paine field 20 miles away.

You already have Paine Field which can be expanded and has the infrastructure to support

You answered the question yourself. Environmental justice. That whole area is a nightmare to drive already - and close enough to the seattle airport to set up buses and rapid transit. Seems like you missed the climate change lecture.

You can barely travel through that area now due to traffic congestion. The impact would be devastating to many people who are just trying to get to work and back home. DOT needs to fix the traffic on I-5 before they cater to people flying.

You cant mitigate an airport.

You have Bellingham and Paine Field both in easy transit distance.

You have red circles in the terrain.

Your BS about impact on people of color is discusting. What about the impact on white people of color? Reverse discrimination by Jay Inslee and his tribe at the WSDOT.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport

Zero infrastructure to support the number of travelers. I5 northbound is already an absolute disaster from 2-6pm with little to no room for supporting more road traffic

Greenfield sites: Snohomish County Southeast

Question: Should the state consider Snohomish County Southeast as a location to site a new airport?	Number of responses	Percent of responses
Yes	1,026	19%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	1,199	23%
No	3,071	58%

Please provide any explanation you wish to share

"Challenges" but NOT impossible regarding terrain. Large numbers of people within 90-minute drive. Less concern about flooding and less impact on minority community.

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

100's of homes have just been built in that area. Homeowners already have to deal with the noise from the speedway. Let's not add plane noise, too. Let alone how it would affect wildlife in the area.

2 miles from Paine field

A good place to consider upgrading or improving existing infrastructure

A huge cost in infrastructure improvements for the increased traffic

A location to the north of the Seattle Metro area is preferable to balance the existing SeaTac location

Absolutely not! Snohomish county is riddle with drug addicts and homelessness. We don't need more traffic, more people and added issues until we combat what our problems already are.

Absolutely not. There is already way too much congestion that is not being addressed as it is in that area. Also, it would be a colossal noise inconvenience to the homes north of there and the businesses east of there. Just an all around bad idea.

Access to that area via existing roads is already overloaded.

Access via 2-lane highways seems like it would be an issue.

Access would be a major problem unless the state wants to spring for a new interstate-level freeway and public transit.

Actually, this looks like a better spot cause more people could easily be served from either side of the mountain.

Or I would suggest the other side of the mountain east of Wenatchee. Cause the middle of the state needs to be served better and there is more space that has larger less dense population areas. That could still serve both sides of the mountain.

Additional vehicles would impact over the pass on Highway 2

Affects migratory birds

Again of idle farming community why are you trying to annihilate farming in a state in a soon as shit
Again Pane Field is close enough to Monroe.

Again same comment . But add that this area floods!!!!

Really! Why are you considering this area. It is some of the best farm land on the planet. Secondly, it has massive amounts of waterfowl that migrate on to these farm lands - and you think putting airplanes in among over 100,000 winter birds - some swans and geese weigh over 25 pounds- is a good idea. Are you kidding me?

Destroy farmlands in a waterfowl estuary area. ? Not a good idea.

Again this area is so close to Paine Field, that expanding the existing airport is the best option.

Again to close to Sea tac airport

Again way to populated of an area? where are people going to go? Farms? Towns? All these peoples lives matter!

Again, Chehalis already has an airport ready to expand and accommodate.

Again, Everett has already initiated commercial airline service and the logical place to expand in Snohomish County.

Again, explain impact of people who don't speak English?

Again, no new airports are needed. Why the need to destroy nature when there are already Seatac and Paine Field airports in service? For a state that prides itself on green-ness and clean air, you all sure love to crap on that image. And again, what's with the race-baiting with "people who have limited English proficiency"? Get your heads out your rear ends with that talk. I'm pretty sure a "no" to permanent environmental destruction is universal for everyone.

Again, Paine Field in Everett is not far from here, is currently under utilized, and takes away any value add from this location.

Again, there already is an airport there, just improve it.

Again, you'd be cutting into the Farming industry and cattle, chickens, etc., farming animals that are raised in the area and sources for farming crops that are currently there feeding all of us humans.

Again. Paine Field is only 26 miles from Monroe. Plus Monroe already has a terrible traffic problem.

Again. Pane airfield is nearby. Build it out.

Again. Pane airfield is nearby. Build it out.

Again....we don't need another airport between SeaTac and Vancouver BC International. Be real...the commercial airlines are cutting routes to many small airports across the country. The last thing we need between SeaTac and Vancouver is another small commercial airport.

ah there is an airport called Paine nearby, airlines will not use both and flight patterns will be difficult

airport need is for north of seattle due to traffic thru seattle.

SeaTac can handle seattle south

All farmland left needs preservation

All highways to this location are 1 lane at one point or another. This project should not be done here without first closing the bottleneck on 522 and expanding other roads. Traffic on Highway 2 is already terrible

All of the reasons: population impact, environmental impact, financial impact, noise etc.

All the reasons stated above.

All traffic in this area is already bad

Already also a very impacted area with traffic- would take incredible planning to improve transportation in that area as well.

Already congested

Already congested with traffic

Already have Paine

Already have Paine Field in Everett. Expand that

Already one in Snohomish County

Already served by Payne.

Already too much noise from flights into and out of Paine Field

Monroe already has too much traffic due to the WSDOT not constructing the bypass around Monroe or making significant improvements to Highway 2 east of Monroe.

An airport is not compatible with the needs of this community!

An airport on that scale would affect more than the environment. Traffic, reduced farmland, and more would be a problem. We already have Bellingham, Paine, and SeaTac airports in Northwest Washington. Make them work better, don't add another.

An airport would have a horrible impact on the dense population already living in this area.

And roads to handle traffic

And support already excessive traffic.

Paine Field Airport is awesome but too small and way too expensive.

Anywhere but Skagit

Are you kidding? Highway 2 is already over used...and further development would decimate the cascade foothills ecology.

Area needs to remain rural and agricultural.

As a resident north of Monroe for 35 years I do understand the need for airports. However, this site has the fairgrounds next door and the planes could impact the fair grounds. Livestock and horse events routinely take place at the fairgrounds. Both can be spooked by loud noises, and noise could affect a handler or rider to communicate effectively with their animal.

Weather is another factor with rainy low cloud decks through out the winter spring time. How does this impact flight paths?

as long it had commercial air service by a LCC like breeze from the east coast. PAE is over run by AK and doesn't offer trans continental flights without stops, only regional feed west coast.

As part of building the airport, light rail could be built to there relatively easily. Extend the light rail system (which will terminate at the Everett train station) alongside the existing BNSF track. This extension should provide a relatively fast and inexpensive way to get to the population centers in Snohomish, King, and Pierce county.

At least Lake Stevens is trying to widen roadsâ€¦.. wildlife?

At least, it is closer to Seattle, but really...who needs another airport?

bad roads

Because developers can not be trusted to advocate for human and environmental health.

Because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-aft.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved.

Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Bellingham and Everett are close enough, grow those airports

Bellingham and Paine field work just fine. Look at building another airport over into eastern Washington. Not to mention the small farming community you would put out of business. It's 30 min drive to Sea-Tac, works just fine.

Bellingham International Airport and Paine Field Everett already exist. Western Washington and Snohomish County do not need more travel related infrastructure. More airports = greater carbon footprint.

Best location by far.

Best option

Better choice to get away from high population areas.

Better serve those farthest from SeaTac airport.

Between HWY9 and interstate 2 this area is unnecessarily choked off from the surrounding communities.

Between PDX and SEA is better location

Both sites in Snohomish County would take huge chunk of farmland and wetlands. Both these areas are important for waterfowl migration and wintering areas and quality farmland.

Build out Paine Field, which is well on its way to being developed as a facility of this type. At last this option is adjacent to a large and existing population center. Servicing Tacoma, Seattle, Everett should be the focus. Along with supporting urban development and preservation of rural land.

Build the highway first

But the traffic on hwy 2 MUST be addressed.

But will require a lot of highway improvements.

Can we build upon the airport that already exists?

Can't speak for others outside my county.

Central location

Choosing this area would negatively impact wildlife as well as the quickly dwindling farmland in the area. Save the farmland and natural areas and build up Paine Field instead.

Close enough

Close enough to Everett, and getting closer to Sea-Tac. No need.

Close enough to Paine Field

Close to Payne Field

Close to the metro and not too far from north counties

Closer to a do able population base

Closer to population density and would be better utilized here.

Consider Kitsap County

Considering the property acquisition and flatness is pretty difficult, it seems it would be too costly.

Continue development of Paine Field!!!!

Cost to benefit ratio too high

Covering rich soil with concrete prevents carbon sequestration in the soil. Snohomish boasts farmland and untouched land and clean air. An airport would be environmentally damaging.

Current road system would not be able to sustain the traffic. Red and yellow areas listed above.

Definitely not! It will ruin the environment and impact travel in this area.

Destroying forest, wildlife and disruption of the peace of its community, is not progress is irresponsible .

Difficult to build on land

Displacement of communities resulting in high cost land.

Do I need an explanation.

Do not destroy our WA farmland!!

Do not take our farmland.

Do we need more airports?

Don't destroy farm lands, wet lands and wild life homes. Save the land, don't destroy it

Don't go north of Seattle

Don't rape the land any more than absolutely necessary for this. Don't go flattening hills!

Drive to Everett.

Due to topography, this is not an appropriate location. Arlington airport could be re-developed for the intended purpose.

Ease of access, road structure in place, minimum traffic impact

Easy access to Everett and Seatac already exists. It seems that routing car traffic and expanding car/truck access would be a nightmare in that region.

Easy to build and no public impact

Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations.

The science has not designed a model of green air travel yet.

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Established agricultural lands should be held in trust to be safe from development. The local population does not require a new airport. Put it where the people will use it locally.

Everett already has an airport

Everett is a 30 min drive from this location. Plus there is already an airstrip in Monroe and Snohomish

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Existing infrastructure and airfield nearby - Paine

Existing roadways will not accommodate an airport

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand Arlington airport.

Expand current Everett Paine field.

Expand Everett if more people need to be served

Expand PAE

expand Paine Field

Expand Paine Field airport as needed.

Expand Paine Field in Snohomish County, leave open land open

Expand Paine field or Sea-Tac. Leave our farm areas alone. Most of Skagit & Snohomish Counties are lower income and by building this you will increase values and cost the current citizens out.

Expand Paine Field!!!

Expand Paine Field.

Expand SeaTac and paine field. Traffic is already a nightmare here and the infrastructure will not support the traffic.

Farm land

Farm land is at risk

Farm land that should stay that way!!!!!!

FARM LAND. THERE IS NO WAY NOISE AND EMISSIONS WILL BE MITIGATED.

Farming community.

Road congestion has already become an issue. i-5 has a hard enough time accommodating the population currently traveling/living in the area.

Farming has been the backbone of this community for hundered of years. Cement city, air pollution & traffic that is brought along with an airport is just unnecessary. We are not Seattle. We are farmers.

Quit trying to ruin everything.

Farmland

Farmland and marginalized population are going to be severely impacted by this.

Farmland impacts will be massive. No new airport anywhere.

Farmland is desperately needed and this is way to close to homes and businesses and floods and freezes frequently.

Farmland is important to preserve. Traffic is already bad in this area.

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Farmlands and wildlife habit!

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

Fire whoever picked this spot...

First, I strongly disagree there is a need here with Paine Field and Bellingham already serving this north region. Secondly, the development pressures in this area are already severe and this proposal would only exacerbate pressure on lands that are the next best alternative to developing prime farmlands elsewhere. Lastly, the Snohomish River watershed is a vital ecosystems with critical salmon and migrating waterfowl habitat already at risk from human impacts. The proximity of the site to estuaries, wetlands and rivers is unconscionable. This area is working hard to maintain and restore these systems and this sort of development could be the proverbial final nail in the coffin. I find it incredibly disturbing that a state study has failed to address so many other factors in their considerations. It truly seems focused on the business side of things as though this plan is truly desired by its residents.

Flooding

Flooding happens every year. We are already getting extra aircraft noise from Paine Field and it's not even to capacity. We bought out in Monroe for peace and quiet.

fog is a problem in the valley. the hilltops, 500 feet and above, are mostly residential, with more coming every day. It would displace many families. Additionally, meaningful infrastructure development to US 2, SR 522, SR 203 and surrounding surface roads will be necessary.

For the reasons given.

For what? There's nothing wrong with seatac.

Fuck no

Fucking dumb!

Going to Monroe is already a traffic nightmare. Look at your red squares!!

Good balance to Sea tac, being on the other side of an often near impossible trip through Seattle for the population north and east of the metro area

Good location for western to access and accessible to highway 2 for eastern Washington residence.

Good location to serve greatest population. Better location would be just southwest of Snohomish

Great access spot

Hard no. This is a terrible idea for the environment and the health of the residence.

Have you ever driven on highway two? Putting an airport here will make that already awful crawl into a snail race. No.

Have you seen the traffic near Monroe? Absolutely horrible choice for an airport.

Hell no, period.

Hey 2 is all ready a nightmare and a major cause of daily back ups on I5 near Marysville. Locating an airport there would only add to the horrific traffic that is all ready endures.

Hey 2 Trestle cannot stand this traffic flow

High speed rail system

Highly dense population and will help in needs

Highway 2 already a total nightmare. Cannot handle traffic now

Highway 2 and 522 are already a nightmare when it comes to congestion and traffic. This would exponentially increase those issues.

Highway 2 cannot handle the traffic.

Highway 2 is already an incredibly dangerous road so let's add airport traffic to the mix jeezus

Highway 2 is already one of the most deadliest roads in the state to drive on. They have so many accidents they have a sign to mark how many days it's been since the last accident. How in god's name is putting a large airport here going to affect that?

Highway 2 is extremely dangerous and needs to be widened to 4 lanes until Steven's Pass if the state hopes to see prosperity in this region. Also very close to Paine Field already.

Highway 2 travel and infrastructure cannot sustain an airport. Environmental impact to salmon rivers and ag is too great to sacrifice for convenience.

Highway 2 Trussell is already a mess. Infrastructure of the highway is not in place to support increased traffic flow.

Highways are not large or accommodating enough for an airport of this magnitude

Hiway 2 can't handle the impact and Everett is 20 minutes away

Horrible highway access

Horrible idea

How about better public transportation to the airports

How is building an new airport environmental friendly considering how much carbon is produced by air travel?

However, the terrain might be too much of a hurdle.

Humans need to respect other forms of life. Developing this area will negatively impact humans and wildlife who live in the area for the benefit of a few. There are other airports in the area.

Hwy 2 already cannot handle the traffic flow onto I-5. Significant changes to Hwy 2 and the I-5 connection needs to be done to meet current use needs.

Hwy 2 has a worse problem than the Smokey Point area of Arlington. Total disaster if an airport were to be put in!

HWY 2 is already a mess to try to navigate

Hwy 2 is already a mess. I guess billions of our tax dollars and about 20 years of construction they can try to "fix" it. Just a bunch of incompetents running this state

Hwy 2 is way too congested. It would also negatively impact Monroe.

Hwy 2 would have to be wider to accommodate the higher volume of traffic, and with it being an accident prone hwy as it is, this would take major renovation to the road!

I actually really like this location because of how far away from I-5 it is. Again, avoiding traffic and being located farther away from a lot of people while still being close.

I am not at all convinced we need additional airports. Take full advantage of those that exist and provide alternate transit via bus, rail or air from existing smaller airports to the large existing airports, if needed.

I am not sure what "limited numbers of people who have limited English proficiency" means to this process?

I believe the existing airports in Skagit, Whatcom and Snohomish counties would be better locations to expand for the desired growth. No more new areas which are not located by an airport should even be considered.

I live in this area. I don't believe the environmental impacts can be adequately mitigated. Instead of accommodating increased air travel, we should advocate reduced air travel.

I do not want this in my county.

I don't know that area. What's wrong with enlarging the Everett airport?

I don't know this area

I don't want to repeat my answers. But I will seriously consider moving out of this state. It's already expensive and this would be the icing on the cake.

I don't know anything about this area.

I drive Hwy 2 on a regular basis and it's not a good situation. More consideration of expansion of existing airports and infrastructure supporting those expansions, like light rail into Everett.

I feel the county is better served by preserving our farmland and open spaces. I also believe that the Everett and Bellingham airports are close enough to serve as alternates to SeaTac for travel.

I like that it serves a lot of people, is not environmentally unjust, has minimal impact on wetlands (and would hope to see this mitigated even more). I assume it would cost more to deal with the hilly terrain and property acquisition needed, but we cannot always shy away from the needed infrastructure for now and the future because of costs. I live near here, so definitely would be impacted as part of the "incompatible uses". We can't have it all though. If I believe this is needed (and I do) then it cannot be only as long as it is somewhere else and doesn't negatively impact me. This is actually a solution that wouldn't negatively impact those already marginalized in the same way many other areas would, which is a good thing

I live here and this would ruin my property value and the noise and traffic would be intolerable. NO. I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO NO!!!!

I seriously doubt this is what the people of Snohomish County want. We have an international airport in Bellingham. We're getting another in Everett. This entire project seems ill-advised. I suggest looking around the US2 trestle area. Huge flat areas, that can be protected by flooding using more dikes. I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

Bad but better than the other 3

I think this area makes sense logistically but the roads do not have the infrastructure to accommodate such a high increase in use. Traffic for locals in this area can already be terrible and would only worsen.

I think this location is the best in terms of the amount of people it would serve as well as limiting environmental impacts and the impact on impoverished communities.

I want an airport that serves South Puget Sound region (Pierce/Thurston/Lewis/Mason)
I would consider this a good location.

I can't support the additional people driving on it to go to an airport in the north everett to marrysville is bad on a good day do not send more vehicles north on a road that cant support the load it has now all side/alternative roads are at capacity or more in snohomish county.

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions. if coupled with US-2 improvements, it could help serve central WA.

If king county needs this let them build it there. Rural areas do not need this or want it.

If the language spoken by people had any affect on where you built the airport then maybe you should seek out a country that doesnt use english.

If you build it, they will come. I offset challenges with decades of millions of tons less CO by less commuting miles and effective use.

If you have to have a new airport this is the better place

If you haven't noticed, there is too much air traffic in and around Puget Sounds already with SEATAC and Paine field.

Impact on migratory water fowl. Do you even consider birds, fish, etc when determining impact!?

Important ecological value for migratory birds especially migrating swans. Flood risk is high. The bay is sensitive and run off would kill juvenile salmon in estuaries. Noise would completely change rural area. Airplane noise pollution would affect all citizens in the region including the San Juan Islands which already have noise pollution from airforce base on Whidbey. See impact studies on noise pollution and the endangered southern resident killer whales.

In between two large residential areas and farms. The pollution will not serve these areas well. Incompatible land use should be reason enough. But Paine Field should be expanded upon instead.

Add high speed rail/ express bus to PAE from Gold Bar

Incompatible land use.

Increase the capacity of Paine Field.

Interfere with with Harvey airfield

Invest more in Paine field. Thatâ€™s close enough for folks who would use this airport, could travel to.

Is a new airport truly needed? What about greenhouse gases?

Is SeaTac so crowded that we need another giant airport nearby????

Isnâ€™t there a small airport there already?

It is a good distance from any other major airport.

It is away from cities. Noise will not impact the cities.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It is not needed and would have too much negative impact on wildlife and residents.
It is proximate to population and transportation.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean.

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.
It seems like SeaTac, Paine Field and Bellingham airports is enough.

It will impact low income communities, farmers and land population on the property.

It will impact low income families in a negative way. A lot being People of Color . It will have a huge impact on ecosystem with birds flight patterns. It will also have huge impact on Farmers! No.

It would be far enough inland that flooding would not be such an imminent concern.

It would disrupt the entire natural environment and agricultural industry that the area supplies worldwide. Additionally, it would bring tremendous traffic and cause significant air pollution. The area is not equipped to handle it. It would harm the local tribal environments as well.

It's a little to far to the East.

It's already the worst traffic in the area

It's closer to major population centers than the Skagit Valley.

It's far off the I5 corridor.

It's perfect

its a bad idea

It's not needed it will only take up nature and be a waste of space and create over population

Its too close to Paine Field and will impact traffic on already overburdened roads. Any aviation accidents would impact too many people. Too close to the actual city of Monroe. Would be noisy and distracting.

Just no!

Keep air traffic in king county. Pollution and environmental impacts must be considered especially in the more rural proposed areas.

Keep airports in area of greatest need/use.

Keep it closer to the pit hole that is Seattle , if it has to be done I'd choose here , this spot makes the most sense

keep it farmland.

Keep out of farmland and wetlands. Also no need to add a new independent airport when you can expand Arlington which is only 20minutes north.

Keep the area charming.

Keep the rural farm land and area. We don't need to destroy more natural areas.

Land factors work against this site

Land redevelopment would not justify the cost of this airport

Leave the farmland/private residences. Seatac is a reasonable drive from here.

Less impact on agricultural land and wildlife and bird populations. It will negatively impact large housing areas.

Less impact on people and environment.

Less population impact, more non agriculture-food production land available, closer to population

Let farmland stay!

Limited English proficiency? Explain please?!

Limited highway access.

Location is more central to Seattle and Everett populations

Location is not close to a major highway and infrastructure is not established.

Look at all those red blocks!

Looking at this area is completely foolish, it is already such a traffic jam location and not equipped with a road infrastructure that can even handle the traffic they currently have let alone adding more traffic by building an airport here.

Looks like fewer people homes disrupted.

Looks like less impact on the environment. Not sure-the roads out there are past capacity and the majority of people would have to cross waterways by bridges that don't exist to make traffic patterns work.

lot of grading for enough flat land

Low density and too far from I-5.

Low noise/emissions impact on popular areas, no airport nearby

Make Everett better

Make the Everett airport, more affordable and offer more direct flights

Many places that can accommodate this here with out jeopardizing the farm land like you would further north Keep it there that area is convenient for many many people

May be too hilly and winds would make it treacherous

Maybe

Maybe, but only if a safer way to get from Everett to the airport is createc

Might be centrally located enough to help those in snohomish county and also north king to avoid going to Seatac.

Might work I don't know that area

Migrant birds, farming land, flood, poor road ways, lack of transportation to larger cities south of this area, environmental impact it would have not livestock and wildlife and my list could go on! Monroe is already difficult to get in and out of. Traffic levels half of SeaTac would be catastrophic to the area.

More deforestation you're fucking dumb

More population could be accommodated closer to everett, and Seattle and bham could also get there.

More traffic in the area

Much of this area is farming community. If you keep picking on developing farming community then we will be farming in areas that not as productive and raise the cost of food. I was terribly disappointed there was no criterion or essential factor for this issue. Shame on who ever put this evaluation together!

My main concern would be roads that could accomodate the increased traffic.

My only concern is traffic. Hwy 9 and Hwy 2 are both horrible on a good day.

Need something far south

Needs more compatible lands around to accommodate other businesses to come in to support the airport like hotels restaurants etc.

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

No

No

NO

No again. Too close to Seattle .

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

no farms no food

No for all the reasons you state above.

No further farmland should be destroyed. Electric vehicles are a mandate, focus on that.

No lets keep the farm land and keep emissions down!

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more destroying farmland/marshlands

No need

No need, there are airports nearby

No NEW AIRPORT

No new airport locations. Expand existing airports and link with light rail.

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No no no

No no no!!!

NO NO NO..this is lunacy. An airport in Skagit county will reduce the amount of land available for farmland production, would cause pollution, increase traffic and noise in the area.

Why not make the Bellingham Airport bigger???

No room.

No you are destroying our land utilize what we have Boeing Field and SeaTac make it work

No! This area is critical habitat for many bird species, internationally renowned for wildlife watching. and contains areas set aside for environmental conservation as well as farmland conservation - incompatible uses. Once destroyed, these sensitive areas cannot be restored. These uses provide tourism income for the area. The large number of waterfowl create a safety hazard for air traffic.

No! Take this garbage to Eastern Washington!

No! This area is filled with homes, traffic is already horrendous here, no need to add more to this small community. Seatac is 40 minutes away, paine field is 30 minutes away and Bellingham is an hour away.

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.

No, already an airport in Everett.

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes it's degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (I.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread

No, Paine field exists already

No, these people can go North to Everett

No. Absolutely not. It is awful for the environment, and quality of life. We already have noise pollution from the navy jets and dont need anymore. The quality of life, increase in crime, and human trafficking would be awful. We moved to skagit county and beyond, to get away from the seattle metropolitan hell-hole. It will continue to make property and home prices further skyrocket.

No. Support Farms and farmers please, no more airports! Food is more important than another airport!!

No. Too much destruction and bad for the environment!

Noise pollution, environmental pollution, no. It doesn't matter if the impact is low. Low doesn't mean anything when the units are not clear.

NOOOOO

nope

North of Seattle to reduce passenger traffic to SeaTac. People from north of Seattle in their right mind wouldn't go to an airport further south of SeaTac.

North Seattle area has a large number people that would regularly use the airport. This location would be convenient for Bellevue, Redmond, and other business centers.

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!

Not a terribly exciting idea, but better than the first three, since this would seem to have less impact on wildlife, especially migratory birds, that are 'programmed' to use certain specific areas. And access to major population areas of King County, both west and east sides, is better than the first three proposals.

Not bad, but not as good as Snohomish County Northwest. 522 would need major upgrading because it's now too small for even the current traffic.

Not enough passenger demand to divert flight potential

Not good access and wetlands area.

Not much farm land. More people there

Not near an interstate

Not needed

NOT ONE OF THESE SITES LAYS OUT TRANSPORTATION WAYS TO AIRPORT OR THAT IMPACT AND CAPABILITIES.

Not populated

Not sure more airport capacity is needed in the state. Reducing airtravel should be a goal in favor of other more efficient modes.

Not the dumbest idea on the list but close to it. Totally wreck beautiful rural Washington land to pollute more air so Amazon can run more small businesses into the ground.

NOT!

NW of Monroe is not that far for someone to travel to Paine Field and is only an hour to SeaTac.

Of all these bad ideas, outside of East King County, this serves the largest intended population.

OFF I-5 corridor but relatively close and has some amenities

One is there already

ONLY IF 522 is widened to 2 lanes OR MORE throughout Snohomish County. The residents of the area have been commuters south anyway, this area has grown in population - and both Monroe and Snohomish continue to grow. Between the trains and the racetrack and the Evergreen State Fair, this area is used to noise and congestion; however, Highway 2 may need upgrades; highway 9 has recently been upgraded through that area to handle traffic.

Finding property may be harder- that area has grown in population- especially wealthier retirees.

ONLY if farmland is avoided. Start looking at polluted land for new infrastructure locations.

only one tiny hotel in snohomish, the area is hard to reach in the winter time because of all the big hills and pain field is close it should be more north for convenience of a major cities like Bellingham area, also people are shooting guns constantly in this area of Snohomish and Monroe!

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our roads are already at full capacity and this would only hinder the lifestyle more. Airports are close enough, don't need to add this one too

Out of all the sites this is the best one imo but I am not sure why we need another airport PAE is already up and running.

Paine already provides an alternative to SEATAC for this area.

Paine field

Paine Field already exists. That's enough.

Paine Field already serves this sector of WA

PAINE FIELD EXISTS-EXPAND THAT!

Paine Field is 20 minutes away!

Paine Field is already an airport. Use that instead.

Paine Field is already being developed. Why another airport in close proximity? There is not need for a series of airports. Seems like you are pitting one region against another which is both unfair even if you are seeking input.

Paine field is already in place along with the public transportation.

Paine field is barely used

Why have another airport so close

Paine field is close . Winds off the mountain pass impact safety. Route 2 is already overtaxed

Paine Field is in the neighboring vicinity and already provides commercial passenger service.

Expanding that airport's services/capacity makes more sense than building an entire new airport.

Paine Field is nearby

Paine field is nearby and should either be expanded or locate an airport further away from locations that have options

Paine field is nearby.

Paine field is right down the road, why spend money to build a new airport when there are adequate facilities that aren't being used in close proximity?

Paine Field is right there. Why more airports here?

Paine Field is so close. The population served and unaccommodated passenger demand should be red. The red scoring of terrain impact says it all. No.

Paine Field should be developed as a viable alternative.

Paine Field.

People use Bellingham or Everett airports. Build both of them bigger. Traffic here sucks!
Please do this! Smaller airports like Paine Field and Bellingham don't service anything reasonable for most of the flying public.

I would suggest expanding Bellingham instead of a new build, but we need full service on the north end either way!

Please don't take our land

Please leave our rural areas of Washington alone.

Please leave the farmland and nature exactly as it is at present.

Please no displacement of people and no destruction of farmland!!!

Please refer to the above Snohomish county northwest . Thank you

Please stop, these questions should be answered by the very problems this grid identifies.

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

Population here and other Northern sites are far greater and only gets smaller by number as u go further South on I-5, thus only making people easily still decide to use SeaTac, and so defeating the very purpose of intended use. So then not providing much relief for SeaTac after-all.

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

Any location will impact a large number of people. To call out impacts specific to certain people is not environmental justice, it is prejudicial to all people. Human beings are impacted by airports. Don't be so narrow-minded as to focus on impacts to only a certain segment of the population.

Population too sparse.

Portions of this location would significantly impact the remaining availability of critical agricultural soils for our state and region. These land are designated for and should be protected for agricultural production.

Possibly. Harvey Field is already in Snohomish. Seems like it could be expanded for light commercial Pretty rural.

promote and provide passenger rail instead

Property acquisition likely to become a prohibitive issue during the planning timeline

Pros: a lot of land. Cons: crop disruption.

Proximity to ESL listed salmon and steelhead species, existing airfield in Snohomish, and impact to ever decreasing agricultural production and family farms.

Proximity to foothills, Paine Field and Bellingham airports makes this a questionable choice

Put the airport near Everett.

QUITE KILLING OUR PROTECT SPECIES AND OTHER WILDLIFE!!!!!!!!!!!!!!

Rather grow Paine Field.

Real people, your families and friends live in these areas, expand the existing airport spaces, keep airports in the existing urban or already accepted locations!

Really? Monroe? Who thought this up?

Really? How horrible that these folks must drive a whole hour or less to a already existing airport....

Tax money waste at it's finest...

Reasonable access for north end of Seattle. Possibly not the best choice because Paine Field is already handling some north-end SeaTac overflow traffic and planning expansion.

Reasonably close to economic/population centers, but transportation infrastructure would be costly and perhaps impossible.

Red: 9/24, 37.5%

Yellow: 1/24 - 4.2%

Green: 14/24 - 58.3%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

Road infrastructure is too far from major highways.

Road system will not support more traffic. Hwy 2 corridor is a weather convergent zone (thunder storms, wind, rain). Area also holds smog in and plane exhaust would impact residents. Valley area already impacted by Paine Field airplane traffic and this would just add more noise and pollution. With current building constructions, animals are already being driven out of habitats. This would have a significant environmental impact. Please preserve what beauty is left!

Roads are two lane, congested and backed up all weekend. Events at fairgrounds are year around. Adding to the congestion. No more!

Roads do not support traffic

Route 2 area is already a nightmare with traffic. Expand Bellingham and Paine.

Same answer as above

Same as above

Same as above

Same as above
Same as above.
Same as above.
Same as reason 1
Same comment as for Snohomish County NW
Same reasons as listed above.
Same response.
Screw the comments about people with limited English proficiency.

How about just considering the impact to ALL people equally!!!!

As far as terrain impact is concerned, I've seen the tops of entire mountains chopped down to accommodate airports in Charleston West Virginia.

Sea-Tac is central enough. I'm against the deconstruction of land, animals and other habitats.
SeaTac is close enough.
SeaTac is enough. Airports are environmental monsters.
SeaTac is fine just expand rail connections
seattle is not that far. expand SeaTac or a preexisting airport theres no logical reason to create a whole new project instead of an expansion.

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, there's Bellingham, Everett and SEATAC all within driving distances to catch a flight

See above

See above

See above

See above

See comment above.

see message above

See previous messages

Seems impractical..\

Seems like a more reasonable place

Seriously? All this talk about climate change and environmental stress!?!?! We DO NOT need another big airport!

Seriously? It's less than an hour to SeaTac from here and Paine Field is just 20mins away.
Sincerely worried about the amount of wildlife this would displace.

Small regional airport near the fairgrounds, but hills to the north and slightly east of the area in the circle. Again, need to minimize the displacement of families (north of existing airport)

Snohomish county has a airport with commercial air service. This specific location is also somewhat close to king county. Given its location and the lack of commercial air service in thurston and pierce counties this makes no sense to build a commercial airport here to relieve sea tac and reduce emissions as you could get way more cars off the road going to the airport for less miles if you did it in thurston county.

Snohomish county has Paine Field.

Snohomish County is a flood plain. The Snohomish River has repeatedly demonstrated its ability to destroy infrastructure built on this flood plain. There is no way to prevent future flooding catastrophes. Witness 2021 - 2022 Nooksack/Sumas flooding.

Snohomish county is lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area. Again too close to existing airport Paine field. Snohomish is growing a lot.

So will SR522, SR2, SR9 become 3 or 4 lanes (each way) - is that included? It will be needed. Take away a vital living area ? destroy the life style and turn it into Seatac?

South seattle and puget sound area already had an airport. Eastern seattle can accommodate an airport. This is an excellent spot

Stick with existing sites.

Still close to freeway and farther from the water.

Still too far away - upgrade Paine Field instead

stop impacts on people who have limited English proficiency

Stop ruining our land, fix your current infrastructure first

Stop ruining our small town an taking away our crop fields. Go invest somewhere else

Stop trying to turn in farmland that is crucial to thousands of Americans livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Stop wasting money!!!! Live within your means/resources. You have 4 perfectly good airports that can handle all commercial airlines

Suggest modifying Payne field in Everett to accommodate more passenger travel

Supplies north end w airport, services a large amount of people as well as low flooding so hopefully not damaging salmon

Surw

Takes away small town feel.

Teaching thru Everett an be east is already horrid. Roads as they are cannot support the additional without significant changes.

terrain

Terrain and limited accessibility makes it seem like a poor location.
Terrain and traffic congestion are major concerns

Terrain impact and property acquisition can likely be solved with funding. Advantages include population growth is moving north in this direction and transportation infrastructure is almost ready for this there.

Terrain in this area is extremely difficult, not to mention the wildlife which would be displaced. Considerations of increasing the footprint of the existing Monroe air field before looking at an additional site - only if Paine Field expansion, which should be prioritized over building another runway - exhausts all of it's options for growth.

Terrain is nuts for an airport

Terrain probably and issue, unless where Harvey Field is. But that floods.

Terrain too risky

Terrible location, near rivers with salmon and steelhead. Farm land there is critical for wintering birds such as swans. Preservation of local farms is also important for people. Flooding is common here.

That area is already extremely busy and dangerous!! Hwy 2 couldn't handle anymore traffic.

That would impact traffic horribly

That's where largest population is closr

The "large number of people in a 90 minute drive" are already 90 minutes from SeaTac. Also, people farther to the north will use Vancouver.

The area already has traffic problems. It couldn't handle anymore.

The area is a significant wildlife corridor and watershed.

The best choice given current infrastructure in place and population to "use" the airport.

The community cannot handle the influx of traffic.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, it's natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, itâ€™s natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The development of this site would destroy critical wildlife habitat and productive farmland. It would result in pollution into the nearby Snohomish River, threatening already endangered salmon.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The environmental consequences are not worth the human capita that could be acquired with this newest project.

The existing airports in either Skagit, Bellingham or Arlington should be expanded. These are relatively underutilized assets and would be marginalized with an additional facility created nearby.

The existing road infrastructure for Highway 2 and Highway 522 is already inadequate to handle the existing traffic. The amount of wetlands in the area would make bird strikes a continuous danger. The harm this would cause to the natural world is too great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The ideal location coming off of highway 2 would also serve many people on the east side or wanting to visit the east side. Extensive work would need to be done to widen highway 2 for traffic accommodations.

The impact to our environment and community should not be threatened by this project under any circumstances.

The infrastructure and natural terrain will not be able to handle the mass influx of people and transportation. You would be removing so much farm land and the roads are not direct enough from major interstates to be able to hold the extra capacity of traffic

The local roads will require widening and will negatively impact the community, in addition to the impact of an airport

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area.

The north end of the state has a larger population to serve than the central and south.

The only reason to consider this site is to show how ridiculously expensive it would be to develop an airport here compared with the existing Paine Field which is already in the perfect location and with room to grow. People can move. Airports can't.
The people don't want it.

the removal of more forest type land with noise and exhaust pollution. land may be cheaper since undeveloped--but again big areas of native land used up for cement plus pollution. roads would be problem, highway 2 is a big mess now.
The road I don't think will support it. I drive this way to snowboard.

The roads in and out of that area cannot support the additional traffic volume, not to mention it is really out of the way for the average traveler.

The roads leading into this area are already overwhelmed and dangerous, adding even more traffic with very negatively impact the current population. There are several housing developments that have come into the area since 2019, not to mention that the area is very hilly and would require major land grading, to the detriment of the region. The southern area of this map. on both sides of Hwy 2, have been flooded in past years, and are extremely wet during the winter. There are large numbers of migratory swans and geese that use this area as well. The wildlife in these foothills has already been impacted by all the housing, and displacing even greater numbers of wildlife will have a negative impact on the human and animal population.

The roads, especially the 405/522 interchange and hwy 9 can't handle existing traffic. Major work would need to improve that first.

The rural areas of SE Sno County provide not only valuable habitats for Western Washington's thriving wildlife population but also provides grazing areas for livestock and space to grow our fruits and vegetables. It would be foolish to destroy acres of farmland, wetlands and salmon bearing streams which are all offered special protections under the Growth Management Act. Traffic congestion on Highways 522 and 2 is another major concern. SE Sno County is not a suitable location for a busy airport.

The second airport should be north of Seattle to serve those people who have to drive I-5 south through the city. Seattle is a barrier to them.

The Skagit valley is a beautiful, peaceful respite to people and animals. Every time I get there after a hectic drive through Tacoma, SeaTac, and Seattle, I breathe a deep breath. To see the best gather in the spring, the silent misty mountains over the beautiful floodplain, the historic farmland-it is a one of a kind place that has no match anywhere. To build an airport in it, with everything that entails, would be a negation of the spiritual, physical, and emotional needs of the entire region. It would be devastating in so many ways. Please make sure this does not happen, no matter how much money is promised.

Glenn Hendrick

The somewhat rolling terrain is not suitable for airport development.

There are serious drawbacks in terms of environmental impact on local farmers and land protected by conservation easements.

It is essential wildlife habitat, especially for wintering waterfowl - including ducks, swans, geese, shorebirds and raptors, including a significant eagle population. Everyone knows that world bird populations are in decline for a variety of reasons, including development. Moreover, flying waterfowl and aircraft are not compatible with the safety of either.

A large amount on the area is prone to flooding and underwater during winter months, precisely why it is so important for wintering waterfowl.

The area is not sufficiently close to populated areas that could make use of an airport. Much better to explore expansion of existing facilities such as Bellingham to the north and Paine Field to the south. The state is better served considering sites nearer to the major population centers in King and Pierce counties.

The state needs to leave everybody alone isn't it enough that you've ruined one city and you want to come and ruin more

The terrain alone would be a huge headache to get around...

The terrain is not compatible and there would be many properties to purchase. I suspect that most people wouldn't sell as this is a beautiful area to live in.

The terrain seems wrong. I don't think this is a good site due to environmental issues.

The traffic already sucks, SeaTac is already a nightmare and don't bring it here. The infrastructure cannot handle it. No.

The traffic here is already horrible, and this is our country. Our farmland. Please don't destroy it any more than people already have

The traffic in that area is already terrible. You would have to build a major highway to serve it
The wildlife, lakes, and parks are much more important than added traffic to an already backed up area (Monroe)

There are already airports in Bellingham and Everett.

There are already established 2 airports close by and 1 North. Don't destroy more rural land for unnecessary reasons

There are barely any roads to get there. Just increase service at Paine field

There are numerous small airports on the I-5 corridor already- McChord, Everett, Boeing, Olympia, Chehalis. Create fast transit between them for connections, and encourage relationships, such that the burden of air travel can be shared on already existing facilities.

There are too many people that would be displaced and too many migratory birds that would be displaced from winter foraging in the immediate areas.

There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must.

There is a larger population that this area serves over other areas. The proximity to King County and the city of Seattle (most populated areas in the state) make this an excellent choice.

There is a lot of farmland in that region that should be protected and properly compensated.

There is a lot of rural area in this county that should not be impacted.

There is a need in this area if environmental issues could be addressed.

There is already a nice airport in Everett

There is already a regional airport there. As far as commercial flight, Payne Field and Bellingham International are well within the 90 minute drive times.

There is already a secondary airport up north in Everett. The new airport really needs to be south.

There is already an airport in Everett.

There is already an airport north of Seattle - Paine Field.

There is an airport in Bellingham and one in Everett. There is no need for an additional airport out here.

There is enough traffic in this area that has not been mitigated.

There is no need for an airport here, and it would have unacceptable environmental impact on the environment and nearby communities.

There is no real reason to expand, everything will soon collapse

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is very little justification of the "Green" rating presented here.

IAW the Governor and State Legislature law/policy and guidance for ecological sustainment of the Puget Sound region, there is no justification for destroying a Greenbelt of natural or agricultural habitat that is vital the WA ecosystem. This a sanctuary for migratory waterfowl, wildlife, and sea life. The risk to water, wetland, and Puget Sound at large would be extremely high, putting the aviary, salmon, and whale populations at great risk.

By definition the scores note above are incorrect

Terrain Impact - Aviation requires Terrain/Obstruction clearances that go far beyond this circle. "TERPS Data" would define arrival/departure corridors that all must conform - YELLOW/RED

Land Acquisition - The State/Fed would have to acquire this land and develop it. Cost are not just the purchase. The real cost are exponentially high with Zero/Little pre-existing infrastructure - RED

Wetland Impact - This may not be "wet land" but it is absolutely and estuary for migratory birds, wildlife, and the ecosystem that support salmon, seal, otter, and Killer Whale habitat. Where would jet fuel, de-ice fluids, and storm water go off the acres of impervious surface that would be created? Puget Sound! - RED

Incompatible land use - There is very little infrastructure in place at this site that would provide any offset to the requirements of a large airport capable of filling the 30 million annual passengers (MAP) deficiency - RED.

Population Served " This site is best served by county roads and HWY-9/522 barely capable of the loads required of the existing community, let alone a 30 MAP increase. " RED

Recommendation - The only logical, fiscal, and sustainable solution is an existing facility capable of handling transport category aircraft in a sustained Passenger/Cargo operations, which has to date applied mitigation steps necessary to protect and enhance the greenbelt of Washington, not destroy it.

There isn't much of value happening there yet and it's closer to more people.

There should be another major airport to the south of Seattle tacoma. Airlines already serve Everett and Bellingham with scheduled services.

There's already an airport in Everett that provides service to south east Snohomish county.

There's already too damn much noise with Harvey Airport. Please stop thinking we can continually accommodate growth and new business forever. Airplanes provide way too much pollution.

ENOUGH!

There's an airport in Everett.

They are already congested enough

They don't want this in their county
They have Boeing Field in Everett and Renton

This airport would draw people from the north end of the sound who would have to travel hours to SeaTac to avoid driving through Seattle, helping to draw away traffic congestion from our already crowded freeways.

This area has a high rate of traffic deaths

This area is a nightmare now with inadequate roads and dangerous intersections. Everyone in this state knows this.

This area is already being over developed with residential and commercial growth. Potential for good infrastructure upgrades and access for the traveling public.

This area is already getting slammed by new homes and the migrating population that wants out of King County. Turning Snohomish County into King County-North is not the answer.

This area is an important area for bird migration and farming-not compatible at all with aviation use!
This area is an important habitat for migratory birds.

This area is densely populated so close by. There would be no way to develop air traffic procedures that adequately address noise pollution in surrounding suburbs, depressing property values.

This area is geographically undesirable for many reasons. Airports are an eyesore and should be built and expanded in areas that are already population centers.

This area is home to thousands of people and some of the last farm land in the area. Wildlife and migratory birds would be severely impacted.

Use the Bellingham airport.

This area is one of the nicest forested natural habitat areas for wildlife around, and should not be taken away; airports are huge!! And SR9 and US2 highway traffic is already maxed out!!

This area is overbuilt with homes & people and lacks the road structure to support it. Adding an airport may bring better roads to/from Everett, I-5 and bring value to an already densifying area. Although there is some agriculture in the area, it is not significant enough to care too much about & eventually there will be homes built on it anyway.

This area is served by Paine Field.

This area is the hub for most Washingtonians as they go across the pass. This would be a simple way for many Washingtonians who live north and east to have easy access to a major airport. Skagit valley has Bellingham airport nearby; Arlington has Paine field nearby; this location would best serve many of us in the locations that aren't immediately off the I5 corridor

This area is too close to SeaTac so no real regional advantage.

This area is very important for waterfowl migration and wintering areas and quality farmland.

This area of Washington is a prime reason why so many people from different states and countries visit the Pacific Northwest. From the view that puts you in awe, to the serene sounds and smells of our local agriculture. From the nearby whale watching to the country's finest tulip festival. Putting an airport smack dab in the middle would not only be a major eye sore, but it would put animals and sacred lands of our Native American family in jeopardy. From the bottom of my heart, this cannot be an option you'd consider.

This area would not be a viable location due to the impact on the current residents in the area

This is a beautiful rural area, don't ruin it with an airport the area doesn't need!

This is a convenient location

This is a decent location

This is a great location of the infrastructure can be improved to handle the demand that would make it a viable option for travel and shipping.

This is a residential area.

This is a rural area which would negatively impact area

This is a rural community, bringing an airport would absolutely destroy the community

This is a special part of the region that still has that small town community feel. There is Bellingham, Paine Field, and SeaTac all within less than 2 hrs of this area. We've seen what SeaTac has become and where Everett is headed! NO NEW AIRPORT anywhere in the Snohomish region.

This is a terrible idea.... highway 2 is still a 1 lane in certain places... and we know how fast WSDOT works on highways to allow for more traffic... #I5to16interchange Was it 20, or 25 years?

This is an area of rapid growth and light rail is already expanding in this direction. Less concern for flooding goes with less impact on birds, streams and wildlife habitat. Hilly area will cost more to build on but lack of constant flood issues make that a good investment compared to, for example, Skagit County sites. Must mitigate perpetual traffic jam on Hwy 2 to Stevens Pass / Leavenworth / Wenatchee by widening the highway/freeway from Seattle/Everett.

This is an environmentally sensitive area for migratory birds and productive farmland. An airport would have drastic negative effects.

This is an excellent location to serve the norther half of the metro corridor. However access to traffic is not as good as some other options. access to traffic.

This is an important wintering area for waterfowl and raptors.

This is concerning: "impact limited numbers of people who have limited English proficiency."
This is important bird habitat
This is insane, especially in light of global climate change.
This is just as bad an idea as both Skagit proposals for the same reasons.
This is one of the closest locations to SeaTac international airport as well as one of the greatest "blank slate" options.

This is ridiculous we are in a rural area and would like to keep it that way. Make SeaTac bigger if you think you need more space or Paine Field. Traffic is already getting bad on I5 here I can't imagine how much worse it would be.

This is the best choice on the list. Large northern population influx to SeaTac can be mitigated with a northern airport

This is the only spot that makes sense. Middle of nowhere with nothing cool around
This is way too expensive of an option and would primarily be serving wealthy people in the region. It's also too far from a major freeway.

This location could draw passengers from the Wenatchee and Chelan County area
This location is a transportation nightmare.

This location is even closer to being central to where more people would be served by a large airport.

This location may actually serve those east on hwy 2, as well as the deep east communities such as Granite Falls and Lake Stevens that do not have east access to SeaTac.
This location would cause traffic issues to an already congested area.

This location would serve the population well and draw passengers away from SeaTac which is overcrowded. May be too expensive to develop so alternative funding would need to be developed other than state tax increases.

This not only environmentally be harmful to our local farmland but it would also directly and negatively affect our migrant workers who need jobs and housing here.
This one is a good choice!
This one, I don't mind tbh

This probably wouldn't make as much difference to those of us in the northwest corner of the state, but it would still save the drive through Seattle traffic to SEATAC, and it would be a little shorter drive than heading to Paine.
This seems like an ideal placement, close to many populated areas,.

This seems like it would only positively impact the affluent folks who live outside of the urban core, and not benefit rurally distributed folks across the rest of the State. Primarily thinking of Thurston, Lewis, Mason, Pacific, Grays Harbor, Jefferson, and Clallam. We have to commute to either SeaTac. Throwing a field in SnoCo SE just doesn't make sense to relieve capacity pressure on SeaTac. Optics wise it would look like the Seattle/North interior Sound folks grew too big and got themselves a nice new facility, while the rest of the State still has to commute up a traffic-plagued I5 corridor to the old SeaTac.

This seems like the site that has the least negative impact, yet would serve the citizens in the north sound area.

This seems to be the best option and the location is more ideal than others.

This site includes critical waterfowl migration and wintering areas.

This site is closer to WA. population centers.

This site preferred to above site. It is closer to commercial centers and freeways.

This site seems to have too many impacts to make it viable.

This site would eliminate important overwintering grounds of thousands of snow geese and swans as well as with ducks, shorebirds and raptors. The lost of farmlands would adversely affect overwintering waterfowl as well as farming families' livelihoods and food resources for the rest of us.

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

This to is a rural area and the traffic would overwhelm the small rural roadways

This would add more traffic to the area.

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas.

This would also impact a lot of wildlife, as well as BIPOC communities. I don't like it, but I don't hate it as much as disrupting wildlife and farming far from major population centers.

This would be a bit hard to get to, but seems like it would work

This would be a good area because it's not directly in the middle of everything. It's more off to the side and it's closer to higher population but not too close to Seattle.

This would be an expensive option, but in terms of populations served and environmental justice, it's good.

This would be an extra burden on County residents who already deal with worsening traffic issues, with the two largest employers in Snohomish County (Boeing and Snohomish County), limited routes due to major waterways, and undersized infrastructure to handle current volumes. And it would be an additional burden considering the 3 nearby airports of Paine Field, which is underutilized, Harvey Field, and the Arlington municipal airport. Paine Field and Bellingham airport are already easily accessible for major flights.

This would be heavy air traffic to both the Olympic National Park and North Cascade National Park.

This would conveniently serve the largest population that is most likely to use it.

This would help service the more north east with heavier traffic

This would make the most sense as it would serve people to the East of Monroe and surrounding areas.

This would need to include significant expansion/improvements of the US2 and SR522 corridors

This would ruin the quality of life for all living inside the circle.

Thousands of migratory birds use these wet land and agricultural areas throughout the year.

Also existing highway access could not support any more traffic loading.

To far north

To many airports

To many wetlands

to me, it makes sense to use the boeing fields in seattle and everett for commercial flights. also, hi-speed trains are very much needed!!!

To much investment in road safety

Too big of an impact on this agricultural and wildlife area

Too close to Everett

Too close to Everett which already has an airport

Too close to Everett/Paine Field

Too close to existing airline services

Too close to existing Paine field. Too much infrastructure improvement needed.

Too close to Harvey airfield, which has mixed use for skydiving, parachuting and airballons . The rest of the area discussed here is hilly wet and prone to erosion when un forested . The population density and prevalence of homesteads in the area make this unsuitable . As well as the primary highways in the area being the most dangerous for deadly accidents in the state and the primary roads to the fairgrounds and i5 being busy and would need 300% expansion or more to handle the current traffic needs smoothly ,what makes an airport the appropriate addition?

Too close to other airports

Too close to PAE

Too close to PAE

Too close to Paine Field

Too close to Paine Field

Too close to Paine field.

Too close to Payne Fued, would duplicate services.

Too close to rural farmland

Too close to the expanding areas of greater Seattle, which will not want the noise pollution

Too cold and icy in the winter, and too far from the I-5 freeway. I oppose any taxpayer money going to highways to serve this site (or any other). As the climate changes, we will come to value the trees and farmland thatâ€™s lost - as droughts and fires destroy them elsewhere, the value of arable land and forests will outstrip and airport relying on fossil fuels. The planning horizon is at least 50 to 75 years or more, and climate change will significantly alter society long before that, so please think long term.

Too far away from easy access. Terrain issues.

Too far away from SeaTac/Seattle

Too far from I-5 and roads far too congested already.

Too far from I-5 to be practical

Too far from I-5. SR 2 is already overloaded.

Too far from major freeways. Existing roads likely CANNOT support the traffic a major airport would bring.

Too far from me.

Too far from population dense areas of Washington.

Too Far North

Too far north for me since I live in Auburn. Having an airport in this region would be similar to Everett and Bellingham, I would not use an airport in that region.

Too far north.

Too far.

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region.

Too hilly

Too many negative issues

too much impact on land.

Too much population here already.

Too much traffic already without sufficient road developments. Also a floodplain area .

Too much traffic already.

Too much traffic for road systems

Too remote, too far from freeway

Too small surrounded by wetlands

Tough location. Infrastructure connections to a site east of Snohomish is genuinely challenging. Also you are basically in the mountains at that point

traffic already impossible

Traffic and growth are already out of control. The last thing we need is another airport.

The newer Boeing location is enough.

Traffic being moved off of highway 9 seems like a plus.

Traffic concerns with highway 2

Traffic concerns, Traffic is already horrible here.

Traffic in this region is already too heavy.

Traffic infrastructure is already maxxed

Traffic is already a nightmare along highway 2!!!

Traffic is already awful.

Traffic is already horrendous- do not make it worse!!

Traffic is already unbearable in this area, would need to be addressed

Traffic is bad here.

Traffic is bad in this area already

traffic is terrible

Traffic is to the point of choking around Hwy 2 (and I-5 parallel to that area).

Traffic is two lane highway and will not support - you say you will upgrade roads and it takes forever - go farther East and use trains to get there

Traffic much? Expand operations at Paine Field.

Traffic on Highway 2 and and trestle is already unbearable during peak hours. Why not expand existing Paine Field and Bellingham airports first?

Traffic on highways 2 and 522 is already a nightmare almost all the time. It would be very challenging to arrive on time to an airport at this location and the traffic impact would be devastating for the local community and for anyone trying to get over the mountains on Highway 2

Traffic on Hwy 2 in the summer is bad enough already (ask anyone coming west on a Sunday afternoon!), an airport in the Monroe area would be a nightmare. The cost of upgrading the surrounding infrastructure would be exorbitant.

Traffic starts here.

Traffic through Monroe is already bad. Highway 2 is one of the deadliest highways in the state.

Traffic thru Monroe is ridiculous as is.

Traffic would be a nightmare.

Traffic.

Traffic.

Traffic

Traveling through Monroe is already horrible.

Ugh! Traffic navigation here is horrid already! I cannot imagine how that could possibly be mitigated to make this easy access, unless you're dropping us all in by helicopter.

Unless you are willing to widen Highway 2, don't even think about this. It will just add to the traffic woes.

Unnecessary.

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .

Use Pain Field

Use Paine field

Use Paine field

USE SEATAC AIRPORT! Make parking improvements and/or traffic flow improvements to Seatac.

Use the Bellingham Airport as a back up first. You already have it and it is hardly used.

Valuable agricultural land

Valuable farmlands, mountains and recreation nearby

Very rural

Way to populated!

Way Too far off I-5.

We already have a the Everett airport and it doesn't get used enough because the majority of people live BELOW SEATTLE!

We already have airports in Everett and Bellingham, no need for another mostly empty airport creating noise and pollution.

We already have an airport built and in use in Snohomish County. There is no reason to have a 2nd airport in the same county.

We already have an airport in Everett, Seattle and Bellingham. We don't need a fourth one in the west side. We also are in travel distance of Vancouver, Canada where another large airport can be found.

We already have Bellingham and SEATAC and increasingly, Paine Field. No more airports! Will there soon be aircraft that will meet the fossil fuel restrictions that are imminent? Why waste millions on a travel mode that is possibly endangered?

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have so much ground traffic and an increase in air traffic ruining the nature of this setting and three airports already within 30 minutes of every direction. No more air traffic!

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more houses and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state. We cannot afford to lose any more wetland!

This site also located to residential areas.

We currently have commercial airports in both Bellingham and Everett to support the needs and population growth north of King/Snohomish counties.

We do not need a large airport in this area. Drive South to Boeing Field or north up to Bellingham. Keep this area rural and the environment welcoming for humans, nature and wildlife.

We do not need another airport.

We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense.

We don't need another airport, people can drive to Boeing, Bellingham, or SeaTac.

We don't want the big city bull shit up here. This is farm land up here. This area feeds local people. With out farmers, The food industry goes to over processed garbage crap that you don't know what they put in it because "labels" don't have to say ever thing that's in it because the fda approves chemicals. So no. Keep your buildings out of here!
We don't need another airport, just expand existing airports.

We don't need more air traffic in Western Washington. Greed is at the forefront of WSDOTs plan.

We have 3 airports in this area already, Seatac, Boeing field and Everett.
We have an airport in Everett. That is close enough.
We have enough airports, don't know how to say it any other way.

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

We just opened Paine Field Airport 3 years ago, and flights are expected to increase. An additional airport should be located in a different region.

We need airport in Enumclaw!

We need an airport south highway of king county

We need more transportation choices

We need one further south.

We need the farming area this airport will take up. We do not need more airplanes, we need Farms that produce food.

We need to reduce air travel due to climate change.

We should not be expanding air travel and divesting public funds from rail.

We shouldn't be destroying viable farmland for this purpose. Supply chain issues worldwide should evidence enough to not do this.

Weather concerns

Weather is terrible.

We're fo we farm if another airport is put in

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and vancouver. All within an hour of any location in Western washington.

Another airport serves zero purpose.

Wetlands, habitat

what is the incompatible land use?

What is the incompatible land use?

What's wrong with expanding Payne Field?

Whatever the committee decides

When a community has managed to retain open space, it should not be considered an invitation to ruin the open space.

While this area is not all in the floodplain, parts of it are. It would significantly impact waterfowl migration and wintering areas for hundreds of thousands of ducks, geese and swans. Private aviation out of Snohomish would be significantly impacted along with any other airspace users such as hot air balloons. Economic devastation to the agricultural community would happen not only in the Snohomish Valley but throughout the entire Snoqualmie Valley to the east and south..

Who made those charts? How is this area different than the SeaTac airport that already exists? I would accept this area.

There are lots of hills here, not large ones, but it is not flat.

This would be one of my top 3 choices.

Why is this even considered?

Why not consider the area west of highway 9? That land is far more level.

Why not enlarge the Everett airport instead of this location?

Why not just improve the existing Snohomish airport that's only a few miles away? Seems the land is steep and the roads are narrow and already need expansion with no place to go.

Why put an airport here where Paine Field is 30 min away and SeaTac is an hour to 90 minutes? Also highway 2 would need significant redevelopment and over the pass to serve an airport. This would be a terrible place for an airport.

Why wouldn't someone go to Bellingham or Everett or Seatac? Can we work with infrastructure that is already developed?

Will cause too much traffic on highway 2

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

With 3 large airports and one medium one in Arlington we do not need a 4th. The environmental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

With the advancement of electrified airframes and propulsion (in Snohomish County), planning should anticipate the implied benefits (costs, noise, passenger count needed-plane size) and air travel use pattern changes. Why not 'expand' the existing airports (Arlington, Bremerton, Snohomish, Everett) versus looking for a green-field new facility that would bypass those established locations?

Won't have any more wildlife. It's a peaceful place we don't need the chemicals from planes or the noise that's what Seattle is for

Worst traffic in the country is Everett. Pls don't make it worse.

Would be beneficial to nearby population growth, but highway traffic to this area is already beyond capacity. Accessibility could be difficult

Would be much more convenient for those who live on the east side and only have limited access to get out of their cities.

Would damage bird habitat and environment

Would need to improve traffic capabilities out here drastically to support the new amount of traffic. Possibly make 2 a 4 lane road

would not serve the greater population demand

Would provide service to large population; enabling decrease transportation burden on I-5.

Would take precious farmland out of production which would have a negative environmental impact on the County. Raise taxes? I doubt this would have anything to do with harming people with limited English proficiency.

Ya'll need to figure out what to do about highway 2 expansion between index and monroe before thought is put in about an airport. Priorities are way off.

Yes take them to the city

Yes, Because there isn't one close to this location right now.

Yes, but better highway linkage to I5 to improve access. Provides service to residents north of Seattle, a major bottleneck for travel to SEATAC

Yet again the answer is NO, stop looking at getting rid of farm lands needed to feed people. The traffic through here is ridiculous as well.

You already have Paine field 20 miles. Stop your land grab.

You already have Paine Field which can be expanded and has the infrastructure to support

You are right back into areas where birds are migrating, and while it's not impacted by flooding as much, Highway 2 becomes a nightmare when other roads are closed due to flooding. Highway 2 and the Hewitt trestle are already horrible choke points for traffic and don't need any more help. The surrounding roads will get impacted. Please think three-dimensionally about these things- people don't get beamed into airports, they drive. When traffic builds up, it radiates. You talked about impacting limited numbers of people with ESL, but if you mess up traffic, you mess up a much bigger- and potentially more vulnerable - group of people.

You cant mitigate an airport.

You don't have to speak English to fly.

You guys are just sick. I live right nearby and the LAST thing we need is an airport. I have a 10-acre wildlife refuge, saving mankind from itself. You guys are idiots.

You have Bellingham and Paine Field both in easy transit distance.

You have overlooked the obvious choice which is Paine Field. It is the perfect solution and could easily be connected to Sea Tac via light rail.

You have Paine field in this area! Develop that airport more! This includes fixing and developing the roads and transit opportunities. It includes getting major airlines to operate there. The state is completely missing the mark, there is no need for another SEATAC sized airport! Even major areas like Seoul do not have that and the seattle area is far from Tokyo! Which has two major airports.

Your almost in the right place. Many years ago there was a thought to put an airport at Moses Lake and serve the Seattle area by high speed rail. The land south of highway 2 west of Wenatchee is mostly basalt lava flows. Relatively flat and not much in the way of high quality farmland. High speed rail could radiate out from there in all directions across the state.

Your BS about impact on people of color is discusting. What about the impact on white people of color? Reverse discrimination by Jay Inslee and his tribe at the WSDOT.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport

Greenfield sites: East King County

Question: Should the state consider East King County as a location to site a new airport?	Number of responses	Percent of responses
Yes	1,182	20%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	1,216	21%
No	3,491	59%

Please provide any explanation you wish to share

+

Locating an airport on the Enumclaw Plateau would destroy farmland, agriculture, uproot families and businesses, and negatively impact the surrounding communities of Auburn, Maple Valley, Black Diamond, Enumclaw, and Bonney Lake and the Muckleshoot Tribal Lands. There are no roads to support the influx of traffic, and due to the geography (rivers and streams) it is not possible to build large freeways to the area without compromising the eco-system. Locating another large airport in King County is not feasible. Perhaps consider building an airport to the east (Tri-Cities?) for cargo? This would lighten the traffic burden in SeaTac and the surrounding communities as well as preserve the beautiful rural farmland and smaller communities in southeast King County. There would also be negative impacts on our beautiful National Park (Mt. Rainier) and the surrounding Mt. Baker/Snoqualamie National Forest) due to increased traffic, noise pollution, etc.

1) Our property is currently at "ground zero" for the purposed airport. On a regular basis, elk, deer and other animals migrate through out 10 acres. We see these animals elsewhere on the plateau and know that an airport in this area would displace the wildlife. 2) There are wetlands all over the plateau and an airport would be too risky for water contamination. 3) I consider the Muckleshoot "people of color". Displacing the tribe would be a crime. 4) Finally, I can get to Sea Tac is less then 45 minutes. The 90 min/passenger demand can be met it other areas with less impact to people's homes and the environment.

1. you are already disregarding the requirement that this airport be placed in a county with pop less than 2 million... what else are going to disregard???

this area is designated for farmland and a lot is protected natural green land, which if we can't build on it .. you can't either and it's not acceptable to make exceptions when it just promotes your ideas.

Wildlife will also be affected and drive them from their natural habitat. Noise alone will affect both them and the population around the area.

this is a calm, laid back area that people migrate to live in.

the infrastructure needed to support a plan like this is enormous and would take years and years to bring this to completion and interrupt so many lives that enjoy the peace and tranquility in the area. if this area is selected... be prepared for lawsuits!!!!!!!!!! stay away from Enumclaw!!!!!!!!!!!!!!

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

1. Muckleshoot reservation

2. Farm land

3. Already have an airport within 45 minutes from proposed location.

4. No infrastructure for getting to an airport. 167 already bumper to bumper all day long, not just at rush hour.

1. Prohibited by the very laws that created the CACC--it was to exclude ANYTHING in King County.

2. Violates SEPA

3. Would devastate the Plateau, environmentally and for all farmers and residents and most business owners.

1. Seems like all the taxes would benefit King County and all the traffic problems would affect Pierce County.

2. The single lane highway back and forth to I-5 is already prone to backups. This would both make it worse and prompt expensive highway remodels which would ALSO back up traffic for years.

3. King County already has an international airport. What in the world is the logic in having two, when it also already has an international shipyard as well?

4. You weren't supposed to survey anything in King County anyways, but ignored that to be inclusive? Does having two international airports in the same county in a state that already has severe imbalance of resources and tax money from county to county sound inclusive to you?

5. This kind of thing is why Eastern Washington wants to leave the state, you know. Expand the Spokane airport or something.

6. Public opinion is so against you in the plateau and surrounding valleys, I foresee a LOT of protests and problems for you, especially if you plan a flight path over the expensive homes on Lake Tapps. Good luck with that.

5 homes on 424th demolished from flooding ,we were flooded twice the last 2 years in a row , traffic has become crazy busy day and night, Newaukum creek is essential for fish and wildlife on multiple levels for balanced ecosystem , East King Co has overdeveloped the lands with blind eye to 1935 bridges and roadwork , No to SeaTac level noise pollution

A airport would be devastating to our community and wildlife. We have many wetlands that king county has spent a lot a money to preserve. We have herds of elk, and deer that live here year around. Very often we have winds over 50mph. The noise from a airport would be devastating to anyone who tries to live here. We have families who have lived here for generations.

A few decades ago King County offered a development rights buy out program to the farmers in the county to preserve these farms for generations to come and now the country wants to back pedal on this promise, really? We donâ€™t need another airport just a few miles away from SeaTac, itâ€™s just another money grab for the rich.

A large amount of people who would use it

A lot work would have to be done to the roads. To close to the mountains and a very windy area.

A more densely populated area seems more appropriate for prospective staffing and infustructure.

A new airport needs to be further North. Residents from Snohomish, Skagit, and Whatcom Counties shouldnâ€™t have to drive to Sea-Tac to get international travel. There should be better commercial service to the north of Sea-Tac.

A new airport shouldnâ€™t be so close to SeaTac and Boeing. Also the existing fields flood a lot during the rainy season

A treed area of low density with multiple highways and low impact of expansion . Yes please.
â€œ Per the legislation that formed the Commission, the CACC is prohibited from making recommendations within King Countyâ€

This section of land is in king county, and should be disqualified from the runnings.

â€œâ€

absolutely do not do this. people live out here to get away from things like this. leave the rural areas alone.

Absolutely NO! This will completely kill this farming community.

Absolutely no! Infrastructure is now where near what it needs to be to support this. It would be financially irresponsible to acquire property, build roads and services to support. Stay close to 1-5.

ABSOLUTELY NO!! There are zero ways of mitigating the noise, lost farm lands, disruption of tens of thousands of peoples lives who don't want further urbanization of their surroundings (that's why we moved out here), etc. SE King county already is impacted with excessive aircraft overflight noise, we don't need/want more. Please... do not consider this location. Sea Tac airport already serves the south end of King County and aircraft from SeaTac and JBLM already are constantly overhead

ABSOLUTELY NO!! There are zero ways of mitigating the noise, lost farm lands, disruption of tens of thousands of peoples lives who don't want further urbanization of their surroundings (that's why we moved out here), etc. SE King county already is impacted with excessive aircraft overflight noise, we don't need/want more.

Absolutely NO, put it in Olympia area right off i5

Absolutely no. Period.

Absolutely not detriment to environment

Absolutely not east king county. This is farmland. Country roads...2 lane highways. Foothills of Mt Rainier. This project will absolutely ruin this community. We DO NOT want this proposed airport here.

Absolutely NOT! As stated above, the legislation PROHIBITED making recommendations in King County, so this should never have shown up in the first place. This location also violates a 40 farm preservation program and falls between two of the best rivers in the area, the White River and the Green River. Airports are notorious for pollution run off. Most residents of this area moved to this area to get away from the very congestion, pollution, noise, traffic, population et al that this airport would bring. Approaches to SeaTac already flow over this area so a new airport would contribute to existing air traffic congestion.

Stealing land from white farmers is just as bad as stealing land from people of color. We are all still people, so that criteria is bogus.

Absolutely not! This is farm land!

Absolutely NOT! You are impacting farm land, the environment, farm animals, and the way of life here. There is no room for highways, no infrastructure. This area cannot handle it. We are already under gridlock because of the building in this area. This is NOT the city. Please do NOT build this airport here. Utilize Paine Field if you need to expand.

Absolutely not! Do not ruin our beautiful farms and local small businesses. Do not mess up our quiet countryside.

Absolutely Not! It would ruin the towns surrounding it.

Absolutely NOT! The infrastructure will not allow for it nor do the people of Washington State want to pay more taxes for said infrastructure! The 410 Buckley bridge is a nightmare to say the least in just rush hour let alone with a massive airport being added. Also, this small town needs to stay small and rural, there are MANY working farms still there, there's no reason to disturb their livelihoods! KEEP ENUMCLAW SMALL, TAKE YOUR BIG CITY DREAMS ELSEWHERE!

Absolutely NOT! This area is not zoned for this type of situation. The roads in and out are NOT capable of handling this type of traffic. The concerts at the Muckleshoot reservation block the roads now in every direction. This area is not feasible and should never have been suggested!! Absolutely NOT

Absolutely not! This area was set aside many years ago as part of the Farmland Protection Plan - is it even legal to use this space? I believe \$50 million in tax payer dollars were used to create that trust.

In addition, I believe the CACC was told expressively not to consider King County. The legislation (SSB 5370) for the CACC program specifically excluded counties with a population of more than 2,000,000 (King County) as a site for expanding a current aviation site or new aviation site. Last time I paid taxes, I am pretty sure the plateau was still in King County.

And lastly, why put two large airports in such close proximity to each other? As this area is really only able to expand north and south due to the sound to the west and the cascades to the east, the northern and southern areas are going to continue to grow and become more congested. It seems like it would make much more sense to place it either north or south ends where there is extensive population growth. Expanding a high speed train into a new airport to a farther location makes much more sense then adding another airport to an already extremely congested area.

And is the Muckleshoot tribe in agreement?

<https://digitalcommons.law.ou.edu/cgi/viewcontent.cgi?article=1022&context=airl>

Absolutely NOT! We have a peaceful, agricultural area here in Enumclaw. A 6 mile radius will ruin this family farming, dairy area and cause a traffic nightmare. Our two lane roads are already horrible getting out of the city in any direction and there is no way to widen them or increase speed limits due to schools, farms and the Muckleshoot reservation. This area should not even be considered!

Absolutely not! We should be protecting environment not destroying it

Absolutely NOT!! This is a rural farming community. This would completely destroy the environment for those that chose to live in this beautiful community. This would also destroy the natural environment including many areas of wetlands. This is also at the end of the road persay before heading over the pass so traffic would be a complete nightmare with limited options.
Absolutely not!!!

Absolutely not, the cost for road infrastructure for a airport in enumclaw would be entirely way too expensive and would destroy the environment of the area. Noise pollution would destroy this beautiful area and decrease property value.

Absolutely not, these areas are already struggling to maintain their own problems with coat of living, homelessness, crimes and more. Fix those problems before adding another one.

Absolutely not. 1. There are not enough roads to handle increased traffic, 2. One of the few places in King County worthy of raising families, 3. The large airport ruined the cities of SeaTac and Des Moines with increased transitory populations, hotels, car rental, strip joints, prostitution, drugs, and other crime. That is the short list.

Absolutely not. I am an affected property owner in the footprint of the proposed airport. This would ruin the last rural area within King County. Expand existing airports in urban areas.

ABSOLUTELY NOT. Do not ruin this small town on the plateau. People's farms and livelihoods are right here. Hell no.

Absolutely not. Enumclaw and the surrounding rural townns are preserving farming and a way of life our state is loosing.

Absolutely not. Environmental hazard.

Absolutely not. It would take a decade or longer just to prepare the infrastructure needed to support the traffic. That is a waste of tax dollars. A location should be selected where the infrastructure is more prepared to support. Also, while I understand SeaTac is a busy airport and I travel from it often. I don't this another airport is needed. I think we can continue to support investing in the one we have

Absolutely not. SeaTac is 40min +/- and an airport of this kind is redundant.

The environmental and financial hit to surrounding land, forest, and residents is far too great.

Remove from your list

Absolutely not. This area and community would not be able to accommodate an airport and the traffic that comes with it. It would be strained to the point of no longer being able to function. Furthermore, this is protected land. SeaTac is only 45 minutes away from here- do not completely destroy the community that has last bit of unbuilt land in king county.

Absolutely not. You have been told not to look in King County, SO WHY present this at all. On top of that there is no infrastructure to support a large airport. You would ruin the environment.

Absolutely not. You would ruin 2000 acres of designated farm land, take land from the Muckleshoot tribe, and ruin Enumclaw. Not to mention the massive winds Enumclaw has.

Absolutely not! the uniqueness of the community and livability will be ruined.

Access is not compatible. Roads will not support. Farming is still a way of life. Leave our rural setting alone!

Accessibility issues as in no traffic flow to or from this site.

Again focusing on farming communities.

Again stop looking at farmland.

Again you are trying to build an airport in a rural airport with small rural roads that will be easily overwhelmed by traffic.

Again, existing farmlands would be impacted, raise taxes, would pose negative environmental impacts.

Agricultural land would be impacted. High wind area. Wetlands.

Agriculture and farms would be a complete loss. The traffic is horrible already with all state highways leading to Enumclaw being only two lane.

Agriculture has always led this country. If we keep taking our agricultural lands away what will be left?! Do NOT put in an airport near agriculture lands!

Agriculture is dying state by state this will only make it worse. The traffic getting from enumclaw to Buckley is already astronomical as it is. We're far over populated due to subdivisions popping up everywhere. This will tank what once was a beautiful small town. Makes me sick

Agriculture land destruction.

Agriculture!!!!

All of the reasons: population impact, environmental impact, financial impact, noise etc.

All the King County Council thinks of is more and more money. Why not spread it around more. Let other parts of the state grow. Not to mention right next to Muckelshoot Indian reservation. How come no red rating for that? What else can we do to make our area un-Beautiful. Last I heard on the news Seattle cant handle more cars, people and police. How are you going to handle 22 more million people. Crime, housing, police and Jail.....
Allow agrarian farmlands to remain exactly that!

Along with Pierce County Central this is most compatible with population served. Least impactful to other populations including the poor and people of color.

Already close enough to an airport. 45 minutes to SeaTac airport. Better to have one right off of I-5 somewhere.

Already close to Sea-Tac

Already close to SeaTac. Makes more sense to build far North or Far South from the current airport. Would absolutely ruin the farming/agricultural setting that makes it a wonderful area and one of the few rural areas left in King County.

Already congested

Already have a airport in that part of the state. Need one up north.

Already have SeaTac

Already have seatac very close by

Already in flight path

Already in flight path. Makes sense.

Already losing farmland and tranquility

Already this area is overly congested with traffic and is way behind in alleviating the gridlock on 167 even though it was just widened..

Although the legislature prohibited consideration of sites in King County, this area overlaps with Pierce County and considering the sizeable land mass of King County --as compared to much smaller counties, one could easily argue that the East King (& Pierce) County site is situated such that it could easily be seen as being in another county: it is far away from the metropolis yet easily accessible to large populations it would serve; and, it clearly has the least impact of all 10 sites under consideration which, based on the criteria, is what the aim is. There is time to revisit this in the legislature. Do the least harm... NO other site comes close to meeting the need without major impacts. The eastern portion of the county boundary line is just that, a line.

Although the proximity to SeaTac makes the benefit of this site very questionable, there certainly is a demand for better alternatives to travel in the region between SeaTac and Portland, Oregon. However, this study fails to adequately address a host of environmental and societal concerns important to WA residents, including critical habitat impacts and effective growth management planning. It also fails to address threats by lahar flows from Mount Rainier and community planning for such events.

Amazing the fact that this survey is to look for locations near Seattle but not include areas near Seattle but instead look to destroy farmland and open space elsewhere for Seattle's benefit.

An airport here is the worst idea I've ever heard. This is a beautiful and rural area next to Mount Rainier National park. An airport would completely destroy the way of life for the plateau and many cities around. This is also illegal under the CACCA's governing laws. No counties over 2 million people. I am shocked this is even an option. Tribal land, restored natural areas, major rivers and lakes. Any pollution will destroy these and flow right into the sound. Statewide my hind end! Not one site East of the Cascades.

An airport in East King County would provide more convenient air access to a larger population area.

An airport in this area allowing jets would significantly impact the surrounding farms, ranches, creeks, rivers, and the overall aesthetic of the Enumclaw plateau and way of life. The noise and pollution fallout would destroy the surrounding areas.

An airport in this area, would destroy the rural nature of the the plateau and surrounding towns. It would add more congestion to an already strained infrastructure. Considering there are only 3 ways off the plateau it would only increase the congestion. The concentration of population is along the I 5 corridor and to assume Seattle is going to remain the population center may not be true, considering the exodus of business and individuals that has been occurring due to overpricing, lawlessness, and how unattractive the city has become, people are moving both north and south along I-5.

King County enacted several laws to preserve and protect the farmland and environment on the plateau. An airport would go against all that people have been trying to preserve. It would only bring higher taxes, decrease the desired quality of life. People moved here to get away from the noise, congestion, and pollution the airport would bring. There are several airports and areas around that could be expanded.

The airport would increase air traffic, noise pollution, and water pollution. The air traffic would disrupt the migration routes of many birds, as well as the habitat of those that live here year round, and impact those birds, reptiles, and animals on the endangered, watch, and sensitive lists. It would basically destroy animal farming on the plateau. It is already clear it will contaminate the salmon streams located in the 6 mile circle.

The main source of water for this area is groundwater wells and springs, many of which are near surface or shallow and would be easily susceptible to pollution from the airport.

An airport in this location would devastate the population that call this area home along with the wildlife, and agriculture that the city of Enumclaw and Auburn provides a safe haven to. Enumclaw has a vast population of wildlife including migratory birds, deer and elk herds, black bear, mountain lions, bobcats, and hundreds of other species of animals. Also, the historical farms date back over a hundred years and are key parts to this towns significance. Tearing into land and disrupting the very things that make this area one of a kind would cause more damage and harm, than benefit. It would ruin the livelihood of hundreds of residents. The people of Enumclaw and surrounding areas DO NOT support this.

An airport near Enumclaw is not an acceptable option. First of all King County made a commitment to residents to not ever propose a new airport in this County. They also committed to keeping this area rural despite passing the Growth Management Act that has encouraged density and ruined the peaceful nature of this area and cut off migration routes and habitat for many wildlife. An airport would be the final straw . It would destroy the entire Enumclaw area with noise, ground and air pollution, increased traffic, and a loss of farm land. Please remove King County from this list of sites being considered for an airport.

An airport should be built near major infrastructure. Not on farmland connected by 2 lane highways that can't handle the traffic as it is.

An airport would completely disrupt everything this area is. The people that live here are NOT in favor of this.

An airport would have an negative impact on the farmlands around the area. The area also is known for flooding each year.

Analysis does not indicate red zones, as seen in other models.

Any where towards the east side of WA would be great

Are you considering the Muckleshoot Tribe and all their businesses and buildings in your Environment Justice and incompatible Land Use assessment?

Are you going to relocate all the people you displace?

Are you out of your f-ing minds? Absolutely the WORST possible choice, unless of course you WANT to destroy one of the last lovely, rural areas in King County and turn it into yet another traffic-choked sprawling urban wasteland crawling with criminals and homeless drug addicts. There are still family farms out here, people live in Enumclaw BECAUSE they don't want to live in a noise-polluted, exhaust polluted, too many people polluted area! DO NOT build an airport in Enumclaw, period!

Area has frequent flooding during rain season. There are only limited main exits from the plateau near this location, three with only single lane bridges. The local community lives here because of the country feel and does not wish to be a metropolis.

Area is major pilot training area outside class B, C and D airspace

Area is not near major highways so the infrastructure build out would be very expensive. The area has many wetlands and the county has been purchasing property to condemn houses to revert land to wetlands . A major airport would destroy the beauty of the area and some of the best farming land in the state .

Area is protected farmland that serves King County agricultural needs.

Area roads cannot survive.

As a resident of the area for. Early 30 years, this is the last thing I want to see in my neighborhood. Please don't ruin my town for this airport.

As a resident of this area I am highly against a new airport being built. This would destroy our small town community feel, changing Enumclaw as we know it. Protect our farm lands!

As it is committed rural landscape, it would have the greatest impact in this area, fundamentally changing everything the residents have worked for for the past 40 years.

As per legislation, no further sites in King County should be considered. DOT should follow the law and eliminate this site from any consideration at all. To do otherwise is a violation of the law. It would also remove a vast amount of open space from rural King County, something that should be preserved per the GMA.

As the Art on the Farm director, I bring value to the community through photography, pottery, art & piano lessons, as well as introducing students to a variety of animals and the solar farm. I am directly in the path of the proposed Enumclaw Airport. My livelihood would be directly impacted. I would not be able to recreate this dream anywhere else. The views of the cascades and Mount Rainier are key to my success, as many of my sessions revolve around landscape painting. 20203 SE 416th ST Enumclaw WA 98022. Please, please don't take my property away from me.

Assuming SeaTac stays, this puts both major airports south of Seattle which makes this of us north still have 1+hr drive for most destinations.

Auburn municipal airport is just 15 minutes northwest of this location.

Awful traffic and too close to existing airport which means the same long traffic delays for so many people. More people than not that don't live in the rich inner circle of Seattle and Bellevue.

Awww Enumclaw, you racist bastards. It's not all about you!

Bald Eagles, Owls and all the migratory waterfowl that nest breed and call this plateau their home. We're just realizing positive effects of their leadership in partnership with the Muckleshoot Tribe to ensure the salmon fishery in the White and Green rivers continue to propagate the salmon populations and positive effect this had on Puget Sound and our Killer Whale habitat. Because it's close to Seatac.

Because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-after.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there will not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Because the residents here, the people, do not want an airport in their backyard. We have a lot of farms and untouched land here that should not be ruined by an airport and all that that would bring. Because there is a major airport 30 minutes from here. Additionally, there is no infrastructure to support airport traffic (1 lane each way)

Because you are not evaluating sites in King County. Or did you not read what you wrote.

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals. Bedroom community, wetlands, churches, high winds,

Besides the initial bill that King County would not even be looked at how could anyone not see the damage to the environment and the agricultural lands that this proposal would bring. The airport runoff would destroy salmon habitat, the cement would cover fertile agricultural ground that is now used by farmers for cattle, corn, grass for hay, and various other products. The assault to the wildlife could not be understated. Eagles, bear, elk, deer, all who forage on the Enumclaw plateau would be wiped out.

This plateau contains nearly half of the farm preservation area in King county. To build an airport here would be against every climate change study and an environmental disaster.

What the airport would not destroy would be destroyed by the infrastructure and main highways that would be needed to get out to a rural area far from Interstate 5.

Best fit

Best location to serve the most people.

Best option due to population served

Best option. Should change parameters to include King Co. This site serves a large population with no environmental justice concerns.

Best site, easy access.

Biggest no. I have lived in this area my whole life. This is farm land and rural and small town. We do not want a giant airport right in the middle of our homes.

Build up what already exists. You don't need a new one.

Building an airport at those site will ruin Enumclaw, the only quiet farm town left in king county. There are many wild animals that call Enumclaw home which would be impacted by the new runways. Those include eagles, red tail hawks, salmon runs, black bears, elk and deer just to name a few. The winds in Enumclaw are very extreme most months out of the year, with many areas that flood. But seems too close to SeaTac.

By assuming this area as a air port you will be impacting thousands of businesses and farming homes.

By choosing to build an airport in the Enumclaw area you would be destroying several multi generational family farms. Also, there is not any infrastructure to serve the airport such as major highways that are able to support the influx in commuters. The amount of money it would take just to acquire the land and expand infrastructure to the area would be a huge disadvantage to the tax payers of Washington state.

Enumclaw is home to an abundance of wildlife and wetlands which would be hugely impacted by this. Another thing about the enumclaw plateau is drainage or the lack there of.

Most importantly, having two major airports within king county really doesn't benefit the people of Washington. Please consider putting life's above profit.

By your own assessment, this looks to be the most compatible area.

Can not be considered per HB. Please remove from consideration.

Can't speak for others outside my county.

Chehalis!

Clay soils and poor drainage. No easy access. 2 lane roads from Auburn, Maple Valley, Enumclaw and Pierce County. Lot of winter winds and rain.

Close enough

Close enough but far enough south to draw enough crowds to it.

close enough to seatac

Close proximity to primary users

Close proximity to the foothills and resulting wind factors make the Enumclaw plateau a poor choice for a new airport. Also, less than an hour to SeaTac

Close to population

Close to population areas and the current airport. Least amount of impacts of all the sites being considered.

Close to population centers

Close to SeaTac for those needing to transfer to SeaTac airport

Close to seatac; too much traffic with the amphitheater

Close to Seattle where most people will be traveling too

Closer to high populations. Lower impact to environment and lower flood risk
Come on folks, this option is just goofy.

- 1) An airport would destroy the unique rural environment in King County.
- 2) The noise would adversely impact the requirements of horses and other livestock.
- 3) Traffic is geographically bottlenecked to and from this area.
- 4) Seatac Airport is already reasonably close by.
- 5) The report is flawed.

=> The same reason the "Terrain Impact" is "low" is the reason this area is uniquely rural and should remain rural.

=> The "Population Served" is already served by Seatac.

=> Any "Unaccommodated Demand" would be more completely served by an airport in Pirce of Thurston County.

Concerned about underground water impact - impact on wild life, Mt. Rainier and life style afforded those who have decided to live in the area for years - economic impact

Consider Kitsap County

Consideration of this site is in direct violation of HB that created this commission. Please remove it from consideration right now.

Convenient for travelers

Convolutd commute to Seattle or Tacoma, main population centers. Would displace tribal lands.
Could be better over-flow for current Sea Tac

Could be good spot if transportation from northern Seattle/Everett is dramatically improved

Could potentially allow General Aviation to be better served in East King

Covering rich soil with concrete prevents carbon sequestration in the soil. So much if east pierce county is untouched.. pollution is minimal.. An airport would be environmentally damaging.

Critical ag land. There is too little ag land here already.

Current legislation excludes King County from this. We believe that wetland and flood plain impact has been inappropriately evaluated.

Current roads will not support the traffic.

Currently our infrastructure would not support this kind of traffic. The wildlife, farms and area would be negatively impacted. There is currently already a airport 40 minutes from here!

Dear God please no! This will ruin all the charm of the area and is too close to SEA for it to be necessary. Please don't destroy more farmland and wildlife habitats for this. It's ridiculous. It should go somewhere that has already been taken over by humans. I don't see how anyone can do this in good conscience.

Definitely no. Too close to rivers.

Definitely worth considering this site; the prohibition on recommendations in King County is a bit daft. Note that "moderate" challenges exist for this site, even if it's not "officially considered."

Destroys only farmland left in an urban center. Already and airport at SeaTac and Boeing Field. No access to this area from the east. Destroys salmon and open space habitat that millions and millions have been invested into.

Difficult area to access

Difficult to get to. Also sensitive land there - Green River, Flaming Geyser Park, etc.

Displacement of the Muckleshoot population. As well as, environmental damage to farmlands, rivers and egg lands. An airport would destroy one of the largest bird habitats in Washington. Not to mention, the environmental impacts on Mt Rainier National Park and the 410 corridor into the park.

Disruption of farmland is not worth additional airport

Disrupts farm land, not an easy location for people to get to.

Do not bring that crap here. We don't want the traffic, the people, the homeless problems the rest of king county has. It's a stupid idea. And you'll ruin our towns.

Do Not build another airport in King county

Do not destroy the last remaining farm land in western Washington! This is protected land! There are multiple salmon runs here and absolutely no freeway access to anything. This is the stupidest choice you could make, hopefully the muckleshoot will tell you to pound sand.

do not know enough about this area

Do not need another airport this close to SeaTac airport, and in King County. Also, need an airport that will have easy access to I-5. There is no infrastructure in place to support this location.

Do not need this rural area wiped out by this massive impact. Roads are not adequate now and King County was/is buying up development rights from farmers and landowners to maintain the rural areas--- now why is that changed all of the sudden?
Do we need more airports?

Does not make sense to install an international airport within 20 miles of SeaTac airport
Doesn't help give more options to people north.
Don't mess with the farming community!
Don't ruin everything like you always do. Leave it alone
Don't take away existing farm and agricultural land
Don't know this location enough to comment.
DONT BRING THE CITY TO THE COUNTRY!!
Don't take more land.
Drive to SeaTac. No more airports. Leave rural spaces Wild.
Duplicated population base

East King County agriculture would be killed and many people would lose their ability to provide for their families if an airport was built here. There are also only 2 main arteries for people to get in and out of the area both which are single lane roads and congested

East King County has an important agricultural/rural role to play. This would be disruptive.

East King County is a great producer of dairy and other agricultural products. The disruption of such jeopardizes Washington residents food security and other industries that East King County's agricultural production supports.

East King County is currently suffering from the extensive growth in this area. The roads are woefully inadequate to handle current traffic volumes. Adding more traffic would exacerbate the matter.
Thank you.

East King County is unsuitable for an airport because of the AGRICULTURAL SIGNIFICANCE of the land which is designated as FARM LAND and is part of the King County FARMLAND PRESERVATION PROGRAM. The farmland on the Enumclaw Plateau provides incalculable value to our region and is one of the last remaining areas in King County where viable agricultural production is possible. Farmland is also important wildlife habitat, and the proposed airport would destroy important corridors that sustain healthy populations of species deemed valuable and protected by the local Native population, King County, State of Washington, and the US Government such as SALMON, EAGLE, COUGAR, BEAR, ELK, DEER, and numerous other species.

DO YOUR HOMEWORK HERE!

A HEALTHY, CLEAN ECOSYSTEM WITH THE ABILITY TO PRODUCE FOOD IS PRICELESS - TO DESTROY IT FOR ECONOMIC WHIM IS A BIG, SHORTSIGHTED MISTAKE!

THE ECOLOGICAL, ENVIRONMENTAL AND ECONOMIC EFFECTS of the proposed airport on the Enumclaw Plateau are NOT ACCEPTABLE.

East King County, Hwy 164, is a 2 lane road between Enumclaw and Auburn. DO NOT build an international airport with significant hwy. access. Any new airports should be placed near a major hwy; Interstate 5.

Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations. The science has not designed a model of green air travel yet.

Encompasses Muckleshoot Reservation, significant percentage of the nearby population are people of color. Would destroy their Amphitheatre, too close to schools. Roads are already too congested, too close to Mt. Rainier National Park, recreation & farmland.

Encroaching on the Muckleshoot tribal land. Destroying wet lands, farms, and a whole community. Too much traffic from king and pierce counties

Enumclaw is one of the last cities we have that has an old town charm and generational houses in families.

Enumclaw council holding rally's and public meetings to stop it.

What about other towns that want it? Or even the decent people in their town.

Enumclaw officials are a bunch of crooks, always making money under the table at the expense of their town!

Enumclaw is a farm town. The state of Washington is quickly taking over farm land. Without farm land you have no food. Farm land is essential to the world's operation. People are moving out of Seattle because they want to enjoy the farm land and no homeless people and traffic. The State should use the hard working citizens tax money to actually take care of the real world issues not to build an unnecessary airport. We have enough leave our small towns alone. We don't want them like shit hole Seattle. Stop building. We don't need anything more.

Enumclaw and Buckley, as well as the rest of the foothills area get extremely windy during the fall, winter and into the beginning of Spring.

Enumclaw and surrounding areas are not built to support mad traffic, it is already too congested from passing by visitors going over Chinook Pass at all times of the year, Enumclaw is one of the last parts in the Eastern King County area that still supports farming, only 1.5% of the country is working to put food on our tables 3X a day as is, destroying 3rd-4th generation farmers in a farming community won't help to contribute to feeding thousands of Americans, not to mention all the crime a dense population will bring to a town that already has trouble supporting all the people visiting and passing through every year.

Enumclaw area can not support the transportation growth in and out of a busy airport. Also you need to consider the constant winds, it's a wind tunnel between the mountains

Enumclaw area has always been a getaway area from larger cities that allow us residents little traffic, clean air, large open spaces and quiet. Placing an airport in Enumclaw will completely destroy the way of life here. Traffic to get to Enumclaw will get worse, crime will increase and the quiet getaway so many people enjoy will be gone. I strongly disagree with an airport being put outside our back door.

Enumclaw area is a dairy farm community. There are many dairy farms in the area that provide product for milk, beef, dairy products. These farms are very important! We already have a small plane airport, we do not need a large one. Many people here have settled here for the peace and tranquility not to have it turned into a large metropolis!!

Already roads are feeling the impact of new growth, airport would make it worse. There's only one bridge from Enumclaw to Buckley, commute time there is horrendous! This idea is WRONG for Enumclaw!!

Enumclaw city council is fear mongering with the residents. I think this is a good idea. Already in flight path.

Enumclaw city officials are pissed, lol

-Enumclaw doesn't have the infrastructure to support all the traffic.

-It would destroy farmland.

-Has potential to bring more crime to the area.

-We like our town the way it is, small.

-We already have an airport. Other areas like the coast, or Central Washington don't. Enumclaw got their panties in a wad. Yes, to this airport!

Enumclaw is a farming community. A rural, beautiful community, that would be ruined by putting an airport there. This site doesn't have the roads to sustain more traffic and is too close to Seattle international airport. We need an airport either closer to Olympia or far north of Seattle to serve a greater number of people.

Enumclaw is a kind a d beautiful farming community. Please don't ruin it with an airport.

Enumclaw is a quiet farm community. There is no reason yo have an airport in this area. We live in Covington and enjoy our small tow. Neighbors especially Black Diamond and Enumclaw. We have no concerns driving to Seatac to fly. Ruining our quiet farm community is not on

Enumclaw is a small town and to put an airport here ruins that! Too many things would change

Enumclaw is a small town that is meant to stay a small town, it will loose its small town charms and turn it into something that isn't even needed. We do not need another airport. If we you think we need it so badly, build it somewhere else! Like Bremerton, or Snohomish county.

Enumclaw is already busting at the seams! The idea of an airport is ridiculous! What about farmland preserve? Our farming community? The Salmon runs? Bald Eagle habitat? Traffic is already horrible and getting over the White River Bridge is a nightmare! NO NO NO AIRPORT!!

Enumclaw is already easily served by Seatac Airport and is one of the only remaining farming communities left in King County. Put it somewhere else!

Enumclaw is beautiful and pristine. It is home to a lot of people (including myself) that do not want to see it ruined by "progress."

It also just does not make sense. There is plenty of land that has an infrastructure in place closer to an established city, with more accessible Highways. Enumclaw is also far away from any useable roads, hotels, or power grids. This would really be one of the silliest places on this list to build. No one wants it, and it is a completely ridiculous suggestion - as are about half of the proposed sites here. Use a place that is already concrete.

Enumclaw is far to windy and wet it has a high water table and many wet lands it should never even be on the list

Enumclaw is farmland - we need to preserve what is left of Enumclaw. Too many developments have been built and are bringing in the wrong crowd. Homelessness is becoming a pungent stink in the air with more families moving in to our small town. Prices are skyrocketing for homes which make it impossible for young generations to afford to stay in their small town of which they grew up in. If an airport is placed in Enumclaw, it will only end in disaster for the quaint town and its residents. Peace will no longer be known and will be a distant memory. Crime will rise. Homeless camps will sprout. The people of Enumclaw will absolutely NOT stand for this and will never let a commercial airport enter their town.

Enumclaw is farmland it will disrupt our animals and farming community

Enumclaw is farmland. When a community has managed the difficult task of maintains open space, it should not be considered an invitation to irrevocably damage the open space. There are also major infrastructure and flooding issues. The plateau is also one of the last agricultural regions of King County. An airport would do irrevocable harm to both the agricultural community and agriculture. Everyone who is a steward of this land has a reasonable expectation of being able to protect their land from noise and pollution and to live in an agricultural community.

Enumclaw is home to numerous small salmon bearing streams, Boise Creek, Nuwakum and the White River St the border of King & Pierce County. Unavoidable impacts to Salmon will result. This area is valuable as farm land and the human population here, it is already close to SeaTac.

Enumclaw is known as The Gateway to Mt Rainier. If a major airport comes to Enumclaw it will completely ruin the sweet charm of our small town. Enumclaw is also known to experience strong winds that come off the Cascades, knocking out power to some areas of the plateau. The proposed area being looked at would ruin vital fishing areas on the Green & White Rivers.

Enumclaw is not that far from Sea Tac. It needs to go further south. Maybe Olympia?

Enumclaw is one of the last rural areas in King County. The population, traffic and crime have increased dramatically in the last 10 years. Traffic congestion is horrendous as it stands currently. Look at sites closer to I-5, not out towards the rural mountains.

Also, review the impact of all communities that would be affected by traffic.

Enumclaw is one of the puget sound's last rural agricultural areas, PLEASE do not destroy this area with an airport, increased population, noise, traffic and crime an airport will bring.

Enumclaw is one of the true last farm towns in King County, I feel the impact of taking the farmlands away is an extremely horrible idea. I moved to Enumclaw 2.5 years ago to raise my 3 kids who lost their dad if it wasn't for the community and learning to farm they would be in a lot worse place. I honestly don't think adding another airport to our state is environmentally a smart idea.

Enumclaw is RURAL. It's farmland. King County promised the Plateau it would remain so.

NO AIRPORT !

Enumclaw is very confusing. They build new homes yet they want no one to live in them. They want progress, yet they don't want to change. They want diversity as long as it's only white people.

Enumclaw means devil wind, named by native Americans who experienced it. Our first months in Enumclaw the wind picked up our camper and overturned it onto a stump. The winds are real. The idea of an airport in the area is foolish if flight safety is being considered.

Enumclaw officials are corrupt!

Enumclaw's history, animal preserve, and valued farming properties would be entirely impacted. Also, all roads would have to be widened and that's stupid.

Environmental as well as traffic congestion would be detrimental to this small town.

Environmental avoidance and mitigation challenging, but demand and growth in region make it a very attractive site ca. 50 yrs from now.

Environmental disaster.

Environmental impact

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Erratic, high winds, surrounding mountainous terrain, weather conditions due to the proximity of the mountains as well as lack of road development and exceptional distance to interstate 5 make this a terrible site for an airport.

Excessive winds on the plateau, roads and infrastructure do not exist to support the growth and the community does not welcome the proposal.

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Expand and utilize the existing airports in WA state. Think outside of the box.
Expand Bellingham and Paine in the north.

Expand current airports. If people need to fly they will travel to existing airports.
Expand operations at Paine Field.

Expand SeaTac and Paine field. Traffic is already a nightmare here and the infrastructure will not support the traffic.

Expand transportation options into Sea Tac and expand that airport.

Far too many homes and farms, already very heavy traffic without enough roads to support it. It would create much more traffic, noise, and pollution, completely changing the quality of life for all residents- NOT for the better. The current infrastructure of surrounding communities can't support the changes.

Farm fields are much needed and existing facilities can be used or upgraded.

Farm land area and need to not have the noise and implications of not only noise pollution but air pollution. This would be a bad decision.

Farm land would disappear, fish in the White River would be contaminated by jet fuel, the small town of Enumclaw would be ruined! Lots of old buildings and landmarks would be destroyed.

FARM LAND. THERE IS NO WAY NOISE AND EMISSIONS WILL BE MITIGATED.

Farming has been the backbone of this community for hundreds of years. Cement city, air pollution & traffic that is brought along with an airport is just unnecessary. We are not Seattle. We are farmers. Quit trying to ruin everything.

Farming impact and high water tables are a concern as well as very high winds.
Farmland

Wildlife

Noise

King county already has an airport
Farmland and too close to SeaTac Ridiculous!!!

Farmland area impacting citizens who moved to small town to get away from large cities, road infrastructure not able to accommodate large numbers of vehicles traveling to and from airport.
Farmland preservation zoning

No infrastructure to handle traffic

Too close to SeaTac

Too close to cascades

High wind area

Farmland, Huge negative environmental impact!!!!!! Way too close to the national park!!!! The infrastructure surrounding this area is TERRIBLE!!!! this would be a huge financial burden on wsdot and the communities. Noise. No community support. Too Close to SeaTac. Location should be much further south or north.

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Farms, livestock, families would be GREATLY impacted in a very negative way.

Feedback from an Enumclaw City Council Member, Beau Chevassus.

5 reasons the East King County site should not be considered:

1. Dereliction of directives: The legislature specifically instructed the commission not to consider a King County site. This is a shocking dismissal of legislation if this King County site continues to be pursued.

2. Environmental: King County and the State of Washington have poured decades of resources into preserving sensitive environmental sites. To undo generations of careful, intentional environmental preservation would be the height of hypocrisy.

3. Historical: The historical agricultural sites are some of the last remaining slivers of agricultural history within King County. To undermine this history for a future generations by paving over it and completely transforming the infrastructure would be a tragedy. Let the historical blueberry and dairy farms serve grandchildren as they have served current generations.

4. Geographical: significant traffic bottlenecks already exist when entering/exiting this location. Access is extremely limited due to massive geographical entities (i.e. the White River). I challenge anyone to attempt to drive from Enumclaw to Buckley at 5:15pm. You will be in gridlock.

5. Opposition: due to the nature of residents who reside in Southeast King County, extremely strong opposition is already in place. The nature of these residents is they reside in this area to avoid such infrastructure. While I personally understand very few residents (anywhere) would be favorable towards a new airport, the resistance of local residents is above average compared to other communities. In short: there are other communities that are used to urban development, and it would be wise to focus on serving those "low hanging fruit" communities with an airport. It's just a wise strategy and would be easier for the commission in the long run.

Thank you for listening,

-Beau Chevassus

Enumclaw City Council Member Position 2

Fertile farmland must not be sacrificed for an airport. Small farms should be considered as essential food producers even if they are not currently in production. Then I think about all the efforts put into mitigating runoff to protect the water quality of the White River and the Green River. This location will negatively impact both. This location is very close to SeaTac and Boeing Field, so it makes more sense to locate new services further south to serve the South Sound.

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

First of all, it would be hypocritical to consider an area in King county when the CACC is already prohibited from considering an area in the county??? Don't get it.

Secondly, King county has limited farmland and agricultural areas left and this area is one of the last agricultural areas in King county for us and future generations. I recently enjoyed attending the King county fair that has been held in the area since 1863 and still has a great country fair feel. I have attended many times over my 50 years and the agricultural area and rural feel is a part of the county's long heritage that should be preserved for future generations in King county.

First of all, one of the requirements was not in King county, well guess where this is located. It would absolutely ruin everything that makes this area beautiful and why we live out here. The history and all the historical landmarks, the way of life, gone. The infrastructure will not allow it as well, we're already stressed as it is, if you follow through with this plan in this area you will all be at fault for this abomination of an idea to build an airport in this area.

First of all, this seems like a land grab from the Muckleshoot tribe which should be a hard stop right there. Secondly, this location does not serve a significant population. Enumclaw, Bonney Lake, Wilkinson and Carbonado are not dense. Furthermore, they're 45 minutes from SeaTac. The infrastructure on 410 in/out on Enumclaw is POOR. It is terrible. Ever tried leaving a concert at White River Amphitheater? It's IMPOSSIBLE. This proposal is dumb on so many levels.

First, having an airport so close to so many different environmental zones that are protected including 3 state parks(Kanaskat-Palmer, Nolte, Flaming Geyser), vast swaths of Forest Service Land and less than 20 miles away in a straight line from Mount Rainier National Park leads to a detrimental situation of affecting wildlife, peoples enjoyment of the outdoors we enjoy here in western Washington. The Green River Gorge Greenaway would be severally affected as natural wildlife and locals would be in a likely direct flight path. Flooding is a huge concern in the Enumclaw area with the potential of Mount Rainier erupting. The area has been over ran with lahars before and will again. Local infrastructure is unable to expand at a reasonable pace to match the grounds an airport would bring. Many locals aren't agreeable to change and would likely give much opposition to the thought. Perhaps the most important is respecting the land "given" to the tribes that now make up the Muckleshoot Reservation. It provides even more hardship then what they've already faced. A site like Moses lake or wenatchee or Yakima or even one with a smaller but established airport. Such as Olympia, would be easier, safer and likel7 more editable then starting from the ground up.

Flood area, mountains and hills locally which can affect aircraft and a huge negative impact to farm and wetland!

flood zone!

For generations this area has been a rural farming community. And for decades the area has complied with zoning in the Growth Management Act, including restrictions on residential development and lot sizes. Itâ€™s horrendously wrong to now consider something as urban and traffic congesting as an airport and a total betrayal of what has been represented to the residents of this area.

For me as a Thurston County resident, it's easier to go up to Seatac than to get out to this area, so I would not use it. Traffic impacts getting out towards Enumclaw are already extreme during rush hours, I just don't see it as a viable choice on that level - and this is also a true agricultural area, so I think it would have a lot of impact on smaller farms and ranches, which I don't support.

from the criteria listed this is the best match (no red, and only 2 yellows, predominately green.

Fuck no

Fully support this option. WSDOT will need to provide necessary infrastructure improvements including 169 widening to two lanes in both directions from Renton. What about light rail connector as well? There will be a lot of people complaining but the pro's outweigh the con's here. Aircraft landing at SEA already fly over Enumclaw/Black Diamond so the impact is already there.

Give SeaTac more funding instead .. for existing stock; new airplanes, better salaries for pilots, stewardesses, all airport personnel.

Good access to more people and highways

Good accessibility to lots of nearby growth

Good highway access to accept congestion, enough undeveloped land, potential development/tax for eminent domain

Good on you for including this despite the limits of the remit. From a statewide perspective, focusing where the most people live is a driving merit for this location especially since better travel to and from this location anyway. but sadly it's shortsighted to think impacts can be mitigated - its wishful thinking and won't be enough.

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes it's degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anywhere or plan ahead and wade thru bureaucracy to access free experiences (I.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread

Good place, keep away from high residential areas.

Granted there is a statement of prohibited recommendation, but the assessment was still provided, which is confusing, and the scores are notably inaccurate.

1) The entire issue is MAP, Millions of Annual Passengers that are excessively affecting King County and the King County Airport, and Seattle International airport. This fact alone justifies scoring this entire report - RED.

Lets look at the facts

IAW the Governor and State Legislature law/policy and guidance for ecological sustainment of the Puget Sound region, there is no justification for destroying a Greenbelt of natural or agricultural habitat that is vital to the WA ecosystem. This is a sanctuary for migratory waterfowl, wildlife, and sea life. The risk to water, wetland, and Puget Sound at large would be extremely high, putting the aviary, salmon, and whale populations at great risk.

By definition the scores noted above are incorrect

Terrain Impact - Aviation requires Terrain/Obstruction clearances that go far beyond this circle. "TERPS Data" would define arrival/departure corridors that must conform to heavy restrictions given the proximity to the front range of the Cascade Mountains - RED

Property Acquisition - The State/Fed would have to acquire this land and develop it. Cost are not just the purchase. The real cost are extremely high with NO pre-existing infrastructure. Acquisition of additional land to develop access and services would be exponentially higher given the distance from existing resources and the capacity required for 30 MAP which will consume Muckleshoot Tribe lands - RED

Environmental Justice " The land acquisition and develop of access would dislocate a large segment of minority/Low-Med income and Muckleshoot Tribe residents. Arrival/departure corridors would disproportionately affect low income areas from Bonney Lake, South Prairie, Buckley, Enumclaw, Auburn, Black Diamond, Covington, Ravensdale, Duval. - RED

Wetland Impact " There are vast amounts of "wet land" in this area that are an estuary for migratory birds, wildlife, and the ecosystem that support salmon, seal, otter, and Killer Whale habitat. Facts and Data shows that run-off from the location goes to the White and Green Rivers, and immediate relief into Puget Sound. Where would jet fuel, de-ice fluids, and storm water go off the acres of impervious surface that would be created? Salmon spawning grounds and the Puget Sound habitat! " RED/BLACK

Incompatible land use - There is NO infrastructure in place at this site that would provide any offset to the requirements of a large airport capable of filling the 30 MAP deficiency. Infrastructure that does exist would have to be completely overhauled - RED.

Population Served " This site is served by three roads HWY 410/164/169. Lose any one road to flooding and annual windstorms with down trees and power lines this region becomes isolated. Loose access across the White / Green rivers you cut off all access from the south/north (One way in

and out). This is a common and annual occurrence. This location is the least serviceable/sustainable of all the options on the east side of Puget Sound. " RED/BLACK

Recommendation - The only logical, fiscal, and sustainable solution is an existing facility capable of handling transport category aircraft in a sustained Passenger/Cargo operations, which has to date applied mitigation steps necessary to protect and enhance the greenbelt of Washington, not destroy it.

The North sound is served by Paine Field and Bellingham, King County and SEATAC offer central service. The south sound region: Tacoma/Narrows, Olympia, or a DOT/DOD agreement to make McChord Field a "joint-use" airport are the most logical answers. Preexisting infrastructure, all with multi-lane Inter/Intra-state highway access, and services " These are "Green" choices

Great location, easy in and out

Grossly miscalculated flood plain impact. Tribal owned lands and residences would be affected. The historical King County Conservation Farmland Preservation would be destroyed, as well as Salmon Habitat Restoration! This is a beautiful valley, rich in native American, history and helps to support our local farmers, as well as protecting our environment! We do NOT need to destroy more land when there are already airports that could be expanded in the Paine Field area!

Growth in King county in this area in particular is exponential and surrounding infrastructure has not grown to accommodate. Adding an airport would only add additional congestion to an already expanding area. This area also is one of the very few rural agriculture heavy areas in the south king county areas left. South king county also deals with heavy sound pollution due to current flight paths for Sea Tac and the expansion of the third runway as well as Boeing field test flight paths.

Hard no. This is a terrible idea for the environment and the health of the residence.

Hard pass... traffic is already atrocious and can't support what's already been built. An airport would be catastrophic to the entire area.

Harm to livestock and Environmental harm

Have you ever driven to White River Amphitheater, or simply between Buckley and Enumclaw anytime 9-6pm on weekends, or during commuting hours M-F? It's a night.mare. Without extensive roadway diversions to accommodate this location the residents here would be extremely put out. I love driving out this way for work -- but I take the backroads from Lacey --> Yelm --> Kapowsin to get there. I would likely do the same if an airport were there, but that wouldn't save any time/fuel in doing so to avoid SeaTac.

Having lived in the Enumclaw community for several years now this would have a tremendous negative effect on our traffic, beautiful country side and air quality. The noise would also be disruptive to our livestock and diary industry. We moved to this area for the beautiful views of mountains and I can't imagine having that blocked with cargo jets flying over our homes. This would be extremely unfortunate for our area and may influence our family and others to relocate. Please do not build this year. Why not expand Paine Field or do something on the east side of the state.

Hazardous to environment

Hell no to enumclaw airport. Go away

high municipal area, better serve the population....less impact on traffic!

High population and traffic area already.

High speed rail system

High wind. Infrastructure will not support. For ever change the rual community. . This should not even be considered in enumclaw.

High winds, irreplaceable farm land, 2 lane roads with limited alternate routes.

High winds, two lane roads, no regional water supply, no regional sewage system. Will create transportation backups.

Higher population density and would be better utilized.

Highway infrastructure is more available than skagit and snohomish county. Population density supports it.

Hopefully it gets rid of the reckless kamikaze personal small dare devil planes at the small airports in the area. Those are a nuisance!

Horrible traffic, horrible environmental impact, horrible noise and will ruin our nice air quality out here. This would be a devastating project on so many levels. We chose to live out here for the privacy, quiet, and cleanliness. Please don't destroy our place of peace.

Housing growth in the East King Co area has grown exponentially and infrastructure to keep up with the demand has not kept up. The addition of an airport would only add to this issue. King count is already a center hub for major international air travel and King County citizens are already experiencing a large volume of noise pollution due to the additions of the third runway at Sea Tac as well as test flights at Boeing and McChord. King County should not have to suffer further. How are you going to mitigate traffic to this site?

<https://www.codepublishing.com/WA/Enumclaw/html/Enumclaw19/Enumclaw1902.html>. We know from climate change that we can reasonably expect destructive, repetitive flooding in this region. Even in the near future, Pacific Ocean atmospheric rivers are impossible to avoid.

Huge impact to locals and farms high property accusation cost. Possibly flooding.

I am a home owner in Buckley and do not wish to have a loud runway approach be directly over my home. Also the road network here is already heavily strained with traffic it cannot accommodate with no viable plan to mitigate it.

I am happy to read the commissioners do not favor building a new airport altogether. Expansion of existing sites, in light of the huge climate impacts of air travel, is barely tolerable. New sites make no sense.

I am not at all convinced we need additional airports. Take full advantage of those that exist and provide alternate transit via bus, rail or air from existing smaller airports to the large existing airports, if needed.

I am one of the last remaining commercial farmers in the area and a young farmer to boot. This airport would destroy farming in this area for good. We have some of the best soil around to grow crops and it would be a shame to pave the last remaining bit over. Also, by putting in this airport, it would go against the County and States past and current projects of preserving farmland by buying the development rights. If you ate today, please thank a farming by not ruining our hopes and dreams of teaching our children to raise the crops that help feed the local community and world!

Thank you

I am one of the properties that would be destroyed for a new airport. We moved to Enumclaw for openness and the beautiful farmland that surrounds us. The State and King County have spent a great deal of money for Salmon habitat restoration and environmental stewardship in recent years. This would all be for not. This kind of land we live on is disappearing we need to protect it not destroy it. King County even bought property rights to many of the larger land owners so they would not put in housing developments. Please take Southeast King County off the proposed Airport sites. I do not support any of the proposed sites. I also do not understand what happened to enlarging existing airports i.e. Paine Field, Narrows Airport and Bremerton airport to name a few.

I am wondering why this needs to be west of the Cascades and who made this determination? Why would Washington need two international airports in King County? The noise pollution created by the air traffic would cause unmitigated damage to wildlife and human populations. I have personal experience with the harmful effects of noise pollution. A number of years ago I moved from the Des Moines, WA area because of the effects air traffic noise was having on my health. Lack of sleep, anxiety, headaches and numerous miscarriages. Please consider the necessity of placing this is one of the last vestiges of open land and a rural way of life in King County. I strongly oppose the consideration of the area of East King County for a location for a new commercial/international airport.

I believe the system plan consultant's preliminary evaluation criteria overlooked one major essential factor and that is the potential impact of natural disasters resulting from volcanic activity. The Southeast King County site under consideration is in close proximity to Mount Rainier. The town of Enumclaw is located approximately 39 miles from Mount Rainier. Here are citations from various published sources:

“ The greatest hazard from Mount Rainier is from lahars, also known as volcanic mudflows or debris flows.

“ Several large prehistoric lahars from Mount Rainier have traveled downstream all the way to the Tahoma area near Puget Sound.

“ The presence of ice and abundant surface water, along with the prevalence of hydrothermally-altered rock on the volcano's slopes, have made Mount Rainier especially susceptible to lahars.

“ In the largest known event, which occurred about 5,600 years ago, the Osceola mudflow buried more than 540 square kilometers in a layer of debris about 8 meters (25 feet) deep. It carried as much as 4 cubic kilometers of volcanic debris 100 kilometers from the mountain. Rock debris continued flowing into the Puyallup and Kent-Auburn valleys in the following centuries raising the level of the valley floors.

“ A mudflow from Mount Rainier is the most catastrophic natural disaster that could happen to this area,” Geoff Clayton, a geologist in Washington, explained to Seattle Weekly, stating that a lahar would wipe out Enumclaw, Kent, Auburn, and most of Renton, if not all of it, on its way towards Seattle.

“ Not all lahars are caused by large eruptions, however, lahars can be triggered by structural weakness due to various phenomena, including small eruptions (which may leave behind little evidence), melting snow and possibly earthquakes.

The team studying the Greenfield sites is urged to consider the history of Mount Rainier. It is a dangerous volcano and locations in proximity to it should be eliminated from consideration. To build a major regional airport in a rural setting will encourage major infrastructure and other development to be placed in a very unpredictable and dangerous area of Western Washington

I bet city council Beau C. and Thomas S. will vote no because they won't be able to manipulate and make money off of it. Those two are crooks!

They're already campaigning and telling others to vote no.

I can imagine that traffic would be a complete nightmare in this scenario. Continual growth cannot be sustained. Maybe another airport is not the best solution.

I can't speak to this region.

I commented already but forgot to mention that Enumclaw is notorious for common high winds during the winter coming out of Chinook pass. 80 mph+ are common. Airport would have to stop operations

I didn't buy a home in Enumclaw to watch an airport move in with its noise, congestion and crime. I do not want this in my county.

I don't think Enumclaw has the infrastructure for a big airport plus the neighbor communities would have a negative impact, Enumclaw is a farming area that would have a major impact, traffic is already bad enough and with an airport would be even worse. We don't need any more crime either

I don't have enough personal stake in this area to provide good feedback
I don't know anything about this area, but it looks heavily populated.
I don't see the point when Sea Tac is near.

I drive out to Enumclaw regularly. This is farmland, people raise crops and Dairies there is already so much asphalt and cement along the I-5 corridor. There are fewer and fewer places for wild animals, birds, places for people to enjoy nature.
I live here and it would be good for the area

I live in Enumclaw. Having an airport here is a horrible idea. There's already a daily 40 minute traffic backup just to get to Buckley. The area traffic increase would be unimaginable! This would remove people from their homes and farmers from their farm. I can't believe this is even being considered in any rural area. SeaTac is already a 90 minute drive from this area. An airport would just bring more people, more crime, more traffic and pollution to our quiet town.

I live in the area and don't want the character of the area to change.

I live in this area and can get to Sea Tac in less than an hour. We don't need 2 airports so close together

I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO!!!!!!

I oppose of a potential airport, as the infrastructure cannot support an airport. Along with bringing the infrastructure to support an airport, would vastly alter the peacefulness and beauty of the plateau. I understand growth is required, but with active farming in that area, you would be putting long time residents livelihoods in jeopardy. While serving investors interests truly not representing the people of the this beautiful plateau. An airport would vastly alter the current small planes that frequent the plateau and would cause shutdowns of the few private and municipal airfields.

I oppose the recommendation made by the Commercial Aviation Coordinating Commission that claims that the Enumclaw area as the best choice for a new international airport.

It would be an abomination to ruin one of the few remaining rural areas of King County. It would be unfair to the citizens of SE King County to turn the area into another City of SeaTac, Burien, Tukwila urban nightmare. The county growth management act has restricted subdividing tracts of land to less than 5 acres in this area. This has helped keep the area rural but this has penalized property owners here for almost 40 years from realizing gains on the value of their properties. It is not fair that an agency can just come in and in one fell swoop say screw you all that have made the sacrifices over the years we are going to do what we want. This is the opposite of the growth management act we have lived under for almost 40 years.

Senate Bill 5370 that created the Commercial Aviation Coordinating Commission, explicitly excluded any of King County from being considered for a new international airport. This proposal violates the state law creating the Commercial Aviation Coordinating Commission. Why did the Commercial Aviation Coordinating Commission waste time and tax payer money even considering let alone doing a study and recommending the Enumclaw area as the best choice for a new international airport? I believe the Commercial Aviation Coordinating Commission should be dissolved/fired and totally restructured on that merit alone.

I see a lot of green boxes for this site.

For those of us who are not actively part of King County life - I'm not clear about the protection from the CACC which extends to this particular county. Wow.

I see real concerns as well with the pristine farmland you would destroy!! Building more roads and increasing hwy 410! And you are both climate change and environmental?! And the many streams and rivers! Take this site off consideration now!!

I see where this looks appealing but in no way shape or form would this be tolerable. First and foremost, the roads are two lanes in and out of here and the amount of remediation that is needed, RIGHT NOW, for the current population increase and building is about 10 years behind which means that it would be too costly to even consider this location. Further, much of this land in and around this area is tribal. Lastly, there is nothing out here to draw people to this by way of commercial business traffic. This makes no sense.

I strongly believe our next airport should have a mass transportation link, possibly a hybrid of rail and bus system

I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

Bad but better than the first 3

I think that this area doesn't have much funding, thus things like transportation and education are behind most other areas of Washington.

I hope that an international airport will bring some more people and tourists into our area and boost our county's economy.

I don't however think that this would work unless proper public transportation is built. There is already terrible traffic, and no one, not even people flying in would benefit from an airport being in this location without a train.

I would love to see an airport and new transportation through Sumner/Bonney Lake/ Enumclaw. I would love to see this area grow in population, culture and funding.

I think the jobs created in this area would be well worth it. It also seems to me from your study here that it is the best suited and situated site.

I think there are enough airports in western WA, don't you? It's a beautiful state for a reason.

Glenn Hendrick

I think this a great idea, even if itâ€™s a small hub. It takes over an hour sometimes to get to SeaTac and Enumclaw is already in a flight path.

Other benefits is that it will bring in jobs and better our roads. Iâ€™m all for it!

I think this fits all the criteria

I think this location is too close to SeaTac

I ticked NO because there was for some reason no option for OH HELL NO. Placing an airport there would have not only a devastating environmental impact on the land, it would fundamentally and permanently damage the quiet rural nature of the entire Enumclaw Plateau. My family came to our farm in rural Enumclaw in 1902, but prospect of jumbo jets flying in and out of overhead would profoundly degrade the quality life that we cherish, and drive us out of our home.

It would also be basically replicating services available through SeaTac, providing a more convenient option for travel for virtually no one beyond the residents of the Enumclaw Plateau. Even we are well served by SeaTac.

I will leave the state if you build here. I am also spreading the word to as many locals as possible.

I woke up yesterday morning to a herd of elk razing in my neighbor's field just about 100feet from my home....there are also coyotes, fox & deer & eagle and many other wild creatures close by. There are also many people with medium to small farms with animals that would be affected negatively. There are lots fo fields that produce local hay, blueberry farms, honey bees & vegetable that are sold to local markets. I am somewhat confused and saddened by the section about environmental justice....What that those things have to do with this topic? We who live here (no matter if they are of other color, race or language) are the ones that will be affected negatively. There are many areas that are "wetlands" and protected. Our own field becomes a pond in late winter and spring! There is a school, many homes & families that will be affected! We say NO!

I wonder how convenient this is as a location opposed to seatac

I would like to leave this behind to the next generation rather than dilapidated land over run by homelessness or low income housing.

I would like to see major airports more spread out to provide better service options. And if you put an airport in East King County, then with SeaTac and Portland, we'd have 3 major airports within 2.5 hours of each other.

Iâ€™m a Enumclaw resident I grew up there and it probably be a good idea to build an airport there

Iâ€™m concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions.

Iâ€™m saying no only because I have absolutely zero Fn faith that the state or county will invest in infrastructure necessary to support the increase in traffic.

I'm voting yes because Enumclaw is pissed off. They always think they're better than every town. Racist bunch too.

I'm worried about our Eagle and owl population. We have many species of raptors here that are protected in trees within that pasture land. Also, we have a high amount of flooding and snow here and not a large enough highway system to accommodate an airport.

If Enumclaw city officials can't make money under the table from it, then they won't want it. Right Beau and Thomas, ya crooks!

If it gets rid of those pesky hot air balloons, then I'm all for it!

IF IT'S FARMLAND, LEAVE IT ALONE!

If placing an airport here could significantly alleviate stress on SeaTac then it should be considered.

If the goal is to serve King County it should be placed in King County. If the purpose of the commission changes to serve the State of Washington, look at expanding the Yakima airport.

If the people there are happy I would move forward here as an option too. But I think you may be pissing off a ton of people

If the proposed International Airport were to be built on the Enumclaw Plateau it would ruin the "small town" charm of our community. Enumclaw has always been known for its Dairy Farms, Cow and/or Horse Pastures, and its perfect location as "The Gateway to Mt Rainier." I can't imagine a world that would let large airplanes take off so close to Mt Rainier. No one expects when they leave the solitude and beauty of Mt Rainier National Park that they will come out of Greenwater to suddenly land in a huge metropolis, assuming the State would be able to raise enough funds to create a "City" large enough to support a large airport. I was told that some of the farmland in the proposed area is designated "Historical Farmland." My parents moved into their brand new home in Enumclaw 52 years ago. They raised 5 children in that house, in a community that was very friendly & charming, plus they have a spectacular view of Mt Rainier. The view of Mt Rainier would be ruined for all in Enumclaw and surrounding communities if the area is flooded with an airport, large hotels, a light rail system, and everything that comes along with more infrastructure.

I say, "Heck No!" This airport belongs somewhere south of Olympia!

If there are legal reasons not to recommend it, there are legal reasons not to build it as well.

I'm against this site being considered!! Have health concerns from airplane fuel affecting our air. Risks of asthma and coronary issues substantial increases! Seems little thought was given in this choice ! Take off your consideration list now!!

I'm befuddled why you are asking for comment when you can't make recommendations in King County. And please explain why- is it because King County has existing airports?

I'm concerned not only with the potential noise but also the increase in traffic. The building of the Amphitheater created a HUGE traffic nightmare, backing up traffic on SR 164 and Hwy 18, so much so that there are traffic alerts issued on concert dates. The Muckleshoot Casino expansion has also caused an increase in traffic. Not to mention the beautiful farmland that would more than likely be affected. I say NO!!!

I'm pretty sure this is against some law that you guys are ignoring.. Which I totally understand since you're all part of a bureaucratic cess pool who care nothing more than power and control.. Fuck you inslee

I'm unclear on a need for an airport in this area. It's less than an hour to SeaTac and an airport in this area would be very intrusive.

Impact on environment is too great. And the noise pollution affecting wildlife. The rivers. Etc.

Impact on nearby national parkâ€”just imaging mt. Rainier in the flight pathâ€”!

Impacting too much farm land. Impacting the Indian Tribe. Not a good location. Roads out of this area are not capable of carrying heavy traffic!!

In general I much prefer the concept of doing more, more efficiently, with what you have. You have SeaTac, and Paine Field . We donâ€™t need more airports here!

In many ways this is the best site location for the airport, particularly given the large number of people who would use an airport here. All factors should not be weighted equally. Population served should be the primary factor.

In order to put the airport in the location noted a elementary school would have to be removed. In addition Enumclaw is a farming and agriculture community, bringing in an airport would destroy this.

In reference to the South King County proposed greenfield site

This site shouldn't even be legally considered without first gaining the legislature's approval.

The Environmental Justice scoring is laughable and concerning. I get that the United States as a whole has summarily dismissed or seemingly denied the existence of Native Americans or their rights for hundreds of years. Interesting how the study does that here considering a large portion of the land is occupied and owned by members of the Muckleshoot Indian Reservation as well as many of the neighborhoods and communities between the plateau and the sound which will be affected by these changes include Native American homes and business for example the Puyallup tribe. Marking this green across the board is absurd and either entirely on purpose to fit someone's agenda in order to push this site to the front and make it look more appealing or (potentially as bad) simply gross negligence.

The fact that Environmental Impact seems to have been explicitly ignored is sad and disturbing. The Enumclaw Plateau Agricultural Production District's 20,000 acres comprise nearly half of the agricultural lands that are protected by the King County Farmland Preservation Program. These lands are still protected from non-agricultural uses. The plateau is home to many protected or threatened animal species including the bald eagle. Most of the Enumclaw Plateau homesteads and farms get their water from wells and would be adversely affected by the presence of an airport, once toxic chemicals are in the water table they'll be near impossible to neutralize and residents, their livestock and crops would be extremely vulnerable to any spills or other uses of these chemicals even when justified (in the case of fire fighting etc ...) The green river gorge is one of the last bastions of natural salmon habitat in the county and would be compromised. If environmental impact were a criterion it would be red across the board.

Incompatible wetlands would be destroyed, rivers would be polluted from emissions and emergency fuel dumps, flood plains, infrastructures cannot deal with today's traffic already. More homes being built monthly and no reprieve in sight. What does the state offer to assist in this situation. We are already taxed half to death for Seattle to keep building

INCREASED TRAFFIC THRU TRIBAL LANDS NOT GOOD. CURRENT HYWAYS SHOW CONGESTION AND THERE WOULD BE MORE FREIGHT TRAFFIC THAN PASSENGER AND HUGE DISPLACEMENT OF LAND FOR WAREHOUSE BUILDING ON PRIME AG LANDS... POPULATION OF KING IS GROWING OUTWARD TO SUB-SUBURBS. TRAFFIC IN THESE AREAS FOR MOVEMENT HAS NOT BEEN ADDRESSED AND YOU WANT TO MAKE CONGESTION MORE WITHOUT ADDRESSING ANY LOCATIONS FOR A BUILD! IDIOTS!

Infrastructure cannot support the potential increase in traffic. Also, building an airport in this area would destroy historic agricultural areas.

Infrastructure impact

Infrastructure is not built to handle the amount of people of a seatac sized Airport. Would cause awful traffic for local residents. Seatac airport is only 50 minutes away.

Infrastructure to this area (roads/transit) are already busy and the surrounding areas wouldn't support this.

Infrastructure would not support it. It's a rural farming community. Not heavily trafficked and would not be as resourceful. A better location with already existing airfield and infrastructure should be used so dollars are not wasted on ridiculous upgrades that would take years to impliment

Insane idea. We lack in so many important factors...Road adequacy is not feasible in any situation. Insufficient roads. Traffic is already unbearable with concerts and traffic to Bonney lake.

Farmers would be impacted.

Community would lose its unique country appeal.

Would destroy salmon and trout in Neuwalkem creek. Too hilly and close to mountains

Wind would be an issue

Too many homes would be effected by imminent domain

Would destroy generations of family farming.

It's a big NO!

Invasive to tribe and ranchers, farmers. 2 lane roads already huge traffic congestion.

Invasive to tribe and ranchers, farmers. 2 lane roads already huge traffic congestion. Isn't it already in a flight path?

It impacts environmental concerns with many wetlands and streams throughout the plateau. Taxpayer dollars have been used to improve these streams in our area. Impacts on our farmlands here on the plateau. This is a very poor choice for so many reasons.

it is 30 minutes from an international airport. no need for any airport. it will never get used. waist of money.

It is a horrible idea

It is closer to the population and commerce centers that need it.

It is illegal to consider this site in the first place. It lies between two rivers that are critical for Critical King County Aquifer Recharge areas. It contradicts the will of the people and the intent of the county concerning the Farmland Preservation Program. It will come close to and disrupt at least three state parks. It lies directly adjacent to Muckleshoot reservation land. Would destroy the way of life for the people who live there, moved there to ESCAPE the horrible clutter of city and development. Is opposed by the many small towns that abut this area. Has not been considered by the King Co. Land Use Committee.

Did I mention it's specifically illegal by the legislation that commissioned the study!!!

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It is out of the scope of the research in that it is in King County - in addition to being in a location already hampered by poor egress. SR 410 going east is closed much of the year and going west through Buckley is gridlock much of the day as it is! Egress to the entire plateau is overburdened as it is with SR 167 being the main N/S arterial to access Enumclaw from anywhere! I won't even go into the need to SAVE OUR FARMLANDS and the impact losing a large section of local farms would have on the area. We need the AGRICULTURAL LANDS, not an airport!
It is remote. Noise will not effect a city.

It is ridiculous to have another airport in King Co especially in the county's only farming community. It is too close to the existing airport and would completely change the dynamic of the surrounding community.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean.

It is way too windy here, and it would destroy the farmland. The roads couldn't support this either. It makes no sense to consider areas where there is a low population served. That doesn't solve any problem.

It makes sense. High population and congestion in existing airports

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It will bring more jobs

It will have a very bad impact on environment and people's live here because of noise, traffic etc. We want to keep it peaceful and country like.

It will impact salmon spawning and the rural farming community

It will keep our younger tribe in the area. Provide good jobs. Muckleshoot will probably help with it too.

It will provide jobs

It will ruin all the farm lands and small towns out this way! People moved this way to stay away from big airports and massive congestion...NO

It will service south king county and pierce county and drive Econmy for the surrounding areas

It would be close, bring millions in profit and jobs

It would be disruptive to the dairy farms in the area as well as adding traffic and congestion to Enumclaw and the surrounding area.

It would benefit this area immensely.

It would change the entire way of life for the whole community. People live here intentionally for the rural community. An airport would absolutely destroy that.

It would destroy a rural community.

It would destroy the towns of Enumclaw, Buckley, Bonney lake, lake Tapps.

It would disrupt the entire natural environment and agricultural industry that the area supplies worldwide. Additionally, it would bring tremendous traffic and cause significant air pollution. The area is not equipped the handle it. It would harm the local tribal environments as well.

It would encourage growth in an area that would be hugely detrimental to the environment PLUS there's some pretty massive wind storms around here.

It would greatly benefit our area.

It would greatly harm the Muckleshoot tribe and surrounding farm land. Not to mention pollution would harm the white river which I'd home to several endangered salmon and trout species

It would help our tribe.

It would impact farming and dairy and wetlands

It would represent a negative impact to the adjacent communities who have preserved the rural nature of the area for decades.

It would ruin the beautiful views of Mt Rainier
it would serve the most amount of people

It would totally ruin the rural farmland and would have such a traffic problem that already is bad. Can we not leave at least this area alone and stop developing it

It would undo the environment.

It's 30 minutes away from Sea-Tac airport; it would be a waste to have one that close to one another!

It's a big city already. Leave the small city's and farm land alone.

It's a easy drive to SeaTac. Our roads are awful and wouldn't support the traffic here plus it's peaceful and calm.

It's a great location for it! But you would need to do a lot of work to improve the surrounding highways and water management. Now, that being said, it could be a really good thing if building an airport there prompted the needed improvements to the green river dam and all of those surrounding highways that are so badly congested.

It's a horrible idea

It's close enough to SeaTac they don't need a airport as bad

It's close enough to SeaTac.

It's closer to major population centers than the Skagit Valley.

It's not far from the other airport so traffic would be insane and the air pollution would from all the planes would nit make it pleasant for anyone living within 50 miles of either airport.

It's one of the most beautiful farmland area in the state. In addition:

1) it's in King County

2)it's preserved farmland

3)generations of families own so many of these farms

4)flooding

5)impacts to the Muckleshoot tribe residential neighborhoods

6)huge infrastructure requirements (current traffic impacts to the Amphitheater is a good example)

7)complete devastation to the Enumclaw community proudly and successfully based on its small town farm appeal.

We have lived within the "circle" for 5 years and along with our neighbors would definitely be forced to leave and this was our chosen way of life in retirement. After somewhat normalizing from the pandemic impacts, this has ramped up our mental anxiety again. Please make it end and choose a different site to serve the aviation needs of Western Washington.

Thank you

It's prohibited!! How stupid it's even on here. King County already has SeaTac. Put a new airfield in a different county.

It's too close to SeaTac, would cause major traffic issues in the surrounding area, and would primarily be serving wealthy people in the region.

It's too far away from any major city.

its a bad idea

It's a pity that the CACC is forbidden to consider sites in King County. King county is the most populous county in the state, and the restriction really overconstrains you. In my mind, this is the best place to put the airport. There is a former rail corridor, the old Northern Pacific branch line from Commencement Bay to Buckley. In fact, locating the proposed air port west of Buckley might be a good idea.

Its already a cluster anyway.

It's in the lahar zone of Mt Rainier and SEATAC is very close.

It's less than 30 minutes from SeaTac airport and is an important area for farming

Its proximity to SeaTac and its impact on a rural community. Infrastructure, all the dollars spent by King County Residents for development rights to keep open space. Take this location off your list!

Its too close to seatac. Plus they get really bad winds and the flooding. Dont get me started on what it will do to the salmon!

It's too close to SEATAC and wouldn't benefit the communities

Just moved to that area for the quietness and wildlife. With the increase of traffic would be horrific for the wildlife. Not the mentioned the smell from the landfill. If this is the approved site I'd be dealing with more traffic, more sounds, and smell. Have 2 children with special needs, change impact them greatly which will result on more therapies which YOU will be responsible for.

Just told my family member last flight as we were flying back into Sea Tac and we're over Enumclaw, "Wish they can just drop us off on the way."

So silly that we literally fly over Enumclaw to get to Sea Tac.

Just yes. Right here. All the way. Yes.

Keep any airports located to already established urban areas

Keep city people by the city.

Keep Enumclaw farming lands and build your airport somewhere else!!!! An airport would destroy this beautiful area and generations of farmland! Should never even be a consideration!!

Keep Enumclaw the way it is. No new development. This would turn Enumclaw into another SeaTac with high crime and roads that can't handle to congestion. If you really want to keep Washington "green" this area is not what you want develop in. Seatac airport is only 45 minutes away.

Keep our small town small

Keep the dirty plane pollution in the dirty city where it belongs!

Keep the noise and turmoil up there we don't want it in the country

Keep the plateau green and agricultural! It's not the wildlife. No airport! There is not the infrastructure nor the roads to ever consider this!

M. Therese O'Neill

KEEP THE SMALL TOWNS SMALL. Nobody needs to travel by air to the mountains. That's what a car is for. This town is already too populated and will only get worse as it's already bad now without a airport.

Keep this area for farmers and animals ! NO Airport !!!

Killing farmland and homes for people

Kind of inaccessible and not as good as Snohomish County NW and SE locations.

-King Co site choice is in violation of Senate Bill 5370 which creates CACC: "excluding those located in a county with a population of 2 million or more." ; Site would violate KCCP for siting urban serving facilities in the rural area; violates the protection under the KC Farmlands Protection Program; environment degradation, habitat destruction of endangered Chinook and steelhead salmon; expensive and challenging to expand transportation infrastructure to airport site; airspace constraints not yet considered, ie: high winds, mountainous terrain, existing crowded usage of flight paths over site with commercial, private, medivacs, and military planes and helicopters, too close to Sea-Tac airport; greatly limit access to Mt Rainier National Park and Muckleshoot Tribal Lands.

King country is over populated now very little open space it's time to move some of the over flow north or south of I 5 but close to interstate

King county already has an airport. We don't need 2 in the same county.

High winds, farmland, wetlands would make this very unfavorable .

King County already has another airport, putting them farther away from that area is more beneficial to those who live north of Seattle.

King county already has one airport. The terrain does not allow for the surrounding area to handle the impact of additional traffic. Too close to national and state parklands negative effects on wildlife.

King County as a whole already has a significant number of airfields that contribute to the massive noise pollution.

King County does not need another airport. Let another area benefit from the opportunities this presents.

King County does not need another commercial travel airport.

King County doesn't need another commercial airport. Please take this location off the list be be considered. Thousands of acres of designated agricultural land are in this area, including milk production farms would be displaced. In addition, many people have come to this area seeking a quality of life that would be totally destroyed by an airport. And it would be too close to the White River and Green River and Bass Lake complex, which have the highest diversity of bird species in King County as well as the migratory birds that the farmlands support. And King County has spent tens of millions of dollars to preserve the wetlands and water quality in this area, most of which would be lost because of an airport here. To consider an airport in the middle of this would be unacceptable. King County excluded by legislation.

King county has an airport already. Access is terrible - all 2 lane bridges over water - salmon streams. The wind speed on the plateau is often very high. Finally- the state made a commitment to not put an airport in King Countu- yet you evaluated a site. Why?

King county has commercial air service at sea tac, Boeing field and via seaplane bases. The fact is building anything on king county won't take cars off the road for that many miles. You put the same airport in pierce county and potentially millions of less miles will be driven because theirs half a million people in thurston, Lewis, mason, and grays harbor that will use this location plus another million pierce residents that might consider it over sea tac.

King County has Seatac

King County has, at great expense, preserved the farmland and rural character the the area. Both the state and county have invested many millions of dollars restoring salmon habitat in the surrounding area. The Muckleshoot tribe, all local governing bodies, and Enumclaw Plateau residents oppose this location.

King County is already a mess so keep this mess there.

King county is hard enough to get into from the northern most parts of the state

King county is the perfect place . Keep our towns clean

King county just doesn't make any sense. We don't need 2 airports. Rural area. Impact to river. Impact to one of the last wild places we have left.

King County should not be considered. There are many farms, great communities, lakes, the river, stream and so much that would be effected in this area. Not to mention, traffic flow would be a major problem. This location is at the base of the foothills with two lanes roads leading into Enumclaw - this seems ridiculous to me. How are travelers going to get here? What are the traffic impacts. I thought K.C. locations were off the books?

King County site should not be in study as per law creating this study. This site has a large system of wetlands that are vital to water quality and wildlife habitat as well as unstable to build upon. The foothills hold pollution and concentrate toxins in area. We already face higher air quality warn days just with our current level of pollution. Area produces food and feed vital to food security for state and community. Area was protected as a Agricultural save area. Farms were protected for future generations using taxpayer money decades ago. This is a high wind warning area that would complicate flight safety. Sea Tac is only a short drive away. Enumclaw is a thriving farm, livestock and equine community and a recreational destination for state and local parks and hiking trails and biking and fishing. Toxins from roads and fire retardants and de-icing will pollute wells, lakes, ground water, streams and rivers. This will harm fish recovery efforts. A number of historical sites and cemeteries will be destroyed. Our low income families will be displaced and all families who are forced to move will be burdened. We have a number of farms and homes producing solar energy and a manure to energy company that will all be destroyed.

King county sites were to be excluded from this study.

Significant potential damage to environment. This area has a high water table. The area has the potential for lava flows. Farm lands will be gone. Huge impact on indigenous nations. I would encourage the selection of Paine Field.

King County was not even supposed to be considered. This would destroy the beauty and farmlands of Enumclaw. There is already an airport in King County. We do not need a second, especially one that would take billions in order to establish the roads needed to support this endeavor. Washington cannot pretend to care about the environment, and then deplete the land and wetlands in order to make this reality. Not to mention the high winds on the plateau would make this a nightmare. Do the reasonable thing and expand Paine field in Everett, or build near Olympia.

King county went to great lengths decades ago, to purchase the development rights of farmers in the area. The goal was to preserve undeveloped land in King county. Now you want to put an airport there!?! Was it all a sham?? Our quiet community would be destroyed by the noise and traffic that a regional airport would bring!

King County's Farmland Protection Program must be honored. King County tax payers approved and have spent millions of dollars to protect agricultural lands in King County, more than 1/2 of which exist on the Enumclaw Plateau. 45% of the productive dairy farms in Washington state exist on the Enumclaw Plateau. Dairy cows need significant acreage. We must protect our agricultural lands, as once they are gone, they cannot be regained. Losing this resource is a scary prospect as our climate is changing and food productivity is uncertain.

King/Pierce county in this region lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area.

Lack of infrastructure and very rural. Would destroy environment

Lack of road infrastructure to support an airport.

Lahar zone?

Land has already been preserved as farmland.

Land here has been purchased to keep area as farmland. Let it be!

Large population base. Previous airport in that area was very convenient.

Least negative impacts and close to major population centers

Leave the country land alone!!!! This is ridiculous your even thinking of this!!! It's already bad enough traffic with all the new cookie cutter homes going in! Leave the last of the peaceful farm land for god sakes!! Go literally anywhere else!!!!

Leave the farmland alone!

Leave the farmland/private residences. Seatac is within a reasonable drive from here.

Leave the green spaces alone. There is not enough of the country acreage left. Please don't consider Enumclaw.

Leave us alone! Keep your noise and pollution to the urban areas! Nature HAS to have space!

Limited accessibility and not that far from Sea-Tac.

Limited roads to support the traffic (already insufficient for current traffic), winter weather conditions, farmlands impacted, quality of life destroyed in a lovely small town, far from a major freeway system, close to some of the flight paths for SeaTac. Since we have an airport in Everett, and SeaTac, it seems an airport farther south on I-5 would be better since the folks in that part of the state have to drive quite a distance to catch a plane. Also, what in the world does race, language, or color have to do with anything? You should consider people, PERIOD!

Local agriculture would be displaced. Muckleshoot tribal land encroachment. Salmon and eagle habitat disruption.

Local governments and tribes will have information on species and habitats at risk. What about traffic? Also, conflict with JBLM, in terms of airspace. Bio retention, wetlands, and other water features are prohibited near airports because they attract birds. Please address this with the community up front.

Location makes sense regarding all concerns and will serve the most people.
Location... not south enough

Logistics two lane roads don't cut it when you add more traffic. It is a rural area with valuable farm land a dairy. Cows don't like to be disturb when producing milk. They give less. Speaking from experience.

Long time resident of Enumclaw. Absolute absurdity. With the 500+ new construction homes in our area our infrastructure is already failing. We do not have the kind of roads to service an operation this large. Traffic is already terrible. KEEP ENUMCLAW A SMALL TOWN!

Look at the roads servicing this area! And bridges for that matter! Traffic is already a mess and I truly don't see the State putting money into getting any of this fixed! Shame on you for putting a location on this list that you already admit that the CACC can't recommend.

Looking at the map there is only one two lane road directly serving the sight selection. The area is also land locked in nearly land locked in three direction. Mt Rainer National forest and Hwy 410, which directly serves the East side of the Cascades is closed November - May due to snow accumulation. Connecting 410 to 164 closer to the selected site would be challenging because the land in King County belongs to the Muckleshoot Indian Reservation. Connecting 164 to 169 would be challenging because of the Green River Gorge. There is a \$30M, 16,000 seat outdoor amphitheater less then a mile away from the site.

The farming and recreational agriculture that make the are thrive would be replace by airport related business.

Looks closer to SEATAC so more road infrastructure already exists.

Looks like the least impact, and there are a number of ways to get there. Roads through Bonney Lake, So Prairie, Auburn, Maple Valley, even across 410 unless it's closed for the winter! Great place for an airport!

Loss of farmland, impact to farmland next to site, impact to mukelshoot tribe - location of housing, amphitheater (revenue) fireworks (revenue) ; environmental impact to areas - farmers were compensated to NOT develop their land, CACC agreement not to add an airport in king county (over 2mm pop); infrastructure is currently at capacity ie, roads and bridges, area is not easily accessible; proximity of mountains to proposed site; proximity to SeaTac flight paths.

Loss of valuable farmland

Convert Paine field

Lots of family's will be displaced, roads cannot accommodate, lodging is minimal, and most importantly hundreds of years of agricultural tradition will cease. Generations of family's have conducted practices of dairy, and beef cattle. Hay production feeding most of the area, horses and swin farms will all have to be ceased. Not to mention the destruction and change of local ponds, and wet lands that would be harmed. Consider this carefully.

Love it!

Low density and too close to SEA.

Low diversity in this area and no public transportation. Auburn municipal airport is just 15 minutes northeast and SeaTac airport approximately 30 minutes.

Make absolutely no sense at all!

Make Paine field better

Makes most sense, minimal impact

Makes no sense. It's so close to SeaTac.

Makes the most sense

Many families would be impacted as well as huge herds of elk and other native species would be affected! Tax implications for building in this area would be enormous for this particular area! highways and other inlets to serve an airport would be astronomical! Generations of family farms would be destroyed and valuable farmland is already becoming more and more scarce! We are vehemently opposed to this project!

Other areas are far better suited than EnumClaw area!

Thanks

Many farmers in this region have agreed to preserve this land for agriculture - developing it for an airport would be a total betrayal of that agreement!

Many of the proposed locations there is no viable way to provide adequate roadway capacity to the location without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

Many of us already have the current Seatac air traffic flying overhead on a daily basis, adding another major airport and its traffic would be detrimental to us and could also impact property values in the area.

Many other locations closer to major highways providing easier access to new airport. This location would destroy working farm lands, schools, places of worship, and negatively effect the environment

Many places that can accommodate this here with out jeopardizing the farm land like you would further north Keep it there that area is convenient for many many people

Many projects have been completed to protect and increase salmon habitat along Newaukum and Boise Creeks, two bodies of water that run through the Enumclaw Plateau at the East King County greenfield site. These two creeks feed into the Green and the White Rivers, which flow to the Duwamish. Contaminating these two creeks with runoff from an airport, in addition to the damage to these projects created by infrastructure for an airport, will eliminate the habitat and progress made to increase salmon numbers and spawning locations in these two creeks. This directly affects to health of our Orca population in the Salish Sea of Puget Sound, an endangered species that will only be saved by increasing our salmon population. The Enumclaw Plateau is vital to maintaining and increasing salmon populations.

Many sites are fragile at least and each of these areas are impacted from noise levels, traffic that cannot be managed properly, pollution, many people's property devalued due to above mentioned issues. Stop.

Massive negative impact to a rural community. Wind and birds in this area are likely a much bigger risk than other areas. Infrastructure like roads, cellular networks, electricity, and water are less ready for such a project than other places.

Maybe CARGO only. Move all cargo from SEATAC to new location making room at SEATAC for passenger travel.

Meh.

Might as well go to SeaTac. No benefit to Snohomish County and north.

Might as well just expand SEA-TAC if you are going to build here. You wouldn't be serving anyone new at this location. Those north of Seattle will still have to travel through either Seattle or Bellevue. There would be no decrease in traffic.

Might be beneficial to central and south Sound, but does nothing to assist north Sound travelers who are already farthest from an airport

Migrant birds, farming land, flood, poor road ways, lack of transportation to larger cities south of this area, environmental impact it would have not livestock and wildlife and my list could go on!

More deforestation you're fucking dumb

More info please

More population and infrastructure
More population more need for one.
More practical than the rest.

Much if this land is used for agricultural purposes. If you destroy this, it's gone forever. Not everything needs to be a concrete jungle. Not to mention, the way of life and culture of Enumclaw would be no more. There is a reason we live out here, to stay away from SeaTac BS!

Much of this property has already been protected for agricultural use, not to be developed. An airport is not best for this protected environment and community culture. A commercial airport must not be built in the East King County Enumclaw area.
Muckleshoot can help with it!

Muckleshoot Tribal Land borders this area. They should have some input. Home values in the area would plummet due to increased noise pollution and traffic congestion. This area is already heavily traveled for commuters and would impact many commuters. Many residents moved here specifically for the rural community lifestyle and to get away from the heavy traffic and noise. Please do not choose this site.
Muckleshoot will help!!!!

My concern is the lack of future funds to mitigate noise, emissions, environmental hazards, and traffic issues. You could build it, but the long term impact is definitely negative. Please find a better place and ask those who choose to fly to pay for the privilege.

My husband and I live in Black Diamond and travel for work regularly. A closer airport would make a huge difference to our current 40 minutes one way commute.

My property would be directly impacted and I adamantly am against this proposal. It would create a great hardship for me and my family.

My son and 2yr old grandson just purchased a new construction home in the area of 416th st. and 212th ave. it is a beautiful home

set in a very scenic and peaceful area, an airport in this area would

be a huge negative impact on the quality of life for people living in this area, I would have to SAY NO TO THIS IDEA.

My tribe will greatly benefit from this
N/A

Native lands, farming community, too close to SeaTac! This is beautiful and rural Washington State. Please please do not tarnish this

Need additional infrastructure

Need something further north.

Needs to remain rural. Infrastructure to keep the area is completely inadequate and goes through tribal land.

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

Negative impact on natural areas, wildlife, farms, and small country roads.

Area is susceptible to flooding.

Negative impact to wildlife and current rural farm land acquisition.

New freeways would have to be built to access this area. There are many farms and smaller cities that would be disrupted by the noise and traffic congestion. This is the wrong place to build a new airport. We already have easy access to Seatac airport, so this location is redundant.

Next biggest county would just be appropriate to have a national airport. Only if itâ€™s developed soon instead of ten years from now until everything else is occupied. â€œAvoid doing simple fix for a problem instead plan for a solution before there is a problemâ€ we wonâ€™t have gridlocks with this type of thinking

NO

No

No

No absolutely not! What is the point of having two international airports in the same county ? There are NO MAJOR FREEWAYS HERE!!!! You canâ€™t even solve the traffic issue from Enumclaw to Buckley and you want to put an airport here? On our farm lands?

Sure go ahead take away all the farms and see how you feed you families. This is absolutely insane.. king county wasnâ€™t even supposed to be considered in this proposal.. majority of the traffic to the airport is from the north

Expand Payne field

Expand Boeing field

Do not even consider Enumclaw

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

No airport in Enumclaw too much traffic already!

No benefit---too close to existing Sea-Tac service area.

No City can't support volume of cars/people added. Infrastructure is maxed out. Rural community severely impacted.

No east to west highway infrastructure sufficient to make this work.

No easy access roads to this site

no farms no food

No I don't think an airport should go here or any of the other places listed. Put it in a desert, not in people's nice green back yards. Expand the current airports. All of the places listed are nice green areas where wildlife and farm lands are. Our state claims to be the environmentally friendly one but wants to pave our back yards that wildlife lives in and out food is grown. Anyone of these locations will ruin the surrounding towns with pollution, pavement, noise, and everything else that comes with an airport.

No improvement

No infrastructure (no highways) in place, least amount of population served, Poor location, would impact farmers and displace numerous farms and land plots. Not a great location and not accessible easily.

No infrastructure to be leveraged. Not close to major populations. Huge environmental impact on wetlands/salmon stream/agricultural lands in which King County taxpayers have invested in for decades.

No Infrastructure to support an airport let alone roadways and traffic along with all the new traffic an airport would bring the plateau has been historically dairy since the late 1800s let's keep it that way

No infrastructure to support existing traffic yet alone additional traffic!

No infrastructure to support increased traffic which is already bad. Leave this land alone. We do not want planes overhead constantly.

No infrastructure to support traffic, many farmland and environmental impacts.

No lets keep the farm land and keep emissions down!

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more airports should be built in King County. I thought this was established by the legislature several years ago.

No more destroying farmland/marshlands

No more growth.

No need, there are airports nearby

No new airport

NO NEW AIRPORT

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

NO NO NO NO !!!!!

NO NO NO!

No only serves the southend

No road structure to support the traffic. No adequate highways.

No road support from any direction

No simply because the road systems in the area simply can't handle local and a mild amount of out towners. Lived here my whole life, it would be an absolute joke. 6 days a week going from downtown Enumclaw to Buckley after 3pm takes 30 to 45 minutes, that's a 3.5 mile drive.

NO South!

No this is too close to mt rainier and the ecological impact will be enormous!! This is dangerous to our eco system and all the things that people leave the big city's to explore the last thing they want is to be able to hear jets above them while hiking. This will impact our tourism and the people who come for our QUIET mountain ranges.

No this location should not be considered for many reasons. This is a rural community and the farms,

many animals and a lot of different wildlife would be negatively impacted causing needless suffering for these animals.. The roads are in no way equipped to handle airport traffic. The noise and pollution would be terrible in this farming community. Let the farmland and open space be just that. There isn't enough as it is.

No too much work to build infrastructure too

No viable way to provide adequate roadway capacity to this area without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

No! This area is critical habitat for many bird species, renowned for wildlife watching, as well as farmland conservation - incompatible uses. Once destroyed, these sensitive areas cannot be restored. These uses provide tourism income for the area.

No! Keep this area rural. Keep it farms. Keep it NOT LIKE SEATAC!!!

No! Take this garbage to Eastern Washington!

No! This should not even be on the list...but it seems pretty clear this is the site they want and the legislators will change to make this a viable option at the drop of the hat.

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.

NO!!!!

No, but this is better than all the other options.

No, I totally disagree with this site, this is a rural bedroom community, with lots of farming. we're you aware of the winds in this area?

No, no, no to this airport site. Due to climate change, we should be looking to discourage flying, not adding more avenues to do so. I can not even believe this is a consideration. YES to more open spaces & trees, more preserved land, no,no no to whoever thought flying more planes over farmland & small cities would be okay. Only an idiot thinks this is a good idea, or maybe several of them. Enumclaw residents stand together on this issue & we will fight it every inch of the way.

No, this will impact animal habitat and wilderness areas immensely

No, too close to SeaTac

No, we need to preserve the farming industry in this area. We don't want your airport. We own land in this Zone and we will fight like hell. Every airport turns into an horrible area around it! It's disgusting.

NO. This is a small farming community. You will RUIN it with an airport. Build it OUT of king county
No. Absolutely not.

No. Absolutely not. It is awful for the environment, and quality of life. We already have noise pollution from the navy jets and dont need anymore. The quality of life, increase in crime, and human trafficking would be awful. We moved to skagit county and beyond, to get away from the seattle metropolitan hell-hole. It will continue to make property and home prices further skyrocket. You think I-90 traffic is bad now... It will become even worse.

No. Leave our farms alone!

No. The Enumclaw plateau is one of the last large tracts of farmland in King County. Critical salmon habitat will be destroyed. Plus this would be on the doorstep to Mount Rainier National Park. Not only will this be placed near a geological hazard. It will destroy wild life and prime salmon habitat.

No. Too much destruction and bad for the environment!
No!'
Noise and environmental impact.

Noise pollution, environmental pollution, no. It doesn't matter if the impact is low. Low doesn't mean anything when the units are not clear.

Noise, and it's bad enough being right under the current flight path for SeaTac out in this area even though the planes are a few thousand feet up the noise is still plenty loud couldn't imagine if a airport was built here

NOO! Do not put an airport anywhere near Enumclaw! I will refuse to renew my RN license and you will have an EVEN MORE SHORTAGE IN HEALTHCARE! YOU WILL NOT HAVE ANYONE TO TAKE CARE OF THE INCREASE IN POPULATION THE POTENTIAL AIRPORT WOULD CAUSE.

Nooooooooo

nope

Nope

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!

Not a good area at all. Plus it is too close to the existing airport. If adding a new airport it should be down south more. We have Everett and Sea Tac. Should be closer to the Olympia area.

This proposed site would take away much valued green space and farm land. It would be a traffic nightmare to an area that is already having development and congestion issues.

Not a good area for an airport. Roadways cannot support it! Needs to be further south.
Not able to accommodate the high volume of traffic.

Concerts in the area prove that.
Not appropriate in such a rural area.
Not close enough to major freeways
Not close enough to me.

Not close enough to population concentrations. Destruction of undeveloped land.

Not compatible with the area. No roads to carry the traffic. The amount of construction to handle the traffic and freight would damage everything around here.

Not enough benefit, too close to Sea Tac.

Not enough demand and people can fly out of seatac already

Not enough infrastructure to withstand this addition. Would totally destroy this area and would not alleviate Seattle traffic, only contribute to it. This is too close to SeaTac already and wouldn't solve anything.

Not enough people live this way to make it worth it. Again, Seatac would still be used most of its is built here

Not enough people served

Not enough roads to support traffic. It would disrupt farms and residents.

Not enough space for future growth due to congested traffic and area constraints

Not near an interstate for easy access.

Not near freeway, two-lanes on 164 much of the way.

Not only would this add to the already unbearable traffic headaches but ruin the rural feel of this area. The growth in this area is outrages for the amount of roads and services we have that can't sustain anymore expansion. I am definitely against this airport project.

Not sure about this one, but the abandoned coal mines in this area could affect any construction for years after being built.

Not sure more airport capacity is needed in the state. Reducing airtravel should be a goal in favor of other more efficient modes.

not sure of this placement as it is close to a tranquil area. But is closer to a larger population to serve.

Not very good because it's too close to SeaTac.

Not worth the effort especially since it is not convenient access from the major population centers.

The Amphitheatre is out in this same area and only makes traffic congestion worse for Hiway 164 too.

Obviously - lots of green, no red, only some yellow. Add ways to mitigate the wetlands impact and the incompatible uses impact and it looks pretty decent

Of course!

Of the possible choices, this looks like it would have the least impact to the land, people, and businesses. Best choice of the ten possible.

Often too windy for lawn furniture let alone planes landing and taking off.

Once farmland is gone, it's gone forever. The land that looks so good for an airport to this group has been off-limits for years with the promise/county mandate that it would always be farmland and would never be subdivided.

Two lane roads are filled with commuters avoiding other two lane "highways" causing backups and limited accessibility during peak travel times.

A large airport is inappropriate in our rural community and would change Enumclaw irreparably.

One access route. Does 90 min factor preclude lack of planning. Do you look at current and future residential developments and trends/forecasts? We know most cities just care about\$

One of a handful producing dairy farms in the state. Severe environmental impact to wildlife. Displacement of hundreds of residents. Flooding should be considered as severe high risk.

One of a handful producing dairy farms in the state. Severe environmental impact to wildlife. Displacement of hundreds of residents. Flooding should be considered as severe high risk. One of the last agricultural spaces in King. Enumclaw has worked hard for decades to keep growth to a minimum. Last stop before

Mt Rainier. Pristine area. Muckleshoot tribal

land would be impacted.

Only one main way out of the area (HWY 410) and it would be a burden on all that live and work here. Only to replace SEA

Our area in Enumclaw/ Auburn is rapidly growing. How amazing would it be to have an airport to bring jobs to the area! Also, it would help better our one lane roads!

Our community wants to keep our town small and safe. We have protected wetlands here and the Muckleshoot reservation. Our entire town opposes building here.

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our family recently moved from South Park, Seattle (near Sea-Tac) and bought a house in Maple Valley primarily to get away from the jet noise and pollution - to raise our child with a better quality of life. Now we learn King County is considering ruining this area with more jet noise and pollution? The natural habitats and wildlife would suffer immensely and quality of life for people would decline. Please do not build an Airport in East King County!

Our home and property is here. Its all farms and homes and small towns it would be devastating to our community and surrounding areas.

Our roads are already extremely overburdened due to the following factors:

- We have the Muckleshoot Ampitheater & Casino which cause tremendous congestion. The casino is adding a huge hotel, which will increase traffic even more.
- We also have a high amount of traffic due to people traveling to Crystal Mountain for recreational purposes.
- Enumclaw, Buckley & Black Diamond have all had many large housing developments added.

The noise, crime, & pollution that come with this type of project would have a negative affect on our communities.

Our roadways cannot tolerate the volume of traffic this would create. Please consider those of us who live here. Thank you.

Outside scope of legislative charge. Also, I want an airport that serves South Puget Sound region (Pierce/Thurston/Lewis/Mason)

Overall the best candidate.

Overlaps service area with existing airports keeping those in the state without access to reachable airports at a disadvantage. The winds and severe weather patterns on the plateau would make flight cancellations more regular. The incompatible land use in this area is exasperated by the agriculture production district. Air traffic noise will impact production of animal products such as milk and meat and the pollution will negatively impact crops and public health. This area is already served by existing airports and the placing yet another airport in King County double disadvantages residents of King County as they continue to absorb negative impacts of existing airports etc. this site is also located close to the Muckleshoot lands and most definitely impacts BIPOC populations in the worst way.

Paine field

Part of this area is tribal lands.

People have moved to this area to get out of the noise and hum of living anywhere near the I 5 corridor. Too destructive and noisy. Seattle is not that far away. People who travel by plane expect to travel to an airport.

People in King county wouldn't really like it that much if the traffic got worse and there was more people coming in and out.

People moved to East King Co. from Seattle suburbs for more affordable housing, a rural lifestyle and to get away from Seatac and King Co. Airport heavy aircraft traffic. Since its stated this site features the greatest number of people within a 90-minute drive it also has the most people affected! Also, this site already has traffic issues and the increased traffic will make it a traffic mess.

People use Bellingham or Everett airports. Build both of them bigger.

PER LEGISLATION â€¦ NOT to be built in King County! The instructions were to not even consider anything in KC. Demand they provide another site at no cost! This is a highly agricultural area with millions invested in the 1970â€™s by King County to preserve its farmlands. There are already two major airports in King County south of I-90 so it doesnâ€™t serve a new population where growth will occur. There is extensive wildlife in this area and this would destroy their habitat. Have you ever been to Enumclaw? If so it would be beyond your comprehension to ruin such an amazing place. Go somewhere already compromised. Obvious suggestions are next to McCord AFB and #1 Paine Field as it would serve the North end. Duh!!! This will RUIN areas north and south under flight path - Covington, Kent, Bonney Lake, Sumner.

Per the legislation that formed the Commission, the CACC is prohibited from making recommendations within King County. The CACC is not studying airports or greenfield sites in King County.

Per the legislative direction, the site is not supposed to be located within King County. Therefore this site should not be under consideration in the actions of the CACC. This would not provide equity to the Puget Sound Region to locate two major commercial Airports within a portion of one County and would detrimentally impact the environment and disadvantaged populations located at here. In addition, the disadvantaged populations existing at a higher concentration within South King County than in the rest of King County. This would have significant unintended consequences and we cannot keep impacting South King County detrimentally just because its population is already detrimentally impacted. This analysis is flawed in that it does not look at the agricultural impacts of the protected land that has been developed by King County nor does it adequately look at the environmental impacts in the area including the fish bearing streams impacted and the wetlands impacted. None of your evaluations looked at the amount of infrastructure needed to support each location but the distance and geological constraints between this location and the existing major highways of SR167 and SR18 have not been adequately considered. As a resident and property owner who would be impacted by this proposal I do not support the consideration of this site in this process. In addition, this is disingenuous of the CACC to consider it when the legislature already indicated not to look at King County for the future site of the commercial airport.

Per the terms of the CACC's legislation, sites in King County are not to be considered. Additionally, this region is home to some of the last remaining agriculture in King County, which should be conserved as both a buffer between the urban-wild interface and an opportunity for agritourism.

Perfect place for a new airport since this is where the density is.

Pierce county is a mess anyway! yeah sure, go ahead and throw an airport in there anyway cant get much worse.

Pierce county roads cannot handle traffic this would cause.

Please

Please and thank you!!!!

Please do not build there. It is in King county, millions of people in the area. Also it is bordering on/encroaching on the Muckleshoot tribe. There is already a HUGE airport in King county (SeaTac)

Please explain why King County sites were excluded!!!

Please leave our rural areas of Washington alone.

Please take careful note of all the roads leading into that area. With the number of housing developments brought into the area over previous years, the road system would require significant work to make this option viable for people in a 90 minute radius to be able to get there and back. 169 is strained already with Maple Valley Traffic. 410 is strained between Buckley and Enumclaw (bridge over the river keeps road at 2 lane). 164 has constant delays with the amphitheater. You would need major work on all the major roads leading into the area to prevent people from speeding through neighborhoods in an effort to bypass backups.

This area is also place of frequent high winds in the winter.

Just a question...has anyone looked at what the sound impact would be on livestock? This area is home to many farms. You can mitigate sound issues for people/houses, but what is done for the animals that are living outside? This is an area of farm land, is an airport the best addition?

While this location might appear to be viable based on the parameters you were searching for, you might find the cost associated with it much increased as you try to actually make it happen.

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

Poor access for so many people

poor access, to close to Seatac

Poor road infrastructure to reach it.
Population base and access supports location better than the others.

Population here and other Northern sites are far greater and only gets smaller by number as u go further South on I-5, thus only making people easily still decide to use SeaTac, and so defeating the very purpose of intended use. So then not providing much relief for SeaTac after-all. However, as stated above, it unfortunately seems as though this location is the best when considering the eight factors...

Population is north of Seattle as shown by traffic patterns trying to get to SeaTac.

Population too sparse.

Population.

Positively not. It is a farm land with limited access. It would destroy the area. The infrastructure is NOT there nor should it be built.

Possibly a good choice although the land is somewhat untouched commercially

Possibly. It's closer to metropolitan areas at least.

Probably your best choice. King county is already a shit hole
promote and provide passenger rail instead

Property costs will be prohibitive and most of the roadways are rural in nature

Provides a better option for those in the South Sound region.

Put the airport near Everett.

Question the need.

Quit destroying our earth utilize what we have Boeing Field and SeaTac

QUITE KILLING OUR PROTECTED SPECIES AND OTHER WILDLIFE FOR
MONEY!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Real people, your families and friends live in these areas, expand the existing airport spaces, keep airports in the existing urban or already accepted locations!

Red: 0/24, 0.0%

Yellow: 8/24 - 33.3%

Green: 16/24 - 66.7%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

Reluctant because there are many farmers in that region of Enumclaw like livestock but if all of the environmental impacts - noise, emissions, and pollution can be mitigated it might be viable.

Remote, too close to SeaTac. No one wants to see the last beautiful area of Western Washington despite led and polluted by another airport.

Residents of the plateau do not want an airport here! Keep our farmlands intact. No traffic or noise pollution. we are already close enough to seatac
RESTRICTED AREA! Heavily populated King County.

SSB 5370.

Lack of Adequate roads and Infrastructure to support the site.

Negative impact to the Rural Farming Community.

Farmland Preservation Act

King County Conservation District.

Negative impact on Salmon Habitat Restoration. (Pussyfoot
Creek).

Negative Impact to Muckleshoot Tribal Community and
Reservation Land.

NO to this site!!!

Right in the valuable tourist areas and friable mountain environs. Also, distant, but real risk for volcano activity.

Right next to SeaTac

Road and mass transit infrastructure is already totally inadequate. The Enumclaw plateau is served by three 2-lane roads and minimal mass transit options. The cost to add additional road capacity would be prohibitive and also greatly impact farmland and the Muckleshoot Reservation.

Road infrastructure cannot support it, impact on farm animals and small local town as well as surrounding Muckleshoot reservation

Road infrastructure is not easily upgraded to accommodate the added traffic to an already over used roadway. It is too far from the I-5 Corridor where the majority of the traffic patterns. The farming community will be too greatly impacted in this area as we are already losing farms at an alarming rate.

Road infrastructure is too far away from a freeway system and would lie on a road that is already heavily congested in rush hour routes for the people of Enumclaw and surrounding areas. Also, the proximity of being close to a Native reservation (Muckleshoot Reservation) seems a bit insensitive to slap a commercial airport next to their land. I would highly recommend suggesting another location for this proposed airport. We deal with enough plane noise in this area, and would prefer to not deal with additional noise as it is harmful to our health.

roads are already packed, the bridge into Buckley is already over an hour to get to Buckley which is the next town over, it would effect the tribe reservation, it would hurt farm land and take it away.

Roads are inadequate today. Poor access from any direction and weather- wind is problematic. Roads are minimal, traffic off Hwy 18 is a mess. This is a remote, isolated location . The need is for the area south of Lewis/McCord
Roads can't handle more traffic.

Roads in and out of Enumclaw are severe as it is. We don't need more traffic.
Roadway access to a facility in Eastern King County would seem next to impossible. An airport needs to be closer to a freeway.
Routes to the area would require huge improvements.
Ruining our peacefulness of country living.

scaring animals, cows, elk, deer etc.

will have to much noise and traffic. Roads can't handle it.

You have better areas to pick from
Rural area. No one wants to

Go here, would require a lot of roadwork
Salmon and Bald Eagles are protected here. Hard no.
Same answer
Same answer as above
Same as above.
Same comment as Snohomish county
Same reasoning, greatest number of people served with a low impact on people. This is the 2nd best site .

SEA is too close. There's no gain in capacity. To far off the beaten path. This would push development outside urban growth boundaries.
Sea Tac is already established. Will more planea really be in the air with the agenda for global warming?
Sea tac is right there bro. Leave it alone.

Sea Tac is very close.

SEA_TAC is just right around the corner from themâ€¦!

Seatac

SeaTac airport is close enough and environmentally people go here for a healthy environment and trees .

SeaTac already meets the need of the population south of Seattle.

SeaTac and Boeing Field are reasonably close. An airport in Pierce county or further south makes more sense as it would reduce traffic to SeaTac. This area is already struggling with excessive traffic. In addition, the impact to the small communities and live stock is not worth the benefit.

SeaTac and JBLM airdrome overlap is busy enough now. This site would only add to that load.

SeaTac is already there

Sea-Tac is central enough. Iâ€™m against the deconstruction of land, animals and other habitats.

SeaTac is close enough.

SeaTac is enough. No more airport pollution than we already have in WA state please.

SeaTac is so close

Seattle area needs another airport for future growth

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, just know you have to drive a couple hours. It is what it is. Seems as good as anywhere to put it at least the highways are big enough to handle a little extra traffic.

Seems like a good location, but it is so close to Seatac what would be the point?

Seems like it is the best option. But not an option? And how could the health impacts really be mitigated?

Seems like this would be the best choice. Closest to the greatest need. Or consider Grant County (Moses Lake). They already have existing infrastructure and less population. But there is major highway access.

Seems like you answered your own question here with no red in the chart. This looks to be the best solution.

Seems likely clearly the best suited site

Seems to be the best site. The population needing the most service is right there, no floodplain concerns, and no "red areas" at all.

Seems too close to Seatac

Seems too close to SeaTac to be worth it

Seriously? All this talk about climate change and environmental stress!?!?! We DO NOT need another big airport!

Serves a large population base on already capable infrastructure to the I5 corridor and is close to year-round recreation for tourists.

Serves as an offset from Seatac, greater impact with commercial/ warehouses In King/ Pierce County. Severe impacts on the BIPOC and native communities of underserved Muckleshoot Reservation and Auburn

Severely Negative impacts to roads, community, natural environments and animals, farmland. NO!

Significant impact to surrounding cities and population, generally rural and suburban

Since the airport is meant to serve Seattle it should be located in King County.

Site aligns well with most of the states metrics

Six lane roadways, dedicated bus lanes, light rail, and nonmotorized access will all need to be part of the design

Small town, we don't need any more traffic coming through and we already have enough on 410 and 164 through auburn.

So stupid when there's already an airport in King county

Sounds good

South King County already has two large airports with Boeing Field and SeaTac. This site is far away from all infrastructure. There is no mass transportation, no warehouses, no manufacturing. It is a QUIET farmland community. Most of the farmland is in the Farmland Preservation program. We may have 3 state highways or routes leading into the area but they are 2 lane roads. One school bus can really screw up traffic. Our mass transit is a short Metro bus that comes into the area a couple of times a week. We are not even in the Sound Transit taxing base. Your "stoplight" charts are WAY OFF. It should be filled with yellow and reds. The Muckleshoot Tribe will be greatly effected by this. The site is in between the Green and White Rivers and the run off, clearing, noise, jet fuel will greatly the environment. We have all sorts of wildlife roaming the area including a large herd of Elk, birds of sorts. It should not be green! The winds through the foothills will cause plane issues. The site is against the foothills and it will effect the flight patterns. I know that all of the cities around the site and the Muckleshoot Tribe all sent letters not supporting the site. We can easily get to SeaTac so not sure what public this site would be accessing that cannot make it to SeaTac making that green. This is not the site for an airport.

South King county already has a international airport with a 45 min drive from here. There is no close freeways and it is one lane roads that barely support the commuters using it now. This rural open space has been intentionally zoned and you don't get that back. It was not preserved so it could be ruined by an airport.

South King County already has SeaTac Airport and we do not need another. This area is on a previous mudslide/lahar from Mt Rainier which could easily happen again. So leaving the area in farmland is a more prudent use of this land. No new airport locations. Expand existing airports and link with light rail.

South King County does NOT have infrastructure to adequately support the homeâ€™s that are being permitted let alone the traffic and environmental impact. I donâ€™t understand how the environmental justice is all green for this location. The redlining in the mid 20th century impacted the south end which we are still paying for with our health and lower standard of living. Between new asphalt plant going in within 200 feet of a salmon run, taking all of Seattle garbage at a landfill and north king county getting all the investments for population relief-look elsewhere. Our families and children suffer from these inequities throughout our lifespan. An airport in our area will add to an already tough burden that we already manage with SeaTac traffic overhead EVERY hour of the day. Flooding in this area in constant-considering the commission was directed NOT to study a site in King County why are you wasting time, energy and the anxiety of people living in this area who are opposed? And why is it, the descriptors for incompatible land use is the same for many suggested areas and this site receives green but others are red or yellow?

South seattle and puget sound area already had an airport. East seattle Washington can accommodate an airport.

Start working on better roads to get to Sea-Tac instead of building another one.

Stay out of Enumclaw! The positive of Enumclaw is itâ€™s a safe place to raise a family and yâ€™all would mess with that!! The traffic impact alone would be unbearable for the local roads.

Stay out of Enumclaw. Let another county have an airport, olympia or Snohomish area

counties make much more sense. King county doesnt need to have a monopoly on them. KC is just greedy and wants the money. It will destroy the agriculture farmland and destroy the quality of life there. Plenty of people of color here too... indian resevation. Easier to steal land by eminent domain here? Why the green?

STAY OUT OF KING COUNTY!

Stop picking locations that are full of farmland.

Stop ruining our land, fix your current infrastructure first

Stop trying to turn in farmland that is crucial to thousands of Americans livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Stupid waste of taxpayers time and money....

Sure. Seattle is already a hell hole might as well keep at it.

Takes away small town feel.

That area is between Pane Field and SeaTac, so it doesnâ€™t need another airport.

That is a where my friends and family live and if this was placed there it would make no sense to up root those people. That site is not close to most large cities.

That makes more sense than places where there is agriculture like the northern counties.

That's no better than going to SeaTac

That's prime farmland.

The amount of farm land, tribal reservation, and properties that will be affected are too great. I Recommend another site where noise pollution would be less.

The amount of infrastructure needed to support an airport in this location and the negative impact it would have in surrounding farm and forest lands make this a poor location option.

The amount of people with open spaces, farmlands, small businesses, schools would be impacted severely in a negative way plus some wetlands and some flooding are a part of this area as well.

The amount of traffic generated on SR 410 is already ridiculously high. An airport anywhere in this area would be untenable for the local residents/commuters.

the area in question has already been held for other WA Gov purposes. Home area expansion without adequate roads while slowly choking those who try and keep the area open to farming, dairy and natural areas for the last of the king county wild life. An airport in this area will choke those wishing to travel into the foot hills too. Lets keep the last part of King County that is rural, rural. push airlines to use larger planes with less flights to make better use of existing facilities. The area is already densely populated and the infrastructure is unable to accommodate current residents.

Concerns regarding impact to tribal community.

Concerns regarding flooding and wind.

The area is already too densely populated for the terrain. With more housing already planned out, it will lead to more congestion, less vegetation, higher temps with a drier climate. The whole area is poorly planned out as it is.

Why not put a new airport, if it's needed, further east?

Ellensburg area.

Do the right thing and include mass transit, high speed, from the Seattle area to the airport.

Plan the transportation problems first!

The area is backed by mountains leaving one minimal commute options, the traffic would devastate the communities between this build and the mountain.

The area lacks the necessary infrastructure to handle the current demands on the area bridges and roadways. Increased traffic to and from an airport would exacerbate an already strained system. Not to mention the area is prone to flooding and will have a negative fiscal impact to the area's agriculture.

The area needs significant improvement to existing infrastructure currently. To serve an airport, a major overhaul of roads and services would need to happen; this would change the feel of this area and why people live here.

The area you are considering has a lot of flooding during the winter time. With the water tables on the Plateau being so high there is constant flooding. Also the greater Enumclaw area is a small agricultural town that would be severely impacted by any potential airport. We on the plateau enjoy our farm life's and small town. We who live here want to raise our children the way we were raised, in this small loving community. Please do not consider the greater Enumclaw plateau.

The area you are considering would completely destroy the community of Enumclaw. We are a travel destination for tourists heading to mount rainier, a farming community and individuals who have carved out a peaceful life in a tranquil area, away from freeways and other noise pollution. PLEASE do not do this to the citizens of Enumclaw. King County was never even supposed to be a consideration for this airport. How is this even being allowed to be discussed?

The CACC (Commercial Aviation Coordinating Commission) was created thru Senate Bill 5370 which EXPLICITLY EXCLUDED KING COUNTY FROM CONSIDERATION. You might mention that, as well as protected farmland, salmon runs, the high sustained winds we get, environmental impact, goes against carbon reduction plan, the fact that the site is fed by 3 2-lane highways that all cross 2-lane bridges. It crosses Muckleshoot Tribal land, and the flight path over the Cascades will interfere with SeaTac flights over the same mountain.

The CACC specific geographic target for the Southeast King County site is right in the heart of the Enumclaw Plateau. Several decades ago this plateau was placed in a trust following the passage of the Farmland Preservation Program \$50 million bond. This specific preservation designation should in itself eliminate this area as a potential airport site. Our Southeast King County site would cause significant environmental impacts on salmon spawning streams, wildlife populations including resident elk, deer, bear, cougar, osprey, hawks, and migrating snow geese and swans.

A new Southeast King County airport would dramatically impact the Plateau's social structure by completely transforming the farmland into a mostly commercial and industrial city, displacing farmers and homeowners, while negatively impacting the Muckleshoot Indian reservation which is specifically protected by federal law.

A new Southeast King County airport would have a drastic economic impact on the affected property owners, forcing many of them to sell their property at discounted, below true fair market prices. The infrastructure costs of supporting a new airport, and resulting commercial developments, would be tremendously high. The costs of wetland mitigation, new and expanded highways, bridges, wastewater treatment systems, storm water management systems, and public utility systems would likely be placed on the backs of defenseless taxpayers.

The City of Enumclaw is a thriving rural, agricultural community with a unique downtown business corridor. It has a rich history in logging and mining, and significant pride in its heritage. Our community leaders have been creative in helping our businesses survive the pandemic financially. We had very few business owners lose their business due to finances. We are a community which takes pride in supporting each other through difficulties, diligent in educating our children, and caring for our elderly community. Communities like this must be protected and honored. An airport the size of which is being proposed would eliminate this close knit, strong community. It would be a sad, terrible disaster to see it die. Please do not consider East King County as an airport site.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, its natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

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The county just purchase natural reserve territory right next to the proposed site. You would be displacing to a of farming for our local area.
The criterion grid presented has not included many important factors.

Water quality

animal habitat

agricultural use and jobs in the agricultural industry

air quality

protected natural resources such as the Green River Gorge

I am also wondering what Flood Plain data is being observed and how old it is. With climate change, the flooding on the Enumclaw Plateau has increased dramatically in the last 5 years..reaching 100 year floods repeatedly.

The current roads cannot handle the present traffic, let alone the extensive traffic that an international airport would add to the roads and bridges. The bridge going on highway 410 in Buckley is already stressed with traffic.

The devastation to the agricultural industry is beyond measure here. Also, wintering waterfowl using this larger area would be impacted, including Lake Tapps and all lakes and wetlands for miles around. A very bad idea to site an airport here.

The distribution to the community vastly outweighs the convince of a potential air center. Please take this into consideration.

The East King County site has a profound impact to Tribal Communities that the consultants missed.

The East King County site would devastate King County farmland preservation.

The East King Count site has a profound impact on wetlands and wildlife such as salmon habitat that the consultants missed.

The East King County site is a very poor option. This site is only a fifty minutes drive from SeaTac so instead of adding capacity, it will simply split the usage. There are significant physical and territorial barriers to getting traffic to this site including the green river valley, the white river watershed, and the Muckleshoot tribal lands. Also the site is routinely subject to high wind conditions (in excess of 60MPH at the surface, and greater at altitude). There are also significant barriers to infrastructure (power, water, sewage). This site will likely adversely impact both the white river and Green River watersheds and add significant pollution to both rivers. This site also unfairly impacts the Muckleshoot tribal lands resulting in a significant quality of life reduction.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The Enumclaw area includes multi-generational farms and ranches providing livelihood and productive employment to families, as well as, food sources to the surrounding community and your local Farmers' Markets. The wildlife, fish, wide variety of livestock, fowl, horses etc. are able to flourish without the congestion and pollution that would be caused by an airport. In addition, it would be in the path of a major flood in the event of a volcanic eruption. The traffic volume already exceeds the infrastructure due to the growth in population along SR-169 and this would create more traffic, sprawl, pollution and loss of open spaces. Simply put how would people even get to this airport and supplying a functioning airport with required supplies (fuel, parts, food, etc.) would be problematic, greater travel distances; adding infrastructure pressure and cost to keep it operational. This is one of the FEW remaining areas in Western Washington that is a source of fresh and healthy vegetables, fruits, eggs, honey, flowers, etc. to the State of Washington especially during supply chain struggles.

The Enumclaw area is not close to any major highways and roads are already busy. It would definitely impact the environment as well as the rural lifestyle people live here for.

The Enumclaw Plateau area is a beautiful area with views of Mt. Rainier and plenty of green areas with wildlife and farmland. It has federally protected farmland with farmers that would be very negatively affected by an airport. It also has state parks, the federal forest and many green spaces. This area is also known to have strong wind storms. The word Enumclaw comes from a Native American word place of evil spirits due to the wind storms that hit this area. And the roads in this area would not be able to handle much traffic, they are all 2 lane roads.

The people that live in the area live there for the beauty of the area and an airport would completely ruin this with the traffic, noise, air pollution and everything else that comes with an airport.

The Enumclaw Plateau does not have the infrastructure to handle an increase in traffic. Our roads are old and already congested. Environmentally, the area that is being assessed has major flooding issues a good part of the year. It is, at times, a lake. I lived in the Enumclaw area for 35 years, I know.

The Enumclaw Plateau has a unique, timeless appeal that is unequalled across King County. The farmland and open space allow spectacular views of Mount Rainier. Constructing an airport would remove this spectacular area. King County should be protecting this unique area, much like Theodore Roosevelt saw and preserved our National Parks. If an airport is built, all of this will be lost. Also, the road infrastructure is terribly insufficient to allow for an airport, which would demand costly investment in a flood-prone area. There are literally no significant access roads or highways. Lastly, this location is not far enough from SeaTac to ameliorate travel for either the large contingent of travelers in the north, or those far south towards Tacoma and Olympia. Although there may be a large number of residents nearby, those residents are already easily served by SeaTac.

The Enumclaw plateau is a rural farming community with a tight knit group of blue collar hard working individuals. Building an airport in this area will disrupt and cause large land development in this rural area. The land that these individuals use to make a living will be destroyed and once was a thriving rural community will turn into a SeaTac, Des Moines, and Burien. Keeping rural areas in Washington is vital to surrounding small businesses and large businesses that rely on local agriculture developing land is not the answer in this area. KEEP ENUMCLAW RURAL!

The Enumclaw Plateau is an agricultural area set aside by the farmland preservation Act. This would be an environmental disaster and destroy all the agriculture on the plateau.

Besides destroying the environment, the infrastructure to build to an area so far from Interstate 5 would hurt other communities. There are so many other choices closer to I-5 that would not disturb the environment as much.

This should be an easy choice to eliminate East King County as a possible airport site.

The Enumclaw plateau is one of the few remaining rural/farming areas in King county. It would be a crime to pave over and commercialize thousands of acres of the Enumclaw/East Auburn.

It would take a large portion of Tribal land and the Muckleshoot tribal offices, etc

No, on building an airport in East King county

The Enumclaw Plateau should not be considered - because legislatively speaking, it's not an option (senate bill 5370). As local residents, we can attest to the powerful wind storms that come from the east- often up to 90 mph! Not conducive for air travel. And it's surrounded by natural beauty everywhere! It's farmlands (half of the 42k acres in the "Farmland Preservation Program" are in Enumclaw plateau.) Within 15 minutes of the proposed site lies: the protected "Federation Forest"; three State Parks- Nolte, Flaming Geyser & Kanasket Palmer; Mt Rainier National Park; & multiple rivers that support salmon & other wildlife (Newaukum & Boise Creeks), the Green River, & Green River Gorge. (This proposal site STARTS at the beginning of the only 12 miles of untouched, wild Green River not impacted by urbanization!) Additionally, an airport would drastically change the character of this historic, rural community. Not to mention: decrease home & property values. Present public health challenges - illness, increased crime, prostitution. Environmental risks- airplane & automotive emissions, noise pollution, garbage, disrupt wildlife. Require major infrastructural changes- highways, roads, bridges, hotels, etc.

A new airport in this slice of heaven would have detrimental effects on all. As Joni Mitchell famously quoted, "you paved paradise & put in a parking lot." Drop "King County Southeast" from its Washington aviation system Plan (WASP) altogether!

~ Todd & Libby Rademacher

The environment impact will be unforgiving. We live on property that is a protective growth area. We have the Newscom Creek with a running brook. The pollution alone will cause the farmland and wildlife to be destroyed, we are just starting to recover from the Ten Trails mess that is still under construction.. I am sure there are better places to build an airport.

The environmental impact would be severe. East King County has many salmon bearing streams, flooding, and open agriculture land. Wildlife such as elk, deer, bald eagles and hawks that are a regular and natural part of this area would be displaced. Additionally, there is no infrastructure to support an airport. Every road in and out of Enumclaw is a two lane road. The environmental impacts are too big!

The farm land impact! The noise!!! There is no way to stop the airport noise
The farmlands are important and a lot of families only income. Want to wipe out farmlands? Go east of Wenatchee.

The flight paths for SeaTac have already become more frequent and lower over Lake Tapps, which I would assume would cause flight path conflict between this locations and SeaTac. Also, the terrain of the area would not allow for sufficient roadway expansion to support the traffic brought by an airport. Hwy 410 is becoming worse and worse between Enumclaw to Sumner.

The fragile state of infrastructure this area has would be detrimental to the local businesses and agriculture community. The construction would place to many restrictions on the business owners already struggling to keep businesses going with the failing roadways. It would bring more traffic and cause conditions to worsen.

The growth in Bonney Lake and Buckley is more than the cities can handle right now. You add an airport and there would be a constant stream of traffic always in these little towns.

The harm this would cause to the natural world is to great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The impact extends well beyond the area of consideration for the airport. Already the transportation infrastructure in the region is insufficient for current use and building out all the supporting infrastructure needed to support aviation at any appreciable scale is ultimately going to have much broader impact throughout the region than just this immediate area, Furthermore agricultural areas in king county are the most valuable use of this land and there is no way to offset the impact of losing it. The many negative aspects of locating a major aviation facility at this site outweigh the few (if any) opportunities it might bring to the area.

The impact of an airport in this area would have a negative impact in many ways - Mt Rainier NP is already dealing with access issues, roads cannot handle the Muckleshoot casino developments, the bridge between Buckley and Enumclaw is already a traffic jam, Chinook pass is closed more than it is open during the year and an airport would destroy the small town feel that gives this area such charm.

The impact of this proposed idea would ruin the rural farmland area that is evershrinking in this area. The people that are pushing forward on this site must have thier head up thier ass to think it is a good idea to build an airport on the plateau.

The impact on wildlife(salmon,eagles, deer and elk) in the area would be huge. Much of the wildlife migrates out of the mountains in the winter to the lowlands of East King County. It is this wildlife that benefits the Native American population in East King County.

The impact to agriculture would be devastating. This site it 30 minutes from the existing Seattle-Tacoma Airport.

The impact to BIPOC populations is immense with the proposed site being located immediately adjacent to the Muckleshoot Indian Tribe Reservation. This airport is too close to SEATAC. South King County residents have already born the burden of the largest airports in the region - KCIA and SeaTac. The whole south end will be uninhabitable if another airport is located here. The tranquility of our beautiful mountain valley will be destroyed not to mention the independently own farmland and family farmers. The citizens of King County has purchased the develop rights to much of this property. Is that revocable? GO SOMEWHERE ELSE!!!

The impact to farmland, streams and congestions is far too high. There better areas to add an airport. The impact to our environment and community should not be threatened by this project under any circumstances.

The impact to the Enumclaw Plateau and the ways of life that exist would be devastating if this location was used.

The infrastructure already doesn't support current increasing traffic and homeowners. Roads are in poor condition, no bus/transit, traffic times are increasing and so are accidents. Homeowners pay for RTA and don't use it. Taxes will increase for those less likely to use the airport. Light & noise pollution already being impacted and people move out here to get away from the city that's already slowly consuming us

The infrastructure doesn't exist in this area and yes I understand it can be built. These is a major farming community that would be adversely affected if an airport was located there. I feel there are more accessible sites that would benefit from the economic activity this would generate.

The infrastructure in the area can barely keep up with demand as it is adding an airport will crumble our local community by impacting traffic, utilities, and farming operations. This would also cost the state a lot more for upgrading The existing infrastructure.

The infrastructure in the area is already unable to accommodate the growing population and adding an airport will significantly decrease the quality of life for those living in the area.

The infrastructure of roads and transportation is woefully inadequate. This would negatively impact the agricultural businesses in the area.

The infrastructure of the Enumclaw area is not equipped to handle the traffic and impact of an airport. Two-lane roads leading into Enumclaw are already a traffic nightmare.

With the close proximity to Mt Rainier, this plateau is subject to volcanic eruption and/or earthquake.

The impact on food producing farms, and dairies would take away many families income. The wildlife and ecosystem will be affected negatively as the rivers and streams, wetlands will be built on or rerouted.

This site is in King county and as such, should not be considered as a potential airport.

There is no light rail, train or interstate available, lacking public transportation.

The infrastructure to reach east King co is poor. The roads are already burdened with traffic in that area. The land should remain rural farmland.

The King Co site was not to be included in the first place according to State Senate Bill 5370. The road infrastructure needed to support an airport in the area would be astronomical in cost to build. It would have a negative impact on the salmon migration and projects completed to protect the Chinook salmon. The airspace constraints would make it difficult and airspace travel across the plateau is already busy. The Enumclaw Plateau is under a Farm Preservation Protection Plan.

The land is rural with long standing family farming and dairy farms which would be non existent if an airport is built. We need local farmers/dairies for our economy not an airport!

The land is wet and it would impact the fragile environment. It is very close to the already existing international airport which also makes it less helpful
the least impacts of any of the sites on the list
The least in red color and most are green.

The legislation that authorized this study said the airport was to not be in king county. I am an elected official in the area. We are already working on a coalition of stake holders and will fight the locating of an airport in this area every inch of the way. This should be removed any further study or review.

The legislation that created this commission already says you can't recommend a King County site, so when this is included I question the credibility of any other areas you've listed
The legislation that formed the commission does not allow for the recommendation of a King County site.

The legislation told you to exclude King County. There is the white Amphitheater in that area, the Muckleshoot Reservation, the area is under the Preservation Program, and it will interfere with the salmon habitat.

The legislature is dumb.

The legislature should not presumptively exclude any general location. Doing that vitiates the role of the commission. Despite the legislature's directive, the Commission should recommend this site if it is the obvious best site. Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

The local roads will require widening and will negatively impact the community, in addition to the impact of an airport

The Muckleshoot is a great choice to help alleviate Sea-Tac traffic.

The Muckleshoot tribe is located in this area and its much too far from any of the existing freeways. Developing those would be incredibly costly, disruptive, and time consuming. Plus, there is an existing airport only 20 miles away.

The negative impact of site development and air traffic would be too great for the local farming community and wildlife.

The negative impact to the environment and farmland we've voted to preserve, as well as disruption to the wildlife, and the neighboring towns and communities would be devastating. Other negative factors include the fierce winds which are common to this plateau area, and there is NO road infrastructure which would support the traffic a new airport would bring in. It is already a bottleneck from all the traffic that goes through this area. Heavy traffic from a new airport in combination to large jet airplane traffic, would destroy the pristine nature of the plateau area.

The negative impacts to native Americans communities would be greater than significant! This area represents an area for a significant amount of selling habitat restoration has been accomplished. An airport here would destroy any gains in salmon restoration and with negatively impact the recovery of the salmon in the Puget sound region. Also this area is historically farming region and airport here with greatly destroy community that it's deeply rooted in farming and ranching. The social and economic impacts to these families would be devastating.

The noise created by a commercial airport here would affect thousands of homes.

The number is covilians in this area and wild game would be greatly affected

The outline on the map appears that most, if not all of our Enumclaw farmland would be cleared out for a new airport. The main concerns I have include: noise pollution, actual pollution, infrastructure in and out of Enumclaw, the impact on the farmlands, the impact on the City of Enumclaw. Those not directly in the "airport map" will also be impacted by their once peaceful community being disrupted by crowds, crime, and noise.

According to the Community Health and Airport Operations Related Noise and Air Pollution: Report to the Legislature in Response to Washington State HOUSE BILL 1109, Airport operations result in noise and air pollution, which are linked to many of the health outcomes experienced by airport communities. Noise pollution contributes to hypertension and heart disease and likely causes poor school performance among children. Air pollution impacts numerous organ systems, and multiple pollutants are associated with cardiovascular and respiratory problems. The air pollutants related to airport operations include particulate matter of various sizes, ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur oxides (SO_x), and other hazardous air pollutants. Fine particulate matter (PM_{2.5}) causes cardiovascular and respiratory problems, and likely causes cancer and central nervous system conditions, including dementia and neurodegeneration.

Pollution near roadways showed high concentrations of UFP and black carbon. Findings support the conclusion that communities underneath and downwind of the flight path are exposed to aircraft-related UFP concentrations.

The community health profile zones referenced in this report show that there is an impact all the way out to Auburn, Covington, East Federal Way. If you add an airport in East King County, one would have to assume these same communities would have additional exposures.

The self-reported prevalence of chronic conditions among adults rarely differed between airport communities and the Balance of County, with two exceptions. Compared to Balance of County, a higher percentage of adults in Zone C reported ever having had a stroke, and a higher percentage of adults in Zones B and C reported having diabetes.

Reading this report paints a very dim light on having any benefits of adding a second airport to King County. Conversely it has the ability to double the impact to some of the surrounding areas. My vote is an absolute NO to an airport in East King County.

The Pacific Northwest will be ruined. People come here for peace, nature, crisp air, muckleshoot culture; not an international airport. Have you checked out Alaska? I am 10000% confident it will be less of a harm to the environment there, but close enough to do milk-runs in return. Fuck this. People come to Enumclaw to see mount rainier, not airplanes and people.

The plateau is beautiful, farms and homesteads, don't ruin the plateau!

The populace is less dense and would more readily accommodate less costly new infrastructure because there is less population density. It is easier to build new than to redo old by having to acquire new easement land.

The population of people who travel for work is alot higher in this area of our state.

The preexisting roads leading to where you want to build this airport would not be able to support an influx of drivers on an airport scale. We would have to widen all the roads and it would impact the surrounding area longer. The surrounding area is also mostly neighborhoods and schools. Airplanes overhead frequently would be disruptive to the norm (teaching, sleep schedules etc)

The property being considered includes farmland that is designated preserved farmland and such use as an airport can not be mitigated. Pp This

Region is around an agricultural production district for King County. It has 2 major salmon producing habitats in the White River and the Green River. There is no infrastructure to support such an airport and connections would go through treaty tribal lands.

The reason that I moved my family to Enumclaw is because it is one of the few communities left in Washington state where I feel safe raising my 2 young boys, Gavin (6) and Beau (3). To give you persepective into our wonderful little town, the streets are lined with original brick buildings, American flags and friendly smiling faces of neighbors who care about each others well being. This is a farming community where blue collared men and women work hard each day to provide for their families and do truly "live off the land". The town is growing, there is no denying that, but the people who are here are here because they love the small town feeling. I feel safe when I walk down the street here with my kids, I feel safe when I lay my head down at night and I feel safe when I go to the grocery store. Bringing a major airport to the Enumclaw Plateau will destroy that small town, tight knit, safe community as we know it. Also, The enabling legislation, SB 5370, specifies that sites located in a county with a population of two million or more (King County), be excluded from consideration.

The residents of Enumclaw can best speak to how this would affect their community! Invest in high speed rail to the airports along the I-5 corridor instead, or form partnerships with McChord, who already has an airport.

The rest of the infrastructure cannot support the enormous increase of traffic that would be caused by another airport. It is a populated area and an airport will erode the quality of life for the local residents. The increase in traffic on the few roads that are already overwhelmed with the residential construction, will make it completely impossible to get around. The noise levels will be disturbing to the local residents and wildlife. DO NOT put another airport in King County. It is already too congested as it is!

The road infrastructure at and/or leading to the area can not support the proposal, and it would cost billions of dollars to attempt to mitigate the impacts, and said attempts would likely be unsuccessful. The proposal would devastate the rural area and the surrounding region. The proposal will displace thousands of homes and citizens. The proposal will displace agricultural production uses at a time of dwindling farms and farm land, food production and food supply shortages. The local government has spent millions of dollars to preserve farmland through development rights purchases, and the Enumclaw Community Plan of the early 1990's. The environmental impacts to regional streams and rivers, and forest production areas will be immeasurable. The impacts to the cities of Enumclaw, Auburn, Buckley, Black Diamond and others will be severe due to the growth and challenges that come with a proposal such as this. Expansion of existing airports makes the most sense environmentally and fiscally. We are opposed to the consideration of the East King County site.

The road infrastructure can't handle the amount of traffic this would bring. The high winds would destroy planes trying to take off and land and you would potentially have planes crashing into Mount Rainier.

The road infrastructure cannot support the added traffic, This site impacts the largest population of people with noise of flight paths as well as traffic noise - when they moved out here for the quiet and small town feel. Enumclaw will never be the same charming little town we love to visit and shop at because the noise and traffic will change the landscape forever. And King county was supposed to be excluded from consideration so why is it even being considered?!?

The road infrastructure is already overwhelmed and would not be able to handle more! We don't need to take away more farmland to add more concrete and noise!

The road infrastructure is not developed enough to support an airport. Black Diamond housing expansion is already causing congestion.

The road infrastructure is not suitable for increased traffic that an airport would bring in this area. There are many land owners with horses and dairy animals who would suffer with plane noise nearby/overhead. Please leave the countryside alone.

The road infrastructure is severely lacking in and out of Enumclaw towards the north, west and south. With the farmland protection officials have put in place, this would be a complete 180 and ruin the area as it is, not to mention disturb natural areas and wildlife. The amount of money and work needed to even attempt a project like this in South King county, only 45 min from SeaTac, would be astronomical and take years to complete. Our community would suffer commuting and this would destroy our agricultural businesses. Please vote no since King County was not supposed to be evaluated to begin with.

The road infrastructure isn't there and the environmental impact of having to build more roads and bridges would be too great. Also this is a heavy farm area the noise from the airport would be extremely stressful to the animals and also cut into much needed farmland

The road just would not support this. Have you driven to any of the surrounding cities? New bridges would need to be built, there are places where the roads simply could not be widened. The wind alone makes me wonder if the consultants have any idea what they're doing.

The road ways are already horrible in the area and aren't able to keep up with the growth, an airport would bring total chaos!

The roads are already overburdened.

The roads are extremely congested already. It's not easy access when trying to get to a flight on time.

The roads around here already cannot keep up with development. This would be a disaster! The wetlands is another concern, many properties cannot build anything else on their properties like a garage, shop or barn because of wetlands. If the airport came in and took over all the huge chunk of land, (lost of it wet) it would impact the surrounding community in major ways. Not a good place for an airport!

The roads in and out of this area do not support what is already here. The entire road system would need to be overhauled in every direction off this plateau and it is already overcrowded. Would also significantly diminish the farms and wildlife around the area. Not to mention the tribal land that this looks like the plan is for. I don't think it would be politically appropriate to take more from the indigenous lands.

The roads in this area are already too crowded, there are not enough access roads for more traffic. The area has many generational agricultural farms that would be ruined. The local, vibrant economy of family-owned businesses would be negatively affected with the construction of runways, parking lots, big-box car rental facilities, etc. Wetlands- rivers and marshes in the region would be irreversibly affected and likely several species of local animals- including eagles and hawks, would be reduced by the construction and inevitable pollution load. It is a windy area- the name "Enumclaw" means wind. There are hills and mountains, it is not flat.

The roads in this area cannot handle the amount of congestion the airport would bring. Environment would be greatly affected. Noise pollution and pollution!

The roads leading in and around East King are mostly 2 lane roads with major developments.

The roads out here can not handle the traffic. The farm animals would be greatly affected, and East King county can accommodate the influx of traffic or people that it would bring. It would cause a great number of environmental and safety concerns. NOT a good choice!

The roads out to this site are already way over capacity with zero funding for widening projects in the foreseeable future. The roads from the east is closed most of the year so access will be limited. Air traffic patterns will also be limited given the proximity to the mountains. The noise will be horrible for residents given we are already in the flight pattern for both Sea-tac and Boeing field. This site is an absolute nightmare. Build a new airport closer to Olympia/Tacoma.

The roads to this location are not equipped to handle increased traffic plus its directly int he path of lahar flow from Rainier.

The roads won't support it. Plus it's the last real farm land in King county it would kill our farming in metro area.

The roadways in this area are already at capacity and there is already noise from air traffic with Seatac and the local airport air traffic in South-hill Puyallup, WA and would likely impact the already bad traffic surrounding White River amphitheater.

The rural location will not serve most who need an alternative to SeaTac. Local roads are 2 lanes, and are already strained by minimal development. We are a mere 40 min from SeaTac, isolated, with poor infrastructure in place for further traffic. Other, more populated suburbs must be a more suitable match for the airport's needs.

The rural nature of this location provides respite from the big city feel of much of the area

The SE King County site should not be considered. The Wetland Impact, Floodplain Impact and Incompatible Land Use factor assessments are grossly misrepresented. The Enumclaw Plateau has an extremely high water-table, causing annual flooding of the farms and fields. King County zoning has extensively limited development in the Enumclaw Plateau; to preserve farmland and protect salmon habitat.

The CACC should contact the King Conservation District for further input on the impact on farmland conservation. Also the WA State Dept. of Fish & Wildlife for input on the impact of fisheries and salmon habitat.

The Sea Tac location is close enough to this area that @ second terminal would seem just a waste of money. Such a terminal would do nothing but increase traffic congestion and make our rural lifestyle untenable. Such an airport is just a poor idea and looks only , to me, a way to make a quick buck no matter who is inconvenienced.

Bad location, bad idea and I do not think it could possibly pay for itself. There seem like a lot of planes traveling the skies to and from Sea Tac as it is. Another line of air traffic seems to me a dangerous situation.

Both my wife and I vehemently oppose such a folly.

The SeaTac airport and the stadiums that replaced the Kingdom should have been built there, but political cronyism located them in greater downtown Seattle and Tacoma, resulting in the enrichment of crooked politicians and diminishment in the quality of life for legal residents.

The site is inconsistent with current use, a combination of rural- agricultural residences Also significant infrastructure improvements would be required, specifically a by-pass limited access road AND a future extension of light rail.

The small number of two lane roads going to the area would be highly impacted. The four-lane roads in this area are currently limited and many are through housing developments and population areas. Currently when there is an accident on one of these roads it is often hours before it can be reopened due to the lack of infrastructure in the area to handle accidents.

The small town of Enumclaw and the surrounding areas do not want this airport. We want to preserve our peace in the country. We don't want our farmlands contaminated, we want to maintain our way of life.

The south end is already served by airports.

The state needs to work with what they already have. Make adjustments to Everett and Bellingham airports if no further adjustments can be made to the SeaTac airport. Taking more land and causing environmental impacts is wrong!

The state's major airport is already in King County, this area is 30-45 mins off the I-5 corridor which would create heavy traffic to road systems that aren't designed for airport commuting. This area is also home to large farmlands, agriculture, and farm families that have existed for generations. This community is a small town that is very tight knit and an airport in this area would completely destroy the community the overall landscape and living area around it. The people within this community pride themselves on the farmland and small town feel and absolutely do not want a large airport to take the place of that.

The surrounding communities cannot handle the influx of traffic and people. The sound and light pollution would be incredibly damaging to one of the last pure environments in Western Washington. Putting an airport here is telling farmers, small business owners, and small towns that they're obsolete. There is already an international airport 45 minutes away.

The surrounding towns and roads could not sustain this. There is not enough land or area to accomplish this also.

The traffic from Muckleshoot and white river is already terrible .

The traffic impact of building in this area is already overwhelming. Adding an airport would be devastating. The destruction of farmland is concerning. The impacts to the rural areas due to increase population, infrastructure, and other factors goes against the very reason people choose to live here. Our taxes would go up even more forcing people, especially older homeowners, out of their homes. We do not want to live in Seatac and that's exactly what this area would turn into. We absolutely DO NOT want an airport in this area.

The traffic is already horrible and the area is growing too much as it is. This area cannot lose agricultural land. It will ruin the area that so many love.

The traffic is already horrible in this area. Also people live there to be away from the city traffic and density. This is would be so sad to see this built out there.

The traffic issues associated with anywhere in this area is not conducive to the additional vehicles that it would cause.

It has been shown that there are problems numerous times.

Closing the 410 bridge between Buckley and Enumclaw for maintenance due to truck hitting it.

Holding events at White River Ampitheater and their traffic issues.

Bridge over Green River on Hiway 169 due to wash out and/or trees down over roadway during storms.

There are only a few routes available to reach this area.

There are numerous more issues that could repeat themselves if you look at our history in this area.

The traffic roads are not set up for high airport volume, it is far from major cities and important locations, and we would lose local farmlands

The traffic through here is already too congested. The environmental impacts are too great. This may be east king county, but it is still king county and we already have traffic backups and too much growth to be able to sustain the additional burden this would put on the area. There are very limited options to commute out of Enumclaw (basically 3) These routes are already bogged down especially for work commute and we just can't take one of the main paths out of commission, which this would do. Also,

this would impact the Muckleshoot reservation and could make emergency services even more difficult to receive. There is a fair amount of flooding in some of these areas. We need to preserve the farmland here that is crucial to providing local food sources.

The travel in and out of Enumclaw is unbearable. They are only 2 lane road. The farm land should not be taken from the community.

The use of this land is spread beyond the east king county area. This land produces hay and feed for animals all over western Washington. Furthermore, heading east or west would become a nightmare with the increase of traffic

The wind alone is a major issue and concern. There also is not enough infrastructure to support this. The wind here would ground planes more than have them in air in the winter months!

The impact on the last remaining farms of king county would be horrible! Effecting food sources, environment, and farms!

There are many families and farms in this area. It is also a very busy practice area for new pilots, with four airports that are unmarked on the chart. This project would destroy small aviation on the plateau.

There are many farms in this area, I get my produce and meat from the farms in this area. Building an airport here would greatly impact our local environment including decrease the air and soil quality as well as decrease the agriculture land.

There are many people here who would benefit.

There are many problems with this location, including that it is vital wildlife habitat.

There are multiple reasons for responding no to this area. One, the proposal specifically states no new site in King County. Second, this site would displace a large number of Native Americans, and Hispanic peoples. The Enumclaw area is also a highly productive dairy and farming community which the greater PNW needs to ensure a reliable food network. There is no infrastructure to the area, and building the infrastructure would potentially displace a high number of minorities as the communities between I-5 and Enumclaw are a very diverse both racial and socioeconomically.

There are no effective road arterials to hand passenger vehicles and truck traffic hauling cargo to distribution centers.

There are no road infrastructure to support this site. This is farm/dairy land. The proposed site is next to the Muckleshoot reservation. Property values are extremely high due to the view of Mt Rainier.

There are not enough roads to accomodate this location. It would highly impact the quality of life for those who live in the area.

There are schools, farms, old folks homes, Indian reservations, and multiple rivers and streams that support salmon runs and an airport would greatly impact all of these things.

There are several farms nearby, dairy and horse ranches. These agricultural and wildlife lands should be preserved for future generations and not destroyed for the sake of an airport of all things. Why would anyone feel that destroying natural habitats and people's livelihoods so that an airport can be expanded is a good idea? Besides, King county should not even be included in this project. In addition to all of the above, this area attracts people from all around the state for the hiking, fishing, camping, access to National Parks, and various fairs and events. All of which would be negatively impacted by this project. I cannot stress how much of a horrible idea this is and it was obviously brought forth by those who not only do not live in this area but have zero concern on the negative impact it will have. The State should absolutely NOT consider this location for an airport.

There are so many airports already, Covington, Auburn, etc, at the limit of noise, emissions and traffic

There are too many people that would be displaced and too many migratory bird that would be displaced from winter foraging in the immediate areas. As well as the amount of cattle and resources that would have a sever negative impact from this

There are two rivers near there, a lot of wind, mountains to fly over, roads can't handle increased traffic, agriculture, livestock and wildlife would be adversely impacted.

There are very few roads in and out of that area. The traffic impact would be catastrophic for people who live there and deal with enough traffic as it is.

There are way to many farm lands and long term residents. Our roads can't handle the amount of traffic as is not can the bridge to Buckley

There has already been residential growth in the city of Enumclaw in the last 5 yrs, Muckleshoot Casino growth, and consistent year-round visitors to and from Mt. Rainier, all of which has created increased traffic volumes, supply and demand of both natural and economic resources, and affected the natural beauty that has managed to thrive on the Plateau. Building a regional airport in East King County would be horrendously detrimental to the rural lifestyles that exist here. Please don't ruin this location.

There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must.

There is a large amount of land that is protected agricultural farm land, some of the last in King County. Sea Tac airport is already located in King County and so adding another airport does nothing to serve the rest of the state/western Washington. As stated as well, and should be emphasized: the CACC is prohibited from making recommendations in King county so this information should be removed. They are prohibited from making a recommendation in King county for good reason. The people who would be negatively and directly affected by land purchase and increased air traffic in this area would be people of color and the Muckleshoot Indian Tribe. Land value would also plummet in the area, drastically and negatively affecting tax revenue and levies which the school system here relies on. Development of a greenfield and further air traffic would devastate this area without doubt.

There is a lot of sustainable agriculture that would be effected negatively.

There is a lot of wetland and underground Springs that people are not aware of also moving the cemeteries would be a problem there are quite a few within that Circle it would destroy Wildlife around Mount Rainier area with the noise

There is absolutely no road structure to support it plus they are close enough to SeaTac

There is already a major airport servicing king county - SeaTac

There is already a large airport in this county.

There is already an airport (SeaTac) nearby

There is already an airport in Kong county. Enumclaw does NOT want an airport. It will ruin our small farming town

There is already an international airport less then 45 minutes away. We do not need another airport so close to an already existing one.

There is already an international and several regional options in king county.

There is already no infrastructure to support current residents and new builds.... I feel being near so many natural habitats would hurt the animal population including wild cats, fish, birds, bear, and especially bald eagles in the specific area and near lake tappes and white river.

There is already SeaTac in King Co. Enumclaw is a farming community. No airport!

There is already way too much traffic on the 3 roads that lead to Enumclaw.

This is a rural community and people moved here because of this rural setting.

This airport would not serve any purpose, especially since it is less than 90 minutes to SeaTac International Airport.

Keep this rural area the way it is!

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the puget sound could be utilized. For example in Paine field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport. Enumclaw has worked hard to preserve the farm land. Environmental impacts from this would be a severe detriment to the work we have done to keep this area a farming community along with park settings that people come to visit from all over the world.

There is evidence that the Tacoma Fault connects with the White River River Fault (WRF) via the EPZ and Federal Way, under the Muckleshoot Basin (see map),[137] and thence to the Naches River Fault. If so, this would be a major fault system (over 185 km long), connecting the Puget Lowland with the Yakima Fold Belt on the other side of the Cascades, with possible implications for both the Olympicâ€™Wallowa Lineament (which it parallels) and geological structure south of the OWL. And besides this fault line cutting through the center of the proposed Airport, if it is within 3 miles of the reservation, it will destroy the tribe and it's culture as we know it. Last, as you know this area fogs in early in the Spring and Fall, why build an airport in the fog?

There is limited road access to this region with little room for expansion. They would not be able to accommodate the traffic impact

There is lots of farmland that would be disrupted by this type of build and would destroy the local community that we have out here.

There is no infrastructure for extra traffic. Our highways in Southeast King County are overwhelmed due to growth in the area. Also this area is much needed farmland and would ruin the small town feel that Enumclaw has worked so hard to create.

There is NO infrastructure out to this area and would horrifically disrupt natural growth, agricultural areas. The increase in traffic would not only be detrimental but devastating to the area. The amount of infrastructure needed for such a project would create disastrous conditions for the area. PLEASE, DO NOT even think about doing this type of project here. Talk about destroying nature, noise pollution and the severe adverse devastation to the livestock that is raised out in this area. The noise is unbearable.

There is no need for two airports in King county and so close together.
there is no real reason to expand, everything will soon collapse

There is no roadway or mass transit anywhere near this area which can handle any additional traffic. This area houses an indian reservation. This area consists of beautiful rural land and communities that would be destroyed by placing an airport here. NO!

There is no traffic infrastructure to allow for this. The noise impact on the community would be significant as would the impact on wetlands. The areas selected already have a high water table. This is also functional farmland, which is quickly being taken away in this western Washington region.

There is no transportation infrastructure to handle an airport here.

This area covers tribal land as well and would impact many family owned farms. This area has worked diligently to keep its rural environment. I would highly recommend this site to be dropped from consideration.

There is not enough accessible road way to combat traffic for this site. Tying into highway 18 would cost more money than worth trying. Plus, Enumclaw is a beautiful small town, and it would be devilish to ruin such a nice area.

This area should not even be considered due to it being in King county. "Southwest" King count is still King county.

Plenty of other sites to choose. Leave Enumclaw alone.

There is not enough infrastructure to support this. Plus there are a lot of farmland and residential areas where airport noise and pollution would negatively impact the community.

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is not infrastructure (including I-5) to support additional traffic and this would be using valuable farmland

There is not infrastructure to support an influx of that many people.

There is not strong enough infrastructure (roads), traffic mitigation, public transit - to support an airport in this area. Exponential housing growth in recent years has already overloaded roads and due to the size and location of Lake Tapps, there are no direct connecting roads running east-west of this proposed location.

There is only limited infrastructure in the area, and airport facility, passenger or freight would require an infrastructure to support the increase in traffic, both construction and operating traffic. The White River bridge is currently not scheduled for consideration for replacement until at least 2040 and provides a massive bottleneck on the only route from South King County across into Pierce County. All other infrastructure would need to be upgraded, widened and revised.

Any airport construction in the area would affect the Enumclaw Airport and other private airstrips in the area.

There is really not enough space on the Enumclaw Plateau to site a 2 or 3 runway airport, after proper setbacks from the White River Gorge and Green River/Green River Gorge. 30% of the area in this circle is actually in the White River Gorge. This site will be very difficult, expensive and constrained for building enough road infrastructure to get people there. It may look close to population, but will take just as much drive time as sites much further away from current population - ie Pierce County Central, Thurston County or Snohomish County site. This is the only greenfield site not on or close to the I-5 transportation corridor - not easy to get to from anywhere. Further, Enumclaw Plateau has regular high wind events (from east) and wildfire impact that is much greater than other places around Puget Sound.

There is Seztac airport in King county and many smaller ones as well. Find an area in a different country. This is farm country!

There isn't enough freeways or highways to accommodate an airport. The traffic on Meridian is horrible already.

There isn't the infrastructure or road system to support such a Facility the amount of road work necessary to get people out here is mind boggling.

There would be too much traffic for the roads in that area. It is a wonderful rural town and it would be terrible to ruin this area by placing a airport there.

There's already an airport in King County. Selecting this site would impact too many farms.

There's only a one-way road in this area, there will need to be massive infrastructure expansion. There's isn't enough land. Our farm land is already threatened with development. Don't ruin our community even more.

These are Farms and small town America. We don't need your big city trash pr big city problems. This will disrupt traffic, events, scare the horses, take away from hundreds of acres of long family owned farms and pasture paste. Yall stay the hell away

These people can already get to SeaTac in less than 90 minutes

They already have SeaTac nearby.

They already have SeaTac which is the biggest airport on the sound sound.

This affects greater number of people which is the point of an airport

This airport will impact all of the schools in the Enumclaw district and would ruin the entire town of Enumclaw. This would create much more unnecessary traffic and draw people farther out from the cities where they are likely intending to go.

You also have long standing family farms that have been in families for over 100 years and don't forget the muckelshoot tribal land that would be right along with this.

While the flat farm land might seem desirable, it will have a trickle effect into more negative impacts.

Taking away farmland that helps the economy is not the answer. Not to mention, SeaTac is about 30 minutes from here. Makes way more sense to have another airport further south and closer to the freeway for people to access. Not putting them out in the middle of our beautiful farm land and eventually ruining the surrounding cities. No one will want to live in black Diamond, maple valley, etc as all of those cities will now be right in the direct flight path route. Don't ruin the beauty we have here in Enumclaw. This is a great place for people to visit and one of the main corridors up to Mt rainier. Don't take that away from a town that works really hard to keep their local people thriving.

This airport would lol the small town vibes and these small towns already can't handle the amount of population that has already generated over the years.

This area already has a high growth of families moving to it and the traffic is increased already as well as the noise from existing air traffic.

This area also already has significant traffic issues.

This area appears by your statistics to be the least impacted area to develop.

This area contains a large number of agricultural land, residences and places of worship that would be negatively impacted by this proposal.

This area does not have the infrastructure in place to support an airport. Specifically, the roads are only two-way single lanes and the bridge over the White river already experiencing MASSIVE backups and delays during the school year and most days during the PM commute. This bridge in particular poses a major problem. It is the only crossing of the White River in the area. The next bridge is 30 minutes away (one way).

Additionally, the residents in this area DO NOT want an airport.

This area does not have the infrastructure suited to handle the number of people here now. Please do not consider this area.

This area does not have the infrastructure to support the high density housing that has been added over the past few years adding an airport would make living in this footprint a complete nightmare. Additionally most folks living in this area choose it because it was NOT urban. If this happens, road infrastructure from the north MUST be dramatically improved.

This area filled with farm land. Our roads can not handle more traffic into the area. Lots of wetlands in our area.

This area floods multiple times a year. There are many agricultural farms and the infrastructure is not here and could not be here to operate a commercial airport.

This area has a lot of family run farms. This also is an area with ever changing weather patterns. Traffic in the area is already a nightmare and would need lots of infrastructure support.

This area has been designated for agricultural use and King Co. taxpayers have spent millions of dollars to accomplish that. Salmon habitat would be affected by runoff. Roads necessary to support an airport would need to be updated along with several bridges. It would endanger the environment due to hazards from runoff from the airport and supporting structure. The White River as well as the Green River would be affected. Due to the increased runoff, flooding in Auburn and Pacific may occur as well as Puyallup. Cross winds occasionally high and would affect takeoffs and landings and be a potential safety hazard.

This area has been preserved as agricultural land for the past 50 years and identifying it as more desirable than other sites in the domains of "property acquisition" and "incompatible use" is only possible as a result of this effort. Therefore, penalizing the landowners and Southeast King County citizens by selecting such a protected site for an airport is spectacularly short-sited and incompetent urban planning. The importance of this area as a food producing region cannot fail to be increasingly significant in the coming decades.

Thank you.

This area has drainage and salmon impacts. There is also no infrastructure in place to serve this location. There are also farm land deferments that need to be addressed. Keep one of the last green areas in King County the way it is!

This area has residential, agricultural, recreational and tribal lands that would be irreparably harmed by an airport. There are wetlands everywhere in this area. Transportation access would be poor, the area is served by only a couple of two lane roads that would connect to freeways, and both are overtaxed already. This area is already close to SeaTac, another airport here would be redundant and would not provide any improvement in airport access. The state needs airport infrastructure far more in Thurston County or north in Skagit county. The consultant who put this east King County location on the list went beyond their mandate. They should be prohibited from bringing this forward. CACC should not consider any more airports in King County, period. King County has more than its share of adverse impacts from airports already. We who live in this area will fight you to the death on this. You have no business looking to ruin our beautiful community!

This area has too much farm land and dairies. It would make a terrible impact on tge community.

This area has wetlands, white and green river with salmon and most importantly occupies many acres of Muckleshoot tribal land which would out place the indigenous people. King county has also used our tax dollars to purchase land in this area as part of the Farmlands protection act. That is a bait and switch to now take those protected lands and build an airport on it. It also is illegal based on the resolution 5370 that was passed by our state legislature that there would not be another international airport in King County. The millions of dollars the state/county would have to put out to build the infrastructure to support this airport makes no sense when you are looking at other locations that are located off the I-5 corridor that already have the majority of the infrastructure in place

This area includes preserved farmland and critical areas. It also includes many buildings and homes within the Muckleshoot Tribal land. You would be destroying one of the last farming/green sites in King County. And many generations of farmland. Do not wipe out a beautiful piece of land for commercial air traffic.

This area is a beautiful , agricultural, wildlife habitat . Protected by Farmland Protection law. An airport would destroy this serene area, create traffic nightmares(White River Amphitheater nearby), destroy farmland & dairies, disturb eagle , salmon, elk habitat, cause increase of air pollution & toxic fumes. Environmentally this would be devastating!!! Plateau businesses would close & the quaint little town of Enumclaw would not survive. Tourists/vacationers/ skiers(Crystal Mountain) would all be negatively effected. DO NOT BUILD HERE. DO NOT DESTROY THIS BEAUTIFUL, PEACEFUL LAND. People come here to get away from the craziness & stressfulness of the big cities & relax. We need to keep areas like this rural & natural for generations to come and enjoy. We also get very high winds , can get up to 80 miles per hour , and that can obviously cause serious concerns for all parties. NOT A PRACTICAL LOCATION FOR AN AIRPORT! Too many negative impacts!

This area is already being overdeveloped and losing its attraction. This would ruin it even more.

This area is already being raped by King County with all the new development. We do not want anymore anything being built and ruining the area more than it has been. Also this area gets hit with heavy and high winds. Stay out of Enumclaw and Buckley.

This area is already crowded with traffic, i5 and 167 is packed. I don't think the infrastructure can handle it.

This area is already fairly close to seatac I don't think there would be a ton gained

This area is already over populated and a bad place to live anyway. Keep all this down there!

This area is already struggling with traffic in the growing community, the impact on this area and the green river would devastate local wildlife, and endangered species.

This area is already too congested and has planes from JBLM and SeaTac flying over neighborhoods.

This area is already under heavy pressure from housing and individual jurisdictions are trying to balance ecology with human habitation. An airport would destroy small town's capacity for individual character and autonomy....and pseudo balance with nature.

This area is already very close to seatac

This area is attractive as a place to live precisely because it is some distance from major cities. Three single lane roads connect this area with the rest of the state, and are already insufficient to handle the volume. Routing tens of thousand of people there per day would make travel by road nearly impossible even with improvements. Also the resultant loss of property value to nearly everyone in the area is too high a price to pay. The environmental impact is another reason to disqualify this area from consideration due to loss of wetland habitat.

This area is blowing up faster than the roads can keep up with already.

This area is designated farmland. It is home to a variety of wildlife species including Bald eagles, red tail hawks, deer, elk, salmon etc. The small town culture of this community would be ruined. The expense of access to this area would be astronomical.

This area is difficult and time consuming to get to. The local infrastructure isn't appropriate for the project.

This area is farmland and as mentioned prohibited from considering

This area is farmland and one of the few nice rural areas near Seattle. Ruining it with an airport would be unconscionable. There is neither the infrastructure nor the need for another airport in king county when there are many that could just expand. Nobody signed up or bought property in that vicinity to be close to a major airport. Also this state needs more farmland not less and this airport would require taking over many working farms. How this even is on the list of places when it is not in accordance with the initial ask is beyond me. This committee should be ashamed for even listing it when there are so many existing airports to expand.

This area is full of farmland and generational homesteads. The road infrastructure is already a challenge.

This area is more populated and would serve a larger group of people.

This area is not a good place for a regional airport displacing some of the last viable farmlands and has a very poor traffic infrastructure with no ties to any of the freeway systems.

This area is not good for farming, and most of the dairy herds are long gone.

A regional airport might be the highest and best use of the land now.

This area is obviously an area for private homes and has been for many years. You will be destroying the entire area with hoardes of traffic and traffic jams. It will become a very chaotic area despised by those who live here

This area is of significant importance to the region's fisheries resources. The greenfield site lies between two important watersheds, the White River and the Green River. These two rivers and their tributaries contain threatened Chinook Salmon, Steelhead, and Bull Trout. An airport of the size proposed would be completely irresponsible given the efforts the state has made to protect these threatened species from extinction, and a complete waste of the tax dollars provided to these efforts. The extensive amount of impervious surface associated with this project would drastically change the water table and affect flows, particularly in the smaller streams that feed the two systems, depriving fish of sufficient flows through the summer months, and increasing flood events and bed scouring in winter. Water quality would also be degraded due to the increased amount of vehicles and urbanization.

Chinook Salmon, an important food source for resident Orca salmon, would also be affected, as both rivers and their tributaries contain threatened Chinook Salmon populations. Protecting these salmon is of utmost importance to the Orca's survival. In particular, the White River is home to spring Chinook, the most vital food source for resident Orca, and a species not found in many rivers feeding into Puget Sound. This project will not only put these species at increased risk, it would also be detrimental to the cultural and economic benefits wild salmon and steelhead provide to our region.

This proposed project is also located on some of the last remaining farmland in King County. Protected under the FPP (Farmland Preservation Act), much of the development rights were purchased from landowners to permanently protect these farmlands. The owners who sold their development rights had to agree to abide by strict guidelines that restricted the use of their land. To now turn around and develop this farmland, ignoring this contract between the County and landowners, and building an airport of all things, would be unconscionable. It is not what King County voters approved, and it is not fair to the property owners who took part in this program. This project would also have significant impact on landowners in other areas of the Enumclaw plateau that continued to farm on land not associated with the project area, but impacted by the noise, traffic and urbanization of the surrounding area.

This proposed location should not be considered for this development. It is crucially important to our fisheries resources, our region's cultural heritage, and to the voters and landowners of King County, who were promised this land would be permanently protected as farmland.

This area is only served by two, two lane highways, which are already traffic disasters. Accommodating increased road demand for an airport here would be prohibitive.

This area is part of the Farmland Preservation Program. To develop an airport on this land would destroy nearly half of the set aside agriculture land in King county. Agriculture land that will never be regained. Farms, wildlife, fish habitats, and spawning grounds are all part or effected by this proposal. The Muckleshoot tribe will be directly effected by the airport by arrivals and departures over there land.

Please consider a location closer to the I-5 corridor to save our environment from being destroyed by the airport and the infrastructure needed to support it.

This area is precious farmland and the people who live in and around Enumclaw chose to live here because it is rural. An airport would ruin that. Enumclaw also has high winds and the area considered floods frequently in the winter and spring. Keep Enumclaw rural and preserve our farms. We already have an airport in King County so it should not be considered.

This area is primarily farming. Airports present numerous factors that negatively impact agricultural areas, including the potential of substantial development in an area that is prone to flooding already. This area is prime farmland and agriculturally valuable. Impact to a beloved community would be devastating.

This area is protected farm land per the FPP. It is green because it was set aside in a metropolitan area for agriculture and open spaces which are healing to the soul. This area was specifically excluded from the legislation creating the CACC and we expect you to delete this area from consideration. Moses Lake and Richland are begging for this addition to their infrastructure. Go east for open areas not impacting millions of people.

This area is rural and should stay that way. It is zoned as protected farmland and the citizens have invested time and taxpayer money to maintain that status. To remove this farmland to accommodate air travel would be a detriment to the environment, wildlife, the surrounding community, and should not be considered. In addition, the law that founded this commission specifically excluded King County, so it is absolutely inappropriate that this site be considered.

An airport would only put an end to this peaceful farmland, create traffic, create air traffic when it is so close to SeaTac, and would ultimately represent a betrayal of the community.

To choose this site would be a disservice to constituents, wildlife, the greater king county community, and the area as a whole.

This area is rural with surrounding hills which to me causes issues and safety concerns for larger airplanes. We also don't have the infrastructure of highways to accommodate the extra traffic. We already struggle with heavy traffic and delays now due to 2 lane roads and no freeways. But when moving here, I gladly gave up the convenience of city life and freeways in order to live the country life. Please don't take that way from us. . People move out here to be away from city life and to contribute to the thriving farming community, both agriculture and animal. This would severely damage the farming communities. We are also not conveniently located for most travelers both North and South, making it even more difficult for people from North and South to get to the airport.

This area is served by SeaTac.

This area is still woods and grassland for the wildlife. Leave it alone

This area is too small and not equipped for an international airport.

This area is too congested already and traffic is already way above capacity. There are several new housing developments in the works that will make it worse. A new airport should be further away south from SeaTac to better serve people who live in the south of Seattle

This area is unable to handle the traffic on our roads as it is. This location is too close to SeaTac Airport and their flight path. This area is also known for highwinds. Spokane would be a better place.

This area meets all categories the most out of any other site. This area meets the needs of the general population and makes the most sense

This area is way out of the way. There are high winds, no infrastructure, farmland and environmental areas will be impacted. The area already has SeaTac and this is not far enough away to make sense.

For people in Olympia, Chehalis, etc it would be closer to just go to SeaTac. It is a terrible choice

This area seems already geographically near enough to SeaTac so not sure how that expands capacity and mitigates traffic.

This area seems to serve the largest population most effectively with the least areas of concern (flooding, excessive traffic mitigation, etc).

This area should be preserved for agriculture. More significantly, however, is that roads to this area are minimal and slow. It would be extremely difficult to get highways built into this area without major disruptions to local communities, and costs would be very high.

This area would be just as or more difficult to access as SeaTac is.

This area would be too disrupting of the peaceful landscape that people purposefully choose to live and would also cause massive traffic disruptions for all in that area

This area would provide the greatest population service. It is not farmland, doesn't have the business pressure that the Snohomish areas have. I do not understand the politics as to why sites in King County are not allowed, but this seems to make the most sense.

This community does not have suitable roads for high traffic volume or route alternatives necessary for accessing an airport. It is also susceptible to severe wind and weather events that would disrupt air travel.

This could help ease the amount of people going to SeaTac, if that is currently an issue.

This doesn't make a lot of sense. I live in Maple Valley and we are 30-35 minutes to Sea-Tac Airport. It doesn't make sense to me.

This doesn't make sense at all with SeaTac being within 90 minutes. Should also consider how windy it gets here.

This farm area is currently being exploited by builders, buying up farmland, building excessive housing projects that are on the high end of prices for buyers. The city and infrastructure cannot manage the influx of people in the area as-is. Thousands of high income housing is being built and the community is lacking in providing funding for the school district that serves its students. There is currently not enough space for students that fall within the lines for the district. Furthermore, our infrastructure including roads and services such as medical, grocery, etc are overrun with the current population and no thought of adding or upgrading current facilities. An airport in this area will ruin the environment that people are paying high prices to obtain. People who move/live in this area come here to get away from the city. Don't ruin our safe community with the addition of a high traffic airport. We do not need or want more people here.

This has potential to make traffic worse.

This has the fewest negative (red/yellow) impacts of any of the choices. It is a shame it cannot be considered.

This has the greatest potential to serve the greatest number of people.

This if prime used farmland, has been forever. Road structure not in place, heavy traffic issues, 410 is a disaster already. Wetlands are deteriorating, leave this space. This would severely negatively impact tourism. How can skiers fight even more traffic? No, no, no!!

This is a beautiful place to put something like that in Enumclaw

This is a better location that services the east side nicely.

This is a farming community and would be severely impacted by the noise, traffic and environmental destruction. It would abut the Muckleshoot Tribal lands, as well, which would be extremely detrimental to their community as BIPOC. Adding a second international airport so close to SeaTac airport would be a waste of taxpayer money and a waste of deeply vital farm land/residential property. Don't pave paradise.

This is a farming community that greatly serves western Washington as such, Milk, meat, chicken, eggs, cheese, Christmas trees, blueberries, strawberries, multiple vegetables, hay, flowers, are all produced here. Many farms are organic, many provide activities.

Pumpkin patches, Christmas tree cutting, art camps for children, tours, you pick experience, just to name a few. People from the cities bring their children to see the farm animals. It's amazing to witness these children.

Businesses that include meat market, produce sellers, auction house, feed stores, rodeo grounds, small airports, hot air ballooning, are mainstays for this area. The amphitheater that brings much entertainment for people all over Western Washington would be affected.

At least 4 houses of Worship would be directly affected. A school right in the middle would be destroyed.

Now, to the generations of families that would be displaced. Homesteads, with multigenerational families, with amazing history of this area would be gone. Families seeking a better life have moved here for their children to have opportunities would be destroyed. Many live here to experience peaceful lives, and have easy commutes to jobs. Enumclaw King County Fair would fail because there would be no agriculture and animals to support it. This area is greatly affected by tourism, because of its location, activities and quaintness. This would be destroyed.

Surrounding areas like Lake Tapps would be affected by noise and pollution.

Now to the infrastructure. There is not adequate roads into this area now. From Sumner through Bonney lake and Buckley already experiences gridlock. Just getting to Buckley from Enumclaw is a mess at commute time. Highways 169 and 164 are heavily used. To widen any of these roads would destroy more homes and businesses and houses of worship and schools.

With light rail being finished, this community and surrounding towns and cities will be well serviced to access Sea Tac.

This airport should be built where people do not already have access to an International airport. Up North or down south on the I-5 corridor would be better served. Much of the infrastructure is already in place in those areas. Places that do not have the great historical value.

Our local Native Reservation heritage would be affected, changed and much lost. We value the Native People.

The many Hispanic immigrants in this area would be have their lives uprooted, as their jobs are here along with their livelihood. They came here seeking stability. We value their culture.

Please, we ask Do Not let this destruction happen here.

Thousands of people would suffer great loss.

This is a harder location to get to than SeaTac for most communities.

This is a highly sensitive area, environmentally. From salmon runs to elk runs and eagle nesting. King County saw years ago that this was a special area and needed to be preserved for the wildlife and the way of life for the farmers and ranchers. That is why they created the "Farmland Preservation Program" and improved wildlife habitat, such as wet lands, and streams for salmon along Newaukum and Boise Creeks. Enumclaw is the gateway to one of the nations national treasures, Mt Rainier National Park. The glacier fed White River and the Green River Gorge, with its stunning unique wildlife, both border the sides of Enumclaw. There are National, State and County parks, that get significant use, that surround Enumclaw and nearby towns. These parks house a tremendous variety of animal and plant species along with providing recreational space for all visitors near and far. This is NOT a place for and airport, it is a place to preserve it's present state of use for future generations.

This is a horrible location for an airport. King County has spent millions of dollars over the past few decades to preserve the remaining farmland in southeast King County. In addition, the State of Washington has been purchasing land in the Green River watershed for preservation.

The road system in the area can barely support the existing traffic. Why would you propose a site so far from the I-5 corridor?

Also, this area is already in the SeaTac airshed. I watch planes fly overhead all day long and at night you can see planes stacking up in the skies waiting for permission to land.

The farms and families in this area would be negatively impacted by an airport. There are also protected species such as the Bald Eagle that make this area their home.

This location should be removed from consideration.

This is a mostly rural area and putting an airport there would completely change that. The area is also already struggling with traffic as a result of increasing growth. Why is it ok to impact white people and not ok to impact people of color? That seems to be a large basis of this study.

This is a rural area and building an airport will destroy environmental and animal habitat. We want to keep our towns rural and that's why we don't have any big box retail stores or big companies located here. It's also on the outskirts from major freeways and will add to the heavy congestion that's already growing

This is a rural area that does not have the proper infrastructure to support air travelers.

This is a rural area that needs to stay that way! Too much of king county is being developed and the infrastructure cant handle it!

This is a rural area. There are very few rural areas left in King County. There is no infrastructure - particularly roads - that support the amount of traffic a new airport would bring. There has been no investment in roads in this area from King County. Dumping an airport in a rural area would seriously negatively impact the current residents. Build the airport in Bellevue. They have the infrastructure. There's plenty of people in the area. I'm sure they'd be thrilled.

This is a small community that is huge in agriculture which does not mix well with pollution, traffic, and noise.

This is a small farming community and it would destroy it!

This is a truly bad area for any type of commercial or regional airport. The infrastructure can not support the added traffic and logistics would be a complete nightmare. Not to mention the extreme winds and storms the Enumclaw area encounters frequently since being cushioned up against the Cascade Foothills. As a contractor at Seattle-Tacoma International Airport for seven major airlines, it's a heavy NO from me.

This is a wonderful rural area, full of dairy & horse farms. Please do not disturb the area.

This is absolutely ridiculous. This is prime farm land in the shadow of Mt Rainier. A beautiful area that should not be ruined by an airport of any kind. There is critical habitat to include salmon bearing streams in this area that provide critical habitat and spawning. The surrounding infrastructure is not capable of handling airport traffic and would have a huge negative impact to quality of life and rural living.

This is absolutely the worst location for an airport! This would not only impact Enumclaw roads but also the surrounding bridges and roads that are already over congested in Auburn, Lake Tapps, Bonney lake, maple valley and Buckley. Do not ruin the last Small town in King County.

This is agricultural zoning land and has no infrastructure to support an airport. SeaTac already serves the South King County area.

This is already in flight path to SeaTac. This makes sense.

This is an agricultural area with many wetland areas. The main roadways...169,164,& 410 are two lane roads which are already jammed up with traffic. Also,

The fire department in this area is not even close to being equipped for such an increase in people and clogged roadways

This is an agriculture area

This is an atrocity to consider the Enumclaw area for an airport. This is a beautiful rural area rich in farm land , agriculture and wildlife. The destruction of this area would be devastating. The highway infrastructure is horrible already and to try and improve that would bring more traffic problems & pollution. We can't even have our fireworks display at the King County Fairgrounds anymore because eagles nest in the granite bluffs nearby. How can an airport possible be considered due to this reason alone. This is an area that is visited by locals & tourists year round for its beauty , close proximity to camping, skiing , & of course visiting Mt Rainier. The environmental impact would be devastating. Businesses would be severely impacted . Our clear blue skies would be polluted. Our dairies would shut down because cows won't produce milk due to the loud noise of a plane coming in. There would be no land to grow corn & other produce. Food & milk production would plummet & the effect would be felt not just locally but nation wide.

There a designated wetlands in this area which should disqualify it from consideration. Many of the farms in the area fall under the Farmland Protection Act.

Generations of families who have lived on the plateau & in Enumclaw specifically would be displaced . Our neighbors the Muckleshoot tribe depend heavily on fishing , specifically salmon , that run thru the area. The pollution , noise, traffic that an airport would generate would have a negative impact on their livelihood .

We also have very strong winds out here that have caused a great deal of damage to property, homes, & farmland. The fact that this considered location is so close to the Cascade foothills along with the severe weather/ winds we get , should be of great concern when thinking about flying planes in & out of this area.

There are way to many negative reasons to even consider an airport here. Please come see this beautiful area for yourselves. Meet the friendly , kind, & gracious folks that live here. Experience nature at its best , then you will understand why people refer to this area as God's country.

We don't want an airport here! We don't want this area destroyed . Please take this site off the list to be considered

Sincerely ,

Vicki Young. Enumclaw resident for 33 wonderful years.
This is an environmentally sensitive area.
This is awful. This site is suppose to be restored to protect salmon but the state would rather have an airport. You all are disgusting.
this is BS
This is by far the most logical choice using the metrics provided.
This is close to the greatest population and user group. Mass transit to the airport is most viable to this area.
This is closest to the populations that an additional airport would serve but gas the least impact on the environment.
This is country, family , wild life earea . Take it to the city .
This is designated rural/agricultural space for King County and is why we live here. We are adamantly opposed to this location.

This is far enough away from Seatac that it should be considered further.

This is farm country, people move there for peace and quiet. Its within 20 miles of another airport as well.

This is farm country. The impact to the lives of people and animals would be huge.

This is farm land area. This would have a huge negative impact on the surrounding area, including the farms, infrastructure and environment. This area is supposed to be dedicated to rural uses.

This is farm Land that should never have been acquired by the state! This airport needs to be south of tacoma not 40 minutes from sea-tac. There is poor access to this area and traffic congestion is already bad.

This is farm land which we are losing fast

This is farm land! We don't need an airport when there are o ly two main ways into Enumclaw

This is farm land. I believe the development rights were ceded years ago. The housing that has gone in have already taxed the roads. Find somewhere else.

This is getting redundant

This is in an already populated area and is not impacting the same level of nature as would be impacted in Skagit County.

This is IN King County and therefore prohibited from being considered. Drop it from the various options.

This is in protected farmland and we already have another airport in king county.

This is insane, especially in light of global climate change.

This is mostly farm land you want to take their land . You are going to force them to sell no no no itâ€™s not right

This is mostly rural farmland and should not be developed

This is multigenerational farm land. The noise and air pollution will destroy this beautiful, productive, farmland.

This is not a good place for an airport. The winter winds in the Enumclaw area will make the flight path difficult. This is a remote area of the county that is almost like an island. Few highways onto to the plateau and few off. It doesn't even seem like it should be considered. Would you build a new highway from each direction to this location? This location would have a bigger impact on more people due to the road structure you would need to put in. Why would the county spend millions to buy out developing rights in this area and then build an airport? King County should not have both major airports. This is a big no.

This is not a good site for an airport. Consider a different site

This is not a logical place for this type of airport. King county already has a major airport. This community could not survive and maintain its way of life with this type of development. I do not even know why this location is being considered based on the roads and location.

This is not appealing at all as it would be further away than SEATAC for those of us north of Bellingham, and it would require a longer drive through even more traffic to get there.

This is not far enough from SeaTac.

This is not part of the legislative directive and intent.

This is not the best location. This should be off the table. Too close to SeaTac and if for cargo issues the Thurston County location is a better one as just off I5. Would also work for limited passenger traffic.

This is nuts! Enumclaw doesn't have the infrastructure to handle this. We live in the Covington/Black Diamond area and it's hard enough to get to Enumclaw right now with traffic, let alone cramming a major airport in the area. How about Ellensburg.? It would be wonderful for the East sides and maybe alleviate some of the traffic on I90.

This is obviously the best and least impactful location.

This is one of the few remaining agricultural sites near cities. People and the food banks rely on the crops/hay etc. produced by the plateau. A lot of farms are generational. People have invested all of their monies/hard labor for this vanishing farm lifestyle. We are rapidly losing all of our rural areas to development. This would have a huge impact to wildlife--elk, deer, bear, eagles etc. as well as to livestock/farm animals in the area, The Valley has already been lost to commercialization which we cannot replace.

This is one of the last true rural farm community's in king county. It would be a shame to lose that .The proposed area also has very important salmon spawning habitat.

This is one of the only beautiful towns left and has lots of history! If you build it here, I will move out of state along with other people I know. Thanks!

This is one of the worst ideas I have heard. Not only is 10 trails the biggest development in King county's history they want to try and add this!!

The roads are horrible right now!!

It is a swamp in the winter, just not a good plan!

This is the worst idea ever! So close to SeaTac too, really!

This is our land. You cannot build on it. Stay out of Enumclaw.

This is part of the KC-designated Enumclaw Plateau Agricultural Production District and many heritage sites. There are currently at least four airports in South KC, i.e., SeaTac, Boeing Field, Renton and Auburn. If another airport is necessary, it should be accommodated by enlarging an existing airport outside KC.

This is perfect you've already ruined most of King County just keep it up

This is pointless for anyone living North of this area. Putting this here would still over congest all the highways and interstate south of Skagit and Snohomish. This site is literally next to SeaTac and would not fix any interstate problems which are absolutely uncalled for horrible.

This is protected farm land and there is not the road infrastructure to facilitate the people in a 90 mile window to get here effectively. Traffic the two ways into Enumclaw are already undersized while master planned developments continue to be built.

This is right on muckleshoot tribal land and would definitely impact their life and well being.

This is rural farmland and private residence. This airport would destroy our peaceful way of life
This is rural farmland that King County promised to protect!!!

This is some of the little remaining farm country on the west side. Please do not destroy what little of this that remains on our planet.

This is stupidly close to SeaTac and seems completely unnecessary but so far the best option.

This is the best choice for the most potential users. But there needs to be better highways to the airport.

This is the least qualified spot. Other already somewhat developed places or current airports would be a better fit. The infrastructure to not burden every small town youd have to drive through IS NOT THERE. 410 has little to no potential of being widened successfully. That area is too crowded with tiny roads. Keep it out of this area. It is UNWANTED and would not be successful

This is the most obvious choice. It only contains mild issues that require mitigation. Why this is excluded is beyond belief!

This is the obvious #1 choice. Close to demand and infrastructure

This is the obvious choice, since it serves the highest number of population relative to all other potential sites....and the proximity best fits the parameters.

Why in the world would this not be considered, then?

How is it possible that the "CACC is prohibited from making recommendations within King County"???

This is the only area of King County that has not been developed. It has been restricted for years for builders, developers, business bc of this reason. Once it's gone, there is no replacing the rural areas.

This is the only one that doesn't severely impact, as indicated with no reds, and makes the most sense based on all things considered.

This is the only rural agricultural area left in King county and should be preserved!

This is the worst location on the list, and makes no sense. SeaTac and Boeing Field are in King County. Puget Sound need a second large major commercial airport. It should be in a different county from King.

This is the worst possible plan for a new airport. The population has already dramatically increased over the past 2 years, the infrastructure can barely sustain the current traffic. This is a agricultural small community an airport would put generational farms out of business. The chart above showing a small environmental impact cannot possibly be correct.

P.S Iâ€™m not sure if WSDOT or our â€œlovelyâ€ Governor Inslee is familiar with the people living in Enumclaw or the Plateau, but they will fight you until the bitter end. They will not roll over and let you destroy their beloved community.

This is too close to Sea-Tac to effectively reduce traffic congestion on the roadways.

This is valuable farm land being taken away. People live in this area for the calm open space, not to have planes flying over disrupting them and startling their livestock all day long.

This is where the largest population is and would serve the most people who fly for work which is the biggest driver of this need.

This is working farmland and a farming community that does not have the infrastructure to sustain something as large as this. This would destroy the town of Enumclaw. It is actually too close to SeaTac to really pull much congestion from there. The site should be farther south.

This land is farmland and agriculture land that would be destroyed. This area is protected by King County to preserve the agricultural and farmlands. This would be in direct violation to this protection. The infrastructure of this area can not sustain the amount of traffic an airport would bring. Also the close proximity to the cascade mountains holds a potential danger to large aircraft as specially in the high winds that are seen in this area every year. This area also has protected animals and birds that the noise would affect.

This land is for farming, this land is not suitable for an airport. Itâ€™s too close to SeaTac anyways. Why turn this beautiful land into a rundown part of the state like it is near SeaTac.

This land that is identified as not have environmental concerns is agricultural land w/regulated use by King County/Muckleshoot. Terrible access without extensive work. The Hwy's leading in are already at capacity. SeaTac serves this area already. This area that serves all the people going to Mt Rainier and Crystal does not need to turn into a commercial hub. All the outdoor assets need to be protected/preserved..not wiped out by growth. It is hard to imagine that the government would wipe out some of the last protected farmland when other options are available. Many dairy families would lose their livelihood. Many other agriculture/horse families would be displaced without access to a good alternative.

This land was preserved for agriculture and also has wetlands.

This location (Enumclaw) is basically a dead-end to the east (the Pass is closed 1/2 of the year) Currently there is only 3 ways into or out of Enumclaw and each option is a 2 lane hwy already beyond capacity; HWY 169 to the North , HWY 164 to the West and HWY 410 to the South & Southwest. Natural boundaries of 2 main Rivers (White River & Green River) in addition to the Foothills to the East make it implausible to "add" additional lanes to existing highways or add new roads to accommodate the additional traffic. It seems further South of the I-5 corridor would make the most sense AND help serve the greatest number of people who have NO current option but traveling to SeaTac.

This location does not have adequate roads in and out. The East is mountain pass, which is not open several weeks throughout the winter. The most notable path in and out of this city is on Muckleshoot land meaning talking land from BIPOC communities.

Enumclaw is less than 1 hour from SeaTac already. There is no reason to add an airport so close to another.

Enumclaw floods constantly through winter.

Enumclaw has very high winds that are unpredictable.

Enumclaw is the last rural town in King County with a lot of history. It should remain agricultural land as itâ€™s intended to be.

If you care about the environment, youâ€™d expand the Everett airport and leave these rural communities alone and intact.

This location for an airport will greatly disrupt our farming land and livestock. Wetlands and protected animals will be affected. This is very much not wanted by the community.

This location is 45 minutes from SeaTac. It makes no sense to have two large airports that close. Also this area is already congested and becoming over populated. I do not believe there is the infrastructure capacity.

This location is far from freeways and only has one lane roads to access the proposed site that would not be able to sustain such heavy traffic increases that an airport would bring. The wetlands areas are a concern. Also, not noted here are the significant wind storms that happen in this area on a regular basis that are not ideal for such an airport. This would also put a strain on this rural community and its residents way of life.

This location is important wetlands that must not be compromised.

This location is most easily accessible to the population, and also provides minimal challenges compared to other sites considered.

This location is rural farm lands that is mostly wetlands. If this airport is placed here the environmental impacts would be astronomical, not to mention completely destroying the way of life for all of those who live in Enumclaw. There is an airport less than 45 minutes from here, it makes no sense to change and destroy one of the last beautiful places left in King County. Wa state needs an airport in south wa where people are traveling hours to get to either Portland or Seattle to travel.

This location is too close to SeaTac, would not be the most impactful use of space.

This location is too close to SeaTac. If built, this location would just further increase traffic problems and housing density in King County.

This location is too close to the existing airport and does not make as much sense as other proposed locations.

This location looks the best for a new airport.

This location makes the most sense

This location makes the most sense to me. A large population base and limited impact. However, it seems premature to make any decisions about a new airport location in WA at this time. The world is in turmoil and we do not know what will happen with population numbers and new technology. Especially since it is based on a projection of need for 2055.

This location makes the most sense! Least impact, most convenient, and it will lead to some much needed infrastructure updates in the area.

This location will affect a ton of housing, this would ruin a small town and effect the wildlife that lives in it

This location will under serve BIPOC, whereas other locations will provide easier access and better service options for this demographic

This location would directly impact my property. Not only would it be in the direct vicinity of my personal property it would also greatly impact the last bit of farming we have on our community that was built on farming. This is a quiet community and that is the reason we live here. We are away from noise and traffic. You would be changing everything about this community. The rumblings in Enumclaw since this was announced have been intense and not a single individual is in favor. This is the wrong place. The influx of people, traffics, unsavory activities that happen around an airport is not what Enumclaw or anyone in east king county want. This is a plea from someone whoâ€™s community would not only be impacted but my actual home. Do not consider East King County any further.

This location would significantly impact the remaining availability of critical agricultural soils for our state and region. These land are designated for and should be protected for agricultural production. This looks like a good spot. It is in the population center and looks accessible with public transportation already in place.

This would be one of my top 3 spots.
This looks like the best option to me.

This makes a lot of sense as it would be convenient to large population areas.

This makes the most sense. Serve the most people with the smallest impact the environment and rural communities who do not want to be bothered by noise pollution. The city already has noise and light pollution. Keep it there.

This might be the only option..... IF YOU FIX 18 FIRST!!!!!!

This plan would drastically impact wildlife, farm land and the airport would destroy almost half of the Farmland Preservation Program in King county that was enacted to save rural lands. Destroying farms, agriculture, and the wildlife in our area would be extremely negligent . We have a climate change administration at the county, state, and federal level. An airport in this area would definitely lead to climate change!!

This proposed airport would forever change the quality of life in the area. Noise, pollution, traffic, you name it. The local roads would not support the increased traffic. The local dairy farms would be ruined. The rural atmosphere is the reason that we live here. I'm mad as hell that it is even possible to push this on us!

This proposed site does not fit within the guidelines of what should even be considered for another airport. The state should stick to its own rules and take this site off consideration completely.

This rural agricultural area should be preserved

This seems like a more reasonable place to put an airport.

This seems like the best option providing an alternative to the greatest number of people within a 90 minute drive.

This seems like the best option so far but I worry about the impact on families' health in the area. Please consider ways to make it safe for the people who will live near that didn't choose to live next to an airport but now might be stuck near one and given the economy might be forced to stay and don't want to.

This seems like the best southern location

This seems pretty close to SeaTac but could work

This seems to be the site with the least impact to wildlife and humans.

This should not be on the list as the legislation specifically excluded king county - regardless of the consultant being statewide. Aside from that the criteria used in their analysis is significantly flawed. It does not consider the impact to agriculture. This location would eliminate roughly 50% of the agricultural production land of King County reducing equitable access to local fruit, vegetables, dairy and meat. This area is less densely populated as the county four decades ago put in place mechanisms to protect this farmland. That should not be ignored. An airport here would also require the desecration of two historic cemeteries. Virtually all residents in this area are on wells and the airport would contaminate the ground water we all depend on. Another flaw in the analysis is the absence of the impact of constructing adequate access to a proposed site. Such impact for this site would be enormous and prohibitively expensive. The cities of Auburn, Black Diamond, Maple Valley, Buckley, Boney Lake all oppose construction at this location for such reasons.

This should not have been included in the survey as per the legislation stated.

This site closest to commercial centers and freeways.

This site could make a lot of sense, although being this close to the mountains means that it is only serving passengers and cargo to the west of it. It would be convenient to a growing number of people who now live in that area.

This site could work for an airport because it's already impacted from development.

This site has the most number of positive "Essential Factors" checked here!!!

This site is a direct violation of State Senate Bill 5370, and should not have been considered. This would negatively impact the environment, including natural habitats for endangered chinook and steelhead salmon, and create light, sound, and air pollution. None of these proposed sites include road infrastructure estimates. Highways would have to be built to get to this location, increasing pollution. Choosing this site would severely damage voter trust in our state politicians.

This site is home to a diverse amount of wildlife and many salmon streams. There is farmland that has been in families for generations. People who have chosen to live peaceful lives in the country will have their homes and plans eliminated. The Enumclaw area is anonymously against this proposal and we will stand united against this! Do NOT consider this site.

This site is in King County limited by the Growth Management Act. It is a farm preservation area. It would effectively wipe out tribal lands. It impacts the wildlife which abounds in the White and Green Rivers watersheds

This site is on protected farmlands and some of the most productive farmland in Western Washington due to the Osceola mud flow created from the eruption of Mt. Rainier. This rich, productive soil cannot be recreated. Farmlands should be preserved for the economy and health of the citizens of our state, and for future generations. These farmlands cannot be regained once paved over and destroyed. Specifically in King County, taxpayers have spent millions to protect agricultural land through the Farmland Protection Program. The FPP is a voluntary program. In selling the development rights to their property, owners allow restrictive covenants to be placed on it which limit the property's use and development. Landowners have made significant sacrifices to preserve these properties for agricultural use. The Enumclaw Plateau contains almost 1/2 of the preserved acreage in King County and supports nine of the twenty producing dairy farms in Washington State. Preserving productive farmlands must be an environmental priority, especially with the current significant effects of climate change.

This site is only 25 miles from Mount Rainier National Park. Serious consideration needs to be given for all proposed sites that may impact Washington's national parks - Mount Rainier, North Cascades and Olympic national parks. Impact assessment needs to include the impacts of soundscapes to these national parks and their associated designated wilderness areas along with US Forest Service designated wilderness areas along the west slope of Cascades and Olympic Mountains. The impacts to social, economic and environmental needs to be evaluated. These areas already have general aviation, commercial and military flights affecting them. There is no reason to further threaten the natural quiet of these areas by another large commercial airport.

This site is too close to SeaTac, Boeing field, and McChord. It would be too expensive to build all necessary access to the site. Farms should be on the list of Incompatible Land Uses, since milk and crops come from this area.

This site is within King County and the legislation that tasked CACC with finding an airport site specifically stated the site cannot be in a county with a population of 2 million or more. King County taxpayers have spent millions of dollars to preserve thousands of acres of agricultural land through the Farmland Preservation Program. More than half of this acreage exists on the Enumclaw Plateau. Countless hours and dollars have been spent to preserve the wildlife and improve the salmon habitat here on the Plateau. The loss of agriculture, wildlife, natural habitat and thriving rural communities are losses our state cannot afford. Please take East King County off the table for a viable site for a new airport.

This site makes sense but putting in facilities to expand the user of fossil fuels is not wise. Also, I wonder why Mercer Island is not considered for any of the proposals? Level off the Island and cover it with runways and support facilities.

This site makes the most sense. It is easy to reach from Pierce, Eastside and Seattle. It has the best highway access from all. It will provide an economic lift to southeast King County which has not fared as well as other communities.

This site makes ZERO sense. As stated above, the CACC prohibits research within King County. If developed, this would be the closest site to SeaTac and do little to provide relief. This development would destroy the rural community surrounding it. Having lived in the area for 30+ years, there is no quick access via freeway to the site and additional concerns exist regarding weather conditions (crosswind) and airplane safety due to airspace restrictions and close mountain proximity. Someone should be ashamed to have even proposed this site, but then again, it's Washington state governance, so nothing surprises me.

This site provides closer proximity for more travelers. The positives outweigh the negatives more so than any of the other sites.

This site should not be considered for too many reasons to go into detail about. Transportation, quality of life, environmental, weather patterns, agricultural food base for surrounding areas, etc. And I wonder who is profiting from this site at the expense of others.

This site was rated as having little "Environmental Justice" impact. Isn't the Muckleshoot tribe considered BIPOC? This will clearly affect their quality of life. The traffic that this proposed new airport would bring could never be supported with the current infrastructure in this area. Most of the traffic would funnel through the Muckleshoot reservation land. There are 3 schools located within less than 10 miles of the proposed South King County site as well the White River amphitheater venue. These entities already cause intermittent traffic delays in this area. King County has been focused on salmon habitat restoration, agricultural preservation and purchasing land for open spaces on the Enumclaw Plateau for years now. How in the world does an airport fit in that big picture? Lastly, doesn't it make more fiscal sense to expand an already existing airport such as Everett, Arlington, Renton or Olympia?

This site will destroy beautiful farmland with pollution and air noise. Additionally, it will require extensive roadwork to accommodate traffic.

This site would be harmful to the farm animals and the community.

This site would eliminate vast swaths of land used by local farmers to supply the surrounding communities. The infrastructure in the surrounding area is wholly inadequate for the increased traffic burden that a major airport would create.

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

This town and surrounding area is not set up for the amount of traffic this project would entail, and countless natural areas and farms would be heavily impacted by the noise. Locals are simply not that far from SeaTac, it makes no sense.

This town does NOT have the infrastructure nor the size to accommodate such a airport. There is only 2 lane roads in all directions, and with the development of nearby bonneylake, our traffic has become stand still every weekday from 2-7pm. Our farmers who depend on this land, would not benefit from this. It would be detrimental to them and especially migrant workers who depend on these farms for work.

The city of Enumclaw can NOT support the influx of passengers and travelers. The area is already overpopulated for the infrastructure.

This will be amazing

This will be detrimental to our rural way of living and community.

2. It will distort the green spaces and wildlife that live in those spaces. Including the endangered chinook and steelhead.
3. Destroy some of the last block of farmland in King County which is protected.
4. would greatly limit access to the Muckleshoot lands in Mount Rainier National Park.
5. The current Infrastructure does not support the amount of traffic that would be coming to and from the airport. And would be extremely cost to add and change infrastructure.
6. site would violate KCCP for siting urban/serving facilities in the rural area.
7. Air space constraints not yet considered too crowded close to SeaTac to close to mountains and land directly in high-wind area closer to wildfire smoke events.
8. Incompatible land use surround airport site.
9. assumptions of unconstrained forecast of expected roasts in air travel not realistic.
10. King County site choice is in violation of State Senate Bill 5370 which creates CACC excluding those lands in a county with population of 2 million or more.

Again I oppose an airport being build on this king county land.

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This will destroy the quiet, small town of Enumclaw and drastically reduce property values for those that live in the area. A commercial air strip in a primarily farm land location is a horrible idea for all those that actually live here.

This will destroy this unique farming community!

This will effect a ton of wildlife and families negatively if an airport is built here at this location. Also there is heavy wind here that would impact planes landing and take off.

This will greatly impact the horse training facilities and other agricultural efforts in this area. Planes are loud, animals can scare and hurt humans when they are frightened. This would be detrimental. This will have a negative impact on the surrounding communities and cause too much noise pollution and traffic congestion.

This will have a negative impact on traffic as well farming communities around the area. Traffic already bottle necks leaving certain parts of king county and this is going to make it worse. Plus we need to keep farming communities. They are the ones that are going to keep everything going.

This will negatively affect this area and what it has always been.

Also I do think of a new one is added it should be much closer to I-5. The roads around d this location canâ€™t handle anything more and the community doesnâ€™t want expansion.

This will ruin farm land and cattle ranches, plus destroy the rural area for family living. Plus it will destroy lakes and trails in the area.

This will ruin our rural farm communities with noise, pollution and extreme traffic and construction that this community simply canâ€™t handle. There is already entirely too much traffic for the small roadways, and not enough infrastructure too support this large expansion.

This will severely impact traffic in an area with limited in and out streets. It will potentially take farmland away as well as displace low income folks.

This wold definitely not be easy to drive to at all but it looks like there is enough land there that would not impact too many people already living on it

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas.

This would also be catastrophic to wildlife and the environment.

Traffic is bad enough as it is. there are no highways or freeways for access. Try driving out there when there is a concert. That would be everyday.

This would be a disaster for this area

A rare place where zoning has been limited to acreage for agricultural reasons. Many residents performing this work would be displaced. Tribal lands would also be impacted.

This would be a good location for those traveling from down south!

This would be a great option

This would be a huge impact on local traffic to the surrounding areas already affected by population growth.

This would be absolutely ridiculous. You will be displacing generations of families and generations of a farming community. The farming community is an irreplaceable asset to the it's community as well as surrounding communities. It doesn't make sense to put an airport 30 minutes from an international airport. The infrastructure in the area would not support this disaster of an idea. The impact the airport would have on the natural resources would be absolutely devastating. There are more than a dozen creeks and streams that run through the plateau that are home to several species of spawning salmon and trout as well as other amphibians that call this location home. Not only that there are numerous agricultural properties that no longer have development rights so it could protect the farming community. How is it ok to build a monstrous airport over property that is no longer able to be developed?

This would be amazing!

This would be better served by a Thurston County Central Airport for populations south of SeaTac Airport.

This would be detrimental to the farm, agricultural, and green spaces that are left in King County. You don't need to pave all of King County.

This would be devastating. I've lived in Enumclaw 39 years and that would drastically change everything. This would be a nightmare

This would be great for our area and businesses.

This would be impacting not just people but, farms, ranches, cattle and a way of life for the residents that chose to live out here, away from the crap of a big city and noise!!

This would benefit the economy in this area.

This would cause issues for habitat and wildlife that is already being pushed out of their habitat due to growing housing projects. Travel out of this area is already strained with over population and not enough infrastructure

This would completely destroy our small town.

This would completely destroy some of the oldest farm land and salmon run in King County. This would destroy the already small amount of areas wild life uses along with bring more of a drug ridden community to the close national park and community's

This would completely destroy the infrastructure along with the community. SeaTac has a drug and crime ridden community that has destroyed the land and community within SeaTac. This airport would only bring more issues and crime within an already struggling community

This would conveniently serve the largest population that is most likely to use it.

This would destroy an area of land that King County has, through numerous land use and building restrictions, been able to preserve. An airport at this site would be highly detrimental to the wildlife. This would destroy one of the last remaining open space and agricultural areas in King County. The impact would be devastating.

This would destroy our agricultural community.

This would destroy the entire surrounding area of preserved farm land and community and open space. There is no way this should be developed here.

This would devastate the already over crowded infrastructure and road/highway system in the lower King County area. Traffic is already at a standstill most days and would only become worse if this horribly planned and environmentally devastating airport was even remotely considered. Elk herds and population are already dwindling in this area. More animals would be hit and killed on highways with more traffic. The salmon that spawn and migrate through the Newaukum Creek which takes up a good portion of the 100 sq mile radius (and is the 2nd largest tributary to the Green River) would be negatively impacted. Quality of life for all other animals and humans included in the surrounding areas would drop severely. We don't need Enumclaw and surrounding communities turned into another hell hole like SeaTac. Put the airport in a field in Cle Elum which has a straight shot up I90 to Seattle and other arterial highway interchanges.

This would eliminate a large amount of wildlife habitat also environmental impacts such as noise pollution, then comes Hotels strip malls destruction of a beautiful rural area and major disruption of the way of life for the people who live here in and around "East King County" we already have airports in South King County, we don't need another!!

This would fly very close to Rainier national park and other protected lands, and would be a detriment to local wildlife habitats as well as the outdoor experience for those seeking solace outdoors. I live under a current airplane path and the noise and sight are very distracting to myself, birds, and others. This would forever impact the area and destroy the beauty and open land that makes our area unique.

This would harm one of the last rural areas of King County!!! Use Renton field, Sea Tac and Paine field.

This would have a dreadful impact on these communities. Highway 410 in the Buckley- Enumclaw area already has severe congestion. The lands around here regularly flood in the rainy season. The quality of life of people living here and their property values will be greatly diminished.

This would have a very heavy negative impact on all Enumclaw residents. The farm animals and farmers would be drove out of our town. Please do not destroy our small town

This would have an extremely negative impact on nearby communities and the environment.

This would hugely impact all the farm animals in this area.

this would impact our farms out here, our schools, the land and the peace that goes along with living out in the country. the wind off the mountains would make it nearly impossible for landing and flooding is a huge problem. east king county is not the place for an airport

This would largely impact farmland in the area, as there are dairy farmers in the area and other small family farms. And for environmental purposes, we need to keep open land. There are already too many homes being built, that the infrastructure does not handle well, now. There is an entertainment venue in the area, that also adds to the traffic problems. If an emergency, such as an earthquake or a volcanic eruption, so many people would not have a chance to evacuate now, and an airport would increase that danger exponentially!

Many wetland areas, flooding, incompatible land.

This area should completely removed from consideration for an airport.

This would literally ruin peoples lively hoods. Farms destroyed. Businessâ€™s destroyed. It would be an awful idea.

This would make our area better.

This would negatively affect homeowners and families around no!.

This would negatively impact the agriculture and way of life in Enumclaw! I would move as would many of my friends. I have been here over 20 years and this would be a devastating change for Enumclaw and the surrounding area. We have an airport that is small and appropriate for our town and way of life. Donâ€™t come here and ruin the lives of farmers, wildlife, animals and general population!

This would not be a good for our land or the people who call this home. This should stay rural or the plateau with new highways to serve a large airport will destroy the place we call home.

This would put the new airport closer to SETAC, where customers and workers are already accustomed to going. Flight crews would appreciate that they could get to either airport, depending where they are needed on a given day, with less trouble than having to travel north; especially through Seattle traffic.

This would ruin a small farm community and bring way too much traffic through surrounding areas that donâ€™t have the roads to handle the influx of traffic

This would ruin the culture and everything about Enumclaw

This would ruin the farmland that feeds our region. This should be removed from consideration. Most surrounding roads are simple 2 lane that cannot sustain the current levels of traffic. The current International Airport only 30 minutes away already. Nothing about this location makes sense.

This would ruin the nice quiet country like area. This is one of nicer areas in East King County.

Also this would cause the property value to skyrocket making it harder for the middle class.

This would ruin the rural farming area that is the Plateau. With so much county effort in maintaining such areas with FPP etc, this would be wildly hypocritical.

This would serve the greatest number of users.

This would service the highest populous areas best.

This would shift traffic to single lane roads/bridges that don't get a lot of attention. The roads leading to Enumclaw (410/169) would need expansion/ reinforcement to accommodate the additional traffic. In addition, public transportation would be needed to service the new airport. To close to current SeaTac Airport. Rural farmland should remain protected. 2 lane highway already overburdened.

To close to Sea Tac. Also no one living there wants it.

To difficult to access for departure/arrivals

To far from interstate highway and no rail system connecting. High winds would affect operations.

To hard to access

To have the size of seatac on the plateau is totally irresponsible....here way

.We are farm land area, and we need to protect that as much as we can,

.the pollution of leaving near an airport is really real, air pollution for every body on the plateau, human and farm animals, pollution affecting everyone health.

We are 45 minutes from seatac , it doesnot make sense to have an airport so close, may be between tacoma and Olympia would be more useful to serve the south.

Please, reconsider, as we can not keep destroying our greens spaces, our farms land for a greedy generation .

Thank you

Nathalie weyer

To much traffic.

To much wet land and native ground in this area

To rural. Mainly farmland. SeaTac close by.

To those behind the curtain. It seems you're determined to destroy the last scraps of open space, wildlife habitat, fish habitat and farmland in Western Washington. Instead of choosing a place that has already been trashed and paved over, you plan to destroy the few remaining remnants of a once verdant paradise. This cancerous carbuncle would annihilate the Enumclaw Plateau. "Greenfield" a phrase coined to by the construction industry. It serves the same purpose as painting clowns on a death train. I look at the boundaries of your "south king county" choice and realize it's my farm you want to erase. 200 acres of Farmland Preservation land. Home to Eagles, bear, deer, elk, bobcat and cougar. The Farm's forests and meadows are a giant sponge that hold water keeping it cool and clean while providing habitat and growing pasture and hay. A place 3 generations have farmed and continue to farm. A beautiful, quiet, peaceful place. How did I find out you seek to rape my farm? Facebook.

The victims of your sinister plans are the last to know. Since the idea of preserving something so precious doesn't matter. I'll put the reasons in a simple list.

1) The FPP - Farmland Preservation Program and the taxpayers who paid for it. You want to bulldoze it into oblivion and pave it over. However, this would require a vote of the people.

2) Impermeable surface - check Title 9

SURFACE WATER, STORMWATER AND GROUNDWATER MANAGEMENT. This colossal impermeable surface would impact the White AND Green River basins which are critical to water quality and fish habitat.

3) Infrastructure (roads)

4) Air traffic patterns in conflict with SEATAC

5) Noise, light and air pollution all of which impact not only humans living there but the viability of the other farms outside ground zero.

Put is where it belongs - in an area already paved over and ruined.

To Whom It May Concern:

Please reconsider and reject the Enumclaw--Bonney Lake--Auburn--Muckleshoot location for the new airport. It will become a fiasco for sure; it'll be beyond a driver's and transit system's nightmare. It will cause more unnatural flooding, and finally, it will ultimately cut off the beauty of what is our state's best of treasures, the mountainous paradise.

An airport of the proposed size and magnitude would effectively make this gateway area to the mountains a wall to the mountains. It would affect the ability for tourists and others to get to the ski slopes and the hiking routes, taking away from a huge tourism industry the beauty of state, tribal, and national parks such as Chinook Pass area, Crystal Mountain, Federation Forest, and Mt. Rainier. Environmental safeguarding and tourism access is of utmost importance to this region of the county and state. It would be nearly impossible to sustain and maintain once a big airport commands the environmental entrance to this area, plugging roadways, landscaping a natural paradise into concrete, and subsequently directing the nature of how profit is manifested.

As one who has lived on the plateau for many years, and who has driven through the many roads of the area, I can verify that traffic is already congested on the way up to the plateau of Southeast King County. Curvy roads in the heart of the Plateau can be downright steep and dangerous, and some sort of transit railway system would be extremely hard to put in effectively, considering the surroundings of this genuinely gorgeous woodland of hills, ravines, and valleys. In effect, and probably inadvertently, transit for a large airport, and the airport itself would create walls which block the best features of this region. Much more land and roadways will surely come into play than the immediate flat acreage patch that some superficially believe will suffice as an airport.

SR 164 has had unsolved flooding issues these last years, even though attempts have been made to fix flooding on roads and some areas of the land itself. Many bridges are old and frail already and maybe planners hold that new building can renew and make good on what needs to be fixed. However, with valleys and hills surrounding the acreage that is being considered, no monetary leverage will be able to make this area suitable for drainage when heightened flooding occurs due to unnatural terrain contouring.

Enumclaw, Auburn, Muckleshoot, and Bonney Lake have consistently been growing through new housing and have become more diverse in recent years. This area of Southeast King County is establishing its potential, presently. Please do not close this area off to its true potential with what amounts to a gigantic airport wall. Let's keep the gateway open to its own natural possibilities, which will positively benefit the whole state, and the nation as well.

Thank you for your understanding.

Sincerely,

Mary Anne Dion

41112 212th Ave SE,

Enumclaw, WA 98022

Too

Too close to current SeaTac. Surface roads only 2 lane.

too close to existing airport

Too close to existing airport at SeaTac

Too close to existing Seatac

Too close to Mt Rainier national park. Also, who could this even serve. Need something t along the I-5 corridor. Or at least hear a major highway/ SR. Are you serious? Who thinks this up?!

Too close to public lands. There is already enough noise pollution and disruption from military flyovers and SeaTac routes. Please don't add to these negative human effects on the ability to recreate in wild places.

Too close to rainier. Nature is important

Too close to SEA

TOO CLOSE TO SEA TA

Too close to seatac

Too close to SeaTac
Too close to SeaTac
Too close to Seatac
Too close to SEAtac
Too close to Sea-Tac
Too close to Sea-Tac

Too close to SeaTac the whole town would be gone. No infrastructure to get in and out.

Too close to SeaTac . This area is completely incompatible for an international airport. The winds are crazy at times on the plateau. Many birds migrate to and from this area. We have a natural system of beauty on the plateau that includes many wild animal species, unique terrain and farm land that needs to be preserved. Let's not cover the precious farm land on the plateau like we did in the valley! A King County site was not supposed to be considered yet here we are. Sites should first be considered if they are away from other current airports. I think it should be placed off I5 south somewhere between SeaTac and Portland.

Too close to SeaTac airport
Too close to seatac and doesn't serve the north end

Too close to SEATAC and to Seattle which seems to be growing in that direction. Its proximity to SEATAC does not improve access to residents who already must travel a long distance via Seattle to reach that site.

Too close to SeaTac this will have major environmental impacts on wildlife.
Too close to SeaTac!
Too close to SeaTac, area is already congested with traffic.

Too close to SeaTac, will not help airport access issues for people north of Seattle
Too close to SeaTac. Disrupts too many wetland and farming areas. Infrastructure wouldn't be adequate for this area.

Too close to Sea-Tac. I think a more North or South location would be better.
Too close to Seattle it will turn into a homeless camp

Too close to Seattle Tacoma International Airport, would not have the desired impact
Too crowded there
Too far away for easy access. Area already served by Seatac
Too far for me to travel and too much traffic.

Too far for most travelers to reach. Just expand use of Boeing Field and existing airport in Everett.
Too far from I-5.

Too far from major freeways. Existing roads CANNOT support the traffic a major airport would bring.

A major airport in rural King County will totally disrupt our country life not just in rural King County but in the neighboring rural communities of Pierce County, add massive noise to our peaceful surroundings rendering them chaotic and no longer peaceful in any way, and overwhelm our streets and neighborhoods with massively increased traffic problems. In addition, the roads in this area cannot support the increased traffic a major airport would bring. It is a BAD idea to bring this to our area.

People who choose to live in the country do so for a variety of reasons including wildlife, peaceful surroundings, reduced property costs, reduced traffic and crime, a place to raise families in a quiet country setting that is free of the noise and pollution of the city. Bringing a major airport here will TOTALLY destroy our way of life and be detrimental to our farmlands and health.

Putting an airport between two existing major airports, but still along a major freeway such as I5 makes more sense than placing it in the rural countryside away from major freeways where significant freeways would have to be constructed, further wrecking the way of life in those communities of peace seeking peoples.

Too far from me.

Too far south

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region. Plus endangering marginalized populations in this area? For shame.

Too heavy of a residential population

Too many conservative white supremacists in Enumclaw wanting to keep the town stuck in 1950. We need change.

Too much agricultural impact . We don't need another airport, just expand existing airports.

Too much environmental impact. Farmlands all over, eagles, wild Animals.

Horrible idea

Too much farm land and wildlife. How would you fly in 80 mph wind gusts.

Too much impact & population density for a quiet farm town

Too much noise for such a heavily populated area

Too noisy, too much traffic on an already stressed road system, destruction of rural area, too close to Sea-Tac Airport - we don't need two within 40 min of each other. No! No! No!

Too quiet of a town and would like to keep it that way

Too rural without roads for access. Too close to high traffic venues like the Muckleshoot Casino and the White River Amphitheatre.

Too small. If you're going to do that make the roads better first. You do that and you're just screwing your self. It's going to be a huge disaster.

Too much noise

Totally illegal to even suggest this! Again, destroy an entire way of life. Obliterate some of the last remaining dairy farms in King (the worst) county to fly more Chinese junk to Harbor Freight and Walmart. You should lose sleep at night for even suggesting this location. Two rivers going into the Sound that will be ruined by Airport run off, Rainier national park that will have commercial jets circling overhead and an entire way of life destroyed. I hope criminal charges will be filed for this.

Totally inadequate highway access. Existing highways 169 and 164 already are overburdened with too much traffic

Traffic alone will be a nightmare. It's a one way in and one way out. Traffic is at a stand still as it is!! Traffic congestion in this and surrounding areas is already unbearable and the state has made little to no progress over the decades to address this impact. Any major infrastructure would be detrimental to the environment and further burden the already gridlocked condition.

traffic getting to this area is way to rural one concert at the amphitheater can back up traffic for hours, this area is to close to other airport and not needed if another airport is warranted then further south or north of Seatac would be a better choice.

Traffic here is awful already! Plus agriculture is really important. Farms have been in families for generations. Putting an airport next to cows? The cows will lose, and we need cows!

Traffic impacts, on already overloaded roads. Noise pollution, Volcanic eruption area, Wetlands impacts. Extremely high property values

Traffic impacts, preserved farmland, fiercely opposed by residents

Traffic in and out of Enumclaw is already ridiculous, add an airport to that mix and it will be worse. You will also be disturbing farmland and you will be taking a nice quiet countryside and turn it into a busy area.

Traffic in and out of this area is already strained as is.

Traffic in that area is often absolutely horrendous as it is

Traffic in this area is already horrible and would make it worse. The farmland/small communities here would be too disrupted. It's too close to Seatac airport.

Traffic into the Enumclaw area is already congested coming in all directions. The location is close to the White River Amphitheater which also adds to the congestion of the area.

Traffic is already a headache in this area

Traffic is already a nightmare and would ruin our beautiful area with noise pollution.

Traffic is already a nightmare.

traffic is already bad

Traffic is already bad enough in that area due to the amphitheater and the growth in general population of Black Diamond, Enumclaw, and Buckley. Plus the fact that all roads to that area are 2 lane roads and it would require major long-term construction to widen the roads in order to now allow for the amount of traffic an airport would bring.

Traffic is already horrendous. It would adversely affect agriculture in the area . The tribe I believe is in opposition to this location. They are a large employer and know the impacts on roads. It would make it impossible for emergency vehicles to have access to the area during high volume travel days. There are only two viable routes off the plateau and this would in effect block one of them. The other involves an old bridge that has been shut down in the past for weeks. Do not consider this site!

Traffic is already terrible through that area. You would be cutting straight through tribal grounds to boot. . No, just no.

Traffic is horrendous already. This would drive home values way down.

Traffic is horrible already and our info structure would not be able to support this.

Traffic is limited getting anywhere in East Pierce County. An airport would only add to congestion.

Traffic nightmare

Traffic on Auburn Way S to Enumclaw is already a mess being 2 lanes. When there is a concert, it a nightmare!!!! No way to extend the road- definitely not a great choice for an airport!!!

Traffic to this area is already quite challenging much of the time with only smaller roads servicing the area. It is an important agricultural space for horses, hay and even dairy too. There would be a huge need displacement for these industries with nowhere to go. Plus it seems too close to SeaTac to make it a great secondary option

Traffic would be HORRIBLE. And nature is so nice there, that's why people move there. Not to have an airport

Traffic.

Traffic:

The greatest number of people within a 90 mile radius is an obvious red flag. The traffic in this area is already over extended and often grid locked. There are the very popular Muckleshoot Casinos, Hotel and Ampitheater already in the area. Adding an airport in Southeast King County that will be welcoming an insurmountable number of travelers will make traffic worse. To accommodate the increased flow of traffic with new/widened roads coming from all directions will be an expense tax payers would balk at paying for.

Wetlands:

The increase in developments in the Southeast King and Northeast Pierce counties have already stressed whatever wetlands there are available for wildlife. To remove any would be not only detrimental to wildlife, but to homeowners in close vicinity to the proposed airport and neighboring communities and cities, as well.

Conclusion:

Adding an airport in Southeast King County will increase traffic, destroy established farms, ranches and wildlife refuges, add unnecessary taxes to already stressed budgets and destroy the life styles of those who moved to the area for its country feel.

Please remove Southeast King County from your list of potential greenfield sites for a new airport on the west side of the Cascades.

Thank you for giving me the opportunity to share my views and for taking the time to read this. Transportation nightmare. We already have on in king county. Destroys the character of the area and prime farmland

Trash there own area with new construction. Destroy the wetlands in there own county's for there airport needs. Slow there roads down even more don't go past Renton south is I can help it 2 hrs pluse to go marrysville to Olympia most days of the week already. Let them screw there own area up don't mess up mine more.

Tribal land and land that is protected under the farmland preservation act is in the green field zones. Protected animals such as bald eagles reside in this green zone. Farmland is being swallowed up at an alarming rate in this country and in King County, Enumclaw remains one of the few working farmlands left. My farm is right in the center point of the green field. 122 year old farm. Looking at expanding already existing airports would be more cost efficient and less of an environmental impact. A KC southeast airport would cause a huge ecosystem impact that would be irreparable alongside the loss of farmland.

Tribal lands. Ground water contamination risks. Traffic congestion. Terminal Control Area complexity affecting general aviation. Etc etc etc.

Unless this is some sort of political string-pulling, so far it is the first evaluation I have seen that has no red, so why does it state upfront that it won't be even considered?! By the commentary, it is also an area that serves the greatest number of people! Is not that not the point? I smell a rat, frankly!

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .
Use Bellingham

Use McChord as a commercial airport. PDX shares space with the military. We can do that here.
Use Paine field.

USE SEATAC AIRPORT! Make parking improvements and/or traffic flow improvements to Seatac.

Use the Bellingham Airport as a back up first. You already have it and it is hardly used.

Very logical location, and it could be tied in easily to the great Puget Sound transportation network. Very rural area, roads cannot handle additional traffic, already issues with traffic in area (169 for example).

Way too close to Sea Tac airport. Sea Tac is only 40-50 min away from here no need to have one that accommodates a high number of people when they can just go to Sea Tac. Would need to build too much infrastructure not close to any major freeway systems.

We already do not have enough road space for everyone. Consider concert nights to White River Amphitheater. That causes heavy traffic as is, the bridge into Buckley can only handle so much traffic. To just go 5 miles it takes 35+ minutes.

We already have airports in Everett and Bellingham, no need for another mostly empty airport creating noise and pollution.

We already have Bellingham and SEATAC and increasingly, Paine Field. No more airports! Will there soon be aircraft that will meet the fossil fuel restrictions that are imminent? Why waste millions on a travel mode that is possibly endangered?

We already have lots of airplane traffic from Sea Tac . King County Airport and numerous small craft airports within this heavily populated area. An Airport that would serve communities much further north or south of King County would be far more beneficial to the State . It would reduce highway traffic and expedite travel to those that live in those areas . The roads are already overwhelmed from current traffic conditions in this area also.

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We are a rural community. There is no infrastructure for an international airport. We don't want the fabric of the plateau culture to be destroyed with the commercialism, traffic, pollution, and noise that would accompany the disaster of choosing the Enumclaw plateau.

We are a rural farmland area with wetlands and large parcel lots. Disrupting and land would impact the local elk herd and other wildlife and Wildland areas. We are home to many migratory birds as well who would also be impacted. Protecting these assets is in everyone's best interest.

We are a small farming town, and to put an international airport here would ruin the aesthetic of our small town living, not to mention cause unnecessary anxiety for the farm animals and wildlife that graze in our pastures.

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are only 45 minutes from SeaTac by driving. I do not think placing an airport this close to the other airports is a wise decision.

The Enumclaw area is well known for its winds. Has this been thought of??

We are out of the way for any major airport. It would destroy all the farm land, wet lands, and beautiful landscape we have. It will create too much traffic and pollution in this area and destroy all the land. All the wild life are going to disappear also.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more house and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state. We do not have the infrastructure nor the interest in ruining this part of King County for an airport. Please delete this.

We do not have the infrasture for an airport. There are native salmon streams here. The farms that this airport would displace are a huge part of our town.
We do not have the roads for the traffic

We do not need a new airport and we do not an airport in a rural area. This would ruin the beauty of the rural areas in around the proposed site.
We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense. This is especially ridiculous cause Enumclaw is the agriculture center for King County

We do not want an airport in our farm land in Enumclaw!! We want to keep our quiet land!!
We don't need another airport

We don't need the noise & the additional traffic to our area among other things

We don't want the noise and light pollution! We he amount of traffic that will add to the already growing development around the area will negatively effect already congested commute times. The wildlife and habitat it will effect isn't worth it. We need to protect our rural small towns that are left and stop developing every square inch of land we have because we can for God sake
We don't need it

We don't want an airport out here!! It would ruin the landscape, nature, and all the beauty that is out here. Not mention the noise! Plus bring in heavy traffic, pollution, drugs, trafficking, and more crime. No thanks! Keep your airport away from here!
We don't want this airport in our backyard.

We have 3 airports in this area already, Seatac, Boeing field and Everett.

We have a bird sanctuary out here, plus wetlands let alone the farm lands, it would seriously impact the wildlife let alone all the livestock I the area.

We have a king county airport already. And the infrastructure isn't there

We have beauty here , do not destroy it.

We have enough airports!!!

We have enough congestion on the plateau, a airport would devastate the community of Enumclaw and surrounding cities.

We have enough existing airports.

We have enough noise and traffic already, Enumclaw is a rural community and a gateway to the mountains. There is also the wildlife to consider, which I think nobody takes into consideration, which is a travesty! Pick another area, leave the rural communities alone.

We have limited land available to raise our livestock. The noise is also very frightening to livestock. Please leave the Enumclaw plateau the way it is for us farmers!

we have passed a law to keep farmland in place for are way of life.

Also the roads are not big enough for all of the traffic it would bring to the area .

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

It's already bad traffic as it is due to lack of roads in and out of certain areas. You want to make it worse? Really doesn't surprise me. Wa govt has no common sense

We have SeaTac already lmao

We have seen millions trying to persevere agricultural land in South King County and we do not need to pave it all over with the spillage from SEATAC. Also SR 164 and 169 are two lane roads that already have enough congestion. And - we like not having to listen to jet noise in our part of the county.

We have the Muckleshoot reservation, so many Native American people would be impacted. Also, this area is one of the last vestiges of a rural farming community in King County. Don't destroy that valuable asset.

We must protect the remaining wetlands in this region. The damage to the local environment would be devastating if the proposed airport were to be built here. There are far better proposed locations that would not damage or totally remove wetlands and that also have existing infrastructure that can handle the volume of movement with not as much work and money needed to build it out.

We need more transportation choices

We need one further south.

We need progression in this area. Little by little it's happening. This would help greatly.

We need this!

We need this!!!!

We need to protect our farmland, groundwater and people. Traffic is already a nightmare in concert nights up 164. Choose another site.

We need to reduce air travel due to climate change.

We need to see exact parcels being proposed, not just a broad circle. The general area of 192nd and SE 400th is in the Farm Conservation Program, which has tight restrictions on what type of development would be allowed. We need to numerous studies, before this location can be considered, including but not limited to: Traffic Impact Studies, Environmental Impact Statement, including alternatives analysis, a Habitat Conservation Plan, Wetland Analysis and Mitigation Reports, Habitat Assessment Studies (for priority habitat for elk and fish-bearing streams), Flood Studies, Geotechnical Studies, etc. You can't ask anyone to vote on locations until you provide detailed studies. I am an environmental regulator and know what is required and will review this project with great scrutiny. There is not the infrastructure, such as highways to Enumclaw. When there is a concert at the White River Amphitheatre, the traffic is horrible, due to SR 164 being a two-lane road. SR 169 from the north, is just as bad. They are both miles from a freeway. Leave this rural community alone. We do not want an airport here, which would ruin our community and the reason why we live here. An existing airport like Dunn Field or Boeing Field should be considered first for expansion. South King County already has an airport, and another regional airport should not be so close to SeaTac. WA needs an airport that serves the south or north Puget Sound Region.

Dara S. Kessler, MS

We should not be expanding air travel and divesting public funds from rail.

We shouldn't be destroying viable farmland for this purpose. Supply chain issues worldwide should evidence enough to not do this.

We want to save our farmlands!! Enumclaw DOES NOT need an airport!!

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and Vancouver. All within an hour of any location in Western Washington. Another airport serves zero purpose.

Western Washington state does not need a 4th airport, especially so close to another one.

Wetlands, farmland, and streams are abundant. Winds can be 80+ mph gusts in winter, and transportation is awful out there anyway, there is no infrastructure to improve it anytime soon. As well, how will you navigate tribal lands? It is too close to SeaTac, less than 30 miles.

What impact will this have on traffic and infrastructure?

When looking at the Enumclaw area, two major things come to mind - traffic and roads.

Traffic - Enumclaw is already a bustling growing city with more traffic than we can sustain right now; especially traffic from the Buckley area and that bridge which only has 2 lanes. In addition, that area has the White River amphitheater, which creates enough congestion all over the plateau on event nights as is.

Roads - this ties into traffic, but also warrants its own section. Since that community breathed from farming, all roads are small and inadequate to support an influx of traffic in the area without reeking havoc.

When planes need to land from the east or fly low over the foothills it would be a horrible descent having to decrease elevation at a quick descent. Also the terrible winds that Enumclaw gets frequently

When the CACC was created through Senate Bill 5370, King County was EXPLICITLY EXCLUDED from consideration for any potential sites. Yet such a site was in fact recommended outside Enumclaw.

White River and Green River, it will destroy the agriculture of the land birds and all animals and gets very windy up to 100 mph at times this is a very bad idea with SeaTac already so close it needs to go north or south while adding to pain field

Who is going to travel there over SeaTac.

Why aren't you considering Whatcom County, in particular expanding the Bellingham airport. It's the perfect location for North King County residents and North. It's a quicker commute from those areas up to Bellingham than it is down to SeaTac.

Why bring noise and fuel pollution to this agricultural area?? SeaTac is so close.

Why disrupt a nice, beautiful area with pollution from gas and noise and traffic!!! Maple Valley will be greatly impacted with more traffic and our roads cannot accommodate all the growth we are having in Maple Valley and Black Diamond currently. I think it's a terrible idea for Enumclaw and the surrounding areas!

Why does King County get out of this? Might be a good place - has the highway already. access from mid WA

Why is all of King County exempt from consideration? Based on the stated criteria, this site makes the most sense.

Why is Enumclaw officials telling everyone to vote no. What about the neighboring cities? Or the people of Enumclaw who do want it!

Why is king county excluded? This is the majority of the population who is looking to be served by the airport?.. and it seems very compatible with your study

Why is the Environmental Justice section all green? This site will impact almost all of the Muckleshoot Indigenous People tribal land.

Why is this site even being considered when it was NEVER in the original area(s) designated! This area can not handle the traffic impact! It is across the street from several schools and brand new housing developments

Why more airports? Let's respect our planet.

Why would build an airport so close to SeaTac does not make sense dumb idea

Why would you impact a smaller town and ruin farm areas that give this state food. This is the stupidest thing anyone could ever do. There's already an airport in SeaTac that's not far away so why would you put it so close and not another location where other people wouldn't have to travel putting more pollutions in the air when you could chose a different location where it would be more useful to people. Put the airport somewhere else.

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

Will ruin a quaint farming community, destroying farm land and land that has protected endangered fish and other wild animals. The roads into and out of area will not support the amount of traffic. The wind is great in this area and can pose an issue for planes. Will also take residence that people have worked hard to build and farm.

Will ruin the small town and farm land.

With 3 large airports and one medium one in Arlington we do not need a 4th. The enviromental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

With so little farmland left please don't destroy what little we have left. The roads won't withstand any more traffic without major revisions

With the creeks, rivers and loss of dairy land, Absolutely a big NO from me. It's a environmental hazard for our fish. Also only 2 lane roads on 164/169 and 410. All side roads are in desperate need of repairs. Very bad place to even consider.

With the environmental impacts, emissions and noise I believe that there should not be an airport. People moved out to Enumclaw to leave the city!

With winds and mountain so close this would be a nightmare for Air Traffic controllers. We need to also split where people fly out of this is too close to Sea Tac and no infrastructure to support it

Within 90 minutes of major airport. Other proposed areas are in more need to reach travelers outside of a reasonable commute to major airport

Won't have any more wildlife. It's a peaceful place we don't need the chemicals from planes or the noise that's what Seattle is for

Would destroy property values in the much sought after towns of Bonney-Lake, Buckley, Enumclaw and Sumner. The county depends on those revenues.

Would impact too many citizens in rural areas with farms/farm animals. Particularly the Enumclaw Wa area is undesirable due to the number of farmers and farm animals. A blast zone would be too devastating for this area.

Would love not going to SeaTac

Would provide a public use airport within reasonable distance from new developments under construction in the Southeast King county region.

yeah - add to King County.

Years ago, many people in Enumclaw sold the development rights to their land to King County in order to maintain the Enumclaw Plateau as a uniquely special rural farming area. This would devastate this small community and relatively small plateau area. It would also break trust with the community that has worked to maintain its rural nature. Finally, the airport would impact the Muckleshoot Indian tribe in its efforts to preserve and maintain forest land and open space just above the plateau, as well as forcing a much expanded road to be carved through their small patchwork reservation along the main road to Enumclaw. This would be a very poor choice!

Yes

Yes do it!

Yes please

Yes please!

Yes please! This would be wonderful for our area!!!!

Yes to progression!

Yes!!!! It would be close to hiking at May Rainier, skiing at Crystal Mt, shows at White River Amphitheater and Muckleshoot is putting a huge hotel in. This would be great for this area!!!!

YES!!!!

Yes. This location is rapidly growing and the amount of people it will serve will only continue to grow. Traffic congestion would need to be remedied

Yes. This would be great opportunity, and this area has been building new buildings and hotels in the area. Plus there's also lot's of recreation available to get off the plane and go do something. You are not welcome in Enumclaw. Leave our farms and small businesses alone! We can barely handle our own small town issues, we don't need you guys coming in and messing up our roads with construction and additional massive influx of drivers.

Have you been to Enumclaw while there's an event at the fair grounds? What takes a few minutes to go down the road all of a sudden takes an hour.

Event at the amphitheater? Yeah good luck running basic errands in under an hour.

Snow? Guess what?? We get a shit ton of it, and you will have constant cancelled flights.

Take your air port SOMEWHERE ELSE!!!

YOU ARE ABSOLUTELY NOT WELCOME IN ENUMCLAW!!!!!!!

You cant mitigate an airport.

You mean it's not going to take me over an hour to get to an airport!

You should not be taking farmland away to build out an airport.

You will displace a lot of farmers that rely on their land and have been farming there for generations. Keep your airport out of Enumclaw!

You will never get my land as long as I'm alive

You will ruin this area and the small town feel it has. I want to raise my kids here in the same kind of town I grew up in, which is also here.

You would be destroying people's quiet town and place they call home farm land and wetlands enumclaw is not the place... this is from the people who just want to be left alone thanks!

You would be taking away some of the last farmland in King County that supplies so much of the areas food and natural resources. The infrastructure and natural terrain will not be able to handle the mass influx of people and transportation. People live away from the city for a reason!!! Think about the natural habitats you would be destroying, more than the ones already let go when the county removes homeless people from the city and dumps them out here and doesn't respond when local residents are being robbed and properties disturbed.

You would Destroy the Farming community

You would literally ruin small town Enumclaw. Black diamond and Bonney Lake are already bringing too many people into our town and causing traffic at the Buckley bridge. The town is too small. You would ruin the farms and agriculture out there. Leave the airport out of Enumclaw.

You would run all farm land that feeds the people and mess with the fish bearing streams an airport here would ruin everything for Enumclaw

Youâ€™d be destroying a community rich in a history of farming and a culture that is unique to the area. The noise and traffic would destroy this community and pave one last pocket of paradise. The impact to the Muckleshoot tribe and their amphitheater, Crystal mountain, mount rainier national park and the health and well-being of the residents who chose this location for its quiet pace of life and beauty, is something that doesnâ€™t seem to have been considered.

The infrastructure cost of creating roads and bridges to replace those that have been decaying for decades, with little to no improvements seems also to not be addressed, nor to the impact of the surrounding communities (Buckley, Black Diamond, Maple Valley, Auburn), whoâ€™s roads are already beyond capacity without any additional traffic from the proposed airport. The true cost of this location needs to include all these considerations.

Youâ€™ve got to be kidding! King County has been working relentlessly for years to preserve this rural area and wildlife habitat especially for Salmon! This is the last area in the county that isnâ€™t mountainous and isnâ€™t high density, LEAVE IT ALONE!!!

King County already has 2 million or more residents, the last thing it needs is more people! You'd be out of your minds to consider this location. There is no infrastructure to allow for this airport.

Your BS about impact on people of color is discusting. What about the impact on white people of color? Reverse discrimination by Jay Inslee and his tribe at the WSDOT.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport

Greenfield sites: Pierce County East

Question: Should the state consider Pierce County East as a location to site a new airport?	Number of responses	Percent of responses
Yes	888	16%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	1,101	20%
No	3,450	63%

Please provide any explanation you wish to share

161 is too busy and wouldn't be able to handle the increased traffic.

161 traffic is already awful.

2nd best choice.

A

A lot of this land is already messed up. And "progress" is already filling in on the outskirts of this area. The area could actually benefit from the new roads/businesses that would flood to the area. Also easier to expand roads that are already slated to be improved.

A new commercial passenger airport should be considered in Pierce County.

☹️

absolutely do not do this.

absolutely NO

there is no real reason to expand, everything will soon collapse

Absolutely no! The traffic is already horrendous due to the growth in housing developments. The community cannot support an airport

Absolutely NO! This area should not be an airport. No to traffic and no to crime!

Absolutely NO! We went through this in the 90s. It was rejected because the population of the area was underestimated. This will affect wildlife, including the pileated woodpecker, eagles, and deer. It will lead to more high density housing, industrial warehouses, massive road improvements. It will lower property values, create more noise and ruin the peaceful country setting enjoyed by residents, some who have made this area their home for over 30 years. The dump was forced on us. It has pollute the water and the air quality with methane gas. The military already flies in the airspace in this area. The Graham area should not be made the dumping ground for Pierce County.

ABSOLUTELY NOT THERE

ABSOLUTELY NOT! People live this far out for a reason PEACE and lower housing markets/taxes, no one wants jets flying above their houses or worsened traffic conditions, the infrastructure won't allow for it and no one wants tax hikes to make it happen!

Absolutely not. 1. There are not enough roads to handle increased traffic, 2. One of the few places in King County worthy of raising families, 3. The large airport ruined the cities of SeaTac and Des Moines with increased transitory populations, hotels, car rental, strip joints, prostitution, drugs, and other crime. That is the short list.

ABSOLUTELY NOT. The roadways in this area are already at capacity, including the backroads. People who don't understand the meaning of double yellow lines and have no idea where they are going. Additionally, there is already plenty of noise from air traffic with Seatac and the local airport air traffic in South-hill Puyallup, WA. I also believe this would bring in even more homeless any crime to the area

Access to this site is very poor.

Accessibility issues as in no traffic flow to or from this site.

Accessibility less than ideal

Accessible to multiple cities and populations. There would be little displacement of our communities that are underserved.

Again access is only viable to local inhabitants.

Again close to SeaTac

Again I cannot speak to this region.

Again no not centrally located

Again same as above.

Again Sea Tac is pretty close. Why?

Again, explain this problem of people of color living in the area?! I don't care what color of people live in any area of our country but why are they affected more than anyone else by this possible development?!

Again, I think an airport north of Seattle would be more beneficial. This area has had a lot of new housing development and I think the area better suits residential and not an airport.

Again, mountain, wildlife and farmland protection. Have not even touched on state and federal protected wildlife species here and above/below.

Again, the severe lack of infrastructure needed to accommodate the population would make traffic in this area a nightmare.

Again, traffic is a bottleneck here

Again there are drawbacks. However, I'm getting the sense that there is no perfect site. All have trade-offs.

Again - large numbers of people. How is this quantified?
Agricultural land

All of the reasons: population impact, environmental impact, financial impact, noise etc.

Already congested

Already has high air traffic from JBLM. Not infra structure to support an airport. Olympia would make more sense

Already have to listen to JBLM

Already too populated.

Although convenient area, the environmental impact is too great.

Although the proximity to SeaTac makes the benefit of this site questionable, there certainly is a demand for better alternatives to travel in the region between SeaTac and Portland, Oregon. However, this study fails to adequately address a host of environmental and societal concerns important to WA residents, including critical habitat impacts and effective growth management planning. It also fails to address threats by lahar flows from Mount Rainier and community planning for such events.

An airport would destroy rural quality of life in this region. Existing roads are already at maximum capacity.

Another access problem. A site should be close to an interstate freeway system that will have better access to funding for expansion.

Are you kidding me!

Area interested circle has a lot of wet lands and it would displace a significant number of residents and would require significant traffic/road improvements

Area is too wet.

Area lacks proper infrastructure to handle large volumes of traffic. Lahar or eruption event would pose significant evacuation challenges. Limited public transportation.

Assuming SeaTac stays, this puts both major airports south of Seattle which makes this of us north still have 1+hr drive for most destinations.

Bad area

Bad environmental impacts to this area. (Wet land all over). Our government has told the community in this area that the dump at 304th and Meridian was safe and would only hold so much for capacity it was built for. Our government not telling the truth.

That site is now, way larger than ever expected with no end in site!

An airport here will only drive prices of houses down and increase traffic, with no system to support it. Also most of the people in this area moved here to get away from the airport. I like where I live. There is already air traffic from small airports and JBLM, in this area. Please no more! Because it's away from us lol

Because it's closer to seatac Than Snohomish, Skagit & Whatcom counties.

Because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-after.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Better Serves the Working Public. I am concerned though about Property Rising in Price. From that Property Taxes go way up.

Better, more spread out from airports south like Auburn, Covington etc
big city has better area for travel! Better commerce!
Can't speak for others outside my county.
Centrally located and near freeways!
Close enough to SeaTac
Close proximity to primary users
Close to Boeing plant
close to seatac

Close to SeaTac for those needing to transfer to SeaTac airport
closer to a larger population group for access. But no other end of the state needs this new airport
more.
Congestion in the area too high, highly developed
Consider Kitsap County
Convenient
Convert pain field
Cost to benefit ratio too high
Costs to the local population is too high.
Could work but likely have too much floodplain impact.

Covering rich soil with concrete prevents carbon sequestration in the soil. So much if east pierce
county is untouched.. pollution is minimal.. An airport would be environmentally damaging.

Current roads will not support the traffic. Red and yellow areas listed above.
Depends if Farmland is effected
Development of rural Pierce County will encourage population growth, the last thing Washington
needs.

Did you even ask any county on the East side if they want a new airport? The Tri-Cities area does as
I've been told. Maybe try developing the other 3/4 of the state instead of screwing the hard
working tax payer on the West side for once.

Disproportionate impact on BIPOC

Disrupts farm land, not an easy location for people to get to.
Do not destroy rural land. Roads will not handle traffic

Do not ruin our semi-rural areas with this. Ridiculous to even consider.

Doesn't have the infrastructure to support increase in traffic. Not near the major freeways
Doesn't help people north and not too far from SeaTac.
Don't build here either

Don't want to hear the traffic everyday and the traffic
Don't build this airport near communities of color, they have to deal with enough. Thanks.

Glenn Hendrick
Don't know enough about this area
Duplicated population base
economically and environmentally unsound

Elk roam in these parts and most have moved here for the quiet. Meridian is a horribly busy road and this would make commuting even worse.
Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations. The science has not designed a model of green air travel yet.

Enumclaw is 45 minutes from SeaTac. While homes continue being built in our small community the traffic issues have progressed. This would not be an ideal location for an airport.

Environment justice is just the beginning of a long list of reasons NOT to put anything close to that industry up in this area. Just go to the areas around sea-tac and take a look at the lack of natural beauty and the anthropomorphic impact urbanization has. This area is detrimental to the Salmon as well as other key stone species thriving and this would put all that work on its head.
Environmental and social concerns

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental impact. Would not benefit the northern counties at all.

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.
Even better

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand Bellingham and Paine in the north.

EXPAND CURRENT AIRPORTS.

Expand Paine field or Sea-Tac. Leave our rural areas alone.

Expand SeaTac and paine field. Traffic is already a nightmare here and the infrastructure will not support the traffic.

Expanding the airport and utilizing the one already in Everett would make the most sense.

Far from population centers. Limited accessibility.

Farm fields are much needed and existing facilities can be used or upgraded.

Farm land is a phenomenal tool in the fight against climate change by its carbon sequestering capabilities removing this will only lead to greater climate change.

Farming has been the backbone of this community for hundered of years. Cement city, air pollution & traffic that is brought along with an airport is just unnecessary. We are not Seattle. We are farmers. Quit trying to ruin everything.

Farmland

Farmland

Farmland, Huge negative environmental impact!!!!!! Way too close to the national park!!!! The infrastructure surrounding this area is TERRIBLE!!!! this would be a huge financial burden on wsdot and the communities. Noise. No community support. Too Close to SeaTac. Location should be much further south or north.

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

Flood concerns should limit addition of infrastructure.

Flood risk. Environmental impact.

Flooding

Flooding

Flooding

Flooding and accessibility by road.

Flooding and economic impact. This is a salmon run area the airport could kill the salmon

Flooding and I'm anticipating harsher winters , including high winds would make it a challenge.

Flooding concerns and too much impact on people of color.

For me as a Thurston County resident, it's easier to go up to Seatac than to get out to this area, so I would not use it.

Forget about anything with flood risk!

Fuck no

Get the fuck out of my town

Good land for it but the roads are slow.

Great location, close to freeways.

Great location. Would be in an area the could benefit from another industry. There are plenty of warehouses nearby and nighttime freight flights would accommodate some of the businesses nearby

Greater impact with commercial/ warehouses In Pierce County. Lots of growth in the Fredrickson area. The population continues to grow and would offset so much traffic to Seatac and Paine fields.

Hard no. This is a terrible idea for the environment and the health of the residence.

Hard pass... traffic is already atrocious and can't support what's already been built. An airport would be catastrophic to the entire area.

HELL NO, have you SEEN Meridian at any hour of the day??? There is no infrastructure to support an international

Airport there.

High speed rail

Home values will drop due to noise pollution. Plus large airports also bring in undesirable people to the area and create more congestion and crime. Making it unlikely for current residence to get the value they should have when selling there homes. The infrastructure in this area will not accomodate this type of traffic increase. Commutes have already doubled in time just due to normal growth in this area.

How would this be impacted by JBLM and Thun Field?

How would you deal with access from the JBLM side? That area is difficult to access now with secondary highway access

<https://www.piercecountywa.gov/3945/Flooding> From Pierce County Flooding website. "Flooding is a temporary overflow of water onto land that is normally dry. It is the most common natural disaster in the U.S." It is foolish to consider building an airport in this low-lying area. Huge environmental impact. And hard to build.

Human environment impacts already substantial, likely to become prohibitive during planning timeline for this project.

Hwy 161 or Meridian would require significant widening and improvements. This road is dead end south of 224th St.

Hwy 161 will never be able to support this

I am not at all convinced we need additional airports. Take full advantage of those that exist and provide alternate transit via bus, rail or air from existing smaller airports to the large existing airports, if needed.

I do not want this in my county.

I don't know if this would be a worthwhile location ? Just seems weird.

I don't know much about this area.

I don't know that area

I don't have enough personal stake in this area to provide good feedback

I don't know this area well, it is getting close to Mt Rainier National Park, which, beside being an irreplaceable natural wonder and wildlife habitat is a Regional Resource that the State needs to ensure is protected into the future. I am sure there are numerous salmon streams in this area

I don't live that far south but I'm sure if things can be screwed up. Our state official's will figure out a way to spend tons of money with no solution or the worst possible solution.

I live here and it would be too much noise!

I live in Kapowsin and would welcome the economic benefits this would bring

I live in this area and have noticed a substantial increase in overhead noise pollution. If only small aircraft could operate at decreased noise levels! This pesky air traffic has a negative impact on tranquil rural life.

I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island or vicinity!!! NO NO NO!!!! ABSOLUTELY NOT!!!! WE VOTE NO TO THIS!!!

I live there

I strongly believe our next airport should have a mass transportation link, possibly a hybrid of rail and bus system

I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

Bad... just bad.

I would like to see major airports more spread out to provide better service options. And if you put an airport in Pierce County, then with SeaTac and Portland, we'd have 3 major airports within 2.5 hours of each other.

I would love to see an airport got down here this will lessen the traffic up north and make it easier for us down here to travel

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions. I'm not very familiar with this area

If placing an airport here could significantly alleviate stress on SeaTac then it should be considered. I'm not familiar with this area

I'm not sure what the POC part means; are you wanting to provide ample transportation for POC or are you considering that there may be an annoyance from an airport nearby? Floodplain issues are important.

Impact to environment is too high to mitigate

Impact to traffic would be too great and too far from main interstates.

In depth studies should be conducted, taking into consideration the runoff consequences for salmon runs of surrounding rivers, streams and creeks. Consideration should also be given for migratory waterfowl who take refuge on tan wax, kapowsin and alder lakes, among other small tributary waters. Lastly consideration for elk migration patterns and movement in the area suggested as a whole. Noise pollution as well as all other types of pollution, land clearing and human interference may greatly affect all species touched on in this comment.

In this area people are already within an hour of Seatac airport. Has there been any thought about how many people in this area actually are wanting to go to the airport? There are a lot of small farms in the area so I'm skeptical if there are a lot of people clamoring to go to the airport.

Incompatibility

Incompatible land use. Too hilly.

Inconvenient location for many in the Everett - Seattle - Bellevue area.

Inconvenient to me, distance wise.

Infrastructure doesn't support the current population. We do not need more traffic.

Infrastructure is not there. Commute times are horrendous in that area already.

Infrastructure is woefully inadequate. Hotels woefully inadequate.

Infrastructure isn't there

Infrastructure won't support it, and it would take away from the beauty of living in the area

Interferes with general aviation traffic corridor that goes east of McChord & SeaTac. No easy highway access.

It is closer to the population and commerce centers that need it.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean

It looks good. It is far from the population who would use the airport. Otherwise, number 3 on the list.

It seems like flooding is a big deal in that area. Plus there's a lot of farms that would be displaced.

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It will disrupt the local elk population plus countless other migratory bird species that depend on the surrounding wetland and pasture.

It would be best to leave the farm / agriculture in this area undisturbed. Our farmers will be more and more important in the future.

It would be HIGHLY difficult to imagine MORE traffic on meridian. Though having an airport and a space there already is helpful. What would happen with meridian though? It is already a cluster

It would compromise the rural feel of the area. Traffic is already horrible near this proposed site.

It would destroy the area and lower land and home values that we've all worked hard to buy. Build it in Bellvue where the rich people are. Shitty fucking idea. The noise would disrupt our way of life. It would impact too many people

It would negatively affect schools, places of worship, and homes.

Pierce county roads can't handle the traffic we have right now! An airport would be a disaster for residents here.

It's closer to major population centers than the Skagit Valley.

It's getting old to hear about things needing to be centered around the Seattle population center. Tacoma and Pierce County make up the 2nd largest metropolitan area in the state. It's time we get the appropriate level of infrastructure. Not everyone goes to Seattle for work or recreation.

its a bad idea

It's gunna rain, it's gunna flood. Don't act a fool. Also stop prioritizing impacting communities of color. Where's the option that impacts affluent white communities?

It's very marshy in the area and the airport would very negatively impact the wetlands, and the animals there. The Elk herds would be forced to move, noise pollution and pollution in general would drastically effect the quality of life for those near the airport, the road infrastructure can't support it, it can barely support the traffic there now. Would be quite counter productive to green solutions and protecting the natural marshlands.

JBLM instead.

Just another way to drive people out of their

Just no.

Just no.

Keep the dirty plane pollution in the dirty city where it belongs!

KEEP THE SMALL TOWNS SMALL. Nobody needs to travel by air to the mountains. That's what a car is for. This town is already too populated and will only get worse as it's already bad now without a airport.

Killing farmland and homes for people

Lack of road infrastructure to site. Traffic on meridian is already horrible. Can not sustain adding an airport

Lacks infrastructure!

Land use and flood plan are incompatible.

Leave our farming communities alone

LEAVE OUR SMALL TOWNS ALONE WE DONT NEED AN AIRPORT WE NEED FARMLAND AND LESS TRAFFIC LEAVE THE PEOPLE ALONE AND TAKE CARE OF REAL WORLD ISSUES

Leave rural area rural. Expand airports in urban areas that are already ruined by the impacts. Don't spread the pain.

Leave the farmland/private residences. Seatac is within a reasonable drive from here.

Leave the rural farm land alone!!!

Less folks would be displaced. It would not impact indentured species or historic places.

Let us keep our area rural please!!!! Nobody can get anywhere without hitting traffic out here as it is. Leverages existing I-5, 410, 512, 167 infrastructure and close to Tacoma/Olympia/Puyallup populations.

Limited access roads

Lived under SeaTac growing up moved out here to get away from the planes. Keep your noise where it belongs

Location is not close to a major highway and infrastructure is not established. SR 161 has many traffic lights and the traffic is already bad, due to the expansion of this area.

Look how much yellow and red there is. Obviously not.

Looks like the best choice on the list as it is still a reasonable distance from Seattle and would provide a south-end overflow airport to match Paine Field in the north, without the likely conflict with Lewis-McChord flights at the other Pierce County site. Adding a south-end airport should help keep passenger car traffic down.

Lots of land. Conserve our southern population with aviation, and less effects to our under-served popular in this area.

Low density and too far from I-5.

Make Paine field better

Make zero sense

Many airline employees live in this area so it could save them from commute and save them money on gas.

Many of the proposed locations there is no viable way to provide adequate roadway capacity to the location without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

Many places that can accommodate this here with out jeopardizing the farm land like you would further north Keep it there that area is convenient for many many people

Maybe

Meridian is already terrible. We don't need any traffic on that street. Emergency vehicles already struggle to get through Meridian. This would endanger those lives, being transported to Good Sam Hospital

Meridian is horrible enough already.

Might be beneficial to central and south Sound, but does nothing to assist north Sound travelers who are already farthest from an airport

Migrant birds, farming land, flood, poor road ways, lack of transportation to larger cities south of this area, environmental impact it would have not livestock and wildlife and my list could go on©
More deforestation you©re fucking dumb

More having POC carry the brunt of the load as far as ecological and human health problems created by overdevelopment.

Most of us that own property in this area moved here to live in "the country" and have a farm lifestyle. We enjoy our property, our animals. We enjoy the herds of elk that roam through. Traffic on Meridian is already horrific. This would be a NIGHTMARE!
My comments are the same as the Enumclaw location.

My husband and I moved here 2 years ago to have a peaceful retirement. Our home is within the radius you have marked here. We don't want an airport anywhere near our home.

There are a 4lot of wetlands in this area that would be destroyed by an airport.

My only concern here is that lack of affordable housing that exists in this part of Pierce County already. If compatible land were used to build an airport, that otherwise could support family/affordable housing options for folks being priced out of living near where they work, it would only make the problem worse. Also I expect the values of folks' properties would increase which would further hurt residents by way of property tax increases.

My parents bought a 5 acre piece of land and built a house on the property in 1978 in Graham.

The house and property has been in our family for 44 years. We would love to pass it down from generation to generation. Please don't build the new airport here if our house/property is compromised. Thank you for your time.

Sincerely, Vickie Lipski

My sister just moved to this area to escape the airport neighborhood of Des Moines, WA. Shes is very against having her family grow up in a neighborhood as loud and as bad as what she just moved from.

The airport should be further south, closer to Olympia.
N/A

Need airport up North rather than another in this area.
Need something further north.

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

No
No
No

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

No benefit---too close to existing Sea-Tac service area. Sparse population compared to north of Seattle locations.

No congestion of increased amount of traffic is unacceptable. There is already an unsafe amount of congestion travel toward the airport and then to open it up to nonlocals for flights would be a disservice to the locals and public here. No!

No good infrastructure to support traffic, much farmland

No highway infrastructure from ANY direction. Meridian already jammed. Wetlands are everywhere. There is 100 foot high dump at 310th and Meridian (161). 167 is jammed. Needs to be expanded to 3 lanes both directions.

No improvement over what we have now.

No infrastructure to support and already bad traffic

No infrastructure to support increased traffic which is already bad. Leave this land alone. We do not want planes overhead constantly.

No knowledge of area.

No land use available unless alot of clearing, or demo is done.

No lets keep the farm land and keep emissions down!

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more destroying farmland/marshlands

No more disproportionate impacts to people of color! Enough.

No more growth.

No need to go south of Seattle metro, Sea tac already covers that population

No need, there are airports nearby. Plus there is incompatible land use and floodplain issues. The flooding around here can be very problematic.

No new airport

No new airport locations. Expand existing airports and link with light rail.

NO NEW AIRPORT

Put on HOLD. You are building an IRON HORSE, when it is time for new technologies and no large airports should ever be built again.

No new airport.

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No new airports.

No quit destroying our earth utilize what we have Boeing Field and SeaTac

No road infrastructure to handle the traffic

NO South!

No viable way to provide adequate roadway capacity to this are without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

No! Don't you all realize that planes will be and already are dead dinosaurs. You will be ruining good land that could be growing clean food for the future. The world is changing quickly get on board before you kill this earth with greed!
No! Take this garbage to Eastern Washington!

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.
NO!!!!

No, again all these sites so far privilege white people more. It is not just not over burdening BIPOC communities - choose a place that will benefit the BIPOC communities.

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes it's degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (I.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread

No.

No. Too much destruction and bad for the environment!

No!

Noise of planes flying low already creating issues as JBLM does low flight while training I would not like more noise issues already impacting the area.

Noise pollution, environmental pollution, no. It doesn't matter if the impact is low. Low doesn't mean anything when the units are not clear.

None of the choices "work" - all due to both environmental and traffic considerations.

NOO! Do not put an airport anywhere near pierce county! I will refuse to renew my RN license and you will have an EVEN MORE SHORTAGE IN HEALTHCARE! YOU WILL NOT HAVE ANYONE TO TAKE CARE OF THE INCREASE IN POPULATION THE POTENTIAL AIRPORT WOULD CAUSE.

nope

Nope!

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!

Not a good location due to potential lahar evacuation if needed.

Not as close to I5

Not close enough to freeways, traffic is already ridiculous! This would be a terrible logistical nightmare.

Not close enough to population concentrations. Destruction of undeveloped land.

Not close to any major freeways to much infrastructure to be built

not close to I-5 corridor

no amenity for overnight accommodations

Not compatible with adjacent land uses and not consistent with decades long environmental restoration and protection in the Nisqually Watershed.

Not enough demand and people can fly out of seatac

Not enough infrastructure

Not enough infrastructure to withstand this addition. Would totally destroy this area and would not alleviate Seattle traffic, only contribute to it. This is too close to SeaTac already and wouldn't solve anything.

not enough knowledge about area

Not enough people served

Not enough population to warrant the \$\$\$ that would be spent doing this, and yet again, taking valuable farmland out of production.

not much roads in place

Not near an interstate

Not ok to mess with wetlands, the area circled is literally called Graham Hill.

Not sure more airport capacity is needed in the state. Reducing airtravel should be a goal in favor of other more efficient modes.

Not unless the cross base hiwisy is widened from I5 in 176th street with higher speed limits. This area has bottleneck traffic.

Now we are getting somewhere, but still not perfect. Would this sight need to be careful of a Lahar? It's pretty good, but still might be too far north.

Of all the choices this seems the least heinous but I imagine the people who live there would disagree. It's completely unfair to build an airport in peoples backyard unless you are prepared to pay homeowners for devaluing their property and protect people who rent from living next to the inevitable traffic and noise.

One road going in and out of Graham from Pyuallup-traffic is snarled every night . This is the hill above Orting and both the Carbon amd Puyallup Rivers causing great environmental stress being that this area was already the dumping grounds for Pierce County Landfills.

Only 1 main road in and out and it is already over the top with traffic. Way too many homes in this area. And too close to the landfill... a lot of garbage truck traffic.

Only one hwy in the area

Our area already has flight and air space occupied use by JBLM, Thun field and current commercial flights from Sea-Tac.Â³

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our roads can't support the traffic and we're already being polluted by the landfill this would devastate our community

Over populated currently. It takes already takes 30 minutes to travel to 512, from Graham.

Pacific hwy, canton rd, and meridian are all congested on a daily basis as it is. We already have small landing strips and McCord Air Force base and Fort Lewis planes, jets and helicopters flying 24/7.

Cities are for airports, congestion and noise. This is a rural area with wildlife and nature, which we hope to preserve.

Paine field

People have moved out in the direction for one thing and one thing only, small town living. If you add an airport it will take that away and just add more traffic than the streets can handle.

Pierce county cannot handle anymore traffic than is already there. We deal with enough traffic just for work. Not to mention the crime rates that come with international airports, there aren't enough deputies to even consider allowing MORE crime

Pierce county has already made too many mistakes in rerouting creeks and ignoring wetlands

Pierce county lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area.

Pierce county is losing so much open land. So much cement and asphalt. So sad for people who live in the community, the animals the birds etc.

Pierce County seems okay, but many natural land areas should be considered.

Pierce County seems to be the Murder Capitol of Washington State. This is another place that is a disaster. Keep it here.

Pierce county should take the responsibility of an airport - king county already has one
Please leave our rural areas of Washington alone.
Please leave our small quite safe area alone

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

Poor area for access and traffic mitigation. Does not fit in with current land use

Poor road infrastructure. Low population to the west. "People of color" equality huh.

Population density and highway infrastructure is more suitable than Skagit and Snohomish County .
Population density too scarce to be any help
Population density too much. Would be too expensive to build.

Population here and other Northern sites are far greater and only gets smaller by number as you go further South on I-5, thus only making people easily still decide to use SeaTac, and so defeating the very purpose of intended use. So then not providing much relief for SeaTac after-all.

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

Any location will impact a large number of people. To call out impacts specific to people of color is not environmental justice, it is prejudicial to all people. Human beings are impacted by airports. Don't be so narrow-minded as to focus on impacts to only a certain segment of the population.

Population too sparse.

Population would support.

Pretty rural. But not useable for me

promote and provide passenger rail instead

Proximity to Rainier and too close to Seatac

Put the airport near Everett.

Putting a new commercial size airport in agricultural areas is simply a seriously bad idea. Community devastation is not something to be done here.

Question the need.

QUITE KILLING OUR PROTECTED SPECIES AND OTHER WILDLIFE FOR MONEY!!

Real people, your families and friends live in these areas, expand the existing airport spaces, keep airports in the existing urban or already accepted locations!

Red blocks

Red: 5/24, 20.8%

Yellow: 10/24 - 41.7%

Green: 9/24 - 37.5%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

Redundant with seatac

Remote location with limited roads . Too close to Mt Rainier

Residential density increases are harming wildlife habitats too fast already. Our natural resources cannot absorb this additional stress. We are a region of deer, elk, cougar, bear.

Ridiculous idea, trying to get out Meridian is already awful.

Right next door to Lewis/McCord?

road infrastructure is inadequate with other restrictions listed above for this site make it not a good site for the amount of money it would cost,

Road infrastructure would not support the additional traffic load. Also, SeaTac and JBLM airdrome overlap is busy enough now. This site would only add to that load.

Roads already impacted by large growth. Roads could not accommodate increased traffic

Roads are insufficient for current traffic conditions and this would make it worse

Roads cannot handle the additional traffic.

Roads in the area are already congested

Rural area, not that far from SeaTac

Same as comment as Skagit

Same answer

Same answer as above

Same as above

same as above

Same as above

same as above...

Same basic reasons as above for Southeast King County

Same comment as for Snohomish county

Same comments

Sea Tac is already established. Will more planes really be in the air with the agenda for global warming?

Sea Tac is near so another airport is not needed.

SeaTac is available.

Sea-Tac is central enough. I'm against the deconstruction of land, animals and other habitats.

SeaTac is enough. We don't need to destroy our ecology for economy.

SeaTac is nearby

Seatac is relatively close so not sure how this would help with capacity.

SeaTac meets the needs of this population.

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, just know you have to drive a couple hours. It is what it is.

See above comments.

See above. Why ruin farm and recreational land when other more suitable options are available.
See comments above.
See my comment regarding the East King County site.

Seems a viable option! Getting access through a less populated area than, say, the Snohomish site, might prove not as painful.
seems like a logical choice

Serious consideration needs to be given for all proposed sites that may impact Washington's national parks - Mount Rainier, North Cascades and Olympic national parks. Impact assessment needs to include the impacts of soundscapes to these national parks and their associated designated wilderness areas along with US Forest Service designated wilderness areas along the west slope of Cascades and Olympic Mountains. The impacts to social, economic and environmental needs to be evaluated. These areas already have general aviation, commercial and military flights affecting them. There is no reason to further threaten the natural quiet of these areas by another large commercial airport.

This site has serious traffic issues already and cannot stand additional large traffic impacts to local communities.

Serious flooding out here. Also meridian Ave is narrow and highly congested with long traffic delays and backups. Would not handle the extra cars. But it's SO WET in this area. It would cause SIGNIFICANT ENVIRONMENTAL IMPACT.

Seriously? All this talk about climate change and environmental stress!?!?! We DO NOT need another big airport!
Serves a good portion of the population.

Should not be considering areas that will negatively impact people of color.

Small towns bear the destructive brunt of this kind of urban need expansion. Invest in high speed rail, to accommodate air travellers by way of Portland or Seattle.

Snohomish county has better infrastructure and population density not to mention JBLM air traffic.

South hill traffic is already impacted as it is without a passenger airport. Building here would exacerbate that traffic issue even further.

There is no location in south hill big enough to build an airport without completely interfering with the daily lives of small businesses, schools and local commuters.

As well as the entire surrounding area being neighborhoods and schools. The noise pollution, as well as general emission pollutions from the planes themselves could cause an unhealthy environment for the children living around this area.

South Puget Sound needs a significant upgrade to airport transportation

South Seattle and Puget Sound area already had an airport.

Stay close to I-5. This area already is horribly congested and has been developed without infrastructure in place.

Stay the fuck away.

Still close to Sea-Tac would make more sense to build farther out

Stop destroying our state

Stop impacts on people of color

Stop ruining our land, fix your current infrastructure first

Stop trying to turn in farmland that is crucial to thousands of Americans' livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Substantial harm to already disadvantaged populations

Sure. Pierce County is already kinda gross.

Surprised this was even considered since a bad scorecard.

Surrounding residential communities in South Pierce County would be adversely affected by increased traffic which is already too congested. Noise level would be intolerable for residents due to flight paths being overhead. This location is too close to Sea-Tac, the need is further south, like in the Centralia area where there is plenty of open areas with flat terrain and not all areas flood. Those residents usually drive to Portland International which is still a 2 hr drive so putting an Airport would be welcomed.

Systemic racism.

Takes away farm land

Takes away small town feel.

Terrain in this area would be extremely difficult to develop (magnitudes increase over SeaTac's third runway).

Center of direct high volume low altitude flight path for JBLM (both fixed wing and rotocraft)

Center of arrival low altitude flight path for SeaTac

Grossly insufficient infrastructure and area to accommodate increased traffic.

Develop existing Olympia Regional Airport!!!!

Terrible infrastructure and mostly wetlands

Terrible location. The only is over there. They need to remain secure

That's close enough to SeaTac.

That's pretty rural and it might work.

That's vital farm land.

The above reasons noted say it.

The access to this airport would be a NIGHTMARE.

The amount of traffic that the airport will generate will overwhelm all the existing roads in this area. There's not enough existing roads to serve an airport of the size traffic in this area is already excessive and it's getting worse every day

The area indicated is over a large agricultural area. These areas are much needed to keep both our land, air and people healthy. Herds of elk roam through this area in addition to large traffic on any holiday or weekend as people head to recreation centers.

The area will need better highway access but it's a nice open flat area. The Pierce county airport may cause more air traffic but it would be a good option.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, its natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

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The cost to build roads to support traffic to and from airport would not be cost effective.

The current congestion of 161/Meridian is already impacting the lives of those who live in Puyallup, Graham and Eatonville. With rising home prices, we couldn't afford to move and don't want to increase our commute times with an airport. Please remove this site as an option.

The current road infrastructure can't support the locals let alone more people trying to catch flights and also to mention the additional people that would be coming in to work at the proposed airport

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The Graham area is already inundated with the noise from overhead aircraft from nearby Thun Field, JBLM, and SeaTac flight paths. To put in a commercial airport in this area would amplify the already crowded airspace and noise levels. Vehicle traffic is already bad. A 4 mile trip which should take 15 minutes usually takes up to 45 minutes depending upon the traffic. A commercial airport in this area will add significantly to the congestion.

The harm this would cause to the natural world is too great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The highways serving this area are already over capacity. Nothing more should be built out here without addressing that.

The impact to our environment and community should not be threatened by this project under any circumstances.

The infrastructure already doesn't support current increasing traffic and homeowners. Roads are in poor condition, no bus/transit, traffic times are increasing and so are accidents. Homeowners pay for RTA and don't use it. Taxes will increase for those less likely to use the airport. Light & noise pollution already being impacted and people move out here to get away from the city that's already slowly consuming us.

The infrastructure and natural terrain will not be able to handle the mass influx of people and transportation. These roads already have some of the worst traffic in the area and crime continues to rise. Stop bringing the big city to the suburbs and rural towns!

The infrastructure can not handle the increase in traffic! Pierce County Council has NEVER placed infrastructure ahead of any development

The infrastructure can not handle the influx of traffic. Prior move out here to get away from the noise and hustle of big city life. Not to mention dunking property values.

The infrastructure can't support it. The wetlands in the area would be negatively impacted. As well as a disruption to the elk herds in the area that frequent the fields circled.

The issue should not be weighed upon the color of people this would impact but the quality of life for all people, regardless of color. The majority of the Pierce county East area is accessed mainly by 512 to Meridian. There are very few other options. Due to growth in this area- the traffic is overwhelming. Until other Main thoroughfares have been established this area should not be considered
The land you want to develop should be left alone

The local roads will require widening and will negatively impact the community, in addition to the impact of an airport

The mountains might prove difficult for aircraft in the winter months?

The needed improvements to the transportation infrastructure (which is already overwhelmed due to housing developments) would be too great. Other locations would serve myself and others in the area more effectively.

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area.

The people don't want a new airport anywhere near the suburbs.

Put it further out, with the proper transit service.

The people of Eatonville do not want additional air traffic or general increase in population.

The population is too dense in the area. There are also numerous schools in the area that have children walking. School buses are also impacted by the current traffic, airport traffic would impact timelines of schools.

The population of this area is continuing to expand. The transportation needs of the population would be best served with an airport in Pierce or Thurston County.

The road infrastructure 161 / Meridian cannot accommodate the traffic, flood impact risk is high for a large number of people

The road infrastructure is already overwhelmed and population just keeps growing!

The road system can not handle anymore development. Traffic is horrible now.

The roads are an issue here, plus it's in the evacuation zone for volcanoes.

The roads are extremely congested already. It's not easy access when trying to get to a flight on time.

The roads are not ready for the traffic.

The roads could not handle increase in traffic and population, this would change access to Mt Rainier and the populations surrounding it

The roads in this area could not handle the amount of traffic that a airport would create.

The roadways are not adequate to handle traffic volume from an airport in Pierce County East or Pierce County Central. There is already too much traffic.

The south end already has easy access to airports.

The traffic is already horrendous trying to get to I5 from central Pierce county. You either go way north or way south just to go west. Adding even more traffic to this area is absurd.

The traffic is already horrible and the area is growing too much as it is. This area cannot lose agricultural land. It will ruin the area that so many love.

The traffic is already out of control with the massive home building in the area with no improvements to the road system. Airport traffic would be a nightmare.

The traffic is too bad on 161 anyway

The traffic on 161 is already backed up most of the time, The roads can handle the population they have now. If an airport was added the delays would have a considerable impact emergency response times and overall safety.

The traffic to get to the airport would be unbearable. It takes a long time to get to Graham from Puyallup and there isn't a good route to take to get to the site. Also many homes have personal wells that could be effected by an airport.

There are a lot of wildlife that the noise of the jets would impact.

There are not enough access points for people to arrive at an airport in this location.

There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must.

There is a regional dump already in this area and no freeway access or reasonable roads to this site. Without massive road improvements this area should not be considered. The watershed for parts of Tacoma is also located in this area.

There is already plenty enough air traffic in this area due to JBLM.

There is already too much traffic

There is an existing rail connection to Tacoma on the old Milwaukie branch line to Mineral that could be converted to high speed rail at relatively little cost.

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the puget sound could be utilized. For example in Paine field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport.

There is currently only HWY161 (Meridian) which is a two lane road to access this location. We are overwhelmed with traffic already in this area. Pierce county has done an awful job of allowing new growth without infrastructure improvements. We can't support anymore sprawl.

There is no freeway. Meridian could not handle the traffic at all. The air quality is also already not the good. Wetlands

There is no good way in or out of the area already. Traffic there sucks.

There is no infrastructure to get people down to the freeways - too many homes/ businesses acquisitions.

There is no need for an airport here, and it would have unacceptable environmental impact on the environment and nearby communities.

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is nothing out there and no ready Available interstate

There is only limited infrastructure in the area, and airport facility, passenger or freight would require an infrastructure to support the increase in traffic, both construction and operating traffic. All infrastructure would need to be upgraded, widened and revised.

Any airport construction in the area would affect the Thun Field Airport and other private airstrips in the area.

There is too much traffic congestion going to that area as it is with more and more distribution centers being built. No amount of infrastructure (roads, etc.) improvements would be able to sufficiently accommodate an airport.

There isn't enough freeways or highways to accommodate an airport. The traffic on Meridian is horrible already. Yup

There would be concern of flooding, a moderate amount of surrounding land includes incompatible uses, and a significant percentage of the nearby population are people of color.

These are city areas we're airport should ne not in the country

These proposals are looking at rural areas. These areas of Pierce County are where people who want to live out of the city away from busy areas have purchased homes. Placing an airport here would negatively impact our way of life and our choice to live in the country.

They already have an airport in Olympia that can handle a 737. Infrastructure is already in place ie Interstate 5.

They already have SeaTac which is the biggest airport on the sound sound.

They could expand Thun Field instead of creating a new airport

This again would be An area that has limited infrastructure on its roads and it's already highly impacted by traffic.

This appears too close to JBLM airspace. Not close enough to I5 and no direct way to get from I5 to east side of JBLM.

This area already has noise pollution due to jblm. It does not need another airport.

This area can be icy and cold in winter, and the local tribes have worked hard with the state and local citizens to retire fish habitat. This is also a long way from population centers, and I oppose taxpayers paying for highways to reach this far. All assessments should address climate change and the more intense precipitation events.

This area cannot take the amount of vehicles it has now, adding an airport would be devastating, it is growing rapidly and the roads aren't there to handle more traffic!

This area doesn't have the road infrastructure to support major traffic increases. This would ruin the rural nature of the area.

This area holds too much wildlife.

This area is already being overdeveloped! There is no space for this! Families are being pushed out from a multitude of other things. This is a terrible idea.

This area is already being overrun with unchecked growth. An airport would jobs and wouldn't impact an area already overrun with traffic. Good potential access to I-5.

This area is already congested with a pack of proper roadways to support the exponential growth in the last few years. There aren't enough schools to support the influx, nor housing. This will be economically, and environmentally detrimental to this area, especially being so close to Mt. Rainier.

This area is already heavily trafficed and this will make it even worse.

This area is already over populated with people and traffic. The last thing needed is to add more! Meridian is a nightmare to drive at all times a day. With added congestion and crime it will only become worse as this will drive down housing values to this community.

This area is already too congested and has planes from JBLM and SeaTac flying over neighborhoods.

This area is blowing up faster that the roads/traffic can keep up with already.

This area is congested with too much traffic already.

This area is most conducive to an additional airport. It has the major highway infrastructure that has already accommodated recent large warehouse growth. The Central Pierce Fire department is growing and can accommodate the response load to a new airport. The semi-rural area is free of any major Environmentally sensitive impact areas, it is flat and can accommodate large growth that would correspond with a large regional airport. Central pierce fire is growing and has the capacity to accommodate such a large additional airport and the traffic and urban growth that will accommodate such an expansive venture. It is vital that we keep major urban growth to an existing corridor that is already expanding exponentially every year. The annual tax revenue can continue to accommodate large arterial and secondary arterial road expansion.

This area is not well served by efficient means of transportation.

This area is still secluded and the impact on the wild life and the traffic would be to much. Leave it alone

This area is too close to major residential growth in the coming years. We don't have the road way infrastructure to support this.

This area is with much larger undeveloped parcels and some industrial use would be more conducive to the development of an airport

This area needs an airport. People who come up from Winlock area could come here instead of going to Portland. South end wouldnâ€™t have such a long commute.

This area too, in Pierce county is one of the last rural agricultural areas in the puget sound, additionally, the area circled is Graham Hill, terrain might be an issue, as well as the Orting valley. If a large scale airport was put in this location, how will that affect the large number of training flight into and out of Thun Field? How would it affect our smaller fields here such as Kapowsin, Shady Acres, Thun, and Swanson? This is a very populated area that is continuing to grow by the day, how are the existing homes not going to be affected by the nearly constant takeoffs and landings? Totally inappropriate.

This community does not have suitable roads for high traffic volume or route alternatives necessary for accessing an airport. It is very rural and does not have access to public transportation services - no rail/train or bus services. In this location, it would not survive a Mount Rainier lahar event or eruption.

This could for residents south of Seatac. This would not help residents in Snohomish and Skagit counties though.

This could help ease the amount of people going to SeaTac , If that is currently an issue.

This entire area of Pierce County has become over populated with nothing having been done to support or enlarge the infrastructure to support the growth. There aren't the roads to support the amount of traffic from the growth. There is no transit system in much of the area. The whole area would need to be replanned and developed before this should even be considered.

This has transportation infrastructure problems, but would be nearer to population/economic centers than most of the choices.

This is a farming and rural area with loads of wildlife! We don't need nor do we want an airport out here!

This is a good place. It is remote. It will not effect a city.

This is a nice rural area and too hard for the east side of the state to access.

This is a perfect place for the airport. There is a lot of industry in the area to draw from including Boeing. It can also service the military contractors being close to JBLM. People from Tacoma, Puyallup and even Olympia can use it for air travel.

This is a rural area and should stay that way. Most of this area is wetlands or borders wetlands. Because of that the average homeowner is limited. I'm tired of business and government getting to knock down all the restrictions the rest of us have to follow. Plus most moved out in areas like this to get away from city/industrial noise/congestion/pollution. If someone moved in next to an airport I have no sympathy for the impact from said airport. But to build an airport out here where people moved wait for the lawsuits.

This is also a terrible spot for the reasons of:

- a) Pierce county is so close to SeaTac already, we don't need another
- b) to get to most of the population, you'd have to take Meridian through South which is actually somehow WORSE than the Enumclaw plan.
- c) seriously, what is the obsession with giving all of this to King and Pierce? Why not in any of the other 37 counties?
- d) again, the local population neither wants nor needs it. Stop it.

This is an area that serves many agricultural, wildlife, and community housing needs. The noise and additional traffic that would be associated with this project would have an irreparable negative impact on all three aspects of this area.

This is an environmentally sensitive area.

This is an ideal place for the state to build something unique. Tackle many needs with one project, build affordable housing around the airport, get people off streets and able to fill employment roles in the community being developed

This is an ideal spot

This is around the area I live, we already have a lot of traffic. This would make the traffic and noise unmanageable. I'd also be worried about crime going up. I don't think this area could handle this. This is a deeply residential area, and I'd worry about the planes coming and going so close to the home with children especially. It would be unfair to my property value as well.

This is close to the large population areas of Seattle and Tacoma.

This is country life, we are not a big city and don't want to be.

This is getting pretty far out in the middle of nowhere

This is in my backyard ! I moved out here to stay away from all of this crap . In the last 35 years commercial and residential properties have grow out of control . Meridian is an absolute traffic nightmare and can't imagine what this would do .

This is insane, especially in light of global climate change.

This is near a populated area.

This is not appealing at all as it would be further away than SEATAC for those of us north of Bellingham, and it would require a longer drive through even more traffic to get there.

This is not near I-5 driving in this area is a shit show of slow. You would need to put in major highways. Consider closer to current major highways.
This is perfect

This is plenty close to SeaTac. Again, why not expand onto what already exists. If SeaTac cannot be expanded then add onto Paine Field to take some pressure off from people living north of there.

This is still close to major population areas. It does however affect desirable farmland. However, I feel it has less effect overall on wildlife than the northern Snohomish County and Skagit County proposals.

This is the gateway to Mt. Rainier and already has congested roadways. You would be impacting this route significantly as well as detracting from a beautiful area of the park.

This is the heart of a small town of Graham. Why would you destroy the heart of a rural town. The county does not have the infrastructure to handle the traffic currently! You already have military and small airfields in this area. Keep rural areas rural!

This is the obvious #2 choice - relatively close to demand and lower impact on present use

This is too far out from the city, and too close to SeaTac to be decent.

This is undeveloped farm land and would have a terrible impact on wildlife

This is valuable farm land being taken away. People live in this area for the calm open space, not to have planes flying over disrupting them and startling their livestock all day long.

This location has a lot of marks against it and is close to SeaTac

This location is better for people who live in Tacoma, Olympia, and nearby communities. It would offer them a shorter commute than having to go to SeaTac

This location is too close to the existing airport and does not make as much sense as other proposed locations.

This location more closely aligns as a big city or soon to be big city. The amount of people that it could serve is great. You would even be diverting some of the SeaTac traffic to this location due to its proximity to other large cities in the south end

This location provides better access for people in the South Sound region, but it is very remote and would probably require significant expansion of roads and highways to accommodate traffic.

This location would significantly impact the remaining availability of critical agricultural soils for our state and region. These land are designated for and should be protected for agricultural production. This looks like a possible site. Very close for commuters.

This makes sense as it is convenient to large population areas.

This proposal is fair, if you want to build an airport where the lahar will eventually wipe it out. The roads in/out and to/from are tiny, switchback pothole jungles with no shoulder, so major improvements would be needed. However, I can see this benefitting folks along hwy 12. This region would be an excellent choice for people who live South of Seattle, Tacoma, and/or North of Olympia.

This rural community can't handle the infrastructure of an airport and everything that comes with it. These farm communities should stay just that, rural. This seems like a great option, serving the most people.

This seems like a location that could serve south sound and points south.

This seems pretty far off the beaten path. I don't see this as a viable location.

This site could be ok, but not nearly as good as using the current Olympia Airport or a joint use arrangement with JBLM.

This site could work for an airport because it's already impacted by development. Why not expand and retrofit Thun field airport?

This site is also a terrible location for an airport. The traffic on Meridian is awful now, adding an airport will make it impossible go to the South Hill.

This site is too far from any major highways and would be too expensive to build the necessary roads to access.

This site seems to have too many impacts to make it viable.

This site would exacerbate the terrible traffic in that area that already exists because it's so far from any freeways. It would only be useful for the locals.

This State does not need another airport. No thanks

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

This survey lacks road infrastructure estimates, and does not show voters full transparency. Highways would need to be built out to this location, adding increased pollution along with the pollution caused by the airport itself. This would negatively impact the environment and multiple residential areas in all the surrounding cities. This is poor choice, considering incompatible land use.

This will have a negative impact on traffic as well farming communities around the area. Traffic already bottle necks leaving certain parts of king county and this is going to make it worse. Plus we need to keep farming communities. They are the ones that are going to keep everything going.

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas.

This would be a good area for an airport

This would be a good site if it is the best choice for getting cars off the road for the most number of miles. Pierce and thurston counties don't have a airport and should get one before another is built north of Seattle. While I think their might be better choices in terms of getting cars off the road and getting people to the airport faster, if this choice was the only viable option for pierce then this is what should move forward.

This would be a massive undertaking that would absolutely ruin the Graham community. There is not nearly enough infrastructure in place to handle the traffic - it's already bad as it is. The terrain in the area does not lend itself to an airport environment and please, let's not ruin any more farming land. Absolutely not!!!

This would be better served by a Thurston County Central Airport for populations south of SeaTac Airport.

This would be detrimental to people of color and could pose detrimental environmental impact.

This would be terrible. It's very rural and many wild life animals. It would be a shame to have an airport to sit-ups this. Many hunters out here who hunt. There are so many many farms. Bring that pollution and noise near the wildlife, farms, and schools would be heartbreaking. As a homeowner, we bought a home here in Graham to get away from the traffic, noise and crime. This would turn our area into a whole new atmosphere. You'll bring more crime down here adding the traffic and population. Again this would have major environmental impacts on wildlife. Also it only takes us 45 minute to get to the airport. If adding an airport, put one in a couple ours away from SeaTac. Thurston county would be ideal.

This would bring extra traffic to Meridian Ave and cause even more gridlock
This would cause more congestion than there already is

This would destroy so much open land and create so much congestion with already so many people moving to the south hill area.
This would make plane travel accessible to many people.

This would negatively impact people living in this area. This area is chosen by people because it is quiet and away from the suburbs. Traffic would greatly increase as well as pollution and noise pollution. Lots of farm land in this area and wouldn't be good for the animals.

This would service the large population of Pierce County well.

Thun field is already in this area and HWY 161 is already congested
Thun field is already there
Thun Field is already there
To close to my home
To close to Sea tac
To close to SeaTac

To close to SeaTac

To far from the majority of likely users, and too close to Mt. Rainier National Park and other recreational areas.

To have the size of seatac on the plateau is totally irresponsible....here way

.We are farm land area, and we need to protect that as much as we can,

.the pollution of leaving near an airport is really real, air pollution for every body on the plateau, human and farm animals, pollution affecting everyone health.

We are 45 minutes from seatac , it doesnot make sense to have an airport so close, may be between tacoma and Olympia would be more useful to serve the south.

Please, reconsider, as we can not keep destroying our greens spaces, our farms land for a greedy generation .

Thank you

Nathalie weyer

To much land would need to be bought and with large numbers of people being displaced, this airport wouldnâ€™t justify the costs

To much traffic already from king and pierce county

To much wild life. And salmon in the streams.

To rural. Too close to Mt. Rainier

Too close to an active volcano and too far from the corridor for easy access. It would destroy a small rural town for no reason

Too close to existing airport

Too close to existing SeaTac

Too close to existing Seatac and would increase already congested traffic

Too close to JBLM, no gain in capacity. Again, pushing debentures outside urban growth boundaries.

Too close to JBLM.

Too close to mt Rainier.

Too close to natural resources and environmental impact would be too high. People in this area have chosen to live away from the hustle and bustle of the city and should be allowed to continue to do so. There are so many areas in Washington that are not affordable and building here will ensure there are even more. People come from all over to see the natural beauty of Washington and this area is one of the only areas left for it, don't ruin it with an airport. Build it up north where there are more people who will actually use it.

Too close to public lands. There is already enough noise pollution and disruption from military flyovers and SeaTac routes. Please don't add to these negative human effects on the ability to recreate in wild places.

Too close to sea tac. Should be farther away to provide service to outlying areas. Also way too close to mt rainier national park. Also, getting to airport would be impossible given total lack of even current need infrastructure. Meridian is a parking lot already.

Too close to Seatac

Too close to SEAtac

Too close to SeaTac airport

Too close to SeaTac Airport.

Too close to seatac and doesn't serve the north end

Too close to SeaTac and JBLM

Too close to SEATAC and to Seattle. Its proximity to SEATAC does not improve access to residents who live north of Seattle and already must travel a long distance via Seattle to reach that site.

Too close to Sea-Tac, why bother?

Too close to volcano disaster area

Too Far away from current airport.

Too far away from I-5.

Too far for me to travel and too much traffic.

Too far for most travelers to reach. Just expand use of Boeing Field and existing airport in Everett.

Too far from I 5

Too far from I-5.

Too far from JBLM and too far to be a south sound hub.

Too far from major freeways. Existing roads CANNOT support the traffic a major airport would bring. A major airport in rural Pierce County will totally disrupt our country life not just in rural Pierce County but in the neighboring rural communities, add massive noise to our peaceful surroundings rendering them chaotic and no longer peaceful in any way, and overwhelm our streets and neighborhoods with massively increased traffic problems.

People who choose to live in the country do so for a variety of reasons including wildlife, peaceful surroundings, reduced property costs, reduced traffic and crime, a place to raise families in a quiet country setting that is free of the noise and pollution of the city. Bringing a major airport here will TOTALLY destroy our way of life and be detrimental to our farmlands and health.

Putting an airport between two existing major airports, but still along a major freeway such as I5 makes more sense than placing it in the rural countryside away from major freeways where significant freeways would have to be constructed, further wrecking the way of life in those communities of peace seeking peoples.

Too far out.

Too far, wouldn't use it.

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region.

Too hard to get to. Also too vulnerable to potential volcanic disruption.

Too many citizens

Too many impacts.

Too many issues with this area. How about no new airport?

Too many negative issues

Too many negatives identified.

Too many negatives.

Too many residents would be impacted by the worsening of already bad traffic, noise, and other pollution.

Too much agricultural impact . We don't need another airport, just expand existing airports.

Too much air traffic with JBLM and SeaTac already

Too much congestion already; no infrastructure plan for housing being built. Traffic is already a nightmare . Too much noise.

Too much impact

Too much negative impact in all the areas - environmental justice, wetlands, incompatible uses. Plus cost of floodplain and property acquisition. Not enough benefit for all that cost

Too much noise

Too much noise and pollution In a peacefully area

Too much risk involved in this option.

too much tax money for benefit and too close

too much wild life, peoples homes, the country doesn't want city people coming here.

Too remote

Too rural

Too rural

Too rural and roads infrastructure won't easily support airport traffic.

Traffic already sucks out there so go ahead and make it worse

Traffic and roads. The LeMay dump has increased more traffic than the roads can hold.

Traffic for the amount of residents already a problem with no plan to fix in the future. It can take 45min during peak times to travel from 512 south on Maridian right now. Plus the increase in building of residential homes is only making this worse. None of these plans look like they are taking traffic into consideration

Traffic in east pierce is horrible and only getting worse. Bringing an airport will make it impossible.

Traffic is a mess and will not improve with the military base restricting east west access.

Traffic is bad enough as it is. there are no highways or freeways for access - this would be a nightmare

Traffic is horrible already and our infrastructure would not be able to support this.

Traffic issues huge in this area

Traffic on 161 is already a nightmare, plus its so close to SeaTac there is no point.

Traffic would be HORRIBLE

Traffic.

Transportation is already a mess

Transportation is already bad, it is pretty far from the main highway and no infrastructure or space to make it better.

Trash there own area with new construction. Destroy the wetlands in there own county's for there airport needs. Slow there roads down even more don't go past Renton south is I can help it 2 hrs pluse to go marrysville to Olympia most days of the week already. Let them screw there own area up don't mess up mine more.

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .
Use Paine field.

USE SEATAC AIRPORT! Make parking improvements and/or traffice flow improvements to Seatac.

Very rural with livestock and wild life. Not ideal for lifestyle and Mount Rainer foothills. Traffic congestion and lack of additional transportation solutions. Flooding and winter ice have periodically been problematic in the past 20 yrs.

Volcanos

Way too far east

Way too much traffic problems and flights from military.

We already do not have the infrastructure to support all the people and traffic moving this way, an airport would bury us!

We already have a ton of air traffic noise from SeaTac Airport and JBLM. This will make it nearly impossible to enjoy me to have quite enjoyment at my property.

We already have air traffic from JBLM non-stop.

Way too rural with only one major route out.

We already have airports in Seatac, Everett and Bellingham, no need for another mostly empty airport creating noise and pollution.

We already have an air field with bi planes flying low. Do not want to have jumbo planes flying over my house.

We already have big problems with slow traffic on Meridian and adjacent roads. The small town of Orting which is already badly gridlocked during morning and late afternoon would be overwhelmed. This location is far to rural for such a huge development. There are no major Highways to support it and it's just too far away from any large metropolitan areas that could support this venture. You should look closer to the Tacoma or Olympia areas.

We already have enough noise

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more houses and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state.

We do not have the roads for traffic

We do not need another airport.

We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense. The SeaTac airport isn't that far away. Graham is rural and country and doesn't need a traffic inducing airport

We do not need to continue the displacement of mainland communities and people of color

We do NOT want the crime rates or traffic that airports bring. Current infrastructure here is not equipped for the traffic we already have!

We don't need anymore airports!!!

We don't need more airports. Just increase functionality of current ones.

We don't need it

We don't want an airport this close to our beautiful home. It's would disturb all the animals and land out here. We get lots of snow too.

We have 3 airports in this area already, Seatac, Boeing field and Everett.

We have a lot of wetlands and don't have the infrastructure for it
We have an airport already.

We have congestion problems already with the amount of people moving here, we don't need an international airport making things worse, there isn't enough room to upgrade our infrastructure to accommodate such a large project

We have enough airports.

We have enough airports. Expand existing ones if you must, upkeep existing ones because you must, but making new ones? Why?

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

It's already bad traffic as it is due to lack of roads in and out of certain areas. You want to make it worse? Really doesn't surprise me. Wa govt has no common sense

We just do not need more rural/agricultural area paved over to accommodate air traffic.

We moved out here to live in a rural setting. Please do not change the environment. There are a plethora of wildlife, ranches, and farms that would be disturbed.

We moved out this to get out of the airport noise and congestion created by the airport. So please do not consider this location

We need airport in Enumclaw!

We need one further south.

We need to conserve our already dwindling wetlands, we do not need a new airport.

We need to reduce air travel due to climate change.

We should not be expanding air travel and divesting public funds from rail.

We shouldn't be destroying viable farmland for this purpose. Supply chain issues worldwide should evidence enough to not do this. In an area where home prices are increasing at a rate higher than COLA adjustments, land should be developed for affordable housing if anything at all.

Western Washington has access to three wheel size National and international airports already. Five if you include Portland and Vancouver. All within an hour of any location in Western Washington. Another airport serves zero purpose.

Western Washington state does not need a 4th airport, especially so close to another one.

What a joke, your 90 minute drive criteria must be based on 3am in the morning. While major housing developments are currently being built you'd have to buy them all out. The airport will require noise buffer zones just like Sea-Tac had to establish years ago. A airport would split the area further and take up some of the last remaining small family farms. Some of area has little infrastructure to even support one house per 5 acres. No sewer, roads that are already congested during all hours and no internet. Just a stupid idea, plus it interferes with flight paths for JBLM and Thun field. Freeway access to I-5 south (Centralia) is an hour and 15 minutes away thru semi-rural small towns and 1 lane highways.

What are the connectors to roads that could handle the loads and traffic to this location. I vote no as not logical road use is offered.

What does "people of color" have to do with aviation runway choices? Other than you shouldn't impact any homeowner that didn't buy property with an airport in mind (of any color). Road network is weak

What's wrong with SeaTac? Let's just put a major airport in every county. I shouldn't have to drive more than ten minutes to get a ride on an airplane.

The future is stupid....

When a community has managed to retain open space, it should not be considered an invitation to ruin the open space.

Who cares. Its already a mess there.

Whoever came up with this option should be fired... Clearly they don't know how traffic works, nor would they even be able to tell what roads to take to get here...

Why are we focusing on building an airport so close to the one we already have?

Why aren't we upgrading/expanding the Pierce County Airport /Thun Field instead of building an entirely new airport in this area?

Why create the massive sound pollution in this beautiful area.

why have a new airport when there is a massive airfield just to the west...

Why isn't the option of a FED DOT/DOD agreement to make McChord Field a joint-use airfield a topic/option within the CACC study? The fiscal offsets would dramatically benefit FED and State budgets and joint operations are already models of success, notably Charleston, SC, or Portland IAP. A joint use facility of Civil and C-17 operations at McChord is the ideal partnership.

Terrain Impact “ It is a multi-runway airfield serving large and heavy transport category flight operations and ground services. - GREEN

Property Acquisition “ What would a DOD to DOT acquisition cost? It’s largely a FED budget transfer - GREEN

Environmental Justice “ This will occur everywhere and yet this site has larger scale of setback from general population groups due to the JBLM installation. “ GREEN/YELLOW

Wetland Impact “ Minimal with mitigation well established - GREEN

Incompatible land use “ The entire east side of JBLM and McChord field is suitable, serviceable, accessible, and developable - GREEN

Population Served “ The North sound is served by Paine Field and Bellingham, King County and SEATAC offer central service. The south sound region: Tacoma/Narrows, Olympia, or a DOT/DOD agreement to make McChord Field a “joint-use” airport are the most logical answers. Preexisting infrastructure, all with immediate multi-lane Inter/Intra-state highway access, and services “ These are all “Green” choices. McChord is the GREEN choice.

Why would you put an airport so close to a military base . Such bullshit I finally found a place that is peaceful for the last 30 yrs and now they want to take more away . Come on they can't even get workers for SeaTac. Why don't they get their shit together. I am so against this I WILL FIGHT TO THE END . COME ON NO AIRPORT. We already fought this once
Will be damaged by mt rainier eruption
Will destroy the rural nature of this area

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

With 3 large airports and one medium one in Arlington we do not need a 4th. The enviromental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

With sea levels rising, building in flood prone areas seems foolhardy.
Within 45 minutes of an existing international airport.
Would be convenient for a lot of people.
Would help serve many people in the area
Would increase revenue to this county.
Would like a airport closer to this area where I am
Would love the airport closer to this area.

Would provide easy access done large populations around Tacoma puyallup.
yes

Yes! Large and flat terrain. Near huge population. Plan to mitigate noise and emissions. Not "but only if." Do it.

YOU ALREADY HAVE SEA-TAC!!!

You cant mitigate an airport.

You will ruin this area and the small town feel it has. I want to raise my kids here in the same kind of town I grew up in, which is also here.

You're literally going to ruin peoples whole entire lives.

Your BS about impact on people of color is discusting. What about the impact on white people of color? Reverse discrimination by Jay Inslee and his tribe at the WSDOT.

Your choice is horrible. No way can you make it to a freeway in under a hour Traffic nightmare.

Your explanation of the negative impact of an airport in this area explains why this would be a poor choice. Wetlands, flooding, incompatible land. Small farms in the area, which are needed to help our environment.

This should be removed from consideration

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that!

You're seriously using "people of color" as a reason not to build an airport? What, you think, "people of color" don't buy plane tickets??? There is no current airport in Pierce County.

Yup pierce is a shit hole too. Wont hurt to continue ruining it in the name of "progress"

Greenfield sites: Pierce County Central

Question: Should the state consider Pierce County Central as a location to site a new airport?	Number of responses	Percent of responses
Yes	1,129	21%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	1,256	22%
No	3,021	56%

Please provide any explanation you wish to share

#3 choice - close to demand, not much disturbance of existing land use

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

2w3 eatonille would make a great site to develop. South end of the field is undeveloped on both sides of the runway.

â€œâ€?

Absolutely no

there is no real reason to expand, everything will soon collapse

Absolutely NO! This area should not be an airport. No to traffic and no to crime!

Absolutely NO! We went through this in the 90s. It was rejected because the population of the area was underestimated. This will affect wildlife, including the pileated woodpecker, eagles, and deer. It will lead to more high density housing, industrial warehouses, massive road improvements. It will lower property values, create more noise and ruin the peaceful country setting enjoyed by residents, some who have made this area their home for over 30 years. The dump was forced on us. It has pollute the water and the air quality with methane gas. The military already flies in the airspace in this area. The Graham area should not be made the dumping ground for Pierce County.

Absolutely not

ABSOLUTELY NOT! People live this far out for a reason PEACE and lower housing markets/taxes, no one wants jets flying above their houses or worsened traffic conditions, the infrastructure won't allow for it and no one wants tax hikes to make it happen!

Access to difficult

Access to this site is very poor.

Accessibility

Accessibility issues as in no traffic flow to or from this site.

Accessible to multiple cities and populations. There would be little displacement of our communities that are underserved.

Again Population density would not justify this endeavor

Again roads can not accommodate increased traffic unless JBLM allows roads to cut through from I-5

Again rural land that belongs to farms. Too dangerous for these small towns

Again that's close enough to SeaTac.

Again way out there on the far side of JBLM.

Again with Pierce county. Please see previous comments re: giving this to any other of the 37 counties in this state besides Pierce & King.

Again, access to this airport would be a complete nightmare on top of the already terrible traffic on 161 and highway 7. And SeaTac is an hour drive. Unnecessary!

Again, agricultural areas should be left off the table. We need all this land for wildlife, economic and social community support. Bad idea to site an airport in rural communities.

Again, I am sure the population of people who live in rural areas will not be pleased to have an exponential increase in traffic and noise.

Again, not my county not my problem lol

Again, the cost to build a sustainable road infrastructure would carry an astronomical cost to taxpayers.

Again, this will serve no one in the north of Seattle. The people in the south can choose from Portland too. Please keep this in mind. Lastly, can't you just expand the airport at Skagit or Arlington? Skagit already serves a giant Amazon warehouse.

Agricultural land

Air traffic in and around the military base, that isn't military poses a security threat.

Air traffic noise infrastructure in place since Air Force base there already

All of the reasons: population impact, environmental impact, financial impact, noise etc.

Already close to another airport less likely to impact areas not already impacted by an air port

Already congested. Besides just use McChord its already there.

Already have an airport

Already have one in this part of Washington State. Need one up North

Already too much air traffic between SeaTac, JBLM and Thurston airport

Although the proximity to SeaTac makes the benefit of this site questionable, there certainly is a demand for better alternatives to travel in the region between SeaTac and Portland, Oregon. However, this study fails to adequately address a host of environmental and societal concerns important to WA residents, including critical habitat impacts and effective growth management planning. It also fails to address threats by lahar flows from Mount Rainier and community planning for such events.

Although this location seems like it might be good, I would have concerns about how it would affect traffic congestion on the I-5 given that JBLM creates a bottleneck in the area. If development coincided with improvements to the passenger rail network, I would be more supportive.

An airport would destroy quality of rural life in this region. Existing roads are already at capacity and could not handle more traffic.

Another strong contender because of proximity to user population and terrain. But also mitigate noise and emissions.

Any evaluation for this site should also take into account impacts to prime agricultural soils, which should be protected and mitigated as well.

Area is too wet

Assuming SeaTac stays, this puts both major airports south of Seattle which makes this of us north still have 1+hr drive for most destinations.

Balance between Everett and SeaTac.

Because it's closer to seatac Than Snohomish, Skagit & Whatcom counties.

Because leave well enough alone. Stop wasting our tax money!

Because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-after.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Better but further south would be better
Better option than Pierce East.

Better place. It would service military, and is not densely populated.
Build that shit here dog!

But why not share mcchord? It's an airport. Why ruin more land?
Can't speak for others outside my county.

Center of direct high volume very low altitude flight path for JBLM (both fixed wing and rotocraft)

Grossly insufficient infrastructure and area to accommodate increased traffic.

Develop existing Olympia Regional Airport!!!!

Close enough to SeaTac

Close second to King County.

Close to jblm for service members going on leave.

close to seatac

Close to SeaTac for those needing to transfer to SeaTac airport

Close to Seattle

Concern related to increase traffic (both air and ground) near JBLM.

Conflict with McChord?

Consider Kitsap County

Considering current flight path of SeaTac and JBLM air traffic and the population density being low. Not the greatest area for a new airport.

Convenient

Cost to benefit ratio too high

could serve the base BUT

not familiar with land use conflict

Covering rich soil with concrete prevents carbon sequestration in the soil. So much if central pierce county is untouched.. pollution is minimal. An airport would be environmentally damaging.

Current roads are insufficient for present amount of traffic. Houses in the area are not fitted with sound proof windows etc. and JBLM already creates a significant impact to area in terms of noise and loss of quiet enjoyment.

Current roads will not support the traffic. Red and yellow areas listed above.

Damage to the wet lands and to far from i5

Depends on how much flooding risk there is

Develop rail system

Development of rural Pierce County will encourage population growth, the last thing Washington needs.

Disproportionate impact

Ditto

Do not destroy our WA farmland!!

Does not seem to affect people of color.

Doesn't have the road ways to support the influx of people

Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations.

The science has not designed a model of green air travel yet.

Enough noise and traffic from JBLM now.

Environmental concerns

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental impacts, and what about the Lahar zone?

Environmental issues, no infrastructure, seems crazy to put an airport right next to an AFB

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand Bellingham and Paine in the north.

Expand Paine field or Sea-Tac. Leave our rural areas alone.

Expanding the airport and utilizing the one already in Everett would make the most sense.

People can drive to Portland.

Far from population centers. Limited accessibility.

Farm fields are much needed and existing facilities can be used or upgraded.

Farm land is a phenomenal tool in the fight against climate change by its carbon sequestering capabilities removing this will only lead to greater climate change.

Farmland

Farmland

Farmland, Huge negative environmental impact!!!!!! Way too close to the national park!!!! The infrastructure surrounding this area is TERRIBLE!!!! this would be a huge financial burden on wsdot and the communities. Noise. No community support. Too Close to SeaTac. Location should be much further south or north.

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Farther from me the better

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

Flooding

Flooding and I'm anticipating harsher winters , including high winds would make it a challenge.

Flooding risks are going to increase as the climate crisis worsens.

Flooding should answer the question as why this is not a good place.

Fuck you.

General comment, but suitable here as much as any other choice. Why are costs and consequences of necessary highway access not rated and ranked as a specific line in the evaluation charts? How the heck would people get to this site? The highways that exist are small and run through the middles of towns. You're talking scores of miles of highway needed to connect this site to population centers. Construction of highways would be slow, disruptive, destructive, and expensive beyond belief.

Getting there via the limited roads and impact to military training makes zero sense.

Getting to this location is difficult. No major roads a

Exist to handle added traffic.

Going to be alot of unusable land out that way unless alot of time and work goes into clearing.

Good location in different county than King

Good potential for infrastructure upgrades. Area is already an environmental disaster with all of the residential and commercial growth in the area.

Good spot! Now South Tacoma and Olympia are in play. Should be strongly considered.

Great balance

Great highway access north and west to spill into major freeways, available undeveloped land, good tourism addition to allow passengers closer to mount rainier and eatonville

Great population growth

Habitat, climate change, noise, water quality. No need for another airport if the investment can instead be diverted into high-speed rail! We need to start adapting now to carbon reducing solutions to our problems, and this is just the opposite. It is not far in the future.

Hard pass... traffic is already atrocious and can't support what's already been built. An airport would be catastrophic to the entire area.

Have you tried to drive thru here?!

Having a larger airport further South from Seattle would help serve more of the south sound area and help mitigate the need for South sound residents to drive along the I5 corridor, especially through the notorious JBLM corridor, to get to SeaTac.

Highway 7 is not as crowded as 161, 164, 410. Potential for direct or semi direct access from I-5 via a cross-base highway

Highways already saturated, proposed location to close to existing air traffic procedures.

Home values will drop due to noise pollution. Plus large airports also bring in undesirable people to the area and create more congestion and crime. Making it unlikely for current residence to get the value they should have when selling their homes. The infrastructure in this area will not accommodate this type of traffic increase. Commutes have already doubled in time just due to normal growth in this area.

How about no new airport. Not anywhere. How BOUT THAT?
Hwy 7 can't be widened. Hilly area.

I am not at all convinced we need additional airports. Take full advantage of those that exist and provide alternate transit via bus, rail or air from existing smaller airports to the large existing airports, if needed.

I can see people being willing to put up with the environmental injustice in this situation, but I feel strongly that we cannot continually do that. We need to make environmental justice a priority. I can't believe these are actually options.

I do not understand what "incompatible land use" is, if farmland and wetland and flood zones are not considered incompatible. I will admit I am less familiar with the impacts on this area, however its location for better serving public seems a much better option.

I do not want this near my community.

I don't know the area. It is far from people.

I don't have enough personal stake in this area to provide good feedback

I don't know this area well, it is getting close to Mt Rainier National Park, which, beside being an irreplaceable natural wonder and wildlife habitat is a Regional Resource that the State needs to ensure is protected into the future. I am sure there are numerous salmon streams in this area

I don't live that far south but I'm sure if things can be screwed up. Our state official's will figure out a way to spend tons of money with no solution or the worst possible solution.

I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO NO!!!!

I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

Bad but better than the first 2

I think the airport traffic combine with the fort Lewis traffic would be unmanageable.

I think this is one of the best locations with population being nearby to use and workers to build the airport! The nearby small highways would have to be overhauled to accommodate this project and future traffic! 507 and surrounding highways get clogged with traffic when anything happens on I-5 and it would be a much needed chance to overhaul the roads in this area!

I want an airport that serves South Puget Sound region (Pierce/Thurston/Lewis/Mason)

Make sure there is gate access for the folks coming from JBLM. This has potential, but may be too far for Mason County/Lewis pop to function as a hub.

I would like to see major airports more spread out to provide better service options. And if you put an airport in Pierce County, then with SeaTac and Portland, we'd have 3 major airports within 2.5 hours of each other.

I would serve many at JBLM

I wouldn't be using it if it's too far south but if it alleviates Seattle go for it

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions. I'm not familiar with this area

Idk much about this area. But JBLM traffic is already a nightmare. An airport would make it worse.

If 2 sites are chosen, at least one should be south of SeaTac. A southern location can serve a large number of people with fewer traffic and congestion concerns.

If placing an airport here could significantly alleviate stress on SeaTac then it should be considered.

If the flood concern is not too high and can be mitigated, then yes.

If the surrounding local jurisdictions worked together to help plan necessary projects to divert or accommodate increased traffic on SR-7 and SR-702 this would be a really thoughtful location for a large chunk of folks from the South/West Sound and East prairie regions.

If we really need an additional international airport, one located in the southern region would seem to be a prudent option.

Impact to traffic would be too great and too far from main interstates.
In a nutshell, incompatible land use.

In this area people are already within an hour of Seatac airport. Has there been any thought about how many people in this area actually are wanting to go to the airport? There are a lot of small farms in the area so I'm skeptical if there are a lot of people clamoring to go to the airport.

Incompatible land use. Try to get JBLM on the base closure list, so we can use those runways.

Incompatible land use: accept your own findings!!
incomprehensible traffic levels near JBLM

Inconvenient location for many in the Everett - Seattle - Bellevue area.
Inconvenient to me, distance wise.

Infrastructure can't support the traffic that's here without an airport. This area is wetlands and floods frequently. It would disrupt the wildlife.

Infrastructure can't support that and it would take away from the beauty of living in the area plus all the extra noise pollution
Insane idea

Interestingly you don't use road access as a criteria. The roads nearby all sites with the exception of those right on I-5 would have to be greatly expanded to handle traffic.

Interference with the existing air traffic into JBLM and the JBLM Training areas.

Is it safe to have an airport nearby a military base? I know 9/11 was a long long long time ago and something like that hasn't happened to the USA again, but its heavily engrained in my mind...

A lot of tourists are going to try to shortcut through the base or something too.

It doesn't make since no roads to I-5 from out there and the roads on hwy 7 are jammed up as it is.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It is near McCord where the noise is already obnoxious.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean

It isn't necessary. Invest in our existing airports.

It might work. I notice that on all of your maps, it does not state how closed to main highways or freeways these possible developments might be located. That could be a big factor.

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It serves intended population, but environmental justice issues must be addressed.

It would be completely irresponsible to build any infrastructure in a geographic location where it is impossible to manage risk.

https://riskfactor.com/city/elk-plain-washington/5321205_fsid/flood

It would be unacceptable to compromise a wetland

It would destroy the area and lower land and home values that we've all worked hard to buy. Build it in Bellvue where the rich people are. Shitty fucking idea. The noise would disrupt our way of life.

It's closer to major population centers than the Skagit Valley.
its a bad idea

It's very marshy in the area and the airport would very negatively impact the wetlands, and the animals there. The Elk herds would be forced to move, noise pollution and pollution in general would drastically effect the quality of life for those near the airport, the road infrastructure can't support it, it can barely support the traffic there now.

JBLM limits access to the area and an airport needs better interstate highway access.
Keep airports in area of need/use.
keep it rural.

Keep the dirty plane pollution in the dirty city where it belongs!

KEEP THE SMALL TOWNS SMALL. Nobody needs to travel by air to the mountains. That's what a car is for. This town is already too populated and will only get worse as it's already bad now without a airport.

Killing farmland and homes for people

Kind of far south and away from large populations that may change within 50 years.

Lack of infrastructure

Lack of infrastructure in place, no easy access to an interstate, lahar or eruption evacuation as a consideration.

Large number of people in this location

LEAVE OUR SMALL TOWNS ALONE WE DONT NEED AN AIRPORT WE NEED FARMLAND AND LESS TRAFFIC LEAVE THE PEOPLE ALONE AND TAKE CARE OF REAL WORLD ISSUES. This is my home and I moved here to escape the craziness do not bring it further into the farmland that the world needs to operate.

Leave the farmland/private residences. Seatac is within a reasonable drive from here.

Leverages existing I-5, 512, 167 infrastructure and close to Tacoma/Olympia/Puyallup populations.

Limited access roads

Location is not close to a major highway and infrastructure not established. All of these state routes are two-lane roads.

Looks like the second best choice on the list as it would provide a south-end overflow airport to match Paine Field in the north. Adding a south-end airport should help keep passenger car traffic down.

Lots of air traffic already here and fairly decent access to larger roads.

Low density and too far from I-5.

Major highway access, not in a flood plain, relatively low population, surrounded by typically industrial type facilities.

Make Spanaway Loop Road better for traffic and open the cross base highway for access to I-5. Otherwise we will get trafficmageddon.

Many of the proposed locations there is no viable way to provide adequate roadway capacity to the location without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

Many places that can accommodate this here with out jeopardizing the farm land like you would further north Keep it there that area is convenient for many many people
Meh.
Meridian already slammed

Might as well go to SeaTac or Portland that far south!

Might be beneficial to central and south Sound, but does nothing to assist north Sound travelers who are already farthest from an airport

Migrant birds, farming land, flood, poor road ways, lack of transportation to larger cities, environmental impact it would have not livestock and wildlife and my list could go onâ€¦
More deforestation youâ€™re fucking dumb

More people will benefit. Close to commercial centers and freeways.

Most favorable. Large number of people no wetland

My neighboring community where I went to school in the Bethel School District would be compromised.

Please don't build the new airport in this area. Thank you for your time.

Sincerely, Vickie Lipski

My sister just moved to this area to escape what DesMoines has become. She decided to move her children to a much quieter, more country setting.

N/A

Near McChord so population already used to aircraft activity

Near population centers

Need a road through Lewis McCord

Need something further north.

Need to fix traffic
needs ,

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

No

No

NO

No knowledge of area

No access to freeways, roads are limited in size and already too much traffic. Too many high end homes as well in that area, prime real estate.

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

No benefit---too close to existing Sea-Tac service area.

No close to major freeway

No congestion of increased amount if traffic is unacceptable.

No easy access

No familiar with this area

No improvement over what we have now.

No infrastructure

No infrastructure in place.

No infrastructure set up to handle the obvious increase in traffic. Traffic is already bad and with no cross-base highway, this choice would lead to horrible traffic. It's a quiet community away from the city - no reason to bring the city to the area and destroy the quiet and the forest.

No infrastructure to support increased traffic which is already bad. Leave this land alone. We do not want planes overhead constantly.

No infrastructure!

No lets keep the farm land and keep emissions down!

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more destroying farmland/marshlands

No more growth.

No need to go south of Seattle metro, Sea tac already covers that population

No new airport

No new airport locations. Expand existing airports and link with light rail.

NO new airport. We are in a climate crisis. There are better solutions to the need for a new airport.

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No new airports. NO MORE TAXES.

NO NOT SO CLOSE TO THURSTON COUNTY

No please preserve our earth utilize what we have Boeing Field and SeaTac

NO South!

No thank you , Terry Kaminski

Yelm City Council

No viable way to provide adequate roadway capacity to this area without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

No way. Too much air traffic with JBLM and SeaTac already

NO! same reason as before the airplane is dead!

NO! The roads are already a mess due to the high increase of new houses and condos.

No! Take this garbage to Eastern Washington!

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes it's degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (i.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread

No. To much traffic from people moving out this way. We have enough air plane, helicopters from the military.

No. Too much destruction and bad for the environment!
No..

Noise pollution, environmental pollution, no. It doesn't matter if the impact is low. Low doesn't mean anything when the units are not clear.
nope
Nope!

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!

Not a good location for the most affected residents.

Not close enough to population concentrations. Destruction of undeveloped land.
Not close to rapid transit

Not compatible with adjacent land uses and not consistent with decades long environmental restoration and protection in the Nisqually Watershed.
Not enough infrastructure

Not enough infrastructure to withstand this addition. Would totally destroy this area and would not alleviate Seattle traffic, only contribute to it. This is too close to SeaTac already and wouldn't solve anything.

Not enough people served
Not enough population base

Not ideal. Its off the I-5 corridor. An airport in Thurston County Central would be better placed.
Not near an interstate

Not sufficient evidence to prove how it will affect the community. Many who live in this area are land owners and do not want the traffic that can harm wildlife, wetlands, roads and the overall environment.

Not sure more airport capacity is needed in the state. Reducing airtravel should be a goal in favor of other more efficient modes.
Nothing by JBLM traffic is a disaster in that area

One of the better choices. Near population and infrastructure.

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our roads can't support the traffic and we're already being polluted by the landfill this would devastate our community

Out of the way of major transportation feeds to it.
Paine and SeaTac are closer to me.
Paine field

People have moved out in the direction for one thing and one thing only, small town living. If you add an airport it will take that away and just add more traffic than the streets can handle.

People in this area would likely be more willing to accept this, and also get the economic development. If the incompatible land use is JBLM, then that can be solved with technology and administration.

Perhaps easier to provide access than the incredible mess that would be made, for instance, in Snohomish location. But what about all the aircraft going in and out of JBLM? Seems like a recipe for disaster!

Phenomenal site for new large hub 4 runway airport.

Pierce county can not handle an international airport! Keep rural areas rural! You already have military and small airfields in this area!

Pierce county does not value the land and water. You cannot believe the leadership. This area is incompatible for an airport.

Pierce county in this region lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area.

Pierce County is more agricultural, more rural, and more residential. Putting an airport between Roy and Eatonville makes no sense whatsoever as its commercial viabilities will destroy those characteristics desirable to Pierce and neighboring counties.

Pierce County residents are already dealing with the LeMay garbage dump at 161 and 304th and the traffic is often extremely congested, particularly during tourist seasons at Mt Rainier. We often have flooding in this area during heavy rain. Additionally we have a lot of wetland in this area.

Pierce county roads cannot handle the traffic it would bring!

It would negatively affect schools and residents.

Pierce county should have an airport- King County already has one

Please enlighten how you're gonna get airport traffic to here? Again fire the individual who suggested this....

Please leave our rural areas of Washington alone.

Please no airport in Pierce county!!

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

poor access

Population dos not support, infrastructure not available and ranch/farmlands would be ruined.

Population here and other Northern sites are far greater and only gets smaller by number as u go further South on I-5, thus only making people easily still decide to use SeaTac, and so defeating the very purpose of intended use. So then not providing much relief for SeaTac after-all. As well as it doesn't fit much of the criteria.

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

Population too sparse.

Population would not support, commute to this is similar to driving to an existing international airport.

Population would support.

potential flooding and distance from potential passengers does not seem to make this a good investment.

Previous statement.

promote and provide passenger rail instead

Proximity to JB Lewis-McChord is a major impact on military ops.

Put the airport near Everett.

Puyallup / Graham area huge growth. Also cut drive time from the state capitol in half to reach an airport.

Question the need,

QUITE KILLING OUR PROTECTED SPECIES AND OTHER WILDLIFE FOR MONEY!!

Real people, your families and friends live in these areas, expand the existing airport spaces, keep airports in the existing urban or already accepted locations!

Red: 3/24, 12.5%

Yellow: 6/24 - 25.0%

Green: 15/24 - 62.5%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

Revenue.

Right next door to Lewis/McCord?

Road infrastructure not there.

Road infrastructure would not support the additional traffic load. Also, SeaTac and JBLM airdrome overlap is busy enough now. This site would only add to that load.

Roads and pollution are a big problem with this site. Congestion and the wonderful noise pollution as well as pollution an airport brings. Not a good choice

Roads are not compatible for that kind of traffic and lahar evacuation if needed would be catastrophic.

Roads cannot handle the additional traffic.

Roads need significant widening and improvement

Roads would have to be expanded to mitigate traffic

Roadways are not adequate for the traffic that is there now. It would displace local wildlife.

Rural area

Rural/agricultural land in Pierce county should not be sacrificed to support commercial air traffic.

Same ag comment as Skagit

Same answer as above

Same answer as previous answer

Same as above

same as above

Same as above

Same as above

Same as above.

Same as above.

Same as anove

Same as the last one.

Same as the other proposed Pierce county locations. A lot of this land is already messed up. And "progress" is already filling in on the outskirts of this area. The area could actually benefit from the new roads/businesses that would flood to the area. Also easier to expand roads that are already slated to be improved.

Same as the Pierce site above. This is a perfect place for the airport. There is a lot of industry in the area to draw from including Boeing. It can also service the military contractors being close to JBLM. People from Tacoma, Puyallup and even Olympia can use it for air travel.

Same comment as above

Same reasons as above.

Sea Tac is already established. Will more planea really be in the air with the agenda for global warming?

SeaTac already meets the needs of this population.

Seatac is available

Sea-Tac is central enough. I'm against the deconstruction of land, animals and other habitats.

Seatac is close.

SeaTac is enough. Airports are environmental monsters.

SEA-TAC!!!!

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, just know you have to drive a couple hours. It is what it is.

See above

See above Flooding incompatible land use

See above for pierce county.

See above.

See above... same.

See my comment regarding East King County site.

Seeing lots of green boxes for this site.

Seems pretty rural

Seems these people have nothing in the area.

Serious consideration needs to be given for all proposed sites that may impact Washington's national parks - Mount Rainier, North Cascades and Olympic national parks. Impact assessment needs to include the impacts of soundscapes to these national parks and their associated designated wilderness areas along with US Forest Service designated wilderness areas along the west slope of Cascades and Olympic Mountains. The impacts to social, economic and environmental needs to be evaluated. These areas already have general aviation, commercial and military flights affecting them. There is no reason to further threaten the natural quiet of these areas by another large commercial airport.

Serving a lower population.

Serving the military families and supporting business in these areas would have a favorable lens.

Severely concerned with how much wildlife this will displace.

Similar to my comments about Pierce County East. Rail could be built relatively inexpensively to connect to the existing Tacoma Rail track.

Site feasible, demand likely to be very high ca. 50 yrs from now.

Six lane roadways, dedicated bus lanes, light rail, and nonmotorized access will all need to be part of the design

So close to McChord I'd expect air traffic conflicts.

So much cement and Asphalt in Pierce county. There are no Open Spaces anymore, wild animals, birds, places for people to enjoy nature.

Something for the north or further south should be considered not, just dump another airport close enough to SeaTac.

Sounds like it's gonna flood. Don't build it.

Glenn Hendrick

South Puget Sound needs a significant upgrade to airport transportation

South seattle and puget sound area already had an airport.

Stay close to 1-5 to provide the best access.

Stay in urban areas like Paine Field. Olympia. Lynnwood etc.

Stay out of pierce

Still too close to Sea-Tac

Stop fucking up all the little towns with stuff we don't need there is an airport 30 min away my family has seen here 97 years and you want to take it away I will fight till the end you will never get my land as long as I'm alive

Stop ruining our land, fix your current infrastructure first

Stop trying to turn in farmland that is crucial to thousands of Americans livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Sure. Tacoma is already gross.

Surrounding residential communities in South Pierce county would be adversely effected by increased traffic which is already too congested. Noise level would be intolerable for residents due to flight paths being overhead. This location is too close to SeaTac, the need is further south, like in the Centralia area where there is plenty of open areas with flat terrain and not all areas flood. Those residents usually drive to Portland International which is still a 2 hr drive so putting an Airport would be welcomed.

Takes away farm land

Takes away small town feel.

Terrible infrastructure and mostly wetlands

The amount of traffic that the airport well generate will overwhelm all the existing roads in this area. Thereâ€™s not enough existing roads to serve an airport of the size traffic in this area is already excessive and itâ€™s getting worse every day

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, itâ€™s natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

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The current congestion of 161/Meridian is already impacting the lives of those who live in Puyallup, Graham and Eatonville. With rising home prices, we couldn't afford to move and don't want to increase our commute times with an airport. Please remove this site as an option.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The environment takes precedence during our climate crisis. We must do EVERYTHING we can to slow Climate change, and itâ€™s deadly effects

The harm this would cause to the natural world is too great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The impact to our environment and community should not be threatened by this project under any circumstances.

The increased noise pollution is annoying and disruptive to the tranquil rural lifestyle.

The infrastructure already doesn't support current increasing traffic and homeowners. Roads are in poor condition, no bus/transit, traffic times are increasing and so are accidents. Homeowners pay for RTA and don't use it. Taxes will increase for those less likely to use the airport. Light & noise pollution already being impacted and people move out here to get away from the city that's already slowly consuming us. This area is already impacted by low-income, crime, those without home, etc so this could increase that and would push it out to other areas that are also seeing more.

The infrastructure and limitations of traffic around the base would make this the least desirable location

The infrastructure and natural terrain will not be able to handle the mass influx of people and transportation

The infrastructure is not set up for this increase in traffic. Home owners have moved out here for the peace and quiet, not the noise or hustle and bustle that goes with an airport. We already have enough air traffic in this area. Not to mention how an airport would decimate the local area and property values. No thank you!

The joint usage of the existing runway at Lewis McChord would be beneficial to Pierce, King and Thurston Counties, especially for lawmakers traveling to and from the capitol. It would also save the taxpayers untold millions of dollars in runway development.

The local roads will require widening and will negatively impact the community, in addition to the impact of an airport

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area.

The people of Eatonville do not want additional air traffic or general increase in population.

The population of this area is continuing to expand. The transportation needs of the population would be best served with an airport in Pierce or Thurston County.

The road infrastructure is already overwhelmed in this area!

The roads are not suitable for increased traffic. Civilian air traffic may interfere with military flights and indirect fires training.

The roads do not support this being a 2 lane highway and not close to any interstate. This would impact populations negatively who have thrived in a small town environment and who do not want this implemented

The roads in that area would not handle the amount of traffic that an airport would create.

The roads out here can not accommodate that many cars .it is already hard to navigate for the people who live out here with the amount of traffic.

The sites in Pierce County need to consider the airspace limitations, given JBLM's proximity and the importance of it's mission.

The south end already has airport options and is close to Portland if they need more options.

The South Sound needs another choice, between SEA which is terrible and PDX which is too far on a too-small I-5

The traffic congestion near JBLM is already unmanageable. Adding an airport near it would make things way worse.

The traffic in this area is already ridiculous. Our infrastructure can't handle a major development.

The traffic is already horrendous trying to get to I5 from central Pierce county. You either go way north or way south just to go west. Adding even more traffic to this area is absurd. The traffic to get to the airport would be unbearable. It takes a long time to get to Graham from Puyallup and there isn't a good route to take to get to the site. Also many homes have personal wells that could be effected by an airport and this is too close to the military bases.
The traffic!

There are far too many families that have invested decades of their time and resources into developing and improving these parcels for their families homes, personal use and enjoyment. The area does have some hills that are not suitable for aircraft, there are a lot of wetlands plus creeks that seasonally flood. JBLM is between this area and I5 so there is no direct path to the freeway for commuting.

There are going to be issues with JBLM and their training flights!

There are JB Fort Lewis and McChord right there so the extra noise of the jets wouldn't be as noticeable.

There are schools and many homes in the area. No freeway nearby. Makes no sense.

There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must.

there is already a lot of military air traffic in this area. Too close to the military facility

There is already plenty enough air traffic in this area due to JBLM.

There is already plenty if noise from air traffic with Seatac and the local airport air traffic in South-hill Puyallup, WA.

There is already significant air traffic from JBLM, this is going to increase air traffic in an area close by and therefore affect neighbors already affected by JBLM over-flights. In addition, this is a really painful area to get to in terms of road traffic, so unless there is concurrent new highway development, I think it's a poor choice.

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the puget sound could be utilized. For example in Paine field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport.

There is enough air traffic in that area already with JBLM.

There is no airport in Pierce County. The proximity of Lewis-McChord would make this convenient for service members.

There is no need for an airport here, and it would have unacceptable environmental impact on the environment and nearby communities.

There is NO WAY the roads can handle this kind of traffic

There is no way to mitigate noise, pollution crime here. Pierce County Sheriff is already understaffed and cannot adequately patrol this area. Who will patrol this area with a massive new airport? There are many small family farms in this zone, and poor resources to manage an airport of this size. With JBLM and Olympia so close, this area makes no sense to plow over private land to make a large airport. Make Olympia bigger!

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is only limited infrastructure in the area, and airport facility, passenger or freight would require an infrastructure to support the increase in traffic, both construction and operating traffic. All infrastructure would need to be upgraded, widened and revised.

Any airport construction in the area would affect the Thun Field Airport and other private airstrips in the area.

Its proximity to JBLM could create problems with priorities of airspace especially with the closeness to the training area.

There is too much traffic congestion going to that area as it is with more and more distribution centers being built. No amount of infrastructure (roads, etc.) improvements would be able to sufficiently accommodate an airport.

There's no need for an airport here.

These proposals are looking at rural areas. These areas of Pierce County are where people who want to live out of the city away from busy areas have purchased homes. Placing an airport here would negatively impact our way of life and our choice to live in the country.

This appears to be a good option.

This appears too close to JBLM airspace. Not close enough to I5 and no direct way to get from I5 to east side of JBLM.

This area already has air traffic from JBLM, Thun Field and SeaTac. Adding more air traffic increases quality of life, air & noise pollution.

This area already has enough air traffic noise.

This area could be a potentially great spot for an airport that serves Tacoma/ most of pierce county and even parts of south King

This area doesn't have the road infrastructure to support major traffic increases. This would ruin the rural nature of the area.

This area has the most "green" out of all the categories. If something could be done to address the "red" category than this option makes the most sense

This area is already congested with a lack of proper roadways to support the exponential growth in the last few years. There aren't enough schools to support the influx, nor housing. This will be economically, and environmentally detrimental to this area, especially being so close to Mt. Rainier.

This area is already too congested and has planes from JBLM and SeaTac flying over neighborhoods.

This area is blowing up faster than the roads/traffic can keep up with already.

This area is currently jointly used by the public and JBLM and there is not sufficient road structure

This area is for people who want to live a country life style, farm and raise beef pork and chickens. Plus quit taking the homes of our Elk, Deer, Coyotes and all our wildlife

This area is most conducive to an additional airport. It has the major highway infrastructure that has already accommodated recent large warehouse growth. The Central Pierce Fire department is growing and can accommodate the response load to a new airport. The semi-rural area is free of any major Environmentally sensitive impact areas, it is flat and can accommodate large growth that would correspond with a large regional airport. Central pierce fire is growing and has the capacity to accommodate such a large additional airport and the traffic and urban growth that will accommodate such an expansive venture. It is vital that we keep major urban growth to an existing corridor that is already expanding exponentially every year. The annual tax revenue can continue to accommodate large arterial and secondary arterial road expansion.

This area is mostly farmland, and we need Farms that produce food more than we need airplanes.

This area is not well served by efficient transportation systems. An airport would require increased passenger travel capacity which would have rippling negative impacts.

This area is too close to major residential growth in the coming years. We do t have the road way infrastructure to support this.

This area is with much larger undeveloped parcels and some industrial use would be more conducive to the development of an airport

This area makes a little sense to service the growing tacoma, olympia, puyallup areas

This area would not be a bad idea. The traffic impacts would be astronomical if the roads around are not updated. Traffic from the city of Roy to Yelm Washington backs up during the weekdays around 4 and does not stop until 6. Would be a great opportunity for the surrounding towns to get business and grow.

This closer to BIPOC communities and looks like it might need the least environmental mitigation

This community does not have suitable roads for high traffic volume or route alternatives necessary for accessing an airport. It is very rural and does not have access to public transportation services - no rail/train or bus services. In this location, it would not survive a Mount Rainier lahar event or eruption.

This could help ease the amount of people going to SeaTac , If that is currently an issue.

This entire area of Pierce County has become over populated with nothing having been done to support or enlarge the infrastructure to support the growth. There aren't the roads to support the amount of traffic from the growth. There is no transit system in much of the area. The whole area would need to be replanned and developed before this should even be considered, not to mention 2 military air field too close.

This has the potential to help Pierce County grow and serve its residents.

This is a fine "alternative", but it defies logic to locate a new airport this far away from major freeways and population centers, when you have perfectly good options in the existing Olympia Airport and JBLM. The cost of the new freeways alone would be awfully high.

This is a great location! The neighbors are already used to air traffic because of JBLM being so close, and it would serve the SW Washington population. Everett already has a smaller airport, but those of us who live further south have no choice but to travel to Seattle. This would help A LOT!

This is a rural area where people move, to be in nature and be closer to the mountain. There is already a lot of noise and air traffic because of Fort Lewis/ McCord Air-force base and from small landing strip throughout the area. We would move to larger cities if we wanted the convenience of an airport. A large percentage of people can barely pay their mortgage or increasing property taxes let alone adding more tax dollars for this. Please think of the many families that can not even pay for school lunches. This is a poor area that can not sustain more taxes.

This is an environmentally sensitive area.

This is an okay runner up as long as the the above can be met for the people impacted.

This is getting further from the population centers and so also affects farmland. But maybe not the worst choice.

This is insane, especially in light of global climate change.

This is more accessible to those of us in the south sound region

This is much closer to the military base and would be a great location closer to an area not within a 30 minute drive to n airport

This is not appealing at all as it would be further away than SEATAC for those of us north of Bellingham, and it would require a longer drive through even more traffic to get there.

This is one of the 2 best locations on this list for a new second major commercial airport for the greater Puget Sound area. The Puget Sound Area needs a second major airport with a minimum of 4 9000+ foot runways accompanied by space for parking, other new infrastructure and appropriate buffering etc. Looking ahead to 2035, 2050 and 2075, the coming population growth and economic growth in Puget Sound, and Washington State will require this size of a new airport in the Greater Puget Sound, even with maximizing SeaTac's capacity and expansion at Paine Field.

This is the site that makes the most logistical sense. It is closer to large population areas and can also mitigate people traveling from the east side of the state going into SeaTac. The area already gets air traffic noise from JBLM. This area also is growing in population.

This is valuable farm land being taken away. People live in this area for the calm open space, not to have planes flying over disrupting them and startling their livestock all day long.

This location has a lot of marks against it and is close to SeaTac

This location is adjacent to JBLM air base and artillery training ranges. The infrastructure in this area can't support a large amount of traffic to the area. There isn't a quick or easy route to any freeway and increased traffic would negatively impact surrounding small cities and communities. A commute to the airport would be over 90 minutes from most areas as the roads become jammed. There aren't many services such as gas, restaurants or lodging. It's an all around bad idea that would negatively impact an area much larger than what you have circled including Yelm, Nisqually Reservation, Rainier, Tenino, Lacey., Lakewood, Spanaway, Parkland, Puyallup and many more. The destruction of trees, grasslands, wetlands and wildlife habitat is totally unacceptable.

This location is better for people who reside in Tacoma, Olympia and neighboring communities. It would be a better alternative than SeaTac for them

This location is directly over our homes, Our farms, our small businesses. We have chosen to live here to be away from big commercial industry. To raise our family in a small town, where they feel comfortable and safe. We have fought our way from bankruptcy to purchase our "dream home". The thought of "acquiring" our livelihood is assanine! Find somewhere else where there is actually undeveloped land!

This location is far enough south from SeaTac, and close enough to I-5 to make sense for southern travelers. It might be too close to JBLM to ensure uninterrupted flight patterns.

This location more closely aligns as a big city or soon to be big city. The amount of people that it could serve is great. You would even be diverting some of the SeaTac traffic to this location due to its proximity to other large cities in the south end

This location seems ideal. It's outside of king country, within driving range of the populace at large, and doesn't heavily impact solely minority groups.

This location seems to be close to major transportation routes. It would also limit the growth of population affected by noise pollution considering its proximity to JBLM.
This looks best on the most metrics

This looks like a great option. Lots of people served and few drawbacks
This looks like it would work well

This looks to have the least disagreeable factors.

This makes more sense as the area is already eaten alive by military, industrial and commercial interests

This makes sense because there is more space between this location and SeaTac international airport. Plus this location is closer to Olympia, a major hub.

This population wouldn't have to travel so far.

This proposal may actually serve JBLM needs and hopefully improves transportation to the east of the base, because that has been needed for a LONG time. We need a main Highway that runs from I5 behind the base. It could solve major I5 congestion if that's part of the plan.

This region would be a good choice for similar reasons to a Pierce county east region, but not as popular for commuters

This seems like a location that could serve south sound and points south.

This seems like a remote place for an airport and the land is not compatible.

This seems like a slightly better choice than the other pierce option. Pierce county or thurston county should have commercial airport the main thing is we should do it in a location that takes cars off the road as much as possible, so this location may be better than the other pierce option or the thurston county options. But either way pierce and thurston should get a airport long before skagit.

This seems like another great option

This site has hwys roads to facilitate building and expansion.

This site is near the military base and would be near existing flight paths and training grounds. It would also increase traffic in an area that does NOT have the infrastructure to support it with other roads for residents to bypass bottlenecked airport traffic flow. People live in the country to get away from traffic and noise and this would cause great harm to those who live in the area.

This site is the best for long range planning and population growth areas. It also disadvantages local tribal populations less than the Enumclaw location.

This site is too close to McChord air base. This site is too far from any major highways and would be too expensive to build the necessary roads to access.

This site is worth considering, especially since it is south of Fort Lewis. However, it's so far from a major freeway, that it likely won't be very useful to people outside of the area, especially since it would greatly increase traffic in that region.

This site makes sense due to the proximity of JBLM. It would serve all of north and south sound, and it would be expanding another already busy site, helping preserve other areas further north and south of JBLM.

This site seems ideal as it is close to freeways, is in a developing area with access to lots of amenities. It is also not located too close to existing airports such as Everett, SeaTac, and Olympia.

This State does not need another airport. No Thanks!

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

This was considered years ago and stopped then! Too close to military base, in the flight plan for their aircraft, roads are NOT built for that much traffic, would be unbearable pollution and noise!!

This will have a negative impact on traffic as well farming communities around the area. Traffic already bottle necks leaving certain parts of king county and this is going to make it worse. Plus we need to keep farming communities. They are the ones that are going to keep everything going.

This will impact the areas ability to have food security, which far outweighs travel in and out in the long run. Many small farms!

Form a relationship with McChord and use their existing facilities.

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas.

This would alleviate the strain at Seatac as well as the traffic on I-5.

This would be a good area for a new airport complex, with few conflicting factors. But have you considered this: Negotiate with the Air Force to turn McChord Air Base into a dual use (Military/Commercial) facility. There is space available, it is on the I-5 corridor near passenger and air freight growth, and would be much less expensive and disruptive than creating a new airport. For reference, the Portland, Oregon airport serves an Air National Guard unit, and it blends in satisfactorily with their commercial air traffic.

This would be a great spot to build it just would need to build more roads to support the traffic

This would be an excellent location for a new 4 runway airport

This would be terrible. It's very rural and many wild life animals. It would be a shame to have an airport to sit-ups this. Many hunters out here who hunt. There are so many many farms. Bring that pollution and noise near the wildlife, fame, and schools would be heartbreaking. As a homeowner, we bought a home here in Graham to get away from the traffic, noise and crime. This would turn our area into a whole new atmosphere. You'll bring more crime down here adding the traffic and population. Again this would have major environmental impacts on wildlife.

This would be way better location than any of Thurston county!

Would offer more job opportunities to nearby Yelm & surrounding area residents.

This would cause an upheaval of the current homes, schools & businesses in the area. The airport should be closer to the Interstate. Building roads to get to this area would be nonsensical. This would interfere with JBLM and it's aircraft.

This would make more congestion in these little towns.

This would make plane travel accessible to many people.

This would negatively impact people living in this area. This area is chosen by people because it is quiet and away from the suburbs. Traffic would greatly increase as well as pollution and noise pollution. Lots of farm land in this area and wouldn't be good for the animals.
This would serve a larger population.

Thun field already serves this area and too close to Lewis McChord air traffic
Thus is a rural area. Keep it rural.
to close to jblm !!!!!
To difficult to access

To far from the majority of likely users, and too close to Mt. Rainier National Park and other recreational areas.
To rural area
Too close to base

Too close to hills south and east for safe approaches. Too close to general aviation corridor & practice areas east of McChord and SeaTac. No easy highway access.
Too close to JBLM
Too close to JBLM

Too close to JBLM airfield operations and poor traffic access.
Too close to JBLM, sensitive prairie habitat
Too close to JBLM.

Too close to jblm. Already a lot of air traffic in this area.

Too close to Lewis-Mc Chord air traffic; too dangerous.
Too close to McChord.
Too close to Mt.Rainier.

Too close to our precious Mt Rainier and all of it beauty.

Too close to sea tac. Should be farther away to provide service to more outlying areas/underserved communities. Also too close to mt rainier national park.
Too close to SeaTac
Too close to SeaTac
Too close to SeaTac

Too close to SEAtac
too close to Seatac
Too close to seatac
Too close to SeaTac
Too close to Sea-Tac Airport.

Too close to seatac and doesn't serve the north end
Too close to seatac, unless will close seatac.
Too close to the military base.
Too congested already
Too crowded already!!
Too crowed already!
Too far away from I-5.
Too far for me to travel and too much traffic.

Too far for most travelers to reach. Just expand use of Boeing Field and existing airport in Everett.
Too far from I 5

Too far from major freeways. Existing roads CANNOT support the traffic a major airport would bring.
Too far from population centers and industry
Too far from the Interstate Hwy System.

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region.

Too many homes and farms impacted. Also, access from Interstate 5 is difficult.

Too many residents would be impacted by the worsening of already bad traffic, noise, and other pollution.

Too much agricultural impact . We don't need another airport, just expand existing airports.
Too much aircraft already
Too much existing impact from JBLM
Too much noise
Too much noise and pollution in a peaceful clean area
Too rural.

Too rural. No population centers south and east. Difficult travel through Nisqually and Yelm

Too rural. Not close enough to freeways, traffic is already ridiculous!
Too rural. Too close to Mt. Rainier.

Traffic already sucks!

Traffic in central pierce is horrible and only getting worse. Bringing an airport will make it impossible.

Traffic is already a nightmare in this area

Traffic is already horrible.

Traffic is already terrible by joint base Lewis McChord. Please don't suggest any option that would make that traffic worse.

Traffic is already terrible there, congestion is worse. We do not need/want an airport where the I-5 freeway traffic is already congested.

Traffic is bad enough as it is. there are no highways or freeways for access - this would be a nightmare.

This would also be catastrophic to wildlife and the environment.

Traffic is horrible already and our info structure would not be able to support this.

Traffic is horrible now we do not need anymore development

Traffic is the main issue

Traffic nightmare. Your picking areas with cheap land and then the surrounding homes will be devalued greatly because the v

Noise will be unbearable. Logistics again are horrible!!

Traffic to this area is already a nightmare. Stay out of the country.

Traffic would be terrible.

Traffic.

Trash there own area with new construction. Destroy the wetlands in there own county's for there airport needs. Slow there roads down even more don't go past Renton south is I can help it 2 hrs pluse to go marrysville to Olympia most days of the week already. Let them screw there own area up don't mess up mine more.

Unsure

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .

Use Paine field.

USE SEATAC AIRPORT! Make parking improvements and/or traffice flow improvements to Seatac.

Use what you already have..and it more efficiently.

Very hard to access

Washington needs an airport farther north. Spreading them farther apart will alleviate traffic congestion in such a small area.

Way better roads than some of your other choices.

Way too far east and not enough infrastructure to support traveling there with increased traffic

We already deal with overhead flight noise from JBLM. Any more would be a nuisance

We already have a ton of air traffic noise from SeaTac Airport and JBLM. This will make it nearly impossible to enjoy me to have quite enjoyment at my property.

We already have airports in Seatac, Everett and Bellingham, no need for another mostly empty airport creating noise and pollution.

We already have JBLM airport in this vicinity.

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We are a quiet town... This is extremely invasive to our way of life and why we live here.

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more house and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state.
We do not need another airport.
We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense. We need to focus on other issues instead of a traffic inducing airport!

We do NOT want the crime rates or traffic that airports bring. Current infrastructure here is not equipped for the traffic we already have. Traffic is horrendous as is, this would make getting to our homes unbearable.
We don't need it

We have 3 airports in this area already, Seatac, Boeing field and Everett.

We have a lot of environmental control issues wetlands and no infrastructure
We have enough airports.

We have enough JBLM air traffic as it is. Take your goddamn airport somewhere else! We moved out here to get away from the dense population!
We have enough noise

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

It's already bad traffic as it is due to lack of roads in and out of certain areas. You want to make it worse? Really doesn't surprise me. Wa govt has no common sense

We like our area out here quiet and free of all the noise of airplanes taking off daily. Put this in bigger cities where there is a ton of hustle and bustle and noise already! Not to mention all the wildlife that would be interrupted!

We moved out here to get away from airport noise. Keep the noise where it belongs
We need airport in Enumclaw!
We need one further south.

We need to reduce air travel due to climate change.

We should not be expanding air travel and divesting public funds from rail.

We shouldn't be destroying viable farmland for this purpose. Supply chain issues worldwide should evidence enough to not do this. In an area where homes prices are increasing at a rate higher than COLA adjustments, land should be developed for affordable housing if anything at all.

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and Vancouver. All within an hour of any location in Western Washington. Another airport serves zero purpose.

Western Washington state does not need a 4th airport. The pollution and air traffic would be ridiculous to add to our state.

Wetland impact is unacceptable. These are critical areas. Not listed were impacts from traffic, air quality and PFAS groundwater contamination. Not stated or measured is the will of the TC residents who have repeatedly expressed NO AIRPORT EXPANSION or a SEATAC creation. Bad survey.

What is the incompatible land use? Everything else looks appropriate.

When a community has managed to retain open space, it should not be considered an invitation to ruin the open space.

When I seek peace and quiet, time in nature, this is where I go. Also don't we have enough noise and vibration intrusion from Joint Base McChord?

Why are rural areas being considered? Roads will not handle traffic

Why build a new airport when you have a massive airfield to the northwest

Why can we share an airport with the military??

Why is this even a consideration

Why isn't the option of a FED DOT/DOD agreement to make McChord Field a joint-use airfield a topic/option within the CACC study? The fiscal offsets would dramatically benefit FED and State budgets and joint operations are already models of success, notably Charleston, SC, or Portland IAP. A joint use facility of Civil and C-17 operations at McChord is the ideal partnership.

Terrain Impact “ It is a multi-runway airfield serving large and heavy transport category flight operations and ground services. - GREEN

Property Acquisition “ What would a DOD to DOT acquisition cost? It’s largely a FED budget transfer - GREEN

Environmental Justice “ This will occur everywhere and yet this site has larger scale of setback from general population groups due to the JBLM installation. “ GREEN/YELLOW

Wetland Impact “ Minimal with mitigation well established - GREEN

Incompatible land use “ The entire east side of JBLM and McChord field is suitable, serviceable, accessible, and developable - GREEN

Population Served “ The North sound is served by Paine Field and Bellingham, King County and SEATAC offer central service. The south sound region: Tacoma/Narrows, Olympia, or a DOT/DOD agreement to make McChord Field a “joint-use” airport are the most logical answers. Preexisting infrastructure, all with immediate multi-lane Inter/Intra-state highway access, and services “ These are all “Green” choices.

McChord is the GREEN choice.

Why not simply expand and retrofit the nearby olympia regional airport to accommodate this need? That would have far less impacts than developing a new site.

Why so close to the airport we already have?

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

Will flight patterns interfere with JBLM or McChord AFB?

With 3 large airports and one medium one in Arlington we do not need a 4th. The environmental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

With sea levels rising, building in flood prone areas seems foolhardy.

With the military base already there, this is an ideal location.

Would JBLM traffic impact this airport significantly?

Would need new roads too

Would negatively impact heavy traffic locked in the JBLM corridor.

Would provide easy access to large populations around Tacoma and Puyallup.

Would serve a large area of people

yes

Yes this makes sense as it is close to major population areas.

Yes would help serve the most populated areas in the state.

You need to expand current airports if this is going to take place. The amount of people negatively impacted by building a brand new facility with all the supporting infrastructure is ridiculous. You might as well just buy land surrounding SeaTac and expand its footprint.

You really don't like people owning land do you

You will never mitigate the pollution of over paid athletes flying around to play a game for entertainment. Go ahead and destroy more valuable land for commercial gain under the guise of progress.

You will ruin this area and the small town feel it has. I want to raise my kids here in the same kind of town I grew up in, which is also here.

You're already next to JBLM - it's not like people aren't already used to jets flying overhead, and they've probably already impacted the wildlife significantly.

You're going to bring in millions of people into a area that currently has little infrastructure, no major highways (they're all two lane roads) and little population, so housing and local labor force are non-existent. There is no major population center to serve.

Your BS about impact on people of color is disgusting. What about the impact on white people of color? Reverse discrimination by Jay Inslee and his tribe at the WSDOT.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that

Greenfield sites: Thurston County Central

Question: Should the state consider Thurston County Central as a location to site a new airport?	Number of responses	Percent of responses
Yes	1,271	22%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	1,177	21%
No	3,239	57%

Please provide any explanation you wish to share

"There is too much forest lost for Thurston County Central. This is a rural area that should stay rural & not further damage the Deschutes R. basin (which already has summer heating/flow problems) that provides critical, coldwater salmonid & sculpin fish resources."

Is yellow in population served.

"There would be a moderate amount of impact to wetlands." State capitol are without water, we have watering schedules in affect across WA each year, loss of aquatic life & more, and you want to destroy more of it?

. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

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2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

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2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and

1. This is a rural area that should stay rural & not further damage the Deschutes River basin (which already has summer heating/flow problems) that provides critical, coldwater salmonid & sculpin fish resources. It's too close to valuable natural resources and habitat.

2. And destroying more area around here for a mega airport surely doesn't comport with Gov. Inslee's plan to help stop global warming, so this is puzzling.

90 minutes from the north on I-5 must be an average driving time; at the wrong time of day it can take three hours to get there from Seattle. This site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

A major airport would have a very large negative environmental impact. Not enough large population centers to service it which means large traffic travelling to it.

A major Seatac style airport is not wanted in Thurston County. The Thurston County Commissioners have provided a letter that they don't want it, and that it would be detrimental to our quality of life. The population also does not want it—the noise would be intolerable and is incompatible with the rural area. No amount of mitigation would ameliorate this 24/7/365 nightmare. The site you have identified as a "greenfield" is not a true empty Greenfield, because of the number of homes and neighborhoods already located there.

A new airport means more traffic, more noise and more pollution. I live in Lacey, WA and we do NOT want a new airport.

A new passenger or cargo airport here would have far more negative impacts than positive ones to this area. I5, Olympia Airport, and Fort Lewis already provide significant sound and air pollution. This route is also a major route to Mt Rainier and does not need the additional traffic and resulting air pollution that an airport would cause. An airport would only increase air pollution and impact residents. This area is home to an endangered species in the wetlands that would be impacted and thousands of birds, both native and migratory, who would be negatively impacted. There is no way to mitigate the negative impacts to the environment, noise, or air pollution at this location so please do not consider it for an airport location.

A Thurston County Central Airport would be ideal to service WA populations south and southeast of SeaTac Airport.
☹️

About 40% of the area within the white circle is actually part of JBLM! Even if the development stayed outside of JBLM, it would directly impact aircraft operations there. Many wetlands would be affected, as would a population of the federally-listed Mazama pocket gopher on Johnson Prairie on JBLM>

Absolutely NO this would be a disaster, this is just another federal land grab

there is no real reason to expand, everything will soon collapse

Absolutely no hard impacts on wetlands, they are essential to the health of this state!

Absolutely NO! They have not, and won't do all that is needed to address environmental concerns, plus the majority of the folks live here BECAUSE it is rural! No to a huge airport here! No to even attempting to, or even a single consideration by the developers to build a monstrous airport anywhere close to the country folks that live peacefully in this area.

Absolutely NO! This area should not be an airport. No to traffic and no to crime!

ABSOLUTELY NOT

Absolutely not

Absolutely not!

Absolutely not! This would make the eastern part of the county inaccessible! We do not have the road system to handle anything like this, it's already a chore to get from Pierce to Thurston county.

Absolutely NOT! We in Tumwater are already subject to non-stop noise pollution from low-flying medical and JBLM helicopters--the latter often in extremely loud groups! Beyond that we are beneath a major flight path. Add that we are disproportionately low-income in the Tumwater area and would pay the price for the convenience of a wealthy subset of society. It's already too loud with non-stop low-flying small airplane traffic as well.

Absolutely not!!! These are quiet places that don't need a airport. For this region we have Portland to the south about an 1 hour and seattle to the north!!. The noise and environmental impact these hold is not okay for our region!! Especially the wetlands!!! And game preserves around our region. NO!

Absolutely, this and North (Everett) makes the most sense.

Accessibility issues as in no traffic flow to or from this site. The Olympia Airport would be a much better option than this one.

Again we are quiet country people. The reason we live here is because it is quiet... This is a horrid idea.

Again, more disproportionate impact. Lots of yellow and red.

Again, why is this a consideration, seatac exists and isn't that far away

Agricultural area should NOT be a target for shifting an entire community to urban dense airport area. Also, floodplain and wetland impacts are significant.

air and noise pollution from planes and related operations pose significant risks to public health, to communities, parks and wildlife, result in lower residential property values, and diminish the quality of life. We're in the midst of a climate emergency. Commercial airline operations contribute to global warming and there are state and local climate action plans in place that should be adhered to.

-- Alternatives should be sought, such as hi-speed rail, utilization of teleconferencing, no-fly campaigns.

-- New and expanded shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

Air traffic over Olympia, wetland & forest impact. NO airport!!

Airports emit a lot of air pollution and that isn't going to change anytime soon. This site looks like it would involve cutting down trees on about 50 percent of the site. Before we identify "sacrifice zones" for human benefit, we should evaluate how to connect salmon and other fish and wildlife habitat, as well as maintain trees for their climate mitigation value.

My proposal is to build ultra high-speed rail over and near I-5, instead of a second airport, which could provide the same benefits as a second airport by relieving SeaTac of providing short flights of 800 miles or less, while running on clean energy, being pollution- and noise-free, and requiring a much smaller footprint. Ultra HSR could also relieve I-5 of traffic by providing commuters and travelers with the option of cutting their travel time in half - not as fast as airplanes in most cases - but much faster than ground transportation. Ultra HSR would have many other regional benefits as well. This is a much more forward-looking solution than turning Central and South Thurston County into another SeaTac. The majority of people in this area do not want another airport. Please compare the costs and benefits of a second airport with the costs of Ultra HSR, in particular elevated mag-lev using public rights of way to the extent possible.

All of the reasons: population impact, environmental impact, financial impact, noise etc.

All ready impacted by both JBLM and Olympia airport

All the land surrounding an airport becomes commercial as the noise is too much for residential or farm living. I. Hose Olympia to live BECAUSE of the limited commercially developed land. Beautiful farms and rivers children play in all summer to make the memories of their lifetime would be reduced to parking lots and extended stay motels. Please no airports in Thurston county. Please put it someplace where a large amount of affordable housing can be built up around it. Someplace a beautiful thriving community doesn't already exist. Please make this an true opportunity for Washington state and tackle two problems at once. Create a community around the airport of housing for low income in an area where low income people could live AND have bountiful employment opportunities. Make the homes and surrounding community a place people will want to live, even though it's low income, give them a community built around their needs while at the same time taking people off the street and opening up jobs as well as people to fill them at the same time. The problems are big and complex, they can only be solved by thinking bigger and more creatively than the thinking that landed us in this situation. Do something the whole world will admire and want to replicate. SOLVE a problem by doing better than status quo or what's been done before. Create a circular community.

All these areas south and southwest of SeaTac should not even be considered when you have a perfectly good airport at Olympia with room to grow.

Already close to an existing field and Thurston is a major hub for government
Already congested
Already has a airport that does ok??

Already way too much air traffic with JBLM and the existing Tumwater airport

Although this study fails to adequately address a host of environmental concerns important to WA residents, including this proposed site, the need in this area can be more easily demonstrated given the population centers surrounding the site and the lack of services between Portland to the south and SeaTac to the north.

An airport in the southern region of Washington would alleviate the load on SeaTac

An airport is not necessary for this area. We already have a ton of overhead flight traffic with SeaTac, JBLM, and private aircraft. An airport would only cause further congestion in this area.

An airport of this magnitude would destroy the character of the community and put way too much pressure on roads that can barely handle the amount of traffic currently using them.

There are also at least two protected species of concern in this area which would be negatively impacted by an enormous airport and the accompanying pollution and additional traffic and pressures on the community. One being the mazama pocket gopher, and the other being the spotted frog.

An airport of this size is nothing but destruction of good land and peaceful living environment. In addition the amount of pollution and negative effects on climate change are totally unwarranted in this day and age.

An alternative to SEA would be welcome. The drive to Tukwila can be a challenge and I think enough people would use this alternative to make it profitable.

An area of rapid development, a busy airport would surely face severe opposition.

Any evaluation for this site should also take into account impacts to prime agricultural soils, which should be protected and mitigated as well.

Any impact to wetlands is unacceptable.

Anything with trees are the ability to grow trees must be left alone as we fight for survival against climate change. NO ASPHALT!

Millersylvania is a rare gem and must be protected.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

Area is too populated.

Area would be better served by Adjacent Olympia Regional

As a life long resident of this area I don't feel that this area is correct, the people of Thurston county do not want the air traffic, and ground traffic. We don't live in a urban area for the reasons the air port would bring. I understand there will be growth but not this more growth in this area. If another international air port is needed it should be part of the light rail getting built in the north not floating alone in Thurston county

As a resident homeowner in Rainier, I am opposed to locating an international airport in this region. This is a quiet rural area and the noise and traffic would be unbearable. We already hear flights going overhead from Sea-Tac Airport. Furthermore, this is a rural area with a limited population base to serve this airport. It makes no sense to locate it in Thurston County. Additionally the Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

As a resident of Tumwater I don't want an increase in aviation noise

Also, the Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

Assuming SeaTac stays, this puts both major airports south of Seattle which makes this of us north still have 1+hr drive for most destinations.

At least this site serves other parts of the Western washing area and has the potential for reasonable traffic access.

Bad choice. Too far from population centers and necessary infrastructure.

Because it's closer to seatac Than Snohomish, Skagit & Whatcom counties.

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals. Being so close to Olympia is a major advantage.
best place

Between JBLM traffic and Olympia airport there is already too much low flying air traffic in the area. The noise pollution is astounding! It is not healthy. They fly so low over our houses spewing pollution all over as well. The altitude requirement should be higher flying over homes. The military shakes our house and the Olympia airport wakes us up at night unless we wear earplugs.
Between PDX and SEA serves better area
Both environmental and social concerns

But seriously, how in the world are yâ€™all trying to plunk a new airport down in so many environmentally problematic areas, when flights are cancelled all over the place, labor is an issue, etc. Is another airport really needed? My guess is no. â€œUnaccommodated passenger demandâ€ try finding flight attendants and pilots to actually fly some planes, first step
By your own metrics this is a terrible choice. Problematic environmental impact with limited utility to passengers.
Central to southern part of state
Centrally located and near I5 :)

Close enough to Portland to use that airport. Or expand Olympia.

Close proximity to protected habitats, wetlands and millersylvania state park
Close to I5 why not add on to Olympia Regional Airport
Close to Olympia, perfect
Close to Portland airport
Close to seatac and Portland. Doesn't help the north end

Close to SeaTac for those needing to transfer to SeaTac airport

Close to the southern residence of the state. Minimal impacts on our underserved populations.

Close to the State Capital, out of the Seattle-Tacoma traffic to better serve Vancouver and Portland
Closer to an established highway.

Closer to an interstate

Closer to government

Concern about impact on wetlands. Also noise from airflights really cannot be mitigated. I lived in south Seattle for some years and even the occasional air flight over our area was one too many. As it is , we in Olympia already are subject to too many reconnaissance helicopter flights from JBLM military base. And may I ask why another airport so close to olympia airport? No

Concerned about environmental impacts and the lower number of people served by an airport in Thurston County.

Also, it has been my experience that it is more expensive to fly into smaller regional airports. If this were to be the case, how many people will still just drive to SeaTac?

Consider Kitsap County

Could be a good location and close enough to highly populated areas.

Could the airport thats only a couple miles away be upgraded

Covering rich soil with concrete prevents carbon sequestration in the soil. This is a gorgeous area with a rural feel and lots.of open space. Pollution is minimal. An airport would be environmentally damaging.

Current roads will not support the traffic. Red and yellow areas listed above.

Depression. No new airport.

Destruction of prairies and mounds, totally wrong action for fighting climate change, increased risk of terrorist acts close to State capitol, total destruction of Thurston Countyâ€™ rural environment, horrid noise and air pollution for entire county

Destruction of undeveloped land and impact to wetlands.

Develop Olympia Regional Airport!!!!!!!!!!

Develop rail systems

Development of rural Thurston County will encourage population growth, the last thing Washington needs.

Disrupt the wildlife, the nice peacefulness of Thurston County. Don't mess with the wetlands. Residential construction have to obey the wetland laws set into place. Go south of Thurston County or stay up North. This will be too big of a negative impact to Thurston County.
Do not destroy our WA farmland!!
Do not disturb the wet lands under any circumstances

Does not make sense for those N to come down here. We are within 50 min of Seattle and 2 hours from Portland. East of Seattle makes more sense.

Don't take away remaining agricultural land in Thurston County.
Don't eat up any more of the rural areas.

Don't let Thurston County become a huge metropolis. Already too crowded.
Don't WANT an airport here. Gravelly concerned about pollution, noise and traffic an airport would bring.

don't you dare! thurston county is the southern edge of the sprawl of Seattle and Tacoma. Adding another airport in this area would only further the sprawl causing further traffic problems for over a hundred miles. why not put the airport in eastern wa where the air traffic and consequential jobs etc a new airport would be beneficial to the area. spread it out. let everyone carry the load and adding good train service to the seattle area would create jobs lessen the already existing traffic problems from eastern wa to seattle and the land is more conducive to adding runways and air facilities. .

Driving to Seattle from Olympia has gotten more and more treacherous"one never knows what time one will actually arrive at SeaTac because of all of the cities and associated traffic along the way. Easy access to I-5, 99. Public from Pierce and Thurston counties can access. Is there a reason the Olympia Airport was not expanded? Again lots of industry to access.
Economically and environmentally unsound
Eliminate the gopher and frog problem. Lol
Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations.
The science has not designed a model of green air travel yet.
Endangered species habitat (Mazama Pocket Gopher)

Environmental and societal impacts would be too great. There are many T&E species and sensitive ecosystems in this area that can't be replaced. Agricultural lands are rapidly being converted and this would just further the problem. In the face of climate change, prime agricultural lands should not be paved over for the convenience of those that can afford air travel.

Environmental impact is too great. Along with health and safety concerns. We are failing to care for our bodies of water already, this sounds like a ecological disaster. No new airports anywhere until we figure out cleaner ways and seriously begin working on the current climate crisis.

Environmental impact on Wolf Haven International, Millersylvania State Park, and rare prairie land has been neglected in the analysis

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Environmentally Not Acceptable. Public and Government Does Not Want An Airport.

Even a moderate amount of impact to wetlands is far too much. SeaTac is enough and we already have a public transportation option to get there from Thurston county.

Every site you identified destroys forest land and wildlife habitat for commercial air traffic. The rationale for the need for a new airport are not well justified given the recent expansion of SEATAC and the facilities and Paine field in Snohomish county.

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Existing Olympia airport could be expanded? This area needs an alternative to Sea Tac or Portland.

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand Bellingham and Paine in the north.

EXPAND CURRENT AIRPORTS

Expand Olympia Airport instead?

Expand Olympia instead

Expand on what is already available. Plus it would help the people so they wouldn't have to get to SeaTac or PDX

Expand Paine field or Sea-Tac. Leave our rural areas alone.

Expand the existing airport in Olympia.

Expand the existing airport in Tumwater

Expand the regional airport.

Expand the regional airport.

Extra noise and pollution? No thanks!

Fabulous location! Growing area and can draw additional people from surrounding area including the peninsula and coast

Far from population centers. Could provide passenger train service, even a future high-speed rail stop.
far too rural

Farm fields are much needed and existing facilities can be used or upgraded.

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Farms, homes, the beloved bike trail, wetlands, wolf haven, lake homes would be negatively impacted. This is a slice of beauty and serenity in the Thurston area.

Farther from commercial centers using site and from freeways used for access and freight. This will result in greater emissions and disruption of local communities and the environment.

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

Flight path would impact too many housing developments. More housing developments are being built in this area all the time

For Thurston County Central:

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

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For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. In addition, Because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-after.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.
Further expand existin Olympia airport

Given the impact that flying has on global emissions, the focus should not be on expanding a polluting industry. Putting that aside, Thurston would be a bad choice due to lack of demand and environmental impact.

Given the proximity to the Regional Airport, the cross traffic would pose a problem. This doesn't seem to serve many people who are in need of air travel, and would negatively impact the area more than it would benefit.
Good location.

Great access for Washington peninsula and Yakima area communities.

Great area to consider if they update the road infrastructure

Having a larger airport further South from Seattle would help serve more of the south sound area and help mitigate the need for South sound residents to drive along the I5 corridor, especially through the notorious JBLM corridor, to get to SeaTac.

Having an airport in this area would serve the state well...building one near the state capitol would be a positive for the state and the state government. The residents in this area would be well served to have an international airport close by instead of having to drive a minimum of 40-60 minutes north to the SeaTac area.

Having an southern airport would help traffic throughout the Puget Sound.

Heavy I5 traffic means getting to an airport is more than inconvenient. It is a nightmare, expensive, and time consuming. An airport in Thurston County would be great...links to state government, Amtrak nearby, and easy transport by air to Portland and all points east of the mountains for the many legislators and business travelers. I'm all for this. I assume appropriate environ. impacts would be studied and mitigated.

Hell no. Too much air traffic with JBLM and SeaTac already

Helps to serve the south sound and far enough from SeaTac to ease the congestion already in the central sound

High negative impacts in this area. A new airport would not actually solve the problem of traffic congestion because people would still be stuck traveling almost entirely along 1-5 to reach an airport here. The freeway on this area is already struggling to keep up with traffic capacity.

High speed rail is still a better option, but at least this site is far enough from both SEA and PDX to develop its own market share and not interfere with existing flights at other airports.

Highly populated area that already has traffic issues and too much noise from the base.

Hope you don't find a pocket gohfer, gearente gridlock and a strong community resistance! I would financially benefit but would not be worth it. You also have the river to deal with the protective wetlands.

<https://www.thurstoncountywa.gov/planning/Pages/flood.aspx#:~:text=FloodinginThurstonCounty,themselvesandtheirpropertysafe>.

"Floods are the most common natural hazard in Thurston County. Our average annual rainfall of 50 inches can lead to river, stream, and groundwater flooding. "
Huge impact on our wetlands.

Preserve, don't destroy.

I am an air traffic controller. I work the airspace overlying this area. This and Thurston County South are the only proposed new sites that could accommodate air traffic procedures that do not interfere with the Seattle terminal complex. Yes, Seattle Airport is nearing capacity, but so is the ****airspace**** surrounding it. Building too close to the existing airport is not going to make the problem better, and in fact, worse. Increasing traffic nearby may push the capacity at SEA down- Seattle Approach Control is critically staffed as it is, and can't handle that additional complex workload until other factors are addressed. Additionally, your factoring of population served is somewhat errant. Thurston County is a growth area. Look at new construction and real estate prices in Yelm- skyrocketing as demand increases. As people are priced out of Seattle, more people are going to be pushed South to Thurston County. It is already happening. Demand ***today*** can't be looked at as indicative of demand when this project would be finished. The sites in Thurston are well-served by major highways, the surrounding area has infrastructure to support the construction, cost of living supports persons needed to work in the service industry at the airport, and there is enough sparsely populated area nearby to factor in noise pollution/not depressing real estate values with airport noise, and again, most importantly, the airspace above it is not fully saturated.

I am very concerned about impacts to the quality of life in the Olympia area if the site was to become an airport - including increased noise /air pollution, development, transportation capacity. I am also very concerned that the proposed site is located in critical South Sound Prairie ecosystems. Endangered species potentially impacted include listed pocket gopher, Taylor's checkerspot butterfly, streaked horned lark. Only about 3 percent of South Sound prairie habitat exists currently. I am also concerned about the impacts to wetlands and potential impacts to the ESA listed Oregon spotted frog.

I believe that I can speak for myself, but also for anyone around my family & I, that i know as well as people that I have never met. We are absolutely against ANYWHERE NEAR Thurston county getting an airport that would be equivelant to Sea-Tac!!!! Please Do Not Consider ANYWHERE in Thurston county, or its surrounding counties for an Airport or airway traffic. We love our rural, plush tree-ful, oxygenated, peaceful, quiet, country areas out here and want to keep them as such. One of the many reasons that I, as well as just about everyone I know, live out here is because its a rural, green & woodsy area of the state. I love the cleanliness of the air & the lesser noise pollution here. I was born and raised in Yelm/Olympia/Lacey areas & I love it here. I am not a city person & would not like planes coming in or taking off day in & day out. Nor do I have the means to pick up and move away either. Please consider NOT choosing ANY Thurston county areas, or any surrounding countries that are right up against Thurston county (I.e. Pierce County spots). I believe it would lower the quality of life for everyone residing here, as well as all of the people that live in these areas. I literally cry when I think about the amount of trees that would have to be removed to make this happen and that would severely impact our air quality so much. The ratio of the amount of people within 90 minutes (as stated above it would be not many at all), compared to the amount of people that would be impacted by the absolute air pollution, noise pollution & the lessening of oxygen by the removal of SO many trees, as well as the wildlife reservations and endangered species habitats that would have to be relocated is by far mucch greater by number (everyone - humans & animals alike), and would all be effected negatively. Also, other sites further up North seem like better choices due to the fact that there isn't a very large population down here and thus push people to just use SeaTac which wild then not be doing wht its intemeded to do which would be to relieve SeaTac congestion. Thus, defeating the whole purpose of putting in that large of an airport .. I say up North!!

I believe the sites North and South of Seattle along i5 are the best since they will support growth and are close to current highways. This site should be considered.

I believe this area would have a greater positive impact to those living in the surrounding area. This location would help provide much needed commercial/residential opportunities for companies looking to expand and residents living at low income levels. This area would also ease travelling concerns for those individuals living East and West of Olympia that are currently limited to Sea-Tac or Portland international airports for travel. Thus reducing their commute times. My friends that live in the area wouldn't need to travel to Portland to catch their flights for vacation. So this would keep their money in Washington state versus Oregon.

I cannot be convinced we need additional airports. Building new airports will only destroy relatively quiet areas and have very negative impacts on the environment and wildlife in the area. There is an airport at Sea-Tac and in the Portland area. No more are needed!

I can't think of a better way to destroy all of the good planning this county has done through the GMA. And how can you justify from a climate change perspective putting the airport on the very southern edge of the Puget Sound, particularly given the lack of mass transit? In addition, I-5 is already congested; think about how badly this would increase that.

I do not believe we should build an even bigger airport in Thurston County when there already is an existing airport. Building a bigger airport could also negatively impact Millersylvania State Park.

I do not want a large airport anywhere in Thurston Co. Your possible site would greatly impact the quality of life here, wetlands and Wildlife. The increased noise, traffic and health concerns are a grave concern, as well.

I do not want a large airport anywhere in Thurston Co. Your possible site would greatly impact the quality of life here, wetlands and Wildlife. The increased noise, traffic and health concerns are a grave concern, as well.

I do not want the noise pollution in my back yard. I am concerned about the increase in traffic. I do not want this in my county.

I don't know that area well but isn't that farm land

I don't want to live by an airport. I served on an aircraft carrier I'm hard of hearing as is. I left the City to get away from this nonsense.

I don't know this area well, it is getting close to Mt Rainier National Park, which, beside being an irreplaceable natural wonder and wildlife habitat is a Regional Resource that the State needs to ensure is protected into the future. I am sure there are numerous salmon streams in this area

I don't live that far south but I'm sure if things can be screwed up. Our state official's will figure out a way to spend tons of money with no solution or the worst possible solution.

I don't want a new airport anywhere.

I fail to see why sites that negatively effect our wetlands are even included. So many if these sites being suggested to us here are *harmful.* Is this to give the illusion of choice? Why are we being asked to weigh in on bad ideas that have no business being presented in the first place?

I live by the Oly airport now and it is too busy and disruptive as is. The sound pollution alone is terrible and low flying aircraft shake our home.

I live in Lacey, WA and I do NOT want a new airport in Thurston County.

I live in the city of Olympia city limits. We already have a lot of flights that fly directly over our Eastside neighborhood shaking windows.

I live in the flight path of the Olympia Airport and those are just small planes. An airport with commercial jets would destroy the peace that I moved to this area for. (that is the selfish reason)

Now for the community reasons: This proposed site is too close to Millersylvania State Park, Wolf Haven International, and the Rocky Praire wildlife preserve. And there are not that many people here who would benefit from another airport.

I live in this area. My question is if this would be a larger airport with direct flights places people want to visit or will it mostly be a place to hitch a connecting flight to SeaTac or Portland. If it's the latter, all that does is add air traffic and environmental impact in the area and more planes into SeaTac and Portland. That doesn't seem to be worth the issues a new airport would cause.

I live in this area. It's quiet and this is why we live here and not Tacoma or Seattle. This would be a huge negative change for those who love here and are not used to dealing with traffic or noise issues.

I live in Thurston County and we are already facing noise pollution from a busy road behind our property. This would be one additional source of noise that would make using our yard even less able to be enjoyed in the good weather when we like to be outside.

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I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO NO!!!!

I live very close to this site and it a wildlife and agricultural area, noise would be a huge problem along with habitat lose.

I own a home near both Thurston County sites, and it would have a bad impact on my quality of life and the value of my home, my largest asset. The air pollution and noise pollution would also be a big impact on my health. Thurston County is the WRONG CHOICE. There is no reasonable way you can mitigate these damages to our environment and health. Please locate this monstrosity somewhere else!

I still believe the greatest need is North of seattle.
I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

Bad but better than the first 2.

I think having something local to the olympia area would be great for both that area economically as well as south of there.

I think it makes sense to have passenger service airport South of SeaTac Airport. Job and tax revenue growth is expected from the new airport itself as well as from new restaurants, lodging, ground transportation, car rental, and parking.

I think the state should promote carpooling, better bus and train services. I have lived under a flight path in SeaTac and it is a nasty way to live. Plus airports promote crime as well.

I would have concerns about the amount of infrastructure the amount of infrastructure investment that would need to happen to accommodate additional people traveling to and from this area. If the Sounder light rail network were extended to Thurston county to support this I would be more supportive.

I would like to see major airports more spread out to provide better service options. And if you put an airport in Thurston County, then with SeaTac and Portland, we'd have 3 major airports within 2.5 hours of each other.

I-5 is already a mess along this section for miles! I don't understand how this can be a good place to develop an airport the size you're thinking with the amount of traffic that causes congestion for miles. I5 through there already slammed

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions.

I'm concerned about the impact on people and animals. I think Wolf Haven and Mima Mounds are in that area and they are suited to its rural nature. I think access, as in new roads and parking, would be a major issue as well as the noise factor. I'd never use this. Why not SeaTac at that point?

If carriers wont currently use Payne Field they wont use this site
IF IT'S FARMLAND, LEAVE IT ALONE.

If Joint Base Lewis McChord is out of consideration. this is a good option. It would be beneficial to state lawmakers.

If layout 1 is used, there looks to be a small impact on wetlands that could be mitigated.

If only moderately serving the public is does t make sense, does it?

If the current airfield and airport capacities are exhausted, flights to this area should be capped!

if you are also trying to alleviate pressure from PDX as well as SEA, then this is a great location.
Impact of very important wetland
Improve the existing Thurston County Airport

In the middle of a climate crisis we ought to be looking at alternatives!!

In this area people are already within an hour of Seatac airport. Has there been any thought about how many people in this area actually are wanting to go to the airport? There are a lot of small farms in the area so I'm skeptical if there are a lot of people clamoring to go to the airport.

Incompatible with the county use. Infrastructure will not support it. Not enough people

Inconvenient location for many in the Everett - Seattle - Bellevue area.

Infrastructure can't support it also it will take away from the beauty and safety of the area as well as add more noise and traffic all over not a good location

Instead of airports, a better public transit system would be way more beneficial, like a fast light rail connecting Olympia to Seattle and beyond.

Investment into highway infrastructure to I-5

Isn't SeaTac close enough?

Isn't this JBLM land. I drive Rainier Rd. through this area. If not, then mighty close. We in Tenino and already suffer from helicopter noise

It is already near a regional airport.

It is closer to the population and commerce centers that need it.

It is far away. It is close to Mt. Rainier, and that might suck for people on the mountain.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

it is near capital city and will aid its growth

It is near the capitol, but some access infrastructure would need to be built.

It is too close to schools, places of worship. Will cause too much noise pollution and traffic.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean

It makes sense to have one in the capital city area of the state. I think it's crazy not to have one. Why let king county get all the revenue for being the only airport in the south. I think people will welcome the venue and it create a better flow traffic for our freeways for travelers trying to get to the airport. Creating another one in thurston county eases that Seattle burden of traffic as well. Lots of legitimate reasons to have one here in thurston county.

It makes sense to support the more heavily populated areas between Sea Tac and Olympia with an additional airport.

It say's there is already a Regional Airport!

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It seems silly to have international commercial aircraft to compete with airspace for military practice zones, which actively occupy areas between Yelm and Littlerock all the way to satsop.

It seems to have the best access to an interstate highway and greater need. The State Capitol needs better access and it seems well placed between SeaTac and PDX.

It should be more toward the east side

It will be well served for people living in Thurston, Lewis, Grays Harbor, and Mason counties.

It would be better for state workers and military families.

It would be great to have access to flights in a more convenient place than congested Sea-Tac.

It would be more convenient to the middle of the state.

It would be nice to have an airport between Seattle and Portland.

IT would destroy valuable wetland and habitat.

It would disrupt the peaceful nature of this area as well as create noise pollution, air quality issues, and added traffic to roads not able to support such.

It would disturb the wildlife at historic Millersylvania state park.
It would impact traffic too much

It would urbanize rural Thurston county. There better be a pocket gopher study too. Many people haven't been able to buy or use land due to that.

It's closer to major population centers than the Skagit Valley.

It's the seat of government and would make most sense. Centrally located - smaller population.

Its

its a bad idea

Its next to an existing regional airport.

It's the states capital with pristine water and air

Jblm

JBLM aircraft interference.

Just not skagit

Just share Lewis-McChord at that point

Keep the dirty plane pollution in the dirty city where it belongs!

KEEP THE SMALL TOWNS SMALL. Nobody needs to travel by air to the mountains. That's what a car is for. This town is already too populated and will only get worse as it's already bad now without a airport.

Lacks population to serve.

Large Natural and Agricultural areas adversely impacted.

An airport does not belong here.

Rural residents, farmers and ranchers belong here.

No airport needed in central Thurston County!

Least environmental impact and risk

LEAVE OUR SMALL TOWNS ALONE WE DONT NEED AN AIRPORT WE NEED FARMLAND AND LESS TRAFFIC LEAVE THE PEOPLE ALONE AND TAKE CARE OF REAL WORLD ISSUES

Leave the farmland/private residences. Seatac is within a reasonable drive from here.

Less desirable due to proximity of wetlands and Nisqually Wildlife Refuge.

Let the governor listen to planes fly over his house all day. Maybe put it the way of the flight path.

Let's be real, No one travels to Olympia except politicians

Leverages existing I-5, 512, 167 infrastructure and close to Tacoma/Olympia South Sound populations.
Little to no access infrastructure.

Local wildlife preserves would be impacted by the increased air traffic. Local roads would become more congested for existing residents

Location is not as close to a major highway and infrastructure not established. compared to the other options in this area.

Low demand paired with wetland impact. What's the point?

Low density and too far from I-5.

Low number of people served

Low passenger demands

Major deforestation idea here you're fucking dumb

Major road expansion needed.

Make improvements/expand Olympia Regional Airport.

Makes sense to locate it by the State Capitol.

Makes sense.

Many of the proposed locations there is no viable way to provide adequate roadway capacity to the location without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

Many places that can accommodate this here with out jeopardizing the farm land like you would further north Keep it there that area is convenient for many many people

Maybe

Maybe the regional airport could be made into a larger one. People in the area are used to having an airport and it would serve many people

Maybe utilize and expand Olympia Airport?

Mid and central Western WA already served by SeaTac and PDX.

Might work.

Mima Mounds eliminated or harmed

Prairie lands eliminated or harmed

Wolf Haven eliminated or harmed

Cargo relief? really Try trucks or trains/ established systems

Noise, traffic added to JBLM traffic Which is the sound of freedom, this would not be anything but noise and pollution

Moderate amount of impact to wetlands is unacceptable. No amount of impact to wetlands is acceptable they need to be protected.

More airports needed further south not more noise and emissions in metro

Much more convenient than seatac.

My house is in that circle.

My house is in the flight plan of the existing airport and it gets very loud at times. Also this area doesn't have the infrastructure for more traffic.

N/A

Near the state capitol would make the most sense. There is no need for a new airport in the north end with the Everett airport building up. Olympia are would serve a growing area better.

Near to major population centers, this location is also directly adjacent to existing Amtrak services, allowing for potential links to long-distance rail, which would be a good investment for a long-term transit network.

Need an airport in the north end of the state.

Need something further north.

Need to move Wolf Haven

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

Negative to environment, too far out

Never! This is a terrible location!!!

No

No

No

NO AIRPORT - PERIOD !!!

NO ABSOLUTELY NOT IN THURSTON COUNTY

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

NO AIRPORT UNTIL THE FOLLOWING ARE FACTORED IN! I DON'T WANT NOISE AND AIR POLLUTION IN MY COUNTY!

We're in the midst of a Climate Emergency. New and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

The CACC report to the legislature must include discussion of alternatives to accommodation of unfettered growth of aviation (such as hi-speed rail, utilization of teleconferencing, no-fly campaigns).

Aviation expansion must be put on HOLD until new technology is available.

NO Airport. Put the new airport on hold. Wait and research for better solutions to climate change and transportation. We are in a climate change crisis. We need to protect existing forests, trees, wetlands and general air quality. This area is best served by protecting it from development. This area has forests, fields, wetlands and endangered species. The airport idea is poorly timed, we.... as communities need to readjust our expectations, use what we have and wait until truly high quality environmentally safe transportation methods are used and applied.

No benefit---too close to existing Sea-Tac service area. Sparse population compared to north of Seattle locations.

No knowledge of area

No lets keep the farm land and keep emissions down!

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more destroying farmland/marshlands

No more growth.

No more taxes. No more rate increases.

No need to go south of Seattle metro, Sea tac already covers that population

No new airport in Thurston County!

No new airport locations. Expand existing airports and link with light rail.

No new airport should be being considered right now with the Climate Emergency we are up against; we should act like it, and put all these considerations ON HOLD; this in not in line with new national GHG goals, and and other ways of working and commuting are emerging, which don't require such carbon usage. Also endangered species reside in this area.

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No one is moving from Seattle to the south. They are all moving to Snohomish, Skagit and Whatcome counties. In the future you will be serving less of the western Washington population!! No one is going south!

No reason to have a airport in Thurston County.

No room for another airport

No site with negative impact to wetlands should be considered. We need wetlands more than we need airports!

NO South!

No supporting infrastructure.

No thank you, Terry Kaminski

Yelm City Council

No this is beautiful forest land. People move here for privacy not to live in the middle of an airport. It will bring in businesses and development that will move it from being a rural area to one like Sea-Tac. It will destroy the area. No, no and no.

No way!! This should have red lights all over it....

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, the Mazama pocket gopher, spotted frog, rare plants and insect habitat....as well as the site's proximity to historic Millersylvania State Park, which is the most beloved and used State Park in our County.

No wetland impact!

No!

No! Take this garbage to Eastern Washington!

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.

NO!! Thurston Co has an airport and air traffic already flies over Olympia and Lacey, increasingly populated areas that will be affected by more of it--more noise, more traffic, more pollution. Already the online neighborhood sites are predictably full of complaints about low flying aircraft noise, about the concussive explosive noises routinely used at JBLM. Thurston Co has more than its share of noise pollution. The area being considered for another airport, a larger one, is near a wildlife refuge (Wolf Haven) and a rare mounded prairie--unique to the PNW. A proposed airport here will serve many fewer people than it would in the East King County or Pierce Co area. If located in Thurston Co, cargo would then have to be transported by roadway to Pierce and King Counties along with passengers who are much, much more likely to live there, use cargo items. People arriving at a proposed Thurston Co airport would end up traveling considerable distances by car or bus once they landed, returning to more densely populated areas. Additional traffic equates to additional pollution, unnecessary use of resources. An second airport in Thurston Co, as proposed, is a kind of sprawl, a poor choice because it would be a pollution generator affecting humans, animals, and the ecology of unique lands. Please contain air traffic closer to the primary areas it serves. Don't export noise, emissions, and traffic into an area which it is far out of scale to such a massive project; such an airport would abruptly change the rural and wild character of much of the area and would devastate the variety of wildlife there.

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes itâ€™s degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (I.e. pre-permits to access the decreasing ~wild~ areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread
NO.

Until clean and quiet flying has been implemented at existing airports (SeaTac, JBLM), justifying EXPANSION with the promise of sustainable fuels is irresponsible:

SHOW US first.

No. Just NO

No. Too much destruction and bad for the environment!

Noise and emissions are not the only environmental concerns!

Noise and traffic will harm Wolf Haven's protected animals.

Noise impact from Sea-Tac, Fort Lewis and Olympia Airport is already high in this area. Additional noise from another Airport would be unacceptable additional noise pollution.

Wetland impact creates a huge impact on the natural environment and salmon production.

Noise level high for a populated area. Too close to the Fort where there is constant high noise level. Noise pollution, air pollution, environmental impact.

Noise, impact on rural and residential lifestyle. Migratory birds & wetlands. Too far from most of the people who use airports.

Noise, pollution, traffic, harm to the environment. You will devalue our home.

Noise, traffic, environmental impact are huge concerns. Our quality of life will be adversely affected by this addition and we have enough concerns including space for lower priced housing. Our parks and natural open spaces for peace and enjoyment of nature will be greatly affected.

NOOOOOO. Our area is being destroyed by multiple industrial overgrowth as it is!
nope
Nope

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!

Not a perfect site, but nicely located between Seattle/Sea-tac and Portland. People from Portland would also use, particularly with an Amtrak station serving this airport site - and station would be before train slows down from Dupont to Tacoma and north.
Not a suitable site. The cost vs. benefits aren't worth it.

Not central enough to the population needing to be served. No matter where this is located, it will be terrifically disruptive, so why do this in an area that really doesn't serve the target population. In fact, people in this area can just as easily use Portland as well as SeaTac. The real population and traffic mess is north of Seattle; that area makes more sense than this far south.

Not compatible with adjacent land uses and not consistent with decades long environmental restoration and protection in the Nisqually Watershed.

Not easy access on/off freeway. The traffic flow would be detrimental to areas.
Not enough demand for this location.

Not enough people served to justify harming wetlands and impacting the people living nearby.
Not enough people to make if feasible.

Not enough people to serve and difficult to get to from pretty much anywhere.
Not enough people. Damage to endangered species
Not enough population base
Not enough positive to balance all the issues
Not enough served

Not even a little bit close to anywhere, and too close to SeaTac

Not necessary to destroy valuable habitations in a time when climate change is an Issue.
not needed

Not needed, Oly regional airport is perfectly fine for the State Officials and is close enough to the Capitol for them. No need to desstroy Thurston County to satisfy their whims.

Not sure more airport capacity is needed in the state. Reducing airtravel should be a goal in favor of other mor effecient modes.

Not that far of a drive to get to seatac. They need one up north.

Olympia

Olympia already has a regional airport.

Olympia has an airport

Olympia has an airport near to there. Use that one.

Olympia has an airport! What about all the property owners never allowed to develop because of pocket gophers all over. But an Airport wonâ€™t hurt them? Wrong!

Olympia is a cesspool. Put it here.

Olympia Regional Airport could be redesigned and developed as an international Airport.

Olympia Regional Airport is already there

Olympia regional airport is nearby already.

Olympia Regional airport is nearby.

Olympia Regional airport is on this map. Could it be enlarged instead of starting over?

Red blocks

Olympia regional airport is RIGHT THERE. donâ€™t build a new one when you can fix the old one.

Olympia regional already serves this area

Olympia should not get an airport because then they would never finish the project.... ohh, no income tax in Washington, but we got this airport taxes because the capital needs an airport...

Olympia, the capital city should have a closer airport instead of having to go up to Seattle all the time.

Olympia, Tumwater area makes the most sense! It would absorb a ton of traffic from sea tac because it would be close to JBLM, the peninsula, Tacoma, Great wolf lodge ect

Olympia's airport is right there. This seems like a waste.

One choice because it's almost half between SeaTac and Portland airport

Only if it's to expand the airport we already have out there. Why do we need 2 in Olympia? But it IS the state capital and we should have an appropriate airport.

or high speed rail. The "climate" governor is such a phony - it's "car culture" in the state capital of Oly with no affordable rail transit system going from the state capital up to Seatac.

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our largely rural county is already being overtaken by big box store warehousing facilities and other transportation and shipping facilities. Way too much housing is popping up everywhere near my home in Littlerock. A giant airport would be the final straw in the eventual ruining of this area. Please: no airport here!

Our people, our Board of Thurston County Commissioners and our Port Commissioners do not support expanding commercial aviation services in Thurston County. Take it where the people are that will use it.

Our rare prairie habitat would be endangered and historic Millersylvania Park would be disrupted. Wetland inhabitants would be impacted.

Paine field

Past history has shown that a commercial airport in the Olympia area cannot sustain scheduled operations because of its proximity to SeaTac Airport. There have been numerous attempts by numerous carriers and all have failed.

Pdx is an option for these people as well as SEA.

People considerations are priority; this choice impacts fewer people negatively, yet still serves the needs of a moderate amount of people.

People live here -- outside of the urban sprawl -- for the natural beauty and quiet. A major airport would destroy these communities.

People live in rural areas for a reason

People live in this area to avoid noise and the crush of civilization. Putting an airport here would ruin the reason we live here.

Perfect halfway point between Seattle and Portland. Has I felt structure to support an airport. Hotels, restaurants, etc.
Perfect location!

Please do not build another airport, have lots of concerns including high among them are noise and air pollution from planes which can significantly negatively impact the health of our communities, parks and wildlife.

Please do not destroy the rural area of Thurston county.

Please do not put an airport here. We like our peace and quiet and we want to protect wolf haven and the mima mounds. We can easily reach Seattle or PDX in under 90 minutes.

Please keep in mind that the traffic going past JBLM is among the worst on the I-5 corridor.

Please leave our rural areas of Washington alone.

Please please please!!! We need one so badly.

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

Poor transportation infrastructure to location

Poorly located for access and demand. Environmental nightmare

Population can handle an airport and would provide great jobs for the population that is not overly rich.

Population base would not support it.

Population growth in South Sound needs a close airport

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

Possible, but needs further environmental evaluation.

Promote and provide passenger rail instead

Protect our farm land

Protect the wetlands!

Proximity to Olympia, Longview make this a far better choice than further north

Put in Insleeville!

Put it in a place that's already ruined. Keep it north, closer to major population and industry.

Put it near the state capitol.

Put the airport near Everett.

Quality of life to humans and nature would be greatly negatively impacted for the benefit of convince of higher income people: not for the majority of us.

Question the need.

Quit destroying our earth utilize what we have Boeing field in SeaTac

QUITE KILLING OUR PROTECTED SPECIES AND OTHER WILDLIFE FOR MONEY!!-

Rare prairie lands would be destroyed as well as the heavy impact on popular recreations areas such as Millersylvania with its wetlands and forests providing wildlife habitat.

Real people, your families and friends live in these areas, expand the existing airport spaces, keep airports in the existing urban or already accepted locations!

Red: 2/24, 8.3%

Yellow: 15/24 - 62.5%

Green: 7/24 - 29.2%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

Residents of Thurston County are already subjected to disruptive noise levels from JBLM artillery and mortar training and helicopter flights. Adding noise from commercial air traffic would further degrade quality of life. Noise disruption related to commercial flights would decrease property values. In addition to noise disruption, any loss of prairie habitat is not acceptable due to impact on threatened species. Impact to prairie habitat should be evaluated - not just wetland impact.

Ridiculous.

Roads would have to be expanded and ideally a highway that crossed jblm from i5

Rural area with sensitive wetlands. Noise and air pollution concerns.

Rural Thurston County is no place for an international airport. This would destroy critical wildlife habitat, wetlands, and family farms.

Same answer as above

same as above

Same as above

Same as above.

Save our precious wetlands .. we are encroaching on nature enough.
save the wetlands. Wait for electric aircraft to be dominate
SeaTac is already less than 90 minutes away.

Sea-Tac is central enough. I'm against the deconstruction of land, animals and other habitats.

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, just know you have to drive a couple hours. It is what it is.

Seems a great compromise with nothing being too serious of a roadblock while also not being perfect across the board.

Seems like it doesn't serve the need
Seems too close to seatac
Sensitive prairie habitat

Serves an area that is not close to a current large airport. Population growing here. Center of our State government.

Service the Southend of WA state and easy access to major freeway I-5 major

Severe human and natural environment impacts would be costly to mitigate and would encounter well-organized opposition. Light demand forecast, limited infrastructure to access site from heavily populated areas.

Severely concerned with how much wildlife this will displace.

SHORT VERSION, FOR THOSE WHO ALREADY KNOW ABOUT THIS AND JUST WANT TO VOTE (MORE INFO CAN BE FOUND BELOW THE ACTION SECTION FOR THOSE WHO WANT BACKGROUND):

Two Thurston County areas have been chosen as possible sites for a mega airport (over 4600 acres) that would change this county's character and our lives dramatically, to say the least. In terms of ranking with the other possible sites, we have the fewest strikes against us. THE TWO THURSTON SITES ARE BEING CONSIDERED AS VERY VIABLE.

Action section follows, but if you want all the background info, scroll down to the sections that follow it, beginning with BACKGROUND.

DEADLINE FOR ACTION IS FRIDAY, SEPTEMBER 9TH!

ACTION:

Take the Commercial Aviation Coordinating Committee (CACC) brief online "Open House" survey (link below);

- Scroll down through the counties to the Thurston County choices;

- Mark NO to the 2 Thurston County Greenfield sites;

- Copy and paste the appropriate paragraph for each of the two Thurston County sites as well as any comments you wish to add, of course, in the space provided:

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

Take the Open House survey here [<https://engage.wsdot.wa.gov/.../greenfield-sites-under.../>]([https://l.facebook.com/l.php?u=httpsengage.wsdot.wa.govcaccgreenfield-sites-under-studyfbclidlwAR39BsAlmx2VL21H4O0kMMHuA8UZ33e3Os4JA0VG7T1iQXRA9bZOpZhnVCs&h=AT0hX-xrkopPWWFm6t2kVuS8iJWq52282PVrncHguCufvj97c0zfd0kpdh-cHwjM6iruPHmJ-yAJzO_8WkV9DnpuB-bS2wPq5nZHTDAQkvSjQ6PHzDOKPM60xwWunZ5TDQ&__tn__=-UK-R&c\[0\]=AT09g0Fj0YIPgC3WQERpB2BGKKUIZ5O8tjY4GFNDATrdaOtzN_iHV8I9mvNo9O4X4kyZepBJKx7WqEHi1c8r66F59wctuGalVdWrt3P9TAbuLRq1sIA9sd77bUx6ovTZx18kjI9TiiGNokp_uwMnEQoeuK4](https://l.facebook.com/l.php?u=httpsengage.wsdot.wa.govcaccgreenfield-sites-under-studyfbclidlwAR39BsAlmx2VL21H4O0kMMHuA8UZ33e3Os4JA0VG7T1iQXRA9bZOpZhnVCs&h=AT0hX-xrkopPWWFm6t2kVuS8iJWq52282PVrncHguCufvj97c0zfd0kpdh-cHwjM6iruPHmJ-yAJzO_8WkV9DnpuB-bS2wPq5nZHTDAQkvSjQ6PHzDOKPM60xwWunZ5TDQ&__tn__=-UK-R&c[0]=AT09g0Fj0YIPgC3WQERpB2BGKKUIZ5O8tjY4GFNDATrdaOtzN_iHV8I9mvNo9O4X4kyZepBJKx7WqEHi1c8r66F59wctuGalVdWrt3P9TAbuLRq1sIA9sd77bUx6ovTZx18kjI9TiiGNokp_uwMnEQoeuK4))

If you want to make more comments and stay on their mailing list, scroll to the bottom of the page on link and move to very right, where you can click on Comment and Stay Involved.

BACKGROUND (Provided by Oly Indivisible)

In the not so distant future, SeaTac Airport is projected to exceed its capacity to handle passenger and cargo commercial air traffic. The Legislature in 2019 directed Washington State Department of Transportation to administer a new State Commercial Aviation Coordinating Commission (CACC). The CACC was created to develop recommendations for the Legislature to address the state's projected increase in air passenger demand from 24 million in 2018 to over 55 million by 2050 (approximately the equivalent of adding an additional Sea-Tac Airport).

CACC is charged with selecting two potential sites for a future mega commercial airport by next June and a final site to submit to the State Legislature the following year. The CACC refers to these new mega airport sites as "Greenfield" airports.

For-profit commercial interests dominate the decision making powers of the CACC. From the get-go, public interests are outnumbered and out-voted.

Twelve members represent commercial airlines and related interests,

One member represents the Washington Department of Transportation, and

Only two members represent the public.

Among the 10 Greenfield sites along the I-5 corridor, two have been selected in Thurston County. Each Thurston County site would cover at least 4,600 acres of county land with jet flight patterns over Lacey and Olympia. Thurston County sites are being seriously considered!

In a letter dated August 2, 2022, the Board of Thurston County Commissioners reiterated that, based on substantial public input, the County does not support expanding commercial aviation services in Thurston County. Previous Port of Olympia Commissioners stated they do not want a new mega new airport in Thurston County, but we don't know how the new Port Commission feels.

To preserve our environment and quality of life, it is imperative that we loudly and clearly voice our opposition to the proposed Thurston County airport sites which are now more likely to be chosen due to (1) lower population numbers than other counties objecting to airports in their counties, (2) pressure from state legislative figures who want to be able to fly in and out of here, and (3) fewer negatives being noted by the Commission (see grid on survey), even though several exist.

Based on studies of those who live under or near the flight paths at SeaTac and other large airports, air and noise pollution from planes and related operations pose significant risks to public health, to communities, parks and wildlife, result in lower residential property values, and diminish the quality of life. Commercial airline operations contribute to global warming. The expansion of a huge new commercial airport along the I-5 corridor must immediately be placed on

Site is too close to JBLM . It appears that it is on Fort Lewis property which would impact the operation of the Fort

Six lane roadways, dedicated bus lanes, light rail, and nonmotorized access will all need to be part of the design

South end would be well served by an airport. How does this impact or work with the already existing Olympia airport?

South enough for the southern part of Washington to service

South of Olympia between Olympia and Rochester, right off the interstate. You have a major interstate for travel with No major cities. The infrastructure to get you to the airport is already there. It's a great half way point from Portland airport and Sea-Tac. And it will serve the capital city along with anyone from Grays Harbor, Tacoma or Bremerton south.

South Puget sound is growing at an astronomical rate and can be greatly served by a major new airport.

South Puget Sound needs a significant upgrade to airport transportation

South seattle and puget sound area already had an airport. We don't have the roads or facilities to accommodate another airport. We already deal with heavy air traffic noise from the Military base. It would be unfair to Thurston county residents to be forced to endure this traffic and change while the north seattle community enjoys clean air and quiet nights and small town traffic.

South sound needs a large airport.

South west Washington with its growth, along with the Peninsula could be greatly serviced.

Southern Puget Sound under served for airport access. Only option which improves Olympic Peninsula access to airport.

Southwest Washington State is often underrepresented in the terms of transportation and other infrastructures. Their choice is either Sea-Tac or Portland. Thurston or Lewis County would be good places to for this area to congregate, generate the shipments of commerce and help the local economy.

Splits the region for more people to fly out here than SeaTac, closer to i5 and port/freight shipments. The entire coast and South cities would fly out of here

Stay away!!!!!! There is absolutely no infrastructure to support this. We are busting at the seams and over as it is. And our agriculture!!

Still no.

Stop ruining our land, fix your current infrastructure first

Stop trying to turn in farmland that is crucial to thousands of Americans livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Strongly oppose. I live here and would rather keep driving to SEA than listen to an airport.

Surprised this was even considered since a bad scorecard. And the Olympia airport is really not that far away. Seems redundant.

Takes away small town feel.

That area already has a larger airport and could support that traffic

That area has a river that fits good, 340 elk who call it home, it's too far off I5

That area is too hilly and there are a number of lakes and rivers that are in the area that have flooded.

That is not what we want nearby. A large airport would change the tone of a much larger area in ways that are undesirable.

That would be most ideal is one there on the south end of puget sound for that busy populated area

The capital of Washington needs to remain beautiful, treed and peaceful!

The Capitol of our state really needs more than just a private airport. This would be an excellent location.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, it's natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, it's natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The development of an international airport here would destroy critical wildlife habitat and farmlands.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The environmental impact is too high for number of people served.
The environmental impact outweighs the benefits.

The environmental impact, the impact on local wildlife, and the increase in noise, congestion, etc., for Thurston County residents would be prohibitive.

The further south the less the population is. Snohomish or Pierce county should only be considered.

The harm this would cause to the natural world is too great. Maybe invest in a high speed rail system instead of more airports. Far greener.
The highways are getting to congested

The impact to our environment and community should not be threatened by this project under any circumstances.

The impact to wetlands and wildlife will ruin this area. It would be devastating.

The impacts to the wetlands and Miller Sylvania areas are not acceptable. Additionally, noise and environment impacts on child development cannot be mitigated with current technology.

The impacts to wildlife can be grave. Birds and wild mammals are already facing dwindling habitats. An airport can be devastating for habitat. Stop. Just stop!

The issue of affecting nearby wetlands is a concern and note that there are only a *moderate* numbers of users. Just say NO.

The land is not flat enough and it will impact waterways greatly.

The land is not flat enough and it will impact waterways greatly.
The local elk migration trails have already been massively, and negatively, affected by development. There is not enough infrastructure to support traffic to an airport anywhere in Thurston county. And the Olympia "airport" doesn't count" it only supports little twin engines and we rarely see traffic to and from it. Thurston county is not a good place for an airport. The fact that it would serve only a "moderate" number of people indicates that the return on investment of tax dollars is incredibly low. Our tax dollars are already being wasted overseas, and we definitely don't need another airport.

The local roads will require widening and will negatively impact the community, in addition to the impact of an airport

The new airport needs to be closer to the high population centers in king county.

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area.

The northern half of this area is mostly Nationally Significant Ag land. It may be needed to grow food due to changes in ag elsewhere from climate change.

The people of Thurston county want it to stay green and safe for wildlife and human habitat.

This would destroy Olympia and Millersylvania

The planning of this airport in Thurston county can't negatively impact habitat for all wildlife, birds, streams, lakes, rivers, native land. Are the local tribes included in this decision?

The proposed airport would negatively impact Wolf Haven, prairie lands and Millersylvania State Park. I am also concerned with the effect of increased flight traffic over Tumwater neighborhoods.

The proximity to Millersylvania State Park and the need to preserve existing forest (and more wetland impacts to adjacent--especially if 4600 acres of trees and farmland are removed and paved-over) makes this incompatible land use. Perhaps the Olympia airport could be updated and slightly enlarged for regional commercial air service.

The purpose of the airport is to address concerns with volume of air traffic at SeaTac airport. This proposed location would severely impact the already overtaxed transportation corridor (Interstate 5) from central Thurston county. The bridge at Nisqually cannot be enlarged due to it's geographic location. The result would be increasing drive time and fuel consumption; this latter concern would increase carbon emissions. This is not a good solution in general, but especially because the increase in sea level secondary to this increase, along with other associated environmental impacts is projected to lead to increased vulnerability to flooding for the bridge. Currently under discussion is a plan for elevating the bridge but this will not happen for several years.

The residents here are already subjected to noise from trains and military exercises

The rural nature of Thurston County would be ruined. We have already spoken that the existing Olympia airport not be used. These areas are no better and have the same issues. Also, consider that with climate change, airlines may not be flying as they have!

The site evaluation fails to take into account Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

The site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other few remaining in the world rare prairie lands that would forever be destroyed, as well as the nearby historic and popular Millersylvania State Park. I STRONGLY OPPOSE this site to be developed as it will ruin the rural country life that I purposely purchased property to have peace, quiet & untouched surrounding beautiful property adjacent to Beaver Creek. The noise & light pollution would be unbearable to the surrounding residents & wildlife as well as the horrible effects on our climate. As it already is, the county backroads & current I-5 corridor would NOT be able to accommodate the large influx of vehicle traffic traveling to an airport. Seek development elsewhere!!!!

Tracy Lamie (360)480-5256

14020 Thurlow Lane SE, Tenino, WA 98589

The site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other few remaining in the world rare prairie lands that would forever be destroyed, as well as the nearby historic and popular Millersylvania State Park. I STRONGLY OPPOSE this site to be developed as it will ruin the rural country life that I purposely purchased property to have peace, quiet & untouched surrounding beautiful property adjacent to Beaver Creek. The noise & light pollution would be unbearable to the surrounding residents & wildlife as well as the horrible effects on our climate. As it already is, the county backroads & current I-5 corridor would NOT be able to accommodate the large influx of vehicle traffic traveling to an airport. Seek development elsewhere!!!!

The South Sound is in need of a new airport to service this area.

The southern areas would benefit from airport. As a previous resident of Dallas-Ft. Worth area, it was nice to have options in both metro areas. This would be nice for those traveling in/around Tacoma, Olympia, etc.

The southern population needs a closer airport.

The Thurston County Central site does not take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. These are precious gems of our county! Please do not spoil these beautiful spaces that a large percentage of our community enjoys. If we wanted to live closer to a mega airport, we'd all live in a county farther north. We do not want an airport to come to us.!

The Thurston County Central site evaluation highlights the critical impact to wetland areas, but does not focus on the significant impact upon the old growth forest and wetland areas in and around Millersylvania State Park serving as wildlife habitat and areas for recreation. It also neglects consideration of the need to protect the rare mounded and other prairie lands that would be destroyed. Additionally, this facility would predominantly serve the metropolitan area north of Thurston county, requiring the movement of people and goods through the Nisqually and JBLM regions that are already dangerously constrained transportation corridors.

The Thurston County Central site evaluation neglects the harmful impact on Wolf Haven International, and on the the rare mounded prairie lands and other rare prairie lands that would be destroyed. It also neglects the site's proximity to the historic and heavily used Millersylvania State Park.

The Thurston County Central site evaluation neglects to take into account the Mima Mounds and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. It would significantly impact this rural area and lifestyle, it is precious and irreplaceable. Wetlands are vital to the health and vitality of the plant, animals and ultimately humans who depend on them for food and habitat. Mitigation is not an option. This is not an industrial area. Let's keep it that way.

The Thurston County Central site evaluation neglects to take into consideration (1) the absence of access to I-5 or other suitable roads, (2) its effect on Wolf Haven, rare mounded and other rare prairie lands that would be destroyed; and (3) the site's proximity to historic Millersylvania State Park and Offut Lake.

The Thurston County Central site evaluation neglects to take into consideration rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. Aviation expansion should be put on hold as we are facing a climate emergency and it is irresponsible and short-sided to project flight/passenger demand and come up with "build a new airport" as the solution, rather than discussing and first addressing alternatives to air travel or development of technologies to reduce the harmful and undesirable impacts (to public health, communities, parks and wildlife, and overall quality of life) of such a development.

The Thurston County Central site evaluation neglects to take into consideration rare mounded and other rare prairie lands that would be destroyed, endangered pocket gopher habitat, as well as the site's proximity to historic Millersylvania State Park. The residents and elected officials have also made it clear on multiple occasions that a facility like this is not wanted in Thurston County. Nor is it convenient for the majority of likely users.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, Mima mound presence and rare prairie lands, which host many native species in good health & abundance; these would be destroyed. The site is also, proximate to historic Millersylvania State Park, and many small farms..

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare Mima mounded sites and other rare prairie lands that would be destroyed, as would the peach at nearby historic and popular Millersylvania State Park.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

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The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

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The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. I also think that options to the north near Seattle are better to serve the higher density population in those areas, and not the lower volume in the south.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. In addition, Thurston County is already experiencing an increase in crime that is not adequately being addressed, and cannot risk the additional crime and urbanization that an airport would undoubtedly bring to the region.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. It also neglects to mention all of the wetland sites that would be destroyed. We have several of them just in our neighborhood alone. We've lived in our home for over 38 years and have enjoyed the peace and tranquility of this area. Placing an airport at this location would destroy all of that. My wife and I raised our children at this property and they still love coming out to our home to enjoy the peace and quiet that they don't have living in town.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. Too much noise and traffic with limited roads.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. Beyond this, cost to benefit ratio too high

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

Additionally, as spokesman and current president of Salmon Creek Basin Neighborhood Association, representing over 200 family residences in the proximity east of the current Olympia airport, we are strongly opposed to such a development due to the multitude of negative socio-economic and environmental impacts it would have on our community, including public safety and property value concerns,

Thank You for the opportunity to comment.

Patrick Hanratty

President SCBNA

8839 Walter Ct SW, Olympia 98512

email: hanrat@aol.com

(360) 280-8754

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to Millersylvania State Park.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as would the beach at nearby historic and popular Millersylvania State Park.

The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as

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The Thurston County Central Site fails to consider Wolf Haven International as well as rare mounded prairie lands that would be destroyed and neglects to consider its proximity to historic Millersylvania State Park.

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The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. Airport expansion should only be considered when safe aviation fuels and zero emission aircraft are available.

The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. Already the noise from the existing airport interrupts our daily life (right now I am listening from my inside desk to an airplane whining over Watershed park - and I've attended burials that are interrupted by planes flying low over the cemetery. This area is too populated, too sensitive - wetlands- to be developed with an airport.

The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. Already the noise from the existing airport interrupts our daily life (right now I am listening from my inside desk to an airplane whining over Watershed park - and I've attended burials that are interrupted by planes flying low over the cemetery. This area is too populated, too sensitive - wetlands- to be developed with an airport.

The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. Also, there is already enough air traffic noise over Olympia now and I would not like to have that increase.

The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. Also, construction of another airport is contrary to our necessary goal to lower carbon emissions.

The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. Also, noise and emissions will negatively impact the health of the thousands of people living here.

The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. The park is well used by local and state residents. In addition, I have lived in White Center, near enough to Seattle flight paths to know residents have trouble with noise in their yards and classrooms, so much that talking cannot be heard. I support measures to curb air flights.

The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park.

Also, Joint Base Lewis-McChord brings enough traffic, noise, a flight path directly above my home with helicopters and planes. It has already impacted I 5 traffic patterns since they closed other forts in the country. We have enough noise from ammunitions and planes already. More plane traffic. Enough is enough.

The Thurston County Central site neglects to take into consideration Wolf Haven International, the rare mounded prairie lands in that area that would be destroyed, as well as its proximity to historic and popular Millersylvania State Park. Traffic on 1-5 in this area has become significantly congested and an airport will only exacerbate this.

The Thurston County Central site neglects to take into consideration Wolf Haven International, as well as rare mounded prairie lands that would be destroyed. It is also close to historic Millersylvania State Park, and would have a severe negative impact on the park.

The Thurston County Central site would destroy Wolf Haven prairies and other prairies and wetlands, sites of rare and threatened species, destroyed. In addition, it would add to the already burdensome helicopter and airplane noise from Olympia Airport and JBLM.

The Thurston County Central site, located east of the Olympia Regional Airport, neglects to take into consideration Millersylvania State Park, the West Rocky Prairie Wildlife Preserve, and Wolf Haven International. In addition to habitat and environmental concerns, it is irresponsible to justify commercial aviation expansion with premature promises of new technology, such as electric airplanes and sustainable aviation fuels (SAFs).

The Thurston County Central site, located east of the Olympia Regional Airport, neglects to take into consideration Millersylvania State Park, the West Rocky Prairie Wildlife Preserve, and Wolf Haven International. In addition to habitat and environmental concerns, it is irresponsible to justify commercial aviation expansion with premature promises of new technology, such as electric airplanes and sustainable aviation fuels (SAFs).

The Thurston county locations have the most likely location to allow for traffic access out of any of the other ones outside the most metropolitan areas.

The Thurston County

Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania

State Park.

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State Park.

The traffic congestion is already unmanageable. Adding an airport near it would make things way worse.

The traffic pinch points both north and south of this location would make this a bad choice. the Portland Airport is more convenient in this area.

The traffic!

The wetland impact outweighs the number of people served. Not a good trade off.

The wetlands are fragile. It would serve only a moderate number of people.

There are no airports close enough, this would help a lot

There are not a lot of airport options for those further south in Washington state. Many people would find this location accommodating.

There are other sites that are better. The environmental impact is too great and the impact on people too high. There shouldn't be a major commercial airport near our states capital for a multitude of reasons. One is obviously security, another is the disruptions during the legislative sessions. This area is already impacted by the live fire drills at JBLM which already causes distress to our veterans, abundant wildlife, and household pets. Many veterans retire to Thurston county because you can be walking in nature from nearly anywhere within 5 minutes. A commercial airport would rob residents of the peace they moved here for, increase suicide risk for veterans, exacerbate PTS, negatively impact wildlife, and disrupt government. It would also destroy the social construct.

There are plenty of airports in the north and serving te north, there is no airports between Portland and SeaTac to serve the fast growing South Puget Sound.

There are too many wildlife refuges and reserves. Not to mention people live here for the peace and quiet. This would not only disturb the people but also disturb the wildlife majorly. Why not improve the airport already in Chehalis. START THINKING ABOUT THE REST OF THE STATE NOT JUST SEATTLE.

THERE IA ALREADY ENOUGH NOISE AND AIR POLLUTION FROM FORT LEWIS

There is a fully functioning airport in Bellingham snd Seattle. Just quit. Invest in high speed train if you must.

There is a lot of folks that fly out of Olympia/Lacy area who currently travel to SeaTac. This would also be a good location to serve the south/southeast and southwest portions of the State.

There is already an airport in Thurston County.

There is already noise and pollution from the base and Olympia airport in this area. We need to preserve our forests and plains and natural habitat in this area. No more airports in this area.

There is an existing double-track mainline that could be upgraded for high-speed rail. Under current schedules, the time from Seattle to Lacey is 1 hour, and 18 minutes.

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the puget sound could be utilized. For example in Paine field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport.

There is much wildlife and nature that would be displaced in event of an airport construction here, notably including wetland and sites of geological interests such as the Mima Mounds.

There is no need for an airport here, and it would have unacceptable environmental impact on the environment and nearby communities.

there is no reason for an expanded or another airport in this area, no justification for it

There is no way to mitigate the noise impact here on surrounding cities and the growth impact let alone environmental damage

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is plenty of air fields just wait for the the dead and dying airlines to catch up! There will be new ways to travel and they won't be using good land and not

so greedy for money!

There is too much forest lost for Thurston County Central. This is a rural area that should stay rural & not further damage the Deschutes R. basin (which already has summer heating/flow problems) that provides critical, coldwater salmonid & sculpin fish resources.

There should be an airport near the state capital.

There will be a very high risk to the birds such as the Canadian geese which fly in the same path as some of the larger planes that currently land at Olympia airport. This risk will increase risk to homes due to crash related to plane meets birds. Nisqually Wildlife is a place that needs to be protect as well as the birds.

There will be alot of growth here in the coming years. It would be nice for those people to have a alternative to SeaTac which is far away.

There would be significant adverse environmental impacts.

Such an airport in Thurston would totally undermine the recently developed Thurston County Climate Action Plan.

Flight paths would go directly over highly populated residential areas resulting in significant adverse public health impacts (such as are now being inflicted upon people living under SeaTac flight paths)

There would cause lots of wildlife and environmental disturbances that would destroy preserved areas.. Millersylvania, Wolf Haven, pocket gophers, Prairies, and old growth forest. There is too much traffic already to withstand increased commercialization.

There's literally an airport. Right there.

There's a state park in the middle of this area, this area is growing as an option for lower income people who don't have many affordable housing options, it is too far from major population centers, creates more areas that would flood, there are sensitive plains areas that would be negatively impacted. Closer to Seattle and Tacoma make more sense. This would negatively impact many people who live in this area who don't have the resources to deal with these impacts.

There's already an airport nearby.

These sites would adversely affect multiple places of natural beauty, needed relaxation from the buildup of cities, and serve multiple endangered species. These include a campground (Millersylvania state park), a rare prairie habitat (West Prairie Rocky wildlife preserve) and Wolf Haven which cares for endangered as well as other animals that are unable to live in the wild nor typical zoos.

This area is the home of wolf haven, and our state Park. We need to keep and protect this special prairie land

This area cannot support the added traffic without expansion to 4 lanes of traffic per direction from Everett to Portland. That requires a minimum of ten years and multiple relocations of businesses and homes.

This area cannot withstand this type of growth.

This area concludes a significant number of homes which would be replaced by many people. Seems like it is too urban and location to I5 would cause significant traffic issues.

This area does not have the infrastructure for increased traffic due to the implementation of a new airport. There is residential areas in this area that are not aware of this possibility. This has not been advertised heavily enough in the area to give people options to speak up on this issue. As a real estate agent this area should not be the choice of a future airport.

This area does not have the supporting infrastructure to handle a new airport. Additionally, this area already deals with significant military aircraft (and other) noise and emissions - including low flying helicopters in the night hours - this would only worsen the health impacts to this community. This location also appears to have impacts on outdoor recreation sites, including the Chehalis-Western trail and an airport should not take priority over public recreation spaces

This area floods in the winter, there are many more suitable alternatives. The area is mostly peaceful farm lands and building an airport would disrupt that peace.

This area has excessive noise from JBLM and too much noise from other helicopters and WSP planes. We do not need more noise from an airport! Please do not build one in Thurston County!! This area has few benefits, tranquillity is one of them.

This area has tried but failed to sustain a major carrier to fly out of the Tumwater airport. Better use of the land would be for affordable housing or agriculture to feed the population.

This area is already affected by flight patterns. Don't add more noise.

This area is already being developed in spite of nature, wildlife habitat, a major wildlife refuge (Nisqually), and Puget Sound. Please give nature a break.

This area is comparable to the current drive to SeaTac for the population around Tacoma, and would provide the population around the Olympia area with a reasonable choice instead of having to drive to Sea Tac or the Portland/Vancouver area.

This area is not well served by efficient transportation systems. An airport would require increased passenger travel capacity which would have rippling negative impacts in the form of increased vehicle trips, travel times and air pollution. This is not even acknowledging the negative impacts of the airport itself, only people traveling to the airport.

This area is ripe for development. As a resident nearby, it honestly wouldn't be my favorite solution, but looking at the maps and knowing how development is already occurring nearby, especially off of Exit 99, this actually makes a lot of sense. It would be a bummer to lose my favorite view of Mt Rainier in town -- which is currently visible from the west of the current air field in the ball park area. Watching small planes take off/land here at sunset against the backdrop of Mt Rainier is pretty special...and quiet...for now.

This area is too important for migrating and breeding waterfowl to consider developing into an airport.

This area would not serve a large enough population.

This could be a good option to accommodate the south sound...

This could be a nice compromise location between very rural areas and highly populated areas. It's easier to get to Olympia from the communities in the south than the other locations you're proposing.

This county already makes it tough enough for a single family to build on 5 acres because of environmental impacts. The idea of a large airport here is ridiculous

This does not take into consideration the impact on Wolf Haven and rare prairie land.

This is a beautiful rural community. Please do not ruin it with an airport! Additionally, this is a farming community and we don't want the pollution from noise or from the fossil fuels being burned above us and around us from increased area traffic.

This is a great location.

This is a joke right? Olympia is RIGHT THERE!

This is a political center and home for a lot of WA state employees. Would make travel much easier.

This is a possibility I hadn't considered. Good access to I5, but less convenient to King County. Although Tacoma and Olympia would be well served.

This is a semi-rural and populated location that would suffer undue impacts in the event an airport is constructed there.

This is also a good spot! South End, is a good option for Tacoma, Olympia and others. Should be strongly considered.

This is an environmentally sensitive area.

This is an ideal alternate site to the Olympia Airport and/or JBLM. It is close enough to population centers to be plausible, although it will be tough to justify the cost of building a new airport and its freeway access instead of expanding Olympia.

This is close to the capital of the state. Should be but here

This is far enough south of the other 4 airports and north of Vancouver so maybe

This is far enough south and in an already hi population area.

This is ideal! It can be a south sound hub, working for JBLM/Pierce Co/Thur Co/Lewis County/ Mason County/Grays Harbor.

This is important wildlife habitat.

This is insane, especially in light of global climate change.

This is mostly agricultural land, or could be, if the US Defense Dept allowed it. Converting the area to an airport seems to be antithetical to its current land use. In addition, due to its current use for the military, it's isolated. It also lacks adequate public services (like public transit) or infrastructure. And the distance from the I-5 corridor will mean additional road work and lane expansions resulting in significant traffic impacts to the local area. It will significantly change the character of the generally rural communities in the area which, from my perspective, will be detrimental to the efforts by the County to create limited growth outside of the current urbanized areas (Olympia, Lacey & Tumwater).

This is my favorite pick. It would be nice to see Olympia have a more tourism in general. As is, it feels like an old town someone dragged over from the east coast and forgot about.

I'm not sure how you'd handle traffic in this location though...

This is my second choice of sites - close to I-5, which would encourage people to use the site, but a lot of land already in fairly significant use - this would definitely impact some of our smaller agricultural areas.

This is not appealing at all as it would be further away than SEATAC for those of us north of Bellingham, and it would require a longer drive through even more traffic to get there.

This is not compatible use of the land. Major impact on lower population area.

This site would impact many rural homes with animals and wildlife. There is also a wolf preserve right in the middle of the proposed area that has been there for years and will be harmed by traffic and plane noise.

This is the best geographic location but the environmental conditions are terrible. Can the port do a land swap for better conditions?

This is too close to natural and population centers. It would also obliterate Wolf Haven International and destroy the experience of Millersylvania State Park.

This is too far east

This is valuable arable land, and it should be protected. There are also rare prairie habitats and associated species that must be protected. With drought elsewhere comes it's partner famine (see e.g. Sudan), and arable land in an area that has the moderating ocean influence of our area, farmland is a precious resource now and in the future. Also, noise and effects on bird species, with the airport regulations and devices that drive birds away. This is on the Pacific Flyway.

This is very close to Tribal land. These rural communities would also most likely be severely impacted, including farmland. Infrastructure would have to be considered, including highway access through possible protected prairie and gopher terrain. Please do not disrupt this area by building a new airport.

This is way too far for us to come to from Everett but looks like it would work

This is where many travel let's going outside of Seattle are headed. This would therefore decrease road congestion of those from southern area commuting to and from SEATAC.

This location in Thurston County Central does not serve a large enough population to support an international airport. This area of Thurston county is home to rural ranches and farmers that are a vital part of our local food supply systems, and should not be disrupted with the development of an international airport. The local community does not support development of an airport in Thurston County.

This location in Thurston County would have a huge negative impact on historic farms and sensitive wildlife habitat, and should not be considered.

This location is further away from the SeaTac airport servicing those who are further south

This location is near some "natural areas" that must be preserved. The Millersylvania state park is nearby, we do not need/want planes over this sacred park. We need quiet.

This location makes the most sense. It has the infrastructure to support it. There is enough population to support it. It would pull from Olympia area as well as Tacoma and Kitsap area.

This location probably has less disruption to current inhabitants than many of the other sites,

This location should strongly be considered. It is a region that desperately needs a real airport. It could serve Pierce County residents and everyone south of Fort Lewis, as well as most people living in counties to the west on the peninsula. It's not too far from I-5 and maybe an Amtrak station could be added to serve it. This location would serve large populations of lower income people throughout the region, who shouldn't have to go all the way to SeaTac or Portland for an airport. This location would truly take a lot of strain off of SeaTac airport as well as all of the traffic on I-5 that heads north to it.

This location would make more sense logistically. Service people down south.

This makes more sense as the population in this area is large and there are a lot of private flights that come with the military base families.

This makes the most sense for the large population of Olympia/Lacey area and they wouldn't have to drive to SeaTac or Portland in order to fly. Which would also cut down on the traffic to SeaTac causing less accidents and road disrepair

This makes the most sense.

This noise and pollution will have a very big impact on Olympia. We already have air traffic impacts and loud noises from combat training from the military bases. We also have e huge problems with homelessness. We do not need more impacts from this!

This option is a great choice as the south sound needs a airport. That being said olympia has a airport not far from this location, so I question if this location which isn't on I-5 and is not centrally located for thurston residents as Olympia airport is, if it would end up meaning cars are on the road for more miles on average to get to and from the airport vs the Olympia airport. Either way this option is still a better option than anything north of pierce county as it's ridiculous to even consider one in skagit before Olympia/lacey/centralia/Lakewood/DuPont have the same access to air travel that they already have available to skagit via Everett.

This out of all of them would be the best. Mostly because it's by the military base but also between Seattle and Portland.

This plan would jeopardize the Thurston Climate Mitigation Plan and is opposed by elected leaders and the general population

This possible site is in close proximity to Interstate 5

This region is non-justifiable given the proximity to an existing airfield - Olympia Regional Airport

Olympia Airport

Terrain Impact – It is a multi-runway airfield serving large and transport category flight operations and ground services. - GREEN

Property Acquisition – Acquisition cost would be limited to unrestricted expansion south/west of the airfield - GREEN

Environmental Justice – This will occur everywhere and yet this site has larger scale of setback from general population groups due to the airfields existing layout. – GREEN/YELLOW

Wetland Impact – Minimal with mitigation well established - GREEN

Incompatible land use – The entire south/west of Olympia is suitable, serviceable, accessible, and developable - GREEN

Population Served – The North sound is served by Paine Field and Bellingham, King County and SEATAC offer central service. The south sound region has no service.

Olympia is the second most logical choice behind McChord Field. With preexisting infrastructure, all with immediate multi-lane Inter/Intra-state highway access, and services. Olympia is - GREEN.
This region is too far south of Seattle

This seems like a reasonable site location. It is close to the existing Olympia airport, however this may be a positive.

This seems like far enough away from Seatac to warrant a study.

This site does not serve enough people within a 90 minute drive compared to any of the other proposed counties sites, which are all in much higher population areas. It would destroy pristine natural habitat (mima mounds, violet prairie, etc.) and essential public recreational area(millersylvania park).

This site has excellent access to a major highway and should be highly considered.

This site includes our state capitol. The transportation needs of the population would be best served with an airport in Pierce or Thurston County.

This site is within one hour from SEA and 1-1/2 hours from PDX. It is also much too close to the built up areas of Olympia/Lacey/Tumwater.

Past attempts to have scheduled service from OLM have all failed due to the proximity of SEA.

This site makes the most sense as the impacts are manageable, the location is close to a major interstate (I-5), and it is close to the state capital.

This site neglects taking into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania state park.

This site neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

This site seems more favorable because the population seems to be moving in that direction. This State does not need another airport. No Thanks!

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

**There is already an established airport near this location. Improve that one.

This will have a negative impact on traffic as well farming communities around the area. Traffic already bottle necks leaving certain parts of king county and this is going to make it worse. Plus we need to keep farming communities. They are the ones that are going to keep everything going.

This will negatively impact Wolf Haven and its mission to protect an endangered species.

It would also destroy the natural phenomenon prairie mounds.

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas.

This would be a benefit for the county of Thurston county travelers. We need more in this area.

This would be detrimental to Thurston County. Our road infrastructure is maxed out now without a major airport.

This would be good for me.

This would be my 1st choice. Reasons would be close to the capital not far off the I5 corridor. I am not sure noise and environmental impacts can be completely mitigated at any of the sites but the effort would be appreciated.

This would be the best option

This would destroy a vital wetlands ecosystem. We already have state buildings and some roads built on wetland. The buildings have pumps to keep out water and, at least, one bridge sinks and has to be repaired frequently. What do you think is going to happen when 90,000 + lbs of airplane(s) continually taxi over runways built on wetlands? Clearly, in spite of impact statements and engineering arrogance, it's not worked very well so far in Thurston Co. Additionally, this would greatly negatively impact the quality of life in rural Thurston Co.

This would equally space airport servicing throughout the western side of the state for a more equitable approach.

This would fill a gap between existing major airports to reduce travel times.

This would give people an option from the peninsula, central western wa and south sound to utilize this airport and would give an option between SeaTac and Portland.

This would negatively effect the surrounding area, from noise to housing availability and cost.

This would negatively impact the environment and community life. I strongly oppose this proposal for Thurston County.

This would negatively impact the environment, PLEASE do not consider.

This would provide a better airport option for residents south of King/Pierce counties. South Sound region residents wouldn't need to navigate the Sea-Tac corridor of I-5. Alternatively, Olympia Regional Airport could expand its services to include commercial passenger flights.

Thurston county already has an airport, will a gopher impact be needed

Thurston County already has so much air traffic with JBLM, adding another airport would make many areas intolerable. Thurston County is still trying to accommodate the growth of JBLM, it has caused many traffic challenges. I think adding a airport would only add more traffic to an area that hasn't successfully addressed the last increase need.

Thurston County has many sensitive environmental areas. It's too far from major population areas. Given the environmental challenges of air travel we should be expanding rail services. Thurston County has previously stated that a new airport cannot be sited here. Respect the local process that led to the County Commissioners rejecting a new airport.

The noise and emissions cannot be mitigated in this area.

Thurston County is close enough to Portland to use that airport (I regularly do), and that airport is not congested.

Consider high speed rail from Olympia, Centralia, Chehalis, and Kelso to Portland airport as an alternative.

Thurston County has way too much traffic now. Put it in southern WA out of the way of traffic and noise.

Thurston County is a family oriented area, where children ride their bikes up and down the backroads. It is a place where you see an elderly neighbor walk down the street with her walker and not worry about crime or cars accosting her. We have a quiet neighborhood, where we can actually get a good night's sleep. I moved here over 20 yrs. ago and there were only a few aircraft flying over. It seems that the airport is already been expanded. The air traffic is low flying, loud and intrusive especially in the afternoon and evening. Are you already surveying the area? Are you surveying the population? I don't know what is happening, but I hope you consider that this population is a strong voting block and we care about our community. Thank you.

Thurston county is a great midway point between seatac and Portland airports. It is easily accessible via i5

Thurston County is far from sea or pdx

Thurston county is lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area. Too close to existing regional airport.

Thurston county is nice as is. A noisy, busy airport would make our lives worse.

Thurston county is on the brink of losing its agricultural economy due do land acquisitions and sellouts to developers. Thurston county is the gatekeeper between industrial city's and family owned farms. Its the perfect paradise of country living with city shopping. An airport would change the social climate drastically over the course of 10 years, at most. Thurston county would become an extension of Tacoma, effectively tearing down the gates and moving them to Lewis County. I understand that an airport, in any location, is a boost for economic growth. But do not let greed degrade the social climate that makes Thurston county unique.

Thank you

Thurston county is the best option !!

Thurston county is too small of a county to add such a large airport to

Thurston County is unique and beautiful in its rural character and beauty. That is why I live in Thurston County. Folks can access Sea-Tac or Portland airports. Those mega airports are close enough. I lived under Sea-Tac flight patterns 1/2 my life. The noise disturbance and air contaminants that drop are horrific. The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. Thurston County does not need this airport. I choose to live rural. If folks want to fly often then they need to choose to live closer to Seattle or Portland.

Thurston county just sent out a survey on how we can expand the bountiful byway and improve our rural character. Also, the impact on Nisqually delta will be too disruptive. The migratory birds in the area are critical to the health of Puget Sound.

Thurston County made it nearly impossible for homeowners to build/develop their land after making the gopher endangered and more important than anything else in this county. Add that to the wetlands impacted and it is a hard NO!

Thurston county makes more sense. It's at least a couple hour away from SeaTac. It gives people an opportunity to be closer to an airport without the Seattle traffic. And people from ocean shores are closer.

Thurston residents do not want the noise and pollution! The environment takes precedence during our climate crisis. We must do EVERYTHING we can to slow Climate change, and it's deadly effects

Thurston would provide a location convenient to the southern portions of Washington and Oregon
Too close to Mount Rainier
Too far from me.

Too high of environmental impacts, and higher traffic to the area is undesirable
Too much noise for our wildlife and the state capital

Too close to Capitol. This is not the right location for expansion.
Too close to cities, too much noise.
Too close to current military base.
Too close to heavily residential populations.
Too close to JBLM land

Too close to KOLM

Too close to Lacey and Tumwater. Noise impact to existing households!

Too close to Mt. Rainier.

Too close to residents. Too many environmental impacts.

Too close to rural, quieter areas. Too close to wetlands and prairie lands. Less demand than you imagine. More airports are not the answer, especially cargo facilities which would damage quality of life.

Too close to SEAtac

Too close to the mountains would cause eco issues.

too close to wetlands, too close for millersylvania state park where people camp and go to get away from noise and traffic

Too close, too loud

Too far

Too far

Too far

Too far

Too far for me to travel and too much traffic.

Too far for most travelers to reach. Just expand use of Boeing Field and existing airport in Everett.

Too far from major freeways

Too far from population centers and no mass transit or freeway access

Too far from population centers, roads insufficient to meet demands required for a major airport

Too far from population centers.

Too far from Seattle for most passengers. It would be like driving to the Trenton airport from New York City.

Too far out. Who wants to fly into Olympia that is going to Seattle?

Too far south for many to use

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region.

Too low of population served

Too many homes near proposed sight. Traffic would also have a huge negative impact.

Too many negative impacts according to your study.

Too many people are flooding in already bringing crime and homelessness to the area.

Too many planes already

Too many problems with Thurston County. Just look at the red and yellow areas on the chart
Too many red areas. King County is better suited for this
Too many things would be impacted
Too much additional infrastructure
Too much environmental impact.
Too much impact on the region
Too much impact to land and people
too much traffic and pollution as an impact
Too much traffic here already
Too much wetland and recreation areas impacted

Too much wetlands has already been impacted in the state. Leave it alone. Wetlands are valuable for many reasons.

Too much wildlife to consider, traffic infrastructure is poor, heavily residential. No.

Too much yellow in the chart, too much red tape to pull this off.

Too remote

Too rural. Needs to be up north and serve the counties with the population and business that need to use it.

Traffic concerns, already a gridlock area. Also wetland concerns

Traffic impacts of residents living in the Olympia area who head north to fly out of SeaTac could be lessened especially around the JBLM area with an addition of an airport in southern I5 corridor.

Traffic is already horrible

Traffic, Noise, Utilities, Taxes.

Trash there own area with new construction. Destroy the wetlands in there own county's for there airport needs. Slow there roads down even more don't go past Renton south is I can help it 2 hrs pluse to go marrysville to Olympia most days of the week already. Let them screw there own area up don't mess up mine more.

Two major airports within 50-90 minutes. Why put another between them when bulk of population is far north.

Farm/wilderness/protected species abound in this area.

two, potentially three hwys serving the area. Close to the capital for business travelers and the Dupont business park.

Unacceptable location. Environmental impact is great. Better locations can be found.

Unacceptable to cause impact to wetlands

UNDER WHAT LAW WOULD DEVELOPING WET LANDS BE ALLOWED??? FOREST LAND AND IT WILL SIGNIFICANTLY IMPACT WILDLIFE.

Unless the already existing airport is expanded. Roads are inadequate.

Unreasonably close to local airport.

Unsure

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .

Urgently need a airport south of Tacoma Economic development needed

Use Olympia airport

Use Olympia regional! Fix it up! It's much better.

Use Paine field.

Use the airfield already there!

Very negative impact to the beautiful wetlands in this area, as well as schools, new businesses, new neighborhoods, and the number of people already living here. This area is too beautiful to mess it all up with an airport. We already have an airport in this area - we don't need another one.

View this email in your browser

Say NO to a Mega Airport in Thurston County

Survey link now working

The Commercial Aviation Coordinating Commission (CACC) "Open House" survey regarding the proposed mega airport sites is now working.

Say No to a mega airport at two Thurston County sites.

For Background information, please refer to the email from Olympia Indivisible yesterday, September 6.

The Open House survey closes Friday, September 9.

Take the Open House survey [Here](#)

Instructions

This is not a good location! The Thurston County Central site neglects to take into consideration Wolf Haven International as well as rare mounded prairie lands that would be destroyed, as well as its proximity to historic Millersylvania State Park. I have often visited all of these and attest to their ecological importance.

Washington needs an airport up north.

Way too crowded with housing and traffic right now.

way too impactful on the wildlife population

We already have a ton of air traffic noise from SeaTac Airport and JBLM. This will make it nearly impossible to enjoy me to have quite enjoyment at my property.

We already have an airport

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have significant noise from JBLM in this area and noise is a significant concern .

We already have so much noise from the existing air port south in Tumwater as well as freeway noise from I5 and JBLM with constant air traffic as well as land bomb practice. From large Chinooks to smaller aircraft they are constantly flying low directly above our neighborhood. Please do not add to the already crowded airspace in this vicinity!! It's plenty stressful as it is.

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We already have two regional airports within easy distance to Thurston county, making a third redundant.

We are already impacted by overflights from the Olympia airport and JBLM. We don't need or want more noise pollution and our natural areas are being destroyed by rapid development an airport would further degrade our quality of life!

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more house and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state. We are very rural we don't want to be a big city

We built our home 20 years ago in the Littlerock/Maytown area. We live on a hill with wonderful neighbors and a view of the Black Hills and Mt. Rainier. We are a short distance from Millersylvania State Park. An airport would destroy everything around us creating noise, pollution and not a good place to live.

We built our home here and a nearby major airport was NOT in the plan. We purposely found a place AWAY from a Seattle type environment. We do NOT want or need the noise, crowding or pollution impact that this would bring to Thurston County.

We desperately need a passenger airport in Central WA and the Capitol is not well-served by SeaTac, especially lacking any viable mass-transit options.

We desperately need an airport in this area, hopefully allowing for passenger planes. We are stuck to either drive 2 hours to Portland, or drive 2 hours or more (due to horrible traffic) to Seattle. It is a State capital and very difficult to get to.

We do not need another airport.

We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense.

We do not need anymore

We do not want an airport here. It would severely impact traffic, noise level and pollution. Absolutely not.

We do not want an airport of any kind in Thurston County. We have one already - we have no interest in an additional airport.

We do not want to live near an airport! It's noisy, creates pollution, and will destroy the rural beauty we have. We need to protect our open spaces and stop paving over paradise.

We don't need anymore airports!!!

We don't need another airport, just expand existing airports.

We don't need it

We don't need the noise.

We have 2 easily accessible international airports within 1-2 hours with SEA and PDX on the I-5 corridor.

We have 3 airports in this area already, Seatac, Boeing field and Everett.

We have enough airports.

We have fought so hard for our wetlands, don't undo it with more cooperative greed. The people of Olympia do not want this.

We have had too much land clearing over last few years, too much impact to wildlife and need to protect Millersylvania State park! It's too crowded in the area!

We have protected pocket gophers, spotted frogs, birds and butterflies in Thurston county. Residents cannot build on their own land so a huge airport is out of the question. Your permits would never be approved like many of ours. Keep your airports in the city and leave the rural people alone.

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

It's already bad traffic as it is due to lack of roads in and out of certain areas. You want to make it worse? Really doesn't surprise me. The gov't has no common sense

We like our area out here quiet and free of all the noise of airplanes taking off daily. Put this in bigger cities where there is a ton of hustle and bustle and noise already! Not to mention all the wildlife that would be interrupted!

We must NOT impact existing wetlands!

We need airport in Enumclaw!

We need an airport located between Seattle and Portland.

We need an airport north of Seattle

We need an airport south of JBLM.

We need an airport to serve the state capital.

We need no airports in Thurston County

We need our natural land and water spaces to keep an environmental balance!

Airports are NOT NEEDED!

Space technology can be applied soon, and airports will be outmoded, not needed.

The natural environment is much more important!

We need to protect our wetlands.

We need to reduce air travel due to climate change.

We need to save our wetlands. Pierce County Central Location would be a way better choice.

We should not be expanding air travel and divesting public funds from rail.

We're in the midst of a Climate Emergency. Plans for new airports should not be happening at all, much less in OUR state, a leader in the US against greenhouse gas emissions. What about alternatives to accommodate growth in our area (such as hi-speed rail, utilization of teleconferencing, no-fly campaigns, etc.)? We need to do more to cut back emissions, and doing LESS travel via air is a something humans need to commit to.

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and Vancouver. All within an hour of any location in Western Washington. Another airport serves zero purpose.

Wetland impact

Wetland impacts. Density of new housing in the area. Not a good idea.

Wetland preservation should be a priority

Wetland protection.

Wetlands

Wetlands and wildlife would be endangered as well as, potentially, people. The area is too populated and this development poses a risk to the wellbeing of citizens and wildlife. The area is also not set up to handle the huge influx of traffic and new residents that an airport would bring.

Wetlands are critical areas for the general environment. Not listed were impacts from traffic, air quality and PFAS groundwater contamination. Not stated or measured is the will of the TC residents who have repeatedly expressed NO AIRPORT EXPANSION or a SEATAC creation. Bad survey.

Wetlands are crucial ecosystems that need to be protected. The impacts of this to wetlands could be catastrophic if something goes wrong during construction or use. They have a myriad of benefits, including retaining water and containing species that generate oxygen. With climate change in the horizon, we can't afford to risk either of those. Additionally, this clearly isn't a site that serves as many people as other sites in this area, like the Piece County site.

Wetlands are invaluable

Wetlands are protected lands that provide invaluable environmental services.

Wetlands can not be recreated successfully; this proposal appears to be wetland sensitive. If flooding impact exists, wetland disturbance will fail to remediate that incompatibility. Anywhere.

What about expanding the Olympia Regional Airport? You've already got main traffic in and out of the area and this is the only map that you show how close to I-5.

What about the Olympia airport, it's right there. Can you not expand that?
What impact will this have on traffic and infrastructure?

Why aren't we upgrading/expanding the Olympia Regional Airport, instead of building an entirely new airport in this area?

why build a new airport when you have a massive airfield to the northeast

Why can't the Olympia Regional airport be expanded to accommodate commercial planes again?

I have a concern about the wetlands and Millersylvania Park (plus surrounding area) being useless or inaccessible with a new airport going in.

Why do we need this? Is there an actual need? Wetlands are important.

Glenn Hendrick

Why don't you expand the already existing regional airport that is nearby?
Why not expand the airport that's already there?

Why not simply expand and retrofit the Olympia regional airport to accommodate this need? That would have far less impacts than developing a new site.

Why not use the existing Olympia airport and make any necessary improvements to the existing infrastructure?

Why on earth do we need a 4th airport?

Why put a new airport so close to an existing one?

Why would an airport need to go here when you can go to Portland. Why create disruption and affect property values in this area.

Will accommodate travelers closer to the state capital

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

Will not meet the need.

With 3 large airports and one medium one in Arlington we do not need a 4th. The environmental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

With an unobtainable low amount of housing in our county it seems inhumane to use large amount of land in one area to build an airport that would not serve our population. Also, I personally know this area well and there are several wetlands and prairie land. The Tunwater regional airport was already expanded several years ago and has not ever been used as it was intended.

Wolf Haven International as well as rare mounded prairie lands would be destroyed. Also, it is too close to Millersylvania State Park. The park would be destroyed.

Would effect Millersylvania Park and Wolf Haven. Cause long

commutes for King County users. We don't have NEED for a large airport in Thurston County
Would it be better to expand Oly Regional airport?

Would result in unacceptable and non repairable environmental harm to unique and sensitive areas.

Insufficient demand for the service from population in the area would result in an undue tax burden to support it.

Would serve the Capitol and growth to the South.

Would support capital as well as providing an airport to southwest wa
Wouldn't serve enough people to be located here

Yâ€™all have no clue what traffic is like leaving rural areas, do you?
yes, if wetlands can be mitigated

Yes. Good access to I-5 and the area is already losing its agricultural community to high levels of residential and commercial development.

You can utilize the already existing Olympia airport, and stop taking our farmlands, we need Farms that produce food, we need our wetlands, we do not need another airport.

You cant mitigate an airport.

You continue to seek and destroy our rural communities.

You have an airport in Olympia already.

You should be able to check which county you're in before answering questions for places you don't live

you would need to double or triple the capacity of I-5 through the base choke point to make anything south of Tacoma work

You would put the airport right on top of my farm!!!!noooooo

Your average resident will find this a useless "improvement," as the vast majority of regular folks fly out of SeaTac and will continue to do so. Therefore, the majority of us - the regular folks - will be NEGATIVELY impacted by this. We're always told these things will increase convenience; they never do, and instead create problems. We need to protect the few remaining wetlands; most have been destroyed thanks to this kind of "improvement." Besides, the last thing Thurston County needs is MORE infrastructure. We're being inundated...ruined even, by excess development. Enough is enough.

Your BS about impact on people of color is disgusting. What about the impact on white people of color? Reverse discrimination by Jay Inslee and his tribe at the WSDOT.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that
Yup. This is the spot.

Greenfield sites: Thurston County South

Question: Should the state consider Thurston County South as a location to site a new airport?	Number of responses	Percent of responses
Yes	1,155	21%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	1,059	19%
No	3,402	61%

Please provide any explanation you wish to share

"There would be a large amount of impact to wetlands." State capitol are without water, we have watering schedules in affect, loss of aquatic life & more, and you want to destroy more of it?

: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species

1. "Thurston County South is too close to other valuable, natural-resource lands like Wolfhaven, Millersylvania, & Rocky Prairie, for which quietude is needed. Moreover, this area is well-known for having groundwater-flooding problems during the wet season, which could create stormwater & airline-safety problems."

2. Is yellow in population served.

3. Do not develop until clean air is viable with proper technology

1. East King has the most positive "Essential Factors" you are looking for per your calculations. 2. There's a Wildlife Preserve as well as 1 of 2 rare prairie Habitats in South Thurston area that need to be saved, (And there's a good chance this would "eventually expand" to the rare Mima Mounds area also.) 3. To much farmland has already been bought up by special interest for housing and plans other than food. When that's all gone, where 's your food going to come from? 4. Part of this area has been identified as a preserve that is "one of the most important fish & wildlife habitats in Washington. This preserve supports runs of Chum, Chinook & Coho salmon as well as Steelhead and Cutthroat trout. And its banks have the most extensive riparian environments in western Washington." The Nature Conservancy and US Fish & Wildlife have both assisted in protecting this area. So where is all the outcry for "Save The Salmon" here? Or do these salmon & trout not count as salmon and trout?

So, this is NOT an area you can just dig up and move somewhere else. Please use the consultants expertise and choose an area that has the most number of POSITIVE "Essential Factors" . If you're paying the consultants to evaluate these sites then LISTEN to them. Put this airport where they say is the best place for it, NOT where "the MONEY" wants you to put it. Otherwise, you are just wasting the taxpayers dollars and wasting our time because it says you had already decided where this was going!

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

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A bit far away and people can go to pdx

A large commercial or cargo airport in this area would have a major detrimental effect to wetlands, wildlife, the people who live here. I5, Olympia Airport, and Fort Lewis already provide significant sound and air pollution. An airport would only increase air pollution and impact residents. This area is home to an endangered species in the wetlands that would be impacted and thousands of birds, both native and migratory, who would be negatively impacted. There is no way to mitigate the negative impacts to the environment, noise, or air pollution at this location so please do not consider it for an airport location.

A lot of land is protected by wildlife reserve. Also lot of groundhog around there.

A lot of money to serve few people

A lot of wetland impact for minimal benefit

A major airport here will devastate the quiet beauty of Millersylvania State Park and destroy the irreplaceable Rocky Prairie wildlife habitat.

A major airport would have a very large negative environmental impact. Not enough large population centers to service it which means large traffic travelling to it.

A major Seatac style airport is not wanted in Thurston County. The Thurston County Commissioners have provided a letter that they don't want it, and that it would be detrimental to our quality of life. The population also does not want it—the noise would be intolerable and is incompatible with the rural area. No amount of mitigation would ameliorate this 24/7/365 nightmare. The site you have identified as a "greenfield" is not a true empty Greenfield, because of the number of homes and neighborhoods already located there.

A new airport means more traffic, more noise and more pollution. I live in Lacey, WA and we do NOT want a new airport.

A Thurston County South Airport could also service WA populations south and southeast of SeaTac Airport.

â€œ

Absolutely no hard impacts on wetlands, they are essential to the health of this state!

Absolutely NO! They have not, and won't do all that is needed to address environmental concerns, plus the majority of the folks live here BECAUSE it is rural! No to a huge airport here! No to even attempting to, or even a single consideration by the developers to build a monstrous airport anywhere close to the country folks that live peacefully in this area.

absolutely no, no, no!

we strongly urge you not to put an airport in this area...it's out of the way

ABSOLUTELY NOT

ABSOLUTELY NOT In Thurston County

Absolutely NOT! We in Tumwater are already subject to non-stop noise pollution from low-flying medical and JBLM helicopters--the latter often in extremely loud groups! Beyond that we are beneath a major flight path. Add that we are disproportionately low-income in the Tumwater area and would pay the price for the convenience of a wealthy subset of society. It's already too loud with non-stop low-flying small airplane traffic as well.

Absolutely not!!! Absolutely not!!! These are quiet places that don't need a airport. For this region we have Portland to the south about an 1 hour and seattle to the north!!. The noise and environmental impact these hold is not okay for our region!!

Absolutely not.

Absolutely not. There is a state park there Millersylvania that is one of the the closest local lakes around. It would destroy this as well as privacy and sound issues for locals that live in that area. It will bring in businesses, pollution, crime in an area that is pristine. No, no, no!!

Absolutely NOT.

Save our wetlands.

Save Millersylvania state park

Pierce County Central Location would be a way better choice.

Access to I-5

Access to the freeway is preferred and the population density is not huge

Accessibility issues as in no traffic flow to or from this site. The Olympia Airport would be a much better option than this one.

Address access to air transport for southern Wa. The coast and Olympic Peninsula.

Ag land here may be needed due to climate change.

Again , this is already close to Portland Airport

Again the land is too hilly and there are is a State Park with a lake a various creeks and wetlands in this area.

Again, absolutely NO

Again, as with the central Thurston site, environmental impacts due to difficulty with the transportation corridor makes this site untenable. Interstate 5 crosses the Nisqually delta on a bridge that is already over-utilized and cannot be improved due to geographic limitations and the expectation of threats from increased sea level and attendant flood damage. This is due to climate change, and that is caused in part by carbon emissions that the drive to Seattle will lead to.

Again, serves the Capitol and much growth South. Impacts few people.

Again, there is already a Regional Airport right there, just expand that one.

Again, this area is right by my house, I am between this and the Thurston Central site. There are many horse farms and wildlife habitats in this area. I have horses, my neighbors have horses, we don't want them subjected to the noise and increased traffic etc. I live in the Tenino area because of it's still old world charm and I don't want it changed, none of us do. It is so rare these days, please don't take it away from us for the commercial greed!!!

Again, too many negative impacts.

Again, too many places, such as schools and places of worship, impacted by noise and traffic.

Again, weâ€™re in the middle of a climate crisis! We shouldnâ€™t be making it easier to pollute our world.

Again, why not enlarge Olympia Regional Airport for this development?

Again... Olympia would never finish this airport.....

air and noise pollution from planes and related operations pose significant risks to public health, to communities, parks and wildlife, result in lower residential property values, and diminish the quality of life. We're in the midst of a climate emergency. Commercial airline operations contribute to global warming and there are state and local climate action plans in place that should be adhered to.

-- Alternatives should be sought, such as hi-speed rail, utilization of teleconferencing, no-fly campaigns.

-- New and expanded shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.
Airport 20 miles north.

Airports emit a lot of air pollution and that isn't going to change anytime soon. You say a large amount of wetlands would be impacted, which means filled and destroyed. We are lucky to have those wetlands and appreciate the wildlife they support. Losing more wetlands is unacceptable in this era of mass extinction. Washington state is located in the Pacific Flyway for migratory birds, and I imagine that birds must have to be killed in order to provide safety for airplanes.

My proposal is to build ultra high-speed rail over and near I-5, instead of a second airport, which could provide the same benefits as a second airport by relieving SeaTac of providing short flights of 800 miles or less, while running on clean energy, being pollution- and noise-free, and requiring a much smaller footprint. Ultra HSR could also relieve I-5 of traffic by providing commuters and travelers with the option of cutting their travel time in half - not as fast as airplanes in most cases - but much faster than ground transportation. Ultra HSR would have many other regional benefits as well. This is a much more forward-looking solution than turning Central and South Thurston County into another SeaTac. The majority of people in this area do not want another airport. Please compare the costs and benefits of a second airport with the costs of Ultra HSR, in particular elevated mag-lev using public rights of way to the extent possible.

All of the reasons: population impact, environmental impact, financial impact, noise etc.
Allow rural to be rural - why disrupt our quality of life?

Already between Sea- Tac and Portland
Already freeway access
Already to much traffic on our little roads

Already way too much air traffic with JBLM and the existing Tumwater airport

Although close to I-5, there are too many wet lands and hilly terrain.

Although this study fails to adequately address a host of environmental concerns important to WA residents, including this proposed site, the need in this area can be more easily demonstrated given the population centers surrounding the site and the lack of services between Portland to the south and SeaTac to the north.

An airport here sounds miserable.

An airport in the southern region of Washington would alleviate the load on SeaTac

An airport is not necessary for this area. We already have a ton of overhead flight traffic with SeaTac, JBLM, and private aircraft. An airport would only cause further congestion in this area.

An airport of this magnitude would destroy the character of the community and put way too much pressure on roads that can barely handle the amount of traffic currently using them.

There are also at least two protected species of concern in this area which would be negatively impacted by an enormous airport and the accompanying pollution and additional traffic and pressures on the community. One being the mazama pocket gopher, and the other being the spotted frog.

An airport of this size is nothing but destruction of good land and peaceful living environment. In addition the amount of pollution and negative effects on climate change are totally unwarranted in this day and age.

An airport off the freeway of Tenino?! Absolutely not. The area does not have the infrastructure, and could not handle an airport. Everyone between Seattle and Portland have an easy route to an existing airport. This is a huge waste of resources that could be allocated elsewhere. The fact that it would serve a "low number of people" indicates whether or not this should be built.

An airport should be near a major roadway

An area of rapid development, a busy airport would surely face severe opposition.

Another area that would serve the southern portion of Washington

Another bad idea. Reasons the same: agricultural land should not be a target to turn into dense urban commercial use. And this is a floodplain.

Ansolutely not....

The Thurston County South site evaluation doesn't mention that an airport there would DESTROY the peace of historic, beloved and well-used Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and multiple endangered species. We're having a hard enough time keeping all these new warehouses from obliterating or landscapes and polluting our air and water....not to speak of the drastic loss of our tree canopy.
Any location s of seattle would serve more population.

Prefer location just s of Tacoma and mcCord base

Appears to have fewer conflicts with various resources. Somewhat central. Some development out in that area may accommodate business travelers who need to interact with State Government

Are you familiar with the importance of wet lands?

Area being considered would have a negative effect on noise at State Capitol. Also flooding is a consideration.

Area is already served by two adjacent airports in Olympia and Centralia

As a resident of Rainier, I do not agree that this is an appropriate site for an international airport. We are surrounded by wetlands and prairies that are safe havens for wildlife. It is imperative that we preserve our environment and the quality of life for all who choose to live in Thurston County...and for generations to come. We live and pay our taxes here for such an environment. Furthermore, the Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Please do not select Thuirston county for this airport.

As a resident of Tumwater I don't want an increase in aviation noise

Also, the Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

As long as farmers aren't impacted.

As long as it doesn't affect the Tenino mounds.

As noted above, this area is already overwhelmed with noise from JBLM. We do not need more aviation noise from another airport. DO NOT put an airport in Thurston County. We can't even sleep with existing noise!!!

As noted by your survey, this is NOT an appropriate use of the land and surrounding area. It is INCOMPATIBLE with the area and community. It would have a huge impact on the quality of life of surrounding homes. I would much rather see effort put into developing alternative forms of transportation, particularly rail enhancement that would put us more on par with other developed countries as well as lowering our climate impact. Aviation has a HUGE impact on climate change and we need to invest in alternatives NOW.

Assuming SeaTac stays, this puts both major airports south of Seattle which makes this of us north still have 1+hr drive for most destinations.

This particular area can take 4 hours to drive to on a Friday!

Bad choice. Too far from population centers and infrastructure.

Bad location for an airport, too far from central services. Lots more infrastructure would need to be built to support increased traffic in/out of this location.

Bad location for most people.

Because it is already in a airport area. Many of the homes and businesses are aware of the air traffic.

Because it's closer to seatac Than Snohomish, Skagit & Whatcom counties.

Because of their not being enough land to purchase

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Best choice in Thurston county. Please reevaluate the statement that it allegedly has the fewest people within 90 minute drive, that can't be right.
best hwy access, by far. Still close to Olympia,

Better to serve an already underserved area including the Peninsula. Including South Tacoma and Olympia. Diverting this airport traffic away from SeaTac.

Between PDX and SEA also close to interstate perfect location
Bfe
Both environmental and social concerns

Build in another county. It is ridiculous to even consider an area with several lakes, creeks, and rivers. This area also has a state park and farm land which is needed more than an airport.

Build it here. More interstate you won't maintain but tax is for.

But what about the gophers, which just had their mitigation plan approved?
By your own metrics this is a terrible choice. Problematic environmental impact with limited utility to passengers.
Central to southern part of state
Close access to I5.

Close enough to Portland to use that airport. Or expand Olympia.
Close proximity to Interstate 5 and would accommodate the population between Olympia and Portland
Close to a Major city , easy access off I5
Close to freeway access
Close to I-5
Close to I-5
Close to I5 and less households impacted

Close to I-5 corridor, but hideously inconvenient for the majority of the traveling population.
Close to I5 why not add on to Olympia Regional Airport

Close to I-5. Hotel and support structure off of freeway. Train station can be develop to integrate with existing Seattle - Portland tracks. Will serve population south of Tacoma, JBLM, Lacey etc

Close to I-5. Picks up travels from the all directions, can support people from as far south as Portland.
Close to i-5. Serves more people south of seatac

Close to interstate 5. Would need to address the sensitive and endangered plants and animals that might be adversely affected. Need to keep as much agricultural land In Thurston County. How would you deal with flooding in the Skocumchuck River drainage, which is a problem every year.
Close to Portland airport

Close to SeaTac for those needing to transfer to SeaTac airport

Close to the capital. No major airports down south. There are three up north

Close to the southern residence of the state. Minimal impacts on our underserved populations.

Close to the State Capital, out of the Seattle-Tacoma traffic to better serve Vancouver and Portland
Closer to government
Closer to major highway, lodging, food and easy access

Concern about impact on wetlands. Also noise from airflights really cannot be mitigated. I lived in south Seattle for some years and even the occasional air flight over our area was one too many. As it is , we in Olympia already are subject to too many reconnaissance helicopter flights from JBLM military base. And may I ask why another airport so close to olympia airport? No

Concerned about environmental impacts and the lower number of people served by an airport in Thurston County.

Also, it has been my experience that it is more expensive to fly into smaller regional airports. If this were to be the case, how many people will still just drive to SeaTac?

Consider increasing freeway access from the east.

Consider Kitsap County

Considering an airport in this region ignores comprehensive community planning for flooding.
<https://www.thurstoncountywa.gov/planning/planningdocuments/flood-plan.pdf>

Construction of an airport in this part of Thurston County would destroy critical wetlands and wildlife habitats, as well as rural family farms that are essential to local food systems.

Covering rich soil with concrete prevents carbon sequestration in the soil. This area is largely undeveloped. Pollution is minimal. Traffic is negligent most of the time. An airport would be environmentally damaging and add additional traffic congestion to the I5 corridor. Traffic congestion is already common between Olympia and Tacoma.

Currently strategic for commercial, with future passenger needs growing in an otherwise unserved population

Definitely would hurt the community and environmental impact would be way too high for the area
Destroy environment

Destruction of undeveloped land and impact to wetlands.

Develop existing Olympia Regional Airport!!!!

Develop rail systems

Development of rural Thurston County will encourage population growth, the last thing Washington needs.

Do not destroy our WA farmland!!

Do not destroy rural land. Roads could not handle traffic. Does not serve the population the commission was created to serve King County.

Do not impact the wetlands.

Does not serve enough population

Doesn't serve enough people and too much of wetlands are disrupted.

Don't mess with wetlands

Don't care

Don't make the rural areas like another Seattle mess.

Driving to Seattle from Olympia has gotten more and more treacherous one never knows what time one will actually arrive at SeaTac because of all of the cities and associated traffic along the way.

Due to increases in residential building in this area as well as the lack of proper traffic infrastructure this should definitely not be the area chosen for a regional airport. This decision has not been broadcast widely enough for local citizens to cast their vote.

East access to I-5. Has the means to accommodate the increase of traffic and such.

Easy access to I-5

Easy access to I-5 and Olympia.

Easy access

This location is further away from the SeaTac airport servicing those who are further south

Easy access; however, with traffic it would be easier to travel north. Extremely backed up during holiday weekends too. Not many people would chose this location over Seatac or PDX

Economically and environmentally unsound

Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations. The science has not designed a model of green air travel yet.

Endangered species. People cannot even get permits to build in this area due to pocket gophers.

Environmental and societal impacts would be too great. There are many T&E species and sensitive ecosystems in this area that can't be replaced. Agricultural lands are rapidly being converted and this would just further the problem. In the face of climate change, prime agricultural lands should not be paved over for the convenience of those that can afford air travel.

Environmental impact is too great. Along with health and safety concerns. We are failing to care for our bodies of water already, this sounds like a ecological disaster. No new airports anywhere until we figure out cleaner ways and seriously begin working on the current climate crisis.

Environmental impact on Wolf Haven International, Millersylvania State Park, and rare prairie land has been neglected in the analysis

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Environmentally fragile area.

Evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species Wetlands are vital to the health and vitality of the plant, animals and ultimately humans who depend on them for food and habitat. Mitigation is not an option. This is not an industrial area. Let's keep it that way.

Even better located between Seattle/Sea-tac and Portland. People from Portland would also use, particularly with an Amtrak station serving this airport site. With housing prices high in King, Pierce, Snohomish, population growth and jobs west of the mountains will focus on this area of Thurston County.

Excellent location.

Excellent location. Close to freeways and infrastructure.

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand Bellingham and Paine in the north.

Expand olympia regional airport and be efficient to alleviate environmental concerns.

Expand on what is already available. Plus it would help the people so they wouldn't have to get to SeaTac or PDX

Expand Paine field or Sea-Tac. Leave our rural areas alone.

Expand the airport in Tumwater

Expand the airport that's already there

Expand the Olympia regional airport

Expand the regional airport.

Far away from the only good places left to raise a family in our state.

Far from population centers. Could provide passenger train service, even a future high-speed rail stop.

Farm and forest land destruction

Farm fields are much needed and existing facilities can be used or upgraded.

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Farther away from the sea tac airport

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC.

flooding

Flooding

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. In addition, Thurston County is already experiencing an increase in crime that is not adequately being addressed, and cannot risk the additional crime and urbanization that an airport would undoubtedly bring to the region.

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Scroll down through the counties to the Thurston County choices; - Mark NO to the 2 Thurston County Greenfield sites;

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the quality of popular and historic Millersylvania State Park and would obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

For Thurston County South:

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. In addition, because of Governor Inslee's Covid vaccination program, the State of Washington will likely experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-after.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Fragile plains area, effects rural population and lower income people. Too far from major population centers. Poor people keep getting pushed farther away from resources and this would create even more hardships for them.

Freeway is awful

Good access to Interstate 5. Good median location between SeaTac & Portland airports.

Good Interstate access, provides better access to the coast cities, gives cities north of Portland a new choice too, will not have to compete with city traffic, good access to Amtrak in Chehalis to complete travel North or South. Two truck stops just north of this location on I-5 for Commercial service that is less restrictive than SeaTac and the other locations. No matter what site is used there will be complaints from people in the area so the site needs to be the one that is most sensible. Environmental concerns can be managed.

Good location to serve a lot of people and good land to develop
Good location.

Great access for Washington peninsula and Yakima area communities.

Half way between SeaTac and Portland, no larger dense populations, positive economic impact to a largely lower income and higher unemployment.

Hate to see this beautiful area destroyed but being closer to I-5 and serving a larger amount of travelers easier access and building infrastructure makes sense.

Having a larger airport further South from Seattle would help serve more of the south sound area and help mitigate the need for South sound residents to drive along the I5 corridor, especially through the notorious JBLM corridor, to get to SeaTac.

Having an internal airport located midway between Portland and Seattle would help both air ports with traffic and being able to handle customers during busy points.

Heavy I5 traffic means getting to an airport is more than inconvenient. It is a nightmare, expensive, and time consuming. An airport in Thurston County would be great...links to state government, Amtrak nearby, and easy transport by air to Portland and all points east of the mountains for the many legislators and business travelers. I'm all for this. I assume appropriate environmental impacts would be studied and mitigated.

High impact on wetlands. Would not accomplish reducing stress on SeaTac and more stress on I-5.
High wetland impact for low number of people

How have you left out the flooding issues in this area? This area is riddled with High Ground Water flooding that is dramatically increasing each year....as it is wetter and wetter. You need to re-assess this area for flooding. This area and the surrounding areas are rich in high quality wildlife preservation areas, rare natural prairies, trees, forests, habitats, and wetlands that are exceedingly valuable. True protected old growth forests and rare threatened plants and animals make their homes in this area. I say NO AIRPORT, we are in a climate crisis. This idea is timed about as poorly as possible. Wait until better solutions and better technologies arise. You are trying to build an IRON horse, just when it is time to move to the next evolution of technology.

I am familiar with this area. There are several salmon streams that I believe would be impacted and other wildlife/wetland habitats that would be affected. Several streams were just rehabilitated. There are also several preserves (winter elk herd, Darlin Creek Preserve) that would be affected. There is also Millsylvania State Park which is extremely popular for recreation, has some very old trees, wetlands, and wildlife habitat. I am a volunteer "lead" for the online neighbor community NEXTDOOR. I can tell you from the discussions about this the idea of a large airport in this location is extremely unpopular.

I am on the fence about this one. The commute down this part of I5 is already a very rural fire hazard and other parts of the year near Centralia its so flooded you cant get anywhere. That would be hell with a big group of people who need to be somewhere.

I am very concerned about impacts to the quality of life in the Olympia area if the site was to become an airport - including increased noise /air pollution, development, transportation capacity. I am also very concerned that the proposed site is located in critical South Sound Prairie ecosystems. Endangered species potentially impacted include listed pocket gopher, Taylor's checkerspot butterfly, streaked horned lark. Only about 3 percent of South Sound prairie habitat exists currently. I am also concerned about the impacts to wetlands and potential impacts to the ESA listed Oregon spotted frog.

I believe that I can speak for myself, but also for anyone around my family & I, that I know as well as people that I have never met. We are absolutely against ANYWHERE NEAR Thurston county getting an airport that would be equivalent to the size of Sea-Tac!!!! PLEASE Do Not Consider ANYWHERE in Thurston, Pierce or Lewis county sites. We love our rural, lush tree-ful, oxygenated, peaceful, quiet, country areas out here and want to keep them as such. One of the many reasons that I, as well as just about everyone I know, live out here is because it's a rural, green & woodsy area of the state. I love the cleanliness of the air & the lesser noise pollution here. I was born and raised in Yelm/Olympia/Lacey areas & I love it here. I am not a city person & would not like planes coming in or taking off day in & day out. Nor do I have the means to pick up and move away either. Please DO NOT consider ANY Thurston, Pierce or Lewis county areas for the Airport site. I believe it would lower the quality of life for everyone residing here, as well as all of the people that live in these areas. I literally cry when I think about the amount of trees that would have to be removed to make this happen and that would severely impact our air quality so much. The sheer amount of people within the 90 minutes (as stated above, would be not many at all), compared to the amount of people that would be impacted by the absolute air pollution, noise pollution & the lessening of oxygen by the removal of SO many trees, as well as the wildlife reservations and endangered species habitats that would have to be relocated is by far much greater by number (everyone - humans & animals alike), and would ALL be deeply effected negatively. Also, other sites further up North seem like they are more ideal and much better choices due to the fact that there isn't a very large population down here, and would only push people to just use SeaTac, which would not be doing what it's intended to do, which is to relieve SeaTac's congestion. Thus, defeating the whole purpose of putting in a large airport .. I say up North!!

I believe this area would have a greater positive impact to those living in the surrounding area. This location would help provide much needed commercial/residential opportunities for companies looking to expand and residents living at low income levels. This area would also ease travelling concerns for those individuals living East and West of Olympia that are currently limited to Sea-Tac or Portland international airports for travel. Thus reducing their commute times and keeping Washington money in our state.

I can't imagine your fellow state agencies or any long term resident would allow you to desecrate Mina Mounds, the endangered pocket gopher habitat and Wolf Haven.

I can't think of a better way to destroy all of the good planning this county has done through the GMA. And how can you justify from a climate change perspective putting the airport on the very southern edge of the Puget Sound, particularly given the lack of mass transit? In addition, I-5 is already congested; think about how badly this would increase that.

I do not believe we should build an even bigger airport in Thurston County when there already is an existing airport. Building a bigger airport could also negatively impact Millersylvania State Park.

I do not trust that the impacts can be mitigated. The Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. We live in a beautiful and fragile place and have the responsibility to protect it.

I do not trust that the impacts can be mitigated. The Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. We live in a beautiful and fragile place and have the responsibility to protect it.

I do not want this in my county.

I don't like the wetland impact, but other than that, it looks okay

I don't want to live by an airport. I served on an aircraft carrier I'm hard of hearing as is. I left the City to get away from this nonsense.

I don't believe that any community would want to lose the peace and quiet that they now have to an airport that will pave over 2,500 acres of land.

I don't feel roads in this area could take the out of excess traffic a major airport would create

I don't live that far south but I'm sure if things can be screwed up. Our state official's will figure out a way to spend tons of money with no solution or the worst possible solution.

I don't want a new airport anywhere.

I live in Lacey, WA and I do NOT want a new airport in Thurston County.

I live in this area. It's quiet and this is why we live here and not Tacoma or Seattle. This would be a huge negative change for those who love here and are not used to dealing with traffic or noise issues.

I live in Thurston County and we are already facing noise pollution from a busy road behind our property. This would be one additional source of noise that would make using our yard even less able to be enjoyed in the good weather when we like to be outside.

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I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO NO!!!!

I live within this circle. A major hub here would be awful to everyday life. Traffic, noise, housing costs and availability.

I moved to Grand Mound 5 years ago from Seattle precisely to get away from jet noise and air pollution!

This area is agricultural and a large airport would be

greatly detrimental to farmers and livestock alike. Not to mention all the wild animals who call the Chehalis River basin home. There are floodplain areas and wetlands which would be adversely affected in this area.

Millersylvania State Park would be terribly adversely impacted, also Mima Mounds would suffer. What happens to the Native Seed Nursery Center for Natural Lands Management and Scatter Creek natural areas? They would become areas of jet noise and pollution, adversely affecting all living things.

These places offer peace and quiet to people, animals, and wildlife and they must be protected.

Many more people would be served by siting an airport closer to Seattle. South Thurston County is too far from large population centers.

Do not site an airport in

South Thurston County. Keep our South County Rural!

I own a home near both Thurston County sites, and it would have a bad impact on my quality of life and the value of my home, my largest asset. The air pollution and noise pollution would also be a big impact on my health. Thurston County is the WRONG CHOICE. There is no reasonable way you can mitigate these damages to our environment and health. Please locate this monstrosity somewhere else!

I recently camped at a state park in this area. Locals have been building a "makers community" and "agritourism." There are farms and habitat preservation lands. Locals at the swimming hole said there are large animals --bears and elk present, and an abundance of other wildlife in the wetland habitats. Seeing as the areas along Interstate-5 south of Tacoma have been developing rapidly, the need for wildlife corridors is not to be overlooked. In order to accommodate large mammals' territory the terrain must remain intact enough to allow for their movement. Noise and congestion from something as large as an airport will disrupt the entire rural wildlife habitat and therefore the region, which, if you've never discovered it, is a gem --a recreational but peaceful respite from the I-5 hubbub!

I strongly oppose this proposal. The negative impacts to the environment and local communities are far greater than any supposed benefits.

I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

Bad but better than the first 2.

I think it makes sense to have passenger service airport South of SeaTac Airport. Job and tax revenue growth is expected from the new airport itself as well as from new restaurants, lodging, ground transportation, car rental, and parking. The location seems relatively easy access from I-5.

I will be in flight path. No no no

I would fly out of here. This site should be considered.

I would have concerns about the amount of infrastructure the amount of infrastructure investment that would need to happen to accommodate additional people traveling to and from this area. If the Sounder light rail network were extended to Thurston county to support this I would be more supportive.

I would like to see major airports more spread out to provide better service options. And if you put an airport in Thurston County, then with SeaTac and Portland, we'd have 3 major airports within 2.5 hours of each other.

I-5 access

I5 impacts this area, also has flooded in the past.

I5 in this area would require significant work to meet road traffic needs with the addition of a new airport.

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions.

If 2 sites are chosen, at least one should be south of SeaTac. A southern location can serve a large number of people with fewer traffic and congestion concerns.

If carriers wont currently use Payne Field they wont use this site

If it impacts wetlands-which have been restored and recent years-, impacts fewer folk, and we'd have to spend even more money on it then building an airport here seems like a bad idea.

IF IT'S FARMLAND, LEAVE IT ALONE!

If the current airfield and airport capacities are exhausted, more of them should NOT be built. Flights should be capped instead!

If the point is to serve a particular population, the population is not here. Would be a hard sell for the population in this area many recreation areas, protected wetland and prairie life areas, CSA farming operations, etc. What would be the point, if the target population would not be served? We would still have a mess in Seattle re-traffic, and SeaTac would still be overloaded. Only possible plus is legislators wanting to fly in, but I believe that service was available a few years ago at the Olympia airport, and they closed that for lack of business! Better solution in this part of the Sound Sound would be to connect public transportation more solidly maybe extend Sounder a bit further south.

if you are also trying to alleviate pressure from PDX as well as SEA, then this is a great location.

If you build an airport here, it wouldn't be long before all of the development that accompanies an airport would ruin one of the nicest agricultural areas remains in Western Washington

Impacts to wildlife and prairie conditions. Review your EJ analysis.

Improve existing Thurston County Airport

Incompatible use. Serving only a small number of people

Incompatible with the surrounding area. Would destroy wetlands and critical habitat

Inefficient and environmentally questionable

Infrastructure in the area won't support it also would take away from the safety of the area yes the freeway is near by but it would add too much traffic in the area and it would take away from the safety

Instead of airports, a better public transit system would be way more beneficial, like a fast light rail connecting Olympia to Seattle and beyond.

It does not serve the purpose, population needs.

It doesn't make sense. Passenger planes would not be accessible. There is protected land and animals in these locations.

It is almost a half way point between Portland and Seattle so it could accommodate both population very easily, it also has a lot of unpopulated areas! It is also easily accessible by the eastern population via hwy 12, 90 and the 84

It is closer to the population and commerce centers that need it.

It is far from people.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean.

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It should not be considered due to the large amount of wetland disturbance. Wetlands are disappearing quickly and are home to many birds, amphibians, and small mammals.

It will be well served for people living in Thurston, Lewis, Grays Harbor, and Mason counties.

It would be nice to have an airport between Seattle and Portland.

It would destroy the rural character of the area and state parks, and impact the last remaining native prairies and their endangered species.

It would disturb the wildlife at historic millerslyvannia state park.

It would have a major impact on wetlands and there is insufficient population in this area to consider this location

It would make more sense to have a larger airport it located near the state capital.

it would serve a low number of people within a 90-minute drive.

It would severely impact Millersilva State Park and the Wild Life preserve.

It's already accessible from I5

It's already too busy here

It's closer to major population centers than the Skagit Valley.

It's inbetween SeaTac and Portland!!

It's most centrally located - about midway between PDX and SeaTac.

It's right along the freeway so I guess there's that

It's right between Portland and SeaTac and is right next to I-5 seems like a good spot to me
its a bad idea

It's along I5 and will have less of an agricultural impact than other areas.

It's along I5 and will have less of an agricultural impact than other areas.
It's close to I5, I think this is a good place .

It's only a few miles further down the road from an existing airport.
It's right next to another airport. What is the reason why this would be necessary?

Glenn Hendrick

Keep large airports out of Thurston County, it's not welcome.

KEEP THE SMALL TOWNS SMALL. Nobody needs to travel by air to the mountains. That's what a car is for. This town is already too populated and will only get worse as it's already bad now without a airport.

Large amount of impacted Wetlands shouldn't be an option. We've seen what disrupting wildlife and wetlands can do to food sources, crops, animal species, etc. Why risk it?

Large wetland and small number of travelers served? Just say No.
layout one matched the criteria well,

I would weigh "unaccommodated passenger demand" as the least important criteria
Leave wetlands for the wildlife

Leverages existing I-5 infrastructure and close to Tacoma/Olympia/South Sound and southern Washington populations.
Limited population access
literally a regional airport in the sample picture.

Local wildlife preserves would be impacted by the increased air traffic. Local roads would become more congested for existing residents.

Location does not make sense. As a resident that lives near that area I would not like it.

Location is close to a major highway and infrastructure is already established. Would serve the South Puget Sound Region.

Location is closer to I-5 which is convenient for traffic. Current rural roads will not support traffic to and from I-5 though.
Low demand. What's the point?
Low density population. Airlines won't be attracted to it.

Low passenger demands
Low population.
Make improvements/expand Olympia Regional Airport.

Makes no sense to site a major airport 1/2 way between Portland and Sea-Tac

Many of the proposed locations there is no viable way to provide adequate roadway capacity to the location without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

many people would travel far to get there until it eventually gets built up. transit infrastructure?
increased traffic.

May be a good option and difficult to get to Seatac.

Middle of nowhere.

Millersylvania park and Rocky Prairie preserve with rare habitat are impacted.

Can we not set some limits on the development and climate impact of our actions?! PLEASE
Mima Mounds eliminated or harmed

Prairie lands eliminated or harmed

Wolf Haven eliminated or harmed

Cargo relief? really Try trucks or trains/ established systems

Noise, traffic added to JBLM traffic, which is the sound of freedom, this would not be anything but
noise and pollution

more centrally located and closer to Olympia.

More deforestation you're fucking dumb

More housing, no new airports.... Fund Amtrak and make it safer for all weather travel.

Much better location inbetween two major airports sea and pdx

Much more convenient than seatac.

My home is within this proposed area as is entire communities. There is also protected wildlife refuge, endangered species, etc. It would be an environmental travesty and would dislocate hundreds if not thousands of proud rural residences. Amazon wanted to put a mega warehouse here not long ago and the community said No! You won't find public support for an airport here.

My house is in the flight plan of the existing Olympia airport and it gets very loud at times. Also this area doesn't have the infrastructure for more traffic.

N/A

NATIONAL FOREST AND FARM LAND. WHAT IS YOUR PLAN FOR WILDLIFE???

Need a airport south of Tacoma to service SOUTHERN WA.

Need something further north.

Need to move Wolf Haven

Needs to serve growing areas north of King County, not south.

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

Negative impact to critical wetlands.

Negative to environment

No

No

No

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

NO AIRPORT - PERIOD !!

NO airport! Air traffic over Olympia, wetland & forest impact!!

No airports near this area. This is a high fire area and the airport would make it worse! not to mention the horrific impact on the environment and animals!

No benefit---served by existing Sea-Tac service area. Sparse population compared to north of Seattle locations.

No demand

No knowledge of area

No lets keep the farm land and keep emissions down!

No more air travel. it is absurd. Will you provide hermetically sealed underground cities for us to live in as the atmosphere becomes uninhabitable due in part to several million barrels of jet fuels being burnt and spread across the planet daily?

No more destroying farmland/marshlands

No more growth.

No need to go south of Seattle metro, Sea tac already covers that population

No new airport

No new airport in Thurston County!

No new airport locations. Expand existing airports and link with light rail.

No new airport should be being considered right now with the Climate Emergency we are up against; we should act like it, and put all these considerations ON HOLD; This in not in line with new national GHG goals, and other ways of working and commuting are emerging, not requiring such carbon usage. This site includes West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.areas with endangered species

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No no no

No one wants to drive here

Might as well go to Portland

No people

No personal investment in that area. No for it

No population demand.

No reason to have a new airport in Thurston County.

No site with negative impact to wetlands should be considered. We need wetlands more than we need airports!

NO South!

No thank you, Terry Kaminski Yelm City Council

No thank you.

No traffic easy access area

No utilize what we have Boeing Field and SeaTac quit destroying our earth

No way disaster

there is no real reason to expand, everything will soon collapse

No way! I cannot be convinced we need additional airports. Building new airports will only destroy relatively quiet areas and have very negative impacts on the environment and wildlife in the area. There is an airport at Sea-Tac and in the Portland area. No more are needed!

No wetland impact!

No! Take this garbage to Eastern Washington!

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.

No, disruption is too negative.

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes it's degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (I.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread

No, there is already an airport which causes noise annoyance from Tenino to Olympia.

No, this land is too rural.
NO.

Until clean and quiet flying has been implemented at existing airports (SeaTac, JBLM), justifying EXPANSION with the promise of sustainable fuels is irresponsible:

SHOW US first.

No. Too close to Grand Mound, a natural area; we need quiet here.
No. Too much destruction and bad for the environment!
Nobody wants this
Noise pollution, air pollution, environmental impact.

Noise, pollution, traffic, harm to the environment. You will devalue our home.
Noise, pollution.....
Noooooooo

NOOOOOOOO. STOP DESTROYING THE NATURAL BEAUTY OF THIS AREA. We do not need any more NOISE POLLUTION, destruction of the beautiful forested areas., STOP! Enough!
nope
Nope Nope Nope!!!
Nope!

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!
Not a suitable site. The cost vs. benefits aren't worth it.
Not an acceptable location. Too much damage to the environment. Poor choice. Better locations can be found.
not enough demand.
Not enough passenger demand to divert flight potential
Not enough people served

Not enough people served to make it worthwhile destroying that much wetlands.
Not enough people served.

Not enough people to have it make sense in Thurston County. Should be farther south. Portland airport is 100 miles away. Seatac is only 50. Or it should just be closer to Pierce County which has so much more population to use it. Wouldn't make sense to have Pierce county people have to go through the JBLM traffic.
Not enough people would be served. Too rural.

Not enough people would benefit from this development to make it worth the negative impact it would have on the surrounding areas
Not enough people, endangered species

Not enough population base
Not enough population to serve
Not enough population to support it
Not enough served

Not necessary to destroy valuable habitations in a time when climate change is an Issue.

Not sure more airport capacity is needed in the state. Reducing airtravel should be a goal in favor of other more effecient modes.

Not worth it to lose precious wetlands, after development has already compromised the area. It doesn't serve a high enough number of people.

Now even more Wetlands are on the chopping block. They are critical areas for the general environment. Not listed were impacts from traffic, air quality and PFAS groundwater contamination. Not stated or measured is the will of the TC residents who have repeatedly expressed NO AIRPORT EXPANSION or a SEATAC creation. Bad survey.they are offering up a "Large Amount of Wetlands" to destroy. How thoughtful is this as a realistic choice?

Now split difference of one hour between SeaTac and Portland international airports. Ludicrous!
Very low population density, valuable farm and wilderness regions would be affected.

Obviously any new airport needs to be located south of Olympia and in close proximity to I 5.

Off a main highway, serves the capital and a decent distance from SeaTac and Portland.

OH HELL NO!! Too much air traffic with JBLM and SeaTac already

Olympia already has an airport. I would spend that money on high speed rail.
Olympia has an airport

Olympia regional airport is nearby, there is no need for a new one. Update the existing one if needed.
Olympia regional airport is right there.

Olympia regional airport is RIGHT THERE. donâ€™t build a new one when you can fix the old one.
Olympia Regional already serves this area

Only if you want to destroy what's left of the prairie and ruin the way of life for thousands of people.

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our people, our Board of Thurston County Commissioners and our Port Commissioners do not support expanding commercial aviation services in Thurston County. Take it where the people are that will use it.

Our rare prairie habitat would be endangered and historic Millersylvania Park would be disrupted. Wetland inhabitants would be impacted

Our roads can't even keep up with the current population traveling. Noise would be terrible. And my property values will go down. We live where we live because we don't have all the city noise.

Our streets, roads and highways are already too crowded. We do not want to be a huge metropolis Paine field

People in this area already have two major options- Portland and Seattle

People live here -- outside of the urban sprawl -- for the natural beauty and quiet. A major airport would destroy these communities.

People live in rural areas for a reason

People live in this area to avoid noise and the crush of civilization. Putting an airport here would ruin the reason we live here.

Please do not build another airport, have deep concerns including high among them are noise and air pollution from planes which can significantly negative impact the health of our communities, parks and wildlife.

Please do not build here. This would impact Millersylvania and the nearby prairie.

Please do not place an airport in Thurston County

Please do not subject our state to such traffic, pollution, and noise pollution.

Please keep in mind that the traffic going past JBLM is among the worst on the I-5 corridor.

Please leave our rural areas of Washington alone.

Please see above. In addition this discussion does not take into account the issues of continued and worsening climate decimation by jets/large aircraft fuels, major noise pollution and traffic battles.

P Instead of literally bulldozing through beloved and precious preserves/habitats we should be actively seeking measures to reduce this damage instead.

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.

population base would not support it.

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.

Population too sparse.

Portland and Seattle are easy drives from Thurston County. An airport further north makes more sense for large populations in the area

Probably getting too far south now, but could be a possibility.

Probably too far away from growth areas.

promote and provide passenger rail instead

Property values would drop dramatically. Current residents would have to deal with the not only the noise from Ft Lewis bombing, but now constant air traffic noise?! No thank you!! We are already growing with more industrial complexes being built in the area which will be problematic for traffic and congestion. Adding a large airport will make traffic for locals impossible!

Protect the wetlands!

Protection of wetlands should be a priority in a state that has decimated it's wetland and stream habitat to the extent Wa State has.

Proximity to freeway and better infrastructure. Traffic has grown exponentially between Seattle and Portland. This area would meet needs of individuals as well as businesses in the Southwest part of the state from Tacoma to Portland as well as Aberdeen to the coast (tourism)

Proximity to I-5 & existing rail infrastructure

Proximity to I5 is crucial

Pushing development too far south.

Pushing that water out of wetlands will cause flooding elsewhere

Put it by the State Capitol.

Put it in a place that's already ruined. And closer to population and industry needs.

Put the airport near Everett.

Quality of life to humans and nature would be greatly negatively impacted for the benefit of convince of higher income people: not for the majority of us.

Question the need.

QUITE KILLING OUR PROTECTED SPECIES AND OTHER WILDLIFE FOR MONEY!!

Rare prairie lands would be destroyed as well as having heavy impacts on popular recreation sites such as Millersylvania park with its extensive wetlands and forests which provide wildlife habitat.

Real people, your families and friends live in these areas, expand the existing airport spaces, keep airports in the existing urban or already accepted locations!

Really why increase cost for so few people. There is an international airport just 2 hours south and 2 hours north of Olympia. Why should the people be put into harm way so a few can become richer?

Red and yellow too much

Red: 5/24, 20.8%

Yellow: 10/24 - 41.7%

Green: 9/24 - 37.5%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

Redirect all of the non commuter traffic like Amazon and freight traffic to somewhere rural
Regional airport could be upgraded possibly

Residents of Thurston County are already subjected to disruptive noise levels from JBLM artillery and mortar training and helicopter flights. Adding noise from commercial air traffic would further degrade quality of life. Noise disruption related to commercial flights would decrease property values. In addition to noise disruption, any loss of prairie habitat is not acceptable due to impact on threatened species. Impact to prairie habitat should be evaluated - not just wetland impact.

Restrictive pocket gophers, would move population centers too far south. This is also a primary training area for most of the southern pilot training industry. You don't want to make this area more congested otherwise you impact limited GA space. Also nisqually basin aquifer area negatively impacted.

Right on I5, close to state capitol, established infrastructure close by

Same answer I shared about Thurston county central

Same as above

Same as above

Same as above

Same as above

same as above

Same as above!

Same as above.

Same as above.

Same as above.

Same as above.

Same reasons as above!

Same reasons as given for other Thurston co. Site.

save the wetlands, once gone, you don't get a second chance.

preserve the quiet in Thuston

Say NO: "large amount of wetlands impacted and it would serve a low number of people within a 90-minute drive." Not a good choice.

SeaTac is already less than 90 minutes away.

Sea-Tac is central enough. I'm against the deconstruction of land, animals and other habitats.

SeaTac is enough for WA state. Airports are environmental monsters.

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, just know you have to drive a couple hours. It is what it is.

See above

See above comments.

See above message- applies for this site as well. Expanding Olympia Regional is also a great option.

See comment above.

seems an odd place for an airport in that it sits between PDX and SEA
Seems like it doesn't serve the need

Sensitive wetlands, flooding, noise and air pollution concerns.

Serves an area that is not close to a current large airport. Population growing here. Center of our State government. Will also improve the economy of the local tribe in the area.

Service the Southend of WA state and easy access to major freeway I-5 major

Severe human and natural environment impacts would be costly to mitigate and would encounter well-organized opposition. Light demand forecast, limited infrastructure to access site from heavily populated areas.

SHORT VERSION, FOR THOSE WHO ALREADY KNOW ABOUT THIS AND JUST WANT TO VOTE (MORE INFO CAN BE FOUND BELOW THE ACTION SECTION FOR THOSE WHO WANT BACKGROUND):

Two Thurston County areas have been chosen as possible sites for a mega airport (over 4600 acres) that would change this county's character and our lives dramatically, to say the least. In terms of ranking with the other possible sites, we have the fewest strikes against us. THE TWO THURSTON SITES ARE BEING CONSIDERED AS VERY VIABLE.

Action section follows, but if you want all the background info, scroll down to the sections that follow it, beginning with BACKGROUND.

DEADLINE FOR ACTION IS FRIDAY, SEPTEMBER 9TH!

ACTION:

Take the Commercial Aviation Coordinating Committee (CACC) brief online "Open House" survey (link below);

- Scroll down through the counties to the Thurston County choices;

- Mark NO to the 2 Thurston County Greenfield sites;

- Copy and paste the appropriate paragraph for each of the two Thurston County sites as well as any comments you wish to add, of course, in the space provided:

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

Take the Open House survey here [[https://engage.wsdot.wa.gov/.../greenfield-sites-under-.../\]\(https://l.facebook.com/l.php?u=httpsengage.wsdot.wa.govcaccgreenfield-sites-under-studyfbclidIwAR39BsAlmx2VL21H4O0kMMHuA8UZ33e3Os4JA0VG7T1iQXRA9bZOpZhnVCs&h=AT0hX-xrkopPWWFm6t2kVuS8iJWq52282PVrncHguCufvj97c0zfd0kpdh-cHwjM6iruPHmJ-yAjzO_8WkV9DnpuB-bS2wPq5nZHTDAQvSjQ6PHzDOKPM60xwWunZ5TDQ&__tn__=-UK-R&c\[0\]=AT09g0Fj0YIPgC3WQERpB2BGKKUIZ5O8tjY4GFNDATrdaOtzN_iHV8I9mvNo9O4X4kyZepBJKx7WqEHi1c8r66F59wctuGalVdWrt3P9TAbuLRq1sIA9sd77bUx6ovTZx18kjI9TiiGNokp_uwMnEQoeuK4\)](https://engage.wsdot.wa.gov/.../greenfield-sites-under-.../](https://l.facebook.com/l.php?u=httpsengage.wsdot.wa.govcaccgreenfield-sites-under-studyfbclidIwAR39BsAlmx2VL21H4O0kMMHuA8UZ33e3Os4JA0VG7T1iQXRA9bZOpZhnVCs&h=AT0hX-xrkopPWWFm6t2kVuS8iJWq52282PVrncHguCufvj97c0zfd0kpdh-cHwjM6iruPHmJ-yAjzO_8WkV9DnpuB-bS2wPq5nZHTDAQvSjQ6PHzDOKPM60xwWunZ5TDQ&__tn__=-UK-R&c[0]=AT09g0Fj0YIPgC3WQERpB2BGKKUIZ5O8tjY4GFNDATrdaOtzN_iHV8I9mvNo9O4X4kyZepBJKx7WqEHi1c8r66F59wctuGalVdWrt3P9TAbuLRq1sIA9sd77bUx6ovTZx18kjI9TiiGNokp_uwMnEQoeuK4)

If you want to make more comments and stay on their mailing list, scroll to the bottom of the page on link and move to very right, where you can click on Comment and Stay Involved.

BACKGROUND (Provided by Oly Indivisible)

In the not so distant future, SeaTac Airport is projected to exceed its capacity to handle passenger and cargo commercial air traffic. The Legislature in 2019 directed Washington State Department of Transportation to administer a new 7in State Commercial Aviation Coordinating Commission (CACC). The CACC was created to develop recommendations for the Legislature to address the state's projected increase in air passenger demand from 24 million in 2018 to over 55 million by 2050 (approximately the equivalent of adding an additional Sea-Tac Airport).

CACC is charged with selecting two potential sites for a future mega commercial airport by next June and a final site to submit to the State Legislature the following year. The CACC refers to these new mega airport sites as “Greenfield” airports.

For-profit commercial interests dominate the decision making powers of the CACC. From the get-go, public interests are outnumbered and out-voted.

Twelve members represent commercial airlines and related interests,

One member represents the Washington Department of Transportation, and

Only two members represent the public.

Among the 10 Greenfield sites along the I-5 corridor, two have been selected in Thurston County. Each Thurston County site would cover at least 4,600 acres of county land with jet flight patterns over Lacey and Olympia. Thurston County sites are being seriously considered!

In a letter dated August 2, 2022, the Board of Thurston County Commissioners reiterated that, based on substantial public input, the County does not support expanding commercial aviation services in Thurston County. Previous Port of Olympia Commissioners stated they do not want a new mega new airport in Thurston County, but we don't know how the new Port Commission feels.

To preserve our environment and quality of life, it is imperative that we loudly and clearly voice our opposition to the proposed Thurston County airport sites which are now more likely to be chosen due to (1) lower population numbers than other counties objecting to airports in their counties, (2) pressure from state legislative figures who want to be able to fly in and out of here, and (3) fewer negatives being noted by the Commission (see grid on survey), even though several exist.

Based on studies of those who live under or near the flight paths at SeaTac and other large airports,

air and noise pollution from planes and related operations pose significant risks to public health, to communities, parks and wildlife, result in lower residential property values, and diminish the quality of life. Commercial airline operations contribute to global warming. The expansion of a huge new commercial airport along the I-5 corridor must immediately be placed on HOLD.

SUMMARY

We're in the midst of a Climate Emergency. New and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

The CACC report to the legislature must include discussion of alternatives to accommodation of unfettered growth of aviation (such as hi-speed rail, utilization of teleconferencing, no-fly campaigns).

Aviation expansion must be put on HOLD until new technology is available.

The CACC "Open House" survey closes on Friday, September 9.

Take the Open House survey [here](#)

If you want to make more comments and stay on their mailing list, scroll to the bottom of the page and move to very right, where you can click on Comment and Stay Involved.

Similar to the previous proposal, Good I5 access and perhaps lower environmental impact than some. But it's further from potential customers.

Site would affect Millersylvania Park and Mima Mound area.

We have no need for a large airport in Thurston County

Six lane roadways, dedicated bus lanes, light rail, and nonmotorized access will all need to be part of the design

South of Olympia between Olympia and Rochester, right off the interstate. You have a major interstate for travel with No major cities. The infrastructure to get you to the airport is already there. It's a great half way point from Portland airport and Sea-Tac. And it will serve the capital city along with anyone from Grays Harbor, Tacoma or Bremerton south.

South Puget sound is growing at an astronomical rate and can be greatly served by a major new airport.

South seattle and puget sound area already had an airport. We don't have the roads or facilities to accommodate another airport. We already deal with heavy air traffic noise from the Military base. It would be unfair to Thurston county residents to be forced to endure this traffic and change while the north seattle community enjoys clean air and quiet nights and small town traffic.

South Thurston County is an historical farm area. One of the earliest parts of our state that was settled on the Oregon Trail. It must be protected. There are also protected species and Mima Mounds. Residents won't welcome industrialization. Chain restaurants and box stores are even shot down conceptually.

Southwest Washington State is often underrepresented in the terms of transportation and other infrastructures. Their choice is either Sea-Tac or Portland. This spot or Lewis County would be good places to for this area to congregate, generate the shipments of commerce and help the local economy.

State capitol. Easier travel in and out of state.

State Park and Historic Mounds would be affected. Lots of fog during the fall.

Stay away!!!!!! There is absolutely no infrastructure to support this. We are busting at the seams and over as it is. And our agriculture!!

Stay the fuck away from Tenino! We are a small town we like it that way keep your big city bullshit up and fucking Seattle!

Still close enough for Olympia airport

Stop destroying wetlands. Enough have been lost and humanity can't afford anymore.

Stop ruining our land, fix your current infrastructure first

Stop trying to turn in farmland that is crucial to thousands of Americans livelihoods to profit larger corporations. Turning this area into a high-traffic space won't benefit anyone but corporations. Do better WSDT.

Strongly oppose. I live here and would rather keep driving to SEA than listen to an airport.

Surprised this was even considered since a bad scorecard. Better off just going with the already established Olympia airport.

Takes away small town feel.

That area can support that traffic

The assault on the peaceful nature of the many small towns in this is uncalled for. Only the most greedy and callous people would destroy what is left of this historically significant area. For the most part residents here HATE the idea of adding more industrial crap, especially something as grotesque as a major airport, It would do NOTHING to serve the local population, It would destroy the peaceful life that people moved here for.

The capital of Washington needs to remain beautiful, treed and peaceful!

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, it's natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, it's natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The environment takes precedence during our climate crisis. We must do EVERYTHING we can to slow Climate change, and it's deadly effects.

The environmental impact is too high for number of people served. The area cities are too small, so the number of people impacted would be too great. South sound and other fairly untouched areas north Seattle need to be protected. This consideration should be focused on areas already impacted by pollution and noise.

The environmental impact outweighs the benefits.

The environmental impact, the impact on local wildlife, and the increase in noise, congestion, etc., for Thurston County residents would be prohibitive.

The existing double track BNSF line comes near here as well. Amtrack has scheduled an hour and 38 minutes from Seattle to Centralia.

The flight path for this airport is right over many established neighborhoods, schools and the State legislature. Already we have noise disruption from air craft going into the Olympia Airport. In addition to noise, there would be impacts from aviation air pollution especially air toxic pollutants and criteria air pollutants that cause a myriad of health impacts including cancer, asthma, heart and lung disease. These impacts are cumulative the longer a person lives in and around a flight path.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The further south the less the population is. Snohomish or pierce county should only be considered. the Grand Mound natural area is here.

This has been set-aside for habitat.

We do not need airplane emissions, particulate matter,

destroying the natural habitat.

The harm this would cause to the natural world is too great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The highways are getting too congested. This would help the people who drive from the coastal areas...along with Thurston and Pierce County. An airport the size of Seatac in Olympia would be so ideal.

The I5 corridor serves a great amount of existing traffic already and this factor would reduce the impact on neighboring communities. In addition, Olympia is the capitol city. Bringing an airport close to Olympia would be a blessing for travelers who currently choose between Seatac and Portland International Airports and would serve a greater population than it may appear otherwise as a result. It would also be easier for traveling dignitaries.

The impact to our environment and community should not be threatened by this project under any circumstances.

The impact to wetlands and wildlife will ruin this area. It would be devastating.

The impacts to the wetlands and Miller Sylvania areas are not acceptable. Additionally, noise and environment impacts on child development cannot be mitigated with current technology.

The impacts to wildlife can be grave. Birds and wild mammals are already facing dwindling habitats. An airport can be devastating for habitat. Stop. Just stop!

The increased traffic that would come from an airport would decimate roads that are already maxed out.

The new airport needs to be closer to the high population centers in King County.

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area.

The noise and growth impact on the Olympia area and environmental impact in the Mima Mounds and park and forest land would be unacceptable! Keep your airport in King County.

The noise and pollution to the surrounding area.

The Olympia regional airport already has cleared out lands that can and have been considered for expanding the length of the runway to accommodate larger planes and has the land available to build a terminal. Less impact to everyone. Why is this not even being considered? Plus we have PDX... That's within 90 minutes of South Thurston. An already established airport... Not understanding why you are trying to disrupt so many lives, wildlife and businesses. Especially when you are so close to wildlife preserves that will cause havoc with birds getting into planes engines. People in South Thurston and Lewis county do not want this!

The people of Thurston county want it to stay green and safe for wildlife and human habitat.

This would destroy Olympia and Millersylvania
The population served would not be worth the cost.

The proposed airport would negatively impact the West Rocky Prarie Wildlife Preserve and Millersylvania State Park. These are irreplaceable gems.

The residents here are already subjected to noise from trains and military exercises

The rural char sold this site along with the pocket gopher and newly developing horse facility makes this location problematic.

The rural nature of Thurston county will be ruined.

The site evaluation doesn't note that an airport there would destroy the quality of popular and historic Millersylvania State Park and would completely obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Rocky Prairie is one of the few remaining prairies in the world! I STRONGLY OPPOSE this site to be developed as it will ruin the rural country life that I purposely purchased property to have peace, quiet & untouched surrounding beautiful property adjacent to Beaver Creek. The noise & light pollution would be unbearable to the surrounding residents & wildlife as well as the horrible effects on our climate/environment. As it already is, the county backroads & current I-5 corridor would NOT be able to accommodate the large influx of vehicle traffic traveling to an airport. Seek development elsewhere!!!!

Tracy Lamie (360)480-5256

14020 Thurlow Lane SE, Tenino, WA 98589

The site evaluation doesn't note that an airport there would obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species and have a major impact on the peace of historic Millersylvania St Park.

The site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other few remaining in the world rare prairie lands that would forever be destroyed, as well as the nearby historic and popular Millersylvania State Park. I STRONGLY OPPOSE this site to be developed as it will ruin the rural country life that I purposely purchased property to have peace, quiet & untouched surrounding beautiful property adjacent to Beaver Creek. The noise & light pollution would be unbearable to the surrounding residents & wildlife as well as the horrible effects on our climate. As it already is, the county backroads & current I-5 corridor would NOT be able to accommodate the large influx of vehicle traffic traveling to an airport. Seek development elsewhere!!!!

The site is too close to Millersylvania State Park, and PDX is less than 90 minutes away from this site. Past attempts to have scheduled service from OLM have all eventually failed due to the proximity to SEA.

The Thurston county locations have the most likely location to allow for traffic access out of any of the other ones outside the most metropolitan areas.

The Thurston County South site evaluation does not indicate that an airport there would destroy the old growth forest and wetland habitat area of Millersylvania State Park as well as the recreation provided by this important site. An airport in this area would also obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Appropriate emphasis must be placed upon the protection and enhancement of the chain of distributed wetlands throughout this area. Additionally, this facility would predominantly serve the metropolitan area north of Thurston county, requiring the movement of people and goods through the Nisqually and JBLM regions that are already dangerously constrained transportation corridors.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace and terrain of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Aviation expansion should be put on hold as we are facing a climate emergency and it is irresponsible and short-sided to project flight/passenger demand and come up with "build a new airport" as the solution, rather than discussing and first addressing alternatives to air travel or development of technologies to reduce the harmful and undesirable impacts (to public health, communities, parks and wildlife, and overall quality of life) of such a development.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

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The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. It also neglects to mention all of the wetland sites that would be destroyed. We have several of them just in our neighborhood alone. We've lived in our home for over 38 years and have enjoyed the peace and tranquillity of this area. Placing an airport at this location would wipe out our home. My wife and I raised our children at this property and we are up in age , which would make any move impossible at this stage of our lives. The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

Additionally, as spokesman and current president of Salmon Creek Basin Neighborhood Association, representing over 200 family residences in the proximity east of the current Olympia airport, we are strongly opposed to such a development due to the multitude of negative socio-economic and environmental impacts it would have on our community, including public safety and property value concerns,

Thank You for the opportunity to comment.

Patrick Hanratty

President SCBNA

8839 Walter Ct SW, Olympia 98512

email: hanrat@aol.com

(360) 280-8754

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Beyond this, Cost to benefit ratio too high

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. I also think that options to the north near Seattle are better to serve the higher density population in those areas, and not the lower volume in the south.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. There will be too much noise, traffic, and crime added to the area.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. While it may be near I-5, anyone coming from the north would have to negotiate JBLM traffic, which is often worse than Seattle area traffic. There are farms and woodlands in this area that would also be decimated.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

Your own explanation says a large wetlands impact and serves a low number of people. Doesn't make sense to use this site.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park, one of the most popular parks in the state, and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat, endangered species, and wetlands. It also does not consider endangered pocket gopher habitat. The residents and elected officials have also made it clear on multiple occasions that a facility like this is not wanted in Thurston County. Nor is it convenient for the majority of likely users.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State

Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of our historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The Thurston County South site evaluation doesn't note that an airport there would destroy the quality of popular and historic Millersylvania State Park and would obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The Thurston County South site evaluation doesn't note that an airport there would destroy the quality of popular and historic Millersylvania State Park and would obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The Thurston County South site evaluation doesn't note that an airport there would destroy the quality of popular and historic Millersylvania State Park and would obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. We do not need an airport in this area, with Climate change a real issue in the preservation of wild and treed places.

The Thurston County South site evaluation doesn't take into consideration that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The Thurston County South site evaluation neglects the disruptive impact the site would have on the historic and heavily used Millersylvania State Park. It would also destroy the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The Thurston County South site would create noise and air pollution and traffic density that would compromise historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

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The Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Also, there is already enough air traffic noise over Olympia now and I would not like to have that increase.

The Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

It would destroy quiet and habitat. Too much noise from JBLM as it is and way too much traffic on I 5 since they closed other bases in the country. JBLM has almost continuous notices that they will be doing ammunition detonations at night and during the day. I live near Providence and 2 large fire stations and JBLM. Noise is almost constant. Vibrations knock items from shelves at time. Also flight path seems to be Lilly Rd. Destruction of habitat and pressure on animals and people is enough. NO

The Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve, with its rare prairie habitat and endangered species. Please, do not take away the precious beauty and serenity of this county with a mega airport. Thurston County residents savor the fresh air, bald eagles, Canada geese and hawks that make their homes here. Please don't drive away our wildlife. We don't want a mega airport in our county.

The Thurston County South site would negatively impact the peace of historic and popular Millersylvania State Park and destroy the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Traffic on 1-5 in this area is already becoming significantly congested. Increased traffic related to an airport will only make this worse.

The Thurston County South site would ruin the peace of historic Millersylvania State Park and destroy the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

The Thurston County South site, located south of the Olympia Regional Airport on I-5, has not taken into account rare prairie habitat, agricultural lands, and the impact on the small towns of Tenino and Ground Mound. In addition to habitat and environmental concerns, it is irresponsible to justify commercial aviation expansion with premature promises of new technology, such as electric airplanes and sustainable aviation fuels (SAFs).

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The Thurston county southside evaluation doesn't note that an airport there would destroy the piece of historic Millersylvania State Park and obliterate the West Rocky Prairie wildlife preserve with its rare prairie habitat an endangered species.

The Thurston County

South site evaluation doesn't note that an airport there

would destroy the peace of historic Millersylvania State

Park and obliterate the West Rocky Prairie Wildlife

Preserve with its rare prairie habitat and endangered

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species.

The traffic coming from the South through Tumwater would be unbearable. This area is congested enough with the state offices and the new warehouses coming into this area. Please keep the air traffic in the more densely business areas of Pierce county. Thank you.

The traffic congestion in Olympia/Lacey is already unmanageable. Adding an airport near it would make things way worse.

The traffic pinch points north of this location would make this a bad choice. the Portland Airport is more convenient in this area.

The traffic through Lewis County and Lacey is already horrible. Major infrastructure concerns. The traffic!

The Washington Department of Fish and Wildlife's West Rocky Prairie could be destroyed, and also part of the northern section of the Scatter Creek Wildlife Area. These sites host populations of the Mazama pocket gopher and are potential reintroduction sites for the Federally-threatened Taylor's checkerspot and streaked horned lark. Also affected would be Wolfhaven International, which has Mazama pocket gophers and is also a potential reintroduction site for Taylor's checkerspot. There are many wet land areas.

There are no airports even close enough, this would help a lot
There are other sites that are far better. The environmental impact is too great and the impact on people too high. A commercial airport would rob residents of the peace they moved here for, increase suicide risk for veterans, exacerbate PTS, negatively impact wildlife, destroy the environment, and disrupt the community.

There are plenty of airports in the north and serving te north, there is no airports between Portland and SeaTac to serve the fast growing South Puget Sound.

There are protected species of wildlife in thurston county. Landowners here cannot even build on their own property due to these restrictions so an airport would never be permitted (if my neighbor isn't allowed to build a shed on his 5 acres there is no way they would allow an airport). Keep your airports out of thurston and lewis county.
There are special gophers there

There are too many people that would be displaced and too many migratory bird that would be displaced from winter foraging in the immediate areas.

There are too many wildlife refuges and reserves. Not to mention people live here for the peace and quiet. This would not only disturb the people but also disturb the wildlife majorly. Why not improve the airport already in Chehalis. START THINKING ABOUT THE REST OF THE STATE NOT JUST SEATTLE. There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must.

There is already a small airport here. Fragile wetlands and low population to be served. There is already an airport in Thurston County

There is already noise and pollution from the base and Olympia airport in this area. We need to preserve our forests and plains and natural habitat in this area. No more airports in this area. The noise can stay near the cities that have the infrastructures to support an airport.

There is already too much congestion in Thurston County. Put it in southern WA away from everyone

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the Puget Sound that could be utilized. For example in Paine Field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport.

There is literally nothing in this area. It seems like a field of dreams area. If you build it would people be willing to come?

There is much wildlife and nature that would be displaced in event of an airport construction here, notably including wetland and sites of geological interests such as the Mima Mounds.

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is not enough population served

There is not space. People can drive to Seattle easily.

There would be significant adverse environmental impacts.

Such an airport in Thurston would totally undermine the recently developed Thurston County Climate Action Plan.

Flight paths would go directly over highly populated residential neighborhoods resulting in significant adverse public health impacts (such as are now being inflicted upon people living under SeaTac flight paths)

There would cause lots of wildlife and environmental disturbances that would destroy preserved areas.. Millersylvania, Wolf Haven, pocket gophers, Prairies, and old growth forest. There is too much traffic already to withstand increased commercialization.

Thereâ€™s an existing airport already.

There's a serious squeeze between Exit 99 South to Rush Rd. A lot of accidents have started happening through here as a result, not sure what the reason apart from just more cars. Diverting further up the road to an airport on the other side of Exit 99 makes more sense for folks driving for flights coming from the Olympic Pen, and South Sound. Without some other way to access an airport here that doesn't further gum up this stretch of I-5 in both directions just becomes a toss up between there and SeaTac.

Thirsting county is lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area. Too close to existing regional airport.

This airport could serve so many in southwest Washington. I live in Oakville and dread driving to SeaTac. Seattle North has Paine field.

This are already has serious flooding concerns. Attempting to create enough "hard" land for an airport would require massive environmental damage to existing wetlands.

Thurston County has previously stated that a new airport cannot be sited here. Respect the local process that led to the County Commissioners rejecting a new airport.

The noise and emissions cannot be mitigated in this area.

Thurston County is close enough to Portland to use that airport (I regularly do), and that airport is not congested.

Consider high speed rail from Olympia, Centralia, Chehalis, and Kelso to Portland airport as an alternative.

This area already has a bottle neck of traffic on I-5 and serious wrecks often. If an airport went in more traffic and more wrecks.

This area cannot be supported without a minimum of 4 lanes of traffic from Seattle to Portland. That expansion would take more than ten years and require relocation of many businesses and homes

this area does not need an expanded airport, no justification for it

This area has pristine forests, wildlife and wetlands. It is a very rural area that includes the Capital Forest and many beautiful hiking and camping areas. There are Mima Mounds , nature preserves, wetlands and forests!

This area has the choice of SeaTac and Portland airports.

This area has tried but failed to sustain a major carrier to fly out of the Tumwater airport. Better use of the land would be for affordable housing or agriculture to feed the population.

This area is already experiencing exponential growth of apartments and commercial vehicle hubs/warehouses that the existing roads are not suited for. Additional development of this nature would further tax the rural roadways and make already difficult travel in this area worse. Additionally, the cost of housing in this area is already low compared to other areas in this state and the addition of noise from large scale air travel, added to the frequent noise burden from Lewis-Mcchord, will further limit the ability of homeowners in this area to sell their properties for a fair price if the rural nature of the are is ruined by an airport.

This area is growing population wise and the closest airports, Seattle and Portland, are a long way away.

This area is key to our states ability to fight climate change. NO ASPHALT! How can this even be considered with the habitats that exist here??

The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

This area is not well served by efficient transportation systems. An airport would require increased passenger travel capacity which would have rippling negative impacts in the form of increased vehicle trips, travel times and air pollution. This is not even acknowledging the negative impacts of the airport itself, only people traveling to the airport.

This area is too important for migrating and breeding waterfowl to consider developing into an airport.

This area would not serve a large enough population.

This could reduce traffic on i5 north of Olympia for travel to SeaTac.

This could work good providing it is built properly to accommodate the traffic as i5 is the only real thoroughfair

This does not take into consideration the impacts on the peaceful state park and prairie lands.

This encroaches to much on a rural way of life that has become increasingly threatened by the continued march of so called progress. We would see our way of life killed if it goes here. It also threatens wetlands which with today's climate we need more than ever.

This far from population served, what's the point?

This feels completely disingenuous. Why was this included? If a large portion of Washington residents told you to put a big, new airport *here* would you actually build it? That's horrific.

This is a beautiful rural community. Please do not ruin it with an airport! Additionally, this is a farming community and we don't want the pollution from noise or from the fossil fuels being burned above us and around us from increased area traffic.

This is a much better option as it would serve that major future growth corridor for the next 50 years or so. It also has ready access to a freeway for traffic access.

this is a nother time when "no" means NO for whatever reason

This is a real dead zone for airport access. SeaTac and PDX are a significant drive from here. However, the population of Kalama, Grand Mound, Tenino, etc can't be that substantial?

This is a rural area no one wants a commercial airport

This is a rural community with a long history and we like our rural way of life.

This is an area of high growth and people would appreciate an airport close by

This is an environmentally sensitive area .

This is another site that can have great interstate freeway access and it is well placed between SeaTac and PDX.

This is at least closer to existing infrastructure

This is close enough to Portland. Go there.

This is close to a sacred space for the Chehalis Tribe. Also, the rare mima mounds, historical district, and precious wildlife and wetland areas. Please don't pollute this area.

This is even worse of an area to develop, please do not build in this area. There is already too much ground traffic for the roads and flooding is a issue we have not addressed

This is generational farmland stop trying to buy peoples homes

This is insane, especially in light of global climate change.

This is mostly agricultural land. Converting the area to an airport seems to be antithetical to its current land use. It currently lacks adequate public services or infrastructure (like public transit). And creating additional roads to serve it from the I-5 corridor will mean significant traffic impacts on the local area.

This is my first choice of sites - close to I-5, which would encourage people to use the site, and generally under-used land currently.

This is not a good area for an airport

This is not appealing at all as it would be further away than SEATAC for those of us north of Bellingham, and it would require a longer drive through even more traffic to get there.

This is probably the closest location to Olympia, which is a major had to be served.

This is so close to the Olympia Regional Airport, does another airport really need to be built there?

This is so far from centers of population, it may seem like it's unimportant, but it has great value as farmland and habitat. I live in Tumwater, and do not want the noise and traffic, the taxes required to support all the infrastructure, and the harm to property value. I am against any new major airport in the region given the carbon footprint of flying, until alternatives to planes using fossil fuels are in place.

This is too close to Olympia airport to not have even more low flying aircraft overhead. Between JBLM traffic and Olympia airport there is already too much low flying air traffic in the area. The noise pollution is astounding! It is not healthy. They fly so low over our houses spewing pollution all over as well. The altitude requirement should be higher flying over homes.

This is too far south

this is way too close to millersylvania state park where people swim, camp and go to get away from noise and traffic.

This kind of development is not appropriate for rural Thurston County. Our open spaces, family farms, wetlands, and wildlife habitats are under increasing pressure from development, and this project would devastate the local community.

This location again serves southern residents of the state like Thurston Co Central location. This can help ensure that King County and pierce county get a reprieve from unsustainable growth focusing new business further south. Traffic would also be much better for Washingtonians by keeping traffic in and out of the airport off already overly congested roads

This location and Thurston county is good for people who live south of Seattle and it's close to I-5 so proximity to hotels would be good

This location in Thurston County South is not appropriate for the development of an international airport. This area includes many small and family owned food producers, farmers, and ranchers, including many historic properties and land protected by conservation easements. Many locations in this area are critical habitats for the Mazama Pocket Gopher, an endangered species, and should not be considered. In addition, there is not a large enough population here to support development of a new airport. The local community in Thurston County does not support this project and does not want an international airport built here.

This location in Thurston County would have a huge negative impact on historic farms and sensitive wildlife habitat, and should not be considered.

This location is a great option, located on i-5 so it's easy for Lewis county, grays harbor county, pierce county folk to get to while also still being somewhat close to Olympia. I do think Olympia airport offers all of that and more since it's closer to Olympia and already has a dedicated I-5 exit that could be expanded, and would likely mean less miles on the road but the trade off of location further south to help reduce travel times for people in Lewis County and Cowlitz is a great option as well.

This location makes the most sense. Access to I-5 corridor, Amtrak and/or light rail, public transportation.

This location would severely impact Millersylvania State Park, just a few miles up the road. Millersylvania is heavily used by the south Thurston County population for swimming, boating, hiking and camping. Take-offs and landings as well as the additional traffic on Tilley Road would be very disruptive to enjoyment of that state park.

This location would significantly impact the remaining availability of critical agricultural soils for our state and region. These land are designated for and should be protected for agricultural production. This location wouldn't make any sense, it serve way too few people! This noise and pollution will have a very big impact on Olympia. We already have air traffic impacts and loud noises from combat training from the military bases. We also have e huge problems with homelessness. We do not need more impacts from this!

This plan would jeopardize the Thurston Climate Mitigation Plan and the draft Habitat Conservation Plan. It is opposed by elected officials and the general population.

This project would impact Millersylvania State Park and destroy the West Rocky Prairie Wildlife Preserve, home to some of the last natural prairie and many endangered species. These things haven't been addressed and "mitigation" would never be sufficient.

This proposal is better for Portland, Oregon's airport, not Seattle. Way too far.

This region is home to unique natural areas, endangered species, and is important to migratory birds. An airport could be harmful and unnecessary.

This region is non-justifiable given the proximity to an existing airfield - Olympia Regional Airport

Olympia Airport

Terrain Impact “ It is a multi-runway airfield serving large and transport category flight operations and ground services. - GREEN

Property Acquisition “ Acquisition cost would be limited to unrestricted expansion south/west of the airfield - GREEN

Environmental Justice “ This will occur everywhere and yet this site has larger scale of setback from general population groups due to the airfields existing layout. “ GREEN/YELLOW

Wetland Impact “ Minimal with mitigation well established - GREEN

Incompatible land use “ The entire south/west of Olympia is suitable, serviceable, accessible, and developable - GREEN

Population Served “ The North sound is served by Paine Field and Bellingham, King County and SEATAC offer central service. The south sound region has no service.

Olympia is the second most logical choice behind McChord Field. With preexisting infrastructure, all with immediate multi-lane Inter/Intra-state highway access, and services. Olympia is - GREEN.

This region is too far south of seattle

This rural area is very incompatible with a large airport.

this sacred land

This seems the best all around option.

This serve so few people right now and especially in the future. No one lives there and no one wants to move there.

This site along with Thurston County Central makes the most sense as the impacts are manageable, the location in close to a major interstate (I-5), and it is close to the state capital.

This site doesn’t note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate West Rocky Prairie Preserve with its rare prairie habitat and endangered species.

This site evaluation doesn't note that an airport there would destroy the use of historic Millersylvania State Park by our WA state residents and tourism. It also obliterates the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

This site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park. It doesn't need an airport that would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Bad idea!

This site has excellent access to a major highway and should be highly considered.
This site is too far away. Period.

This site should definitely be strongly considered because it would serve an entire region that desperately needs a real airport, and it's right off I-5. It's also not far from an Amtrak station. It could serve Pierce County residents and everyone south of Fort Lewis, as well as most people living in counties to the west on the peninsula. This location would serve large populations of lower income people throughout the region, who shouldn't have to go all the way to SeaTac or Portland for an airport. This location would also take a lot of strain off of SeaTac airport as well as all of the traffic that heads north to it. The population may not be dense at the proposal site, but that would allow time for more infrastructure to be built to support it because if you build it, they will come!

This site would destroy valuable and disappearing wetlands and prairies, which are important to rare and endangered species as well as further the impact of noise and air traffic from JBLM and Olympia Airport.

This State does not need another airport. No Thanks!

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

**There is already an established airport near this location. Improve that one.

This will have a negative impact on traffic as well farming communities around the area. Traffic already bottle necks leaving certain parts of king county and this is going to make it worse. Plus we need to keep farming communities. They are the ones that are going to keep everything going.

This will ruin tenino's small town atmosphere and with jets flying over it'll ruin our values

This would absolutely ruin southwest Thurston and parts of northern Lewis county. The impact on homes and business that have been around for decades would be horrific and our rural way of life would be gone forever!

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas.

This would affect Scatter Creek Wildlife Park. There aren't that many areas in the lowlands that provide equine trails. This would be detrimental to farms in this area
This would be the best for me.

This would bring too much traffic congestion to this area. Yesterday's accident on 1-5 st 113 should tell you that!

This would destroy a massive amount of prairie land which is habitat to endangered species.

It would also destroy Millersylvania state park.

This would destroy a vital wetlands ecosystem. We already have state buildings and some roads built on wetland. The buildings have pumps to keep out water and, at least, one bridge sinks and has to be repaired frequently. What do you think is going to happen when 90,000 + lbs of airplane(s) continually taxi over runways built on wetlands? Clearly, in spite of impact statements and engineering arrogance, it's not worked very well so far in Thurston Co. Additionally, this would greatly negatively impact the quality of life in rural Thurston Co.

This would devastate the character and agricultural production of this area. There is a lot of wetlands and areas of high groundwater.

This would equally space airport servicing throughout the western side of the state for a more equitable approach. Easy access via I-5 as well.

This would give people an option from the peninsula, central western wa and south sound to utilize this airport and would give an option between SeaTac and Portland.

This would impact the Mima Mounds--a significant geological feature. It certainly would impact the rural quality-of-life in the area. As I stated above, my hope would be to modernize the existing Olympia airport for regional commercial service. New aircraft that are powered by electric batteries (but have smaller passenger capacity) could meet our future needs by acting as shuttle-service to the larger International airports (I could envision this happening at several regional airports around the state). Noisy jets that require long runways should be confined to the airports they already use.

This would increase traffic congestion in an area that has limited capacity already. It seems unlikely that a location here would be of enough benefit to most people to outweigh the negatives.

This would negatively impact wildlife and ecosystems at Millersylvania State Park.

This would provide a better airport option for residents south of King/Pierce counties. South Sound region residents wouldn't need to navigate the Sea-Tac corridor of I-5. Alternatively, Olympia Regional Airport could expand its services to include commercial passenger flights.

Though this is not a heavily populated area, people who currently live south of Tacoma or who have to drive into Portland, would find this commute to an airport much easier. We already have too much traffic in heavily populated areas.

Thurston Co has an airport and air traffic already flies over Olympia and Lacey, populated areas that will be affected by more of it--more noise, more traffic, more pollution. Already the neighborhood sites are full of complaints about aircraft noise, the explosives used at JBLM. Thurston Co has more than its share of noise pollution. The area being considered for another airport, a larger one, is near a wildlife refuge (Wolf Haven) and a rare mounded prairie--unique to the PNW. A proposed airport here will serve many fewer people than it would in the East King County or Pierce Co area. If located in Thurston Co, cargo would then have to be transported by roadway to Pierce and King Counties along with passengers who are much, much more likely to live there, use cargo items. People arriving at a proposed Thurston Co airport would end up traveling considerable distances by car or bus once they landed, returning to more densely populated areas. Additional traffic equates to additional pollution, unnecessary use of resources. An second airport in Thurston Co, as proposed, is a kind of sprawl, a poor choice because it would be a pollution generator affecting humans, animals, and the ecology of unique lands. Please contain air traffic closer to the primary areas it serves. Don't export noise, emissions, and traffic into an area which it is far out of scale to such a massive project; such an airport would abruptly change the rural and wild character of much of the area and would devastate the variety of wildlife there.

Thurston County along the I-5 corridor is already overcrowded.

It makes sense to put the airport in a less populated area.

Thurston county already has an airport, will a gopher impact be needed

Thurston County already has so much air traffic with JBLM, adding another airport would make many areas intolerable. Thurston County is still trying to accommodate the growth of JBLM, it has caused many traffic challenges. I think adding a airport would only add more traffic to an area that hasn't successfully addressed the last increase need.

Thurston county has multiple airports

Thurston county is on the brink of losing its agricultural economy due do land acquisitions and sellouts to developers. Thurston county is the gatekeeper between industrial city's and family owned farms. Its the perfect paradise of country living with city shopping. An airport would change the social climate drastically over the course of 10 years, at most. Thurston county would become an extension of Tacoma, effectively tearing down the gates and moving them to Lewis County. I understand that an airport, in any location, is a boost for economic growth. But do not let greed degrade the social climate that makes Thurston county unique.

Thank you

Thurston county is the best option.

Thurston County is unique and beautiful in its rural character and beauty. That is why I live in Thurston County. Folks can access Sea-Tac or Portland airports. Those mega airports are close enough. I lived under Sea-Tac flight patternd 1/2 my life. The noise disturbance and air contaminants that drop are horrific. The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. This prairie is unique and took years to save. If folks want to fly often then they need to choose to live closer to Seattle or Portland. This not a place for an airport.

Thurston county just sent out a survey on how we can expand the "Bountiful byway" and improve our rural character. This site is too close to Lattin's, Deschutes River Ranch, and Millersylvania State Park and will ruin everything special about these places. The Olympia airport is disruptive enough.

Thurston County made it nearly impossible for homeowners to build/develop their land after making the gopher endangered and more important than anything else in this county. Add that to the wetlands impacted and it is a hard NO! Additionally this area can easily travel to either Sea-Tac or Portland for air travel.

Thurston county makes more sense. It's at least a couple hour away from SeaTac. It gives people an opportunity to be closer to an airport without the Seattle traffic. And people from ocean shores are closer.

Thurston County South is way too close to the West Rocky Prairie Wildlife Area, and in fact looks as if it would wipe it out. There are many threatened and endangered species there. The site is way too close to Wolf Haven International and popular and historic Millersylvania, State Park too. This would cause huge public opposition. (Check out what happened in 2019 when developer NorthPoint decided to buy some of that property and put a logistics center there.)

Also - there's frequent flooding here in the wet season. And it appears as if this would destroy the non-industrial tree farm north and south of Maytown Road and part of Millersylvania's property on Maytown Road. Not the time to wiping out huge sections of trees, is it?

Thurston County South is too close to other valuable, natural-resource lands like Wolfhaven, Millersylvania, & Rocky Prairie, for which quietude is needed. Moreover, this area is well-known for having groundwater-flooding problems during the wet season, which could create stormwater & airline-safety problems.

Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

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Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Airport expansion should only be considered when safe aviation fuels and zero emission aircraft are available.

Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Also with the growing population in the area it would only add to the congestion and negative impact on the Millersylvania lake and the surrounding area. With rising temperatures the environment and wildlife are already being taxed.

Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Also, noise and emissions will negatively impact the health of the thousands of people living here.

Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. In addition, residents and those of us who use the park heavily will be affected by the noise. I have lived north of Sea-Tac and the ability to hear when outside and even in classrooms has been a problem. We need ways to find other options besides increasing air traffic.

Thurston County South site would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. Protection of endangered species, both flora and fauna, is critical to the survival of our species. Also, construction of another airport is contrary to our necessary goal to lower carbon emissions.

Thurston/Lewis residents have two major airports that serve the community. SEA and PDX. Not enough people down here to worry about. Expand Paine first, then add more capacity north where the population has ballooned.

To far from me

To far south and to many environmental issues.

to wet!

Too close to Millersylvania State Park.

Too close to Olympia's airport

Too close to residential populations!

Too close to rural, quieter areas. Too close to wetlands and prairie lands. Less demand than you imagine. More airports are not the answer, especially cargo facilities which would damage quality of life.

Too close to SEAtac

Too close to seatac and Portland. Doesn't serve the north end

Too Expensive. Environmentally Not Acceptable. Government Does Not Want To Pay For It. Tax Payers Do Not Want It.

Too far

Too far

Too far

Too far

Too far away from the population areas.

Too far for me to travel and too much traffic.

Too far for most passengers .

Too far for most travelers to reach. Just expand use of Boeing Field and existing airport in Everett.
too far from demand, environmental nightmare
Too far from population areas.

too far from population centers, only limited freeway access and no mass transit
Too far from population centers.
Too far from population centers.
Too far from Seattle for most passengers. It would be like driving to the Trenton airport from New York City.

Too far out. Who wants to fly into Olympia that is going to Seattle?
Too far south
Too far south
Too far south
Too far south for many to use
Too far south of major population areas.
Too far south.

Too few people served. Too close to Portland airport. Too many environmental negative impacts.

Too great a risk of harming the wetlands for too few people to appreciate. A little boutique airport is not going to be a sustainable solution for the majority of folks of this region.

Too low served. Not enough ROI. It would urbanize rural Thurston County. There better be a pocket gopher study too. Many people haven't been able to buy or use land due to that.
Too many negative issues

Too many people moving in already. Crime rate and homelessness is soaring.

Too many problems with Thurston County. Just look at the red and yellow areas on the chart
Too many red areas. King County is better suited for this
Too many things would be impacted
Too much & red in the chart. Too much red tape involved.
Too much destruction of wetlands.
Too much environmental damage

too much environmental impact and the higher traffic would be undesirable
Too much environmental impact.
Too much flooding and not flat enough.
Too much flooding and not flat enough.
Too much impact for traffic
Too much impact to land and people

Too much noise and too many planes already
too much pollution and traffic as side effects
Too much wetland impact

Too much wetland to destroy, not to mention pocket gophers

Too much wildlife to consider, traffic infrastructure is poor, heavily residential. No.
Too remote
Too south

Traffic impacts of residents living in the Olympia area who head north to fly out of SeaTac could be lessened especially around the JBLM area with an addition of an airport in southern I5 corridor.
Traffic is already a mess though there.
Traffic would adversely impact this area

Trash there own area with new construction. Destroy the wetlands in there own county's for there airport needs. Slow there roads down even more don't go past Renton south is I can help it 2 hrs pluse to go marrysville to Olympia most days of the week already. Let them screw there own area up don't mess up mine more.

Under no circumstances should wetlands be disturbed!
Unreasonably close to local airport.

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .

Use OLM. RIDICULOUS.

Use Olympia

Use Olympia airport

Use Paine field.

Use the current airport and expand

utyrggjhftuyr

Very bad spot for a large airport as well, Portlands proximity is close enough to use
Very far

Very little demand and people who want to can fly out of seatac

Very much NO! Destroying the Rocky Prairie Wildlife preserve and the ambiance of Millersylvania State park is counter intuitive to promoting the wellness of the state of WA and its residents. We are only 60 miles from SeaTac and 100 from PDX. Perhaps better utilizing those facilities is a better plan!

Very rural, not a lot of passenger demand. High environmental impacts.
View this email in your browser

Say NO to a Mega Airport in Thurston County

Survey link now working

The Commercial Aviation Coordinating Commission (CACC) "Open House" survey regarding the proposed mega airport sites is now working.

Say No to a mega airport at two Thurston County sites.

For Background information, please refer to the email from Olympia Indivisible yesterday, September 6.

The Open House survey closes Friday, September 9.

Take the Open House survey Here

Instructions

Copy And Paste A Short Paragraph In Its Respective Box under Thurston County.

In the Thurston County Central box, copy and paste this paragraph:

The Thurston County South site would destroy the peaceful setting of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species. We care deeply about both. This is not the right place for the project.

Washington needs an airport up north. Those in Thurston County live pretty close to the middle between Portland and Seattle. The north can only go to Seattle.

Way too far south to benefit anyone north of Tacoma! Traffic already sucks! this would have a huge impact!

way too impactful on the wildlife population

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have so much noise from the existing air port south in Tumwater as well as freeway noise from I5 and JBLM with constant air traffic as well as land bomb practice. From large Chinooks to smaller aircraft they are constantly flying low directly above our neighborhood. Please do not add to the already crowded airspace in this vicinity!! It's plenty stressful as it is.

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We are already impacted by overflights from the Olympia airport and JBLM. We don't need or want more noise pollution and our natural areas are being destroyed by rapid development an airport would further degrade our quality of life!

We are already overly impacted by Jt. Base Lewis-McCord in this area. We have loud firing and low flying planes regularly. They even co-opt our electronic airspace. Although most of the ground is wet, there are a lot of beneficial wildlife we don't want displaced. There is also often hanging fog because of lowlands. Sometimes it takes till noon for the fog to clear up. How can that be good for flying? How does excessive noise affect wildlife. Building roads for access would affect those of us who are trying to preserve natural surroundings. I would think an airport would be incompatible with local zoning (like our one dwelling per five acre restriction). Keep looking please.

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more house and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state.

We built our home here and a nearby major airport was NOT in the plan. We purposely found a place AWAY from a Seattle environment. We do NOT want or need the noise, crowding or pollution impact that this would bring to Thurston County.

We desperately need a major airport in the south sound!!!

We desperately need an airport in this area, hopefully allowing for passenger planes. We are stuck to either drive 2 hours to Portland, or drive 2 hours or more (due to horrible traffic) to Seattle. It is a State capital and very difficult to get to.

We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense.

We do not need outward expansion of our beautiful areas. Stop getting rid of the green in the evergreen state

We do not want an additional airport in Thurston County. We have what we need already. We have an amazing state park in this location that would be destroyed with an airport. We do not want it!! We do not want an airport at this site.

We do not want to live near an airport! It's noisy, creates pollution, and will destroy the rural beauty we have. We need to protect our open spaces and stop paving over paradise.

we dont need another airport!!!!not to mention all the extra traffic conjgestion it will bring in to all theses locations. we are rural and want to keep it that way that is why we choose to live here. not that any opinion matters because you will do what ever you want with no consideration for the people of this state. this is all eyewash so that you can state you asked!

We don't need another airport, just expand existing airports.

We don't need it

We have 2 easily accessible international airports within 1-2 hours with SEA and PDX on the I-5 corridor.

We have 3 airports in this area already, Seatac, Boeing field and Everett.

We have enough airports.

We have fought so hard for our wetlands, donâ€™t undo it for the â€œbenefitâ€ of just a few. The people of Olympia do not want this.

We have had too much land clearing over last few years, too much impact to wildlife and need to protect Millersylvania State spark! IS too crowded in the area!

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

It's already bad traffic as it is due to lack of roads in and out of certain areas. You want to make it worse? Really doesn't surprise me. Wa govt has no common sense

We have wetlands, protected pocket gophers and animal sanctuary in area. Plus Tenino area getting a large garbage dump like Hawks Prairie. We do NOT need or want a 3rd major airport between SeaTac and Portland!

We like our area out here quiet and free of all the noise of airplanes taking off daily. Put this in bigger cities where there is a ton of hustle and bustle and noise already! Not to mention all the wildlife that would be interrupted!

We need a airport south of JBLM

We need airport in Enumclaw!

We need an airport located between Seattle and Portland.

We need to reduce air travel due to climate change.

We should not be expanding air travel and divesting public funds from rail.

We're in the midst of a Climate Emergency. Plans for new airports should not be happening at all, much less in OUR state, a leader in the US against greenhouse gas emissions. What about alternatives to accommodate growth in our area (such as hi-speed rail, utilization of teleconferencing, no-fly campaigns, etc.)? We need to do more to cut back emissions, and doing LESS travel via air is a something humans need to commit to.

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and Vancouver. All within an hour of any location in Western Washington. Another airport serves zero purpose.

Wetland

Wetland impact

Wetland impact

Wetland impact is too high

Wetland impacts. Endangered animal habitat (Mazama Pocket Gopher)

wetland issues not good

Not close enough to population centers

Wetland preservation should be a priority

Wetlands are to be protected not destroyed!

Wetlands are too important to destroy

Wetlands impacts. Mima mounds and wolf haven. We don't want an airport. Can easily get to pdx or seatac in approximately an hour. No thanks

Wetlands issues cannot be mitigated.

Wetlands must be protected

Wetlands need to be protected

Wetlands play an important role in keeping our water clean. It's not a viable trade off.

Wetlands, not serving many people

What about the Olympia airport, it's right there. Can you not expand that?

What is the point of building an airport that few people are to drive to? It seems almost all the population would have to drive past SEA to get here, making this an unreasonable place to have a new, large airport built.

What's the impact to the Mima Mounds?

Why aren't we upgrading/expanding the Olympia Regional Airport, instead of building an entirely new airport in this area?

Why build a major airport that doesn't serve anyone's needs?

why build a new airport when you have a massive airfield to the northeast

Why don't you expand the already existing regional airport that is nearby?

Why not just expand what you have in that area?

Why not simply expand and retrofit the olympia regional airport to accommodate this need? That would have far less impacts than developing a new site.

Why put a new airport so close to an existing one?

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

Will negatively impact farming activity.

With 3 large airports and one medium one in Arlington we do not need a 4th. The environmental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

Within proximity of I-5 for both passenger and cargo transportation. The airport would support future residential development.

Wolfhaven and wildlife, rare landscape and Millersylvania park will be destroyed! No no no thank you please go elsewhere

Worst possible site! Traffic would be a nightmare!

Worth considering more but seems too far from population centers.

Would not serve many people and would upset or destroy habitat.

Would result in unacceptable and non repairable environmental harm to unique and sensitive areas.

Insufficient demand for the service from population in the area would result in an undue tax burden to support it.

Would ruin quiet rural family life. Way to much noise for families who moved out of the big city.

Would ruin some of the mounds. High noise level again to join the Fort noise level that sometimes shakes our houses.

Would serve state capitol traffic

Yes pleeeeeease!

yes South Thurston will service areas south in Washington and the existing Olympia airport could be revamped. Confused why the current airport isn't considered

Yes, but is there any reason Olympia Regional can't be expanded?

Otherwise my same comments as above apply. We desperately need a passenger airport in Central WA and the Capitol is not well-served by SeaTac, especially lacking any viable mass-transit options. yes, if wetlands can be mitigated

Yes. We need one to serve in between Seattle and Portland.

You can utilize the already existing Olympia airport, and stop taking our farmlands, we need Farms that produce food, we need our wetlands, we do not need another airport.

You cant mitigate an airport.

You do have tribal concerns near Grand Mounds

You really strict your 90 minute window. The amount of money we throw at ports so truck drivers can save 10 minutes is unfathomable

Your average resident will find this a useless "improvement," as the vast majority of regular folks fly out of SeaTac and will continue to do so. Therefore, the majority of us - the regular folks - will be NEGATIVELY impacted by this. We're always told these things will increase convenience; they never do, and instead create problems. We need to protect the few remaining wetlands; most have been destroyed thanks to this kind of "improvement." Besides, the last thing Thurston County needs is MORE infrastructure. We're being inundated...ruined even, by excess development. Enough is enough.

Your BS about impact on people of color is discusting. What about the impact on white people of color? Reverse discrimination by Jay Inslee and his tribe at the WSDOT.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that

Greenfield sites: Lewis County

Question: Should the state consider Lewis County as a location to site a new airport?	Number of responses	Percent of responses
Yes	1,072	20%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	984	18%
No	3,281	61%

Please provide any explanation you wish to share

"population served" and "accommodated passenger demand" unsuitable - what's the point?

"There would be a large amount of impact to wetlands." State capitols are without water, we have watering schedules in affect, loss of aquatic life & more, and you want to destroy more of it?

***Overall, I don't believe another large airport is needed. If those who travel need to, they plan accordingly. Using public transportation, personal vehicles, or carpooling to get to either smaller airports in the area (Bellingham, Everett) to connect to SeaTac or they travel to SeaTac.

1. For Thurston County Central: The Thurston County Central site evaluation neglects to take into consideration Wolf Haven International, rare mounded and other rare prairie lands that would be destroyed, as well as the site's proximity to historic Millersylvania State Park.

2. For Thurston County South: The Thurston County South site evaluation doesn't note that an airport there would destroy the peace of historic Millersylvania State Park and obliterate the West Rocky Prairie Wildlife Preserve with its rare prairie habitat and endangered species.

1st choice close enough to be a viable option but far enough out to handle the increased traffic

2nd best solution to meeting the needs of WA population. Closer to Portland than necessary

A good place to draw from traffic that would otherwise go to Portland.

A lot of money to serve few people

A region airport is incompatible with the rural lifestyle of this area.

It would impact a large amount of wetlands and there is a moderate amount of incompatible land use nearby. It would serve a low number of people within a 90-minute drive.

It would impact a large amount of wetlands and there is a moderate amount of incompatible land use nearby. It would serve a low number of people within a 90-minute drive. There are other, better options available.

Absolutely no hard impacts on wetlands, they are essential to the health of this state!

Absolutely no way should an airport be built here in Lewis county we live here because we want to get away from the noise and pollution of big city sprawl and an airport would only invite that type of disaster and the crime that comes with it and I certainly hope our county commissioners reject any and all airport proposals

Absolutely NO! This area should not be an airport. No to traffic and no to crime!

Absolutely not

Absolutely not! We do not need three international airports in a 200 mile stretch! Consider the East side of the state!

Absolutely not! We need many things in this area an airport is not one of them

Absolutely not!!!Absolutely not!!! These are quiet places that don't need a airport. For this region we have Portland to the south about an 1 hour and seattle to the north!!. The noise and environmental impact these hold is not okay for our region!!

Absolutly yes . Lewis county needs more local good paying jobs !

Affects too much wetland and farmland, too many environmentally sensitive areas.

Again - we do not need rural/agricultural lands to be paved over for commercial air traffic .
Again, I-5 is in the way, flooded in the past.
Again, it's next to an existing airport. Why?

Glenn Hendrick

Again, the I5 corridor serves a great amount of existing traffic already and this factor would reduce the impact on neighboring communities. The fact that limited parcels would need to be purchased is a bonus.

In addition, Olympia is the capitol city. Bringing an airport closer to Olympia would be a blessing for travelers who currently choose between Seatac and Portland International Airports and would serve a greater population than it may appear otherwise as a result. Currently, Seatac and Portland airports serve a wider population than this study recognizes. Putting an airport between two existing major airports, but still along a major freeway such as I5 makes more sense than placing it in the rural countryside away from major freeways where significant freeways would have to be constructed, further wrecking the way of life in those communities of peace seeking peoples.
Again, this is inbetween OLM and PDXâ€¦ Expand OLM.

Air travel shouldn't be expanded upon. It is more expensive, less people are flying and the cost in terms of accelrating climate change is too great. We should be expanding regional rail and perhaps have depots for rail systems in these places instead.

Airport already there.

All of the reasons: population impact, environmental impact, financial impact, noise etc.

Already has existing airport, can be expanded. Limited residents with lots of pasture land, that does not contain livestock.

Already have an airport in Toledo and Chehalis

Already too much flooding, adding more largely impacts where that water goes. I 5 in that area is already shut down often .

ALSO A HEARTY "NO": This site would "impact a large amount of wetlands and there is a moderate amount of incompatible land use nearby. It would serve a low number of people within a 90-minute drive."

Although Far East access on 1-5 would provide easy access to Tacoma and Seattle population centers and destinations.

although the population in the area is lower the airport would bring easy growth, through accessibility to surrounding area. It is also served by Interstate and two hwy's.

Although this study fails to adequately address a host of environmental concerns important to WA residents, including this proposed site, the need in this area can be more easily demonstrated given the population centers surrounding the site and the lack of services between Portland to the south and SeaTac to the north.

An airport in the southern region of Washington would alleviate the load on SeaTac

An airport in this location would increase traffic significantly on the I5 corridor. Is there any research on what kind of investment would need to be made by taxpayers to support that kind of infrastructure? There are also little to no support services and would most likely have a negative impact on the rural community that resides here.

Another one i'm not sure about due to the flooding and fires between Olympia and Portland. Feels too far away from big populations.

Are we sure it would serve a low number of people within a 90 minute drive here? People from the peninsula, Pierce and Clark county and likely eastern WA residents would prefer Lewis county over driving through the traffic required to get to SeaTac or Portland.

Area already served by PDX

As a former resident of Lewis County, getting into a city is difficult and time consuming. I think an airport in that area would be a great benefit to people, even if they have to travel more than 90 minutes. That's better than a few hours. It could have a good economic impact as well.

As a local resident that moved away from Seattle to avoid the busier lifestyle and wasn't able to afford housing up north, I feel that this would change this area in a negative way. The cost of living would increase so much, please stop running local wa residents out of this state. I also feel with the local flooding it would be terrible idea

Assuming SeaTac stays, this puts both major airports south of Seattle which makes this of us north still have 1+hr drive for most destinations.

This particular area can take 4 hours to drive to on a Friday!
At least this is on I-5
Bad choice.

Based on serving a low amount of people, confirms that it would be a lot of money to construct for few users. Yet the impact on that expense to the residents in the area would be costly financially and psychologically due to such "Structure" in the proposed surrounding area.

Because of Governor Inslee's Covid vaccination program, the State of Washingyon will likey experience a 75 percent reduction in population by 2025. See:

<https://www.thevoid.uk/void-post/deagel-2025-population-and-output-forecast-revisited-essential-guide/> Already stillbirths in the U.S. among pregnant women are between 84 and 94 percent who have taken the Covid Vaccination. See: <https://rumble.com/vtnqnp-military-whistleblowers-on-miscarriages-and-infertility-rates-increase-afte.html> So there will not be much of a next generation of Americans. So where will all these people be coming from to form the demand for a new airport? Please do your research into the millions and millions of deaths which are coming! Thus, any new airport is a total waste of money, because there not be the increased population forecast, because of Governor Inslee's Covid 19 vaccination program.

Because we're in the midst of a Climate Emergency, new and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Best central location between PDX and SEA

Bfe

But only of road infrastructure is greatly expanded

Centralia encourages development to have development

Although Centralia is a bit further than Thurston County it doesn't have the endangered species and conservation areas of Thurston county South slightly to the north.

Centrally located - just south of halfway between SeaTac and PDX

Chehalis has an airport that already serves private jets. Enlarge that one instead.

Citizens of Lewis County do not want the current airport expanded. The environmental impact to paving over wetlands near the Cowlitz River is not beneficial to the ecosystems.

Lewis count already has flooding issues. The airport expansion would raise the flood plain for the airport runway causing unknown problems upstream. The community doesn't want this airport. Close enough to Portland to use that airport.

Close enough to Portland.

Close to freeway access

Close to I-5

Close to I-5 corridor.

Close to I5 why not add on to Olympia Regional Airport

Close to major cities, easy access to interstate .

Close to Portland airport

Close to the southern residence of the state. Minimal impacts on our underserved populations.

Closer to I5 and cost would be significantly less.

Closes to I-5

Compared to other suggestions, this one seems most sensible. It is a fair distance between both PDX and SEA. Would also serve as a reasonable access point for those on the coast or Eastern tri cities area
Conserve our wetlands.

Consider high speed rail connection from Thurston, Lewis, and Cowlitz Counties to Portland International. That airport is not congested.

Consider Kitsap County

Cost/benefit ratio too high

Could be an OK spot but again there's not a lot of roads to connect it

Covering rich soil with concrete prevents carbon sequestration in the soil. Development in this area is sparse and much of the land is in its natural state. Air and noise pollution is minimal. Traffic on I5 is light most of the time. An airport would be environmentally damaging, disturb wildlife and vegetation, create noise pollution, and add traffic congestion in an area where everything is at least 20 miles away.

Current roads will not support the traffic. Red and yellow areas listed above.

Definitely do not need an airport here! No Thanks!

Develop rail system

Direct path to I-5

Disrupting wetlands for a small amount of people is irresponsible.

Distant from population and economic centers.

Do not destroy rural areas. Too close to Portland airport. Does not serve King County.

Do not disturb wetlands.

Do not impact the wetlands.

Do not want to disturb wetlands and not enough population to serve.

Doesn't make any sense at all. Way to far away from the populated areas that will be using the airport.

Doesn't sound like a good area based on large amount of wetlands statement.

Don't need the noise or wetland destruction or my property value to tank

Don't destroy wetlands

Don't mess with us. We like rural areas.

Don't need the noise, don't need another airport

Drive to SeaTac or Portland

Driving to Seattle from Olympia has gotten more and more treacherousâ€”one never knows what time one will actually arrive at SeaTac because of all of the cities and associated traffic along the way.

Easier travel and roads already in place. Less disruption to people who moved to the country.

Easy access to I-5

Emissions impacting temperatures and climate must be mitigated before expansion is considered in any of these regions. Our bad decisions now will make life intolerable for our coming generations.

The science has not designed a model of green air travel yet.

Enough population who would use?

Environmental concerns

Environmental impact would be extremely negative. The surrounding infrastructure cannot handle the existing traffic nor could it sustain the traffic to construct an airport.

Environmental impact, noise and air pollution.

Environmental Justice flies in the face of the Title VI federal funding. If you are basing a major decision on how it affects people, everyone is on that list. Not just BIPOC and poor. That is real institutionalized racism. Allowing the government to choose winners and losers based on Environmental Justice criteria.

Even worse this place is too close to Portland to build that large of an airport

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

No greenfield site should be in consideration.

Expand and utilize the existing airports in WA state. Think outside of the box.

Expand Bellingham and Paine in the north.

Expand existing airport

Expand on what is already available. Plus it would help the people so they wouldn't have to get to SeaTac or PDX

Expand Paine field or Sea-Tac. Leave our rural areas alone.

Expand South Lewis County Airport if you must needlessly spend tax monies, but any airport development or expansion will negatively affect Western Washington quality of life.

Expand the airport that's already there

Expand the existing airport

Far from population centers. Could provide passenger train service, even a future high-speed rail stop.

Far too far from Seattle for most passengers. How did this one even make the list?

Farmland

Farmlands and marginalized people will be severely impacted. This is a form of environmental discrimination.

Few people here. Not that far from Portland

Fewer people will benefit from disruption. Farther from commercial centers and I-90, a major truck route. Wetlands support salmon, a valuable resource commercially, for recreation, and environmentally. Destruction of wetlands will adversely impact many communities economically and socially.

Figure out your catchment area. If people are coming from Yakima and Tri-Cities, invest in better flights to get them to fly out of PSC. Plus this location is better served by PDX.

Flight path likely close enough for us to hear, many roads are not meant for the kind of traffic that would bring in, I-5 is only 2 lanes through most of the twin cities and already has common large delays during holiday weekends and the slightest accident grinds it to a halt.

Public transportation is very limited as well. Lots of sensitive areas and large flood plains (including I-5)

Flood zone

Flooding

Flooding

Flooding in LC closes the freeway, which would either make the airport inaccessible or leave air passengers stranded.

Flooding in Lewis County is substantial . As well this county is fairly poverty stricken and this would impact taxes which would be incredible hardship on local folks

Flooding!

Floods there.

For the same reasons stated above in the Thurston County location.

Freeway is already backed up on weekends as much of it is only two lanes each direction. Also there is enough flooding without something that will impact it more

Getting too far away from the sea tac airport and I feel that area won't help serve many people as it is very rural

Go to Portland

Going for it is the closeness to I-5 corridor.

Good area, seems like least amount of impacts, lots of room to build and would provide income to the area.

Good due to lower population impacts.

Good highway access for traffic and access to the Olympia, Lacey and Tacoma population centers.

Good location

Good location close to Portland and Tacoma.

Good spot but might be too close to Portland's airport.

Great location too!

Half way between Portland and seatac. Flat and low population areas.

Hate to see this beautiful area destroyed but being closer to I-5 and serving a larger amount of travelers easier access and building infrastructure makes sense.

Have you asked the people who live here?

High speed rail instead.

History of flooding in this area is so consistent that I think it is a really poor choice

Hopefully you live here.

<https://maps.lewiscountywa.gov/maps/EmergServices/FloodWarning.pdf> It is impossible to build any airport in the region that would be able to withstand inevitable flooding.

Huh? So far from Demand this would be ridiculous

I am not at all convinced we need additional airports. Take full advantage of those that exist and provide alternate transit via bus, rail or air from existing smaller airports to the large existing airports, if needed.

I believe that I can speak for myself, but also for anyone around my family & I, that I know as well as people that I have never met. We are absolutely against ANYWHERE NEAR Thurston county getting an airport that would be equivalent to the size of Sea-Tac!!!! PLEASE Do Not Consider ANYWHERE in Thurston, Pierce or Lewis county sites. We love our rural, lush tree-ful, oxygenated, peaceful, quiet, country areas out here and want to keep them as such. One of the many reasons that I, as well as just about everyone I know, live out here is because it's a rural, green & woodsy area of the state. I love the cleanliness of the air & the lesser noise pollution here. I was born and raised in Yelm/Olympia/Lacey areas & I love it here. I am not a city person & would not like planes coming in or taking off day in & day out. Nor do I have the means to pick up and move away either. Please DO NOT consider ANY Thurston, Pierce or Lewis county areas for the Airport site. I believe it would lower the quality of life for everyone residing here, as well as all of the people that live in these areas. I literally cry when I think about the amount of trees that would have to be removed to make this happen and that would severely impact our air quality so much. The sheer amount of people within the 90 minutes (as stated above, would be not many at all), compared to the amount of people that would be impacted by the absolute air pollution, noise pollution & the lessening of oxygen by the removal of SO many trees, as well as the wildlife reservations and endangered species habitats that would have to be relocated is by far much greater by number (everyone - humans & animals alike), and would ALL be deeply effected negatively. Also, other sites further up North seem like they are more ideal and much better choices due to the fact that there isn't a very large population down here, and would only push people to just use SeaTac, which would not be doing what it's intended to do, which is to relieve SeaTac's congestion. Thus, defeating the whole purpose of putting in a large airport .. I say up North!!

I cannot believe this area is even being considered with the amount of flooding that happens down here. Layout 1 and 2 shows only a moderate impact on the floodplain. That can't possibly be right. Those of us living down here are in constant threat of being flooded out of our homes every time there is a heavy rainfall or snow melt. The river has been known to flood over I-5 and shut down the freeway. Paving over anymore area down here would absolutely ruin us. Not to mention that I-5 drops to 2 lanes through Centralia/Chehalis, and there is no possibility of expansion. Traffic would become a nightmare through. Please do not consider Lewis County as a location for a new airport. I do not want this in my county.

I don't believe an airport in this desired location would be beneficial, more than 2 lanes would need to be built. Traffic is already getting out of hand in the area.

I don't know enough about this location to provide feedback but would suggest improving existing infrastructure or building new to improve existing.

I don't live that far south but I'm sure if things can be screwed up. Our state officials will figure out a way to spend tons of money with no solution or the worst possible solution.

I don't understand why you want an airport so far south of population centers, particularly in the absence of mass transit. Are you coordinating with the governor's efforts to reduce greenhouse gases?

I live a half mile from the I5/Hwy 12 interchange, right in the white circle. SeaTac airport and PDX are both within 90 minutes for me. A new airport would be more helpful in Eastern WA.

I live in Lewis County. It would be a great opportunity for job growth.

I live in Lewis County. No infrastructure to support it.

I live on Harstine Island and my spouse and I OBJECT to any additional air traffic over the island!!! NO NO NO!!!!

I live only a short distance from this area. Many in our area live here because it is rural. We are small quite country communities that would be impacted by the noise and the development of growing much larger cities. The impact on the way of life that our families enjoy here would be destroyed in my opinion. I would not welcome the change in growth in this area. The short drive to Seattle or Portland to take a trip is a very small price to pay for keeping our community quiet and rural.

I love this area. We have something special here and don't want it impacted by your messy crap you call airports. They create more traffic and mess. There really isn't enough room for all that you think you want to put in. The environmental impact would be too much here. The noise pollution would be enormous. We don't need an airport in this area and are fine driving to one of the two that exist. Not to mention the traffic this would create. That would be a nightmare for this area.

I think adding another airport this large is a huge waste of money. The traffic between Olympia and Everett needs to be taken into consideration as we have some of the worst traffic in the country. The impact on communities also needs to be heavily weighed.

I think an airport north or south would be better.

The area you propose is in the flood plain, the soils are soft, and the impact on farming and natural beauty/wildlife would be harmful.

Bad but better than the first 2.

I think it would be great if we put money into the airports we already have.

I think the need for a bigger airport North of King County is desired over South. I would be more in favor of land currently not used for food production.

I would like to see major airports more spread out to provide better service options. And if you put an airport in South Lewis County then with SeaTac and Portland, we'd have 3 major airports within 2.5 hours of each other.

I-5 is only 2 lanes each direction & is becoming more & more congested taking 30-50 mins. to go north from exits 63 to 82 & this also backs up Jackson Hwy. through but Chehalis & Centralia
I-5 lanes would need to be increased

I-5 through Chehalis and Centralia is already congested. The lane shortage would have to be addressed.

I'm concerned about environmental impacts. This is critical habitat for animals and birds. I currently live near Payne field. In my experience, it is not possible to mitigate noise and emissions.
Ideal

If carriers won't currently use Payne Field they won't use this site

If it will affect wetlands why is it being affected. Many home owners have property they aren't allowed to do anything with due to it being designated as wetlands, but you can consider an airport that would affect wetlands.

If you look at your own criteria, this site is mostly in the red zone. Conservation of agricultural land is important. Floodplains need to be left as is.

If you type "The Middle of Nowhere" into Google Maps, it shows this as one of the top choices.

If you want to swim to the airport or use a row boat in the winter then it's a perfect site. No, thank you.

Impact on wetlands, doesn't serve many people

Impact to wetlands.

In close proximity to Interstate 5

Incompatibility with land use and character of area. Review your EJ analysis for economically disadvantaged community as well as lack of housing and other infrastructure including water supply
Inefficient and environmentally questionable

Instead of building a large airport the size of Seatac, why not expand the smaller existing airports such as Paine Field, Bellingham and others to lessen impact, mitigate traffic congestion, and better serve Western Washington.

Is don't know this area

It doesn't sound like a good option

It falls outside of the stated MAP criteria and passenger service. This site is too far south to effect positive outcomes on the most affected region - King County

It has potential to have good access to I-5 and it could work well to meet Hwy 12 (Eastern WA) needs. But then again, The Yakima Airport could be expanded and access to PDX is already somewhat manageable from that area.

It is foggy a lot of the year, the noise would bother birds and wildlife,

It is funny how wetland impact comes into play (when the whole valley thru Kent, Tukwila etc was being filled in it was not an issue) IKEA wasn't out n that many years ago either. This would offer jobs to a poor area and is easy access to I5 and would easily service many people from Tacoma to South Wa

It is halfway between SeaTac and PDX. Close to major highway.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It is right in between Seattle and Portland. This would make it an ideal place to put a Regional Airport to help take the strain off of both other airports. This could also be used for freight aircraft to help keep traffic under control between Seattle and Portland. Amtrak already comes through this area so people would have a better choice at getting to the airport from both locations. It is too remote and too close to Portland Airport.

It is unacceptable for any enterprise to foul the air for people within a 2-mile radius, as airports do with their use of leaded fuel. Cleaner fuel is under development; let's wait for it to be ready for use before saddling our citizens with fumes from airplanes. No more airports until their emissions are clean.

It looks like it would expand the Chehalis airport. A small expansion could work, but not to the scale being considered

It seems like it would be much more environmentally conscious and probably more cost efficient to expand an existing airport (Bellingham or Paine Field) rather than building a new one and replacing the existing natural landscape with asphalt. This is a stupid idea.

It should not be considered due to the large amount of wetland disturbance. Wetlands are disappearing quickly and are home to many birds, amphibians, and small mammals.

It why not consider Moses Lake and build mass transit hubs. Don't make this California or DC.

It would be nice to have an airport between Seattle and Portland.

It would be nice to have an option of an airport larger than a regional one at the midway point between SEA and PDX.

It would destroy the wetlands

It would disrupt too many peoples livelihood. Lewis county has the lowest incomes and if people are forced to move, they will become homeless.

It would help develop the area by adding jobs and infrastructure.

It would help our economy in LewisxCounty greatly. We are half way between Portland and Seattle. They don't want growth in Lewis County and only want to keep it as a bedroom community. We need more industry and vitality.

It would help stimulate Lewis County and encourage more business for the county

It would help the towns surrounding it because they are small and need money

It would increase flooding and water run off on important rivers, the area is way ahead of the development of this area, and the infrastructure is far behind and would affect the quality of life of this natural area of western Washington.

It would provide an alternative to those who need to drive many miles to an airport in Seattle or Portland

It would turn a nice quiet area into another Seattle or Portland. With nothing but asphalt and houses instead of producing farm lands. It would be an envirmental catastrophe with water polution and air polution and noise polution. Land values in the surrounding ares will drop because nobody wants to live with the noise and lawlessness caused by over population of a small area. We don't need it here and we don't want it here.

It would urbanize rural lewis county. Which people might not want. However people might choose to come from eastern WA over hwy 12 to go to the airport. Out of thurston or Lewis county options, Iâ€™d choose this one.

Itâ€™s an hour each way to pdx and sea

Unneeded

Itâ€™s closer to major population centers than the Skagit Valley.

Itâ€™s too far away from population centers,

its a bad idea

It's a farming community. Not compatible with airline traffic..

It's low population served, but maybe cargo flights could route through here. It would bring good paying jobs to this area.

Keep all the noise, extra traffic, and junkies away from senic lewis county. The more developed urban areas of I-5 look like complete shit and it's embarrassing what the government of this state has let happen. We don't want that here.

Keep it rural

keep it rural.

Keep Lewis county rural.

Keep our community rural. We don't have the roads to support heavy traffic. I-5 is 2 lanes and constantly backed up near exit 63.

Keep the crazy in Pierce County and further north. This state is already an embarrassment with its leadership and the masses of fine folk up north who unfortunately outnumber the folks with common sense in the rest of the state. Why build a new airport when airlines are struggling as it is to stay afloat and run properly? Oh yeah, back to my leadership point.

KEEP THE SMALL TOWNS SMALL. Nobody needs to travel by air to the mountains. That's what a car is for. This town is already too populated and will only get worse as it's already bad now without a airport.

Leverages existing I-5 infrastructure and close to Olympia/South Sound and southern Washington populations.

Lewis county airport

Lewis County doesn't have the infrastructure to accommodate such a massive project. Additionally, we like our space to remain quiet and green! That's why many of us don't live near an airport. Additionally, the majority of folks who live here do not have the means to travel, and will not benefit from having a close airport. Those that barely do will happily HAPPILY travel the long distances to SEA or PDX if that means keeping our town clean and quiet.

Lewis County doesn't need an international airport and we are close to PDX.

Lewis County floods a lot, access to the airport will be compromised causing a chain reaction to traffic and accessibility. Noise pollution will ruin the rural appeal of the area

Lewis county for an airport?! Youâ€™re kidding.

Lewis county is a quiet rural area, the people who live here like it that way. A new airport would interrupt with noise and cause more issues than benefits.

Lewis county is already getting too populated. We are destroying beauty and the animals.

Lewis county lacks the infrastructure to support an international airport of that size. The highways are not big enough nor is the area suitable. It is also too far away from any major destination. Traffic is already a problem in the area.

Lewis County is one of the states last true ecological and agricultural destinations. An airport would ruin that. During vote tally's like this one Lewis county always loses due to the population being low as opposed to King or Thurston. So just because more people vote no in King does mean more people care in King. No airport in Lewis County. The value of this county lies in it's rural and natural state.

Lewis County is out of big city limits and the citizens will not stand by and allow airports as such to be anywhere near peaceful living! Citizens can drive to Portland or Seattle with the same exact distance to travel. There is no need for airports to be distanced out 30 minutes each! The city traffic that comes along with airports will not be a realistic plan due to rural landscaping.

Lewis County is struggling with crime, drugs and homelessness. We don't have the resources to help the people in need in our community. We don't want/need something like this to change our city, every change brings more crime. We already have flooding that hits our area regularly.

Lewis county is the obvious candidate for a new airport. This area is free of significant wildlife/equestrian/riparian constraints. Lewis county has planned years for major development for their large freeway access and secondary arterials. Lewis countyâ€™s economy needs such an infrastructural investment to enhance their work force and the communities would thrive with such an investment.

Lewis county sucks, give it another reason to suck more.

Lewis county's economy was decimated when logging shut down over the spotted owl. Building a transportation hub close to I-5 could serve Olympia area, possibly Tacoma, and Vancouver, and produce revenue for the county.

literally a regional airport in the sample picture.

Location is close to a major highway and infrastructure is already established. Would serve the South Puget Sound Region.

location is good for outlying areas

Longview and shipping are close by here making this a strong possibility

Looking at the information provided, the East King County site would be a better option and more feasible than Lewis County. We do not need a large airport in our county.

Lot of wetland impact with minimal to no benefit

Low demand. What's the point?

Low density population. Airlines wont be attracted to it.

Low negative impact

Low passenger demand

Low population

Low population

Make improvements/expand South Lewis County Regional Airport.

Makes sense to have an airport on the other side of the state but not as far as Spokane

Many benefits for long term growth, minimal impact, spacious

Many of the proposed locations there is no viable way to provide adequate roadway capacity to the location without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

Maybe central between Portland and Seatac but a bit far from Olympia.

Maybe; noise and emissions can never really be fully mitigated, but also why is light not considered for mitigation here?

Also would a new airport really be helpful here in between SEA and PDX? How is that metric being considered (or is it)?

Mid way distance from bigger regional airports and less populated area. This shouldn't become a bottleneck of traffic like Thurston sites!

Midway to Portland here. A good fit for transportation.

Might be a good General Aviation airport for those down south

Mitigation not possible, there is already too much impermeable surface contributing to flooding because water can't be absorbed

More deforestation you're fucking dumb

Most of live in Lewis County because it is quiet and less populated. This would increase the population and be very noisy for most of Lewis county

Most people moved here to get away from heavy traffic, this will only cause more people to move from the area. On top of that, this is quiet farming land, not only are the pollutants harmful to animals and crop, it will scare away many animals living nearby needed to feed our eco system and keep out invasive species and crops.

Multiple creeks and a Lewis and Clark state park on/or immediately adjacent to proposed site. There are no noise emission mitigation measures capable of protecting the nature of that area and tourism.
N/A

Near interstate 5. Could potentially serve both Washington and Oregon residents. Most practical if paired with high speed rail between Seattle and Portland.

Need north option

Need plane to leave here to go to SeaTac or pdx

Negative effect to local farmland in a growing food crisis. Negative effect on low income neighborhoods. Wetland ecosystem is too important to disrupt

Negative impact on wildlife, traffic pattern(s) and road structure will not support higher levels and heavier usage. Quality of life impact huge on an already struggling system (water, roads, power etc), not to mention the high impact of noise pollution

Next to I-5

No

No

No air travel expansion anywhere. Gov. Inslee of all people understands the need to respond aggressively to reduce emissions. There is no better way than to cap and then start reducing flights radically. Air travel is a total non-essential luxury that allows convenience for the rich at the expense of the world's climate and the poorest people -- every plane trip condemns more people to drowning in floods, to death from starvation and hunger caused by drought, to deaths from heat stress and to collapse of ecosystems that have no capability to evolve as (supposedly) intelligent humans can. No airport expansions anywhere. Start reducing flights everywhere.

No benefit---served existing Sea-Tac service area. Sparse population compared to north of Seattle locations.

No body wants one, absolutely NO ONE

No knowledge of area

No large airport in this area. SeaTac would get relief

No lets keep the farm land and keep emissions down!

No more destroying farmland/marshlands

No more growth.

Overall, a full scale EIS needs to be conducted for this entire project, studying a wide range of reasonable alternatives. All resource topics must be included and analyzed, include full scale technical reports as appendices. Government to government consultation must occur with all affected tribes. The people of Skagit and Snohomish are watching this project and are ready to fight tooth and nail against it.

No more large airports!

No need to go south of Seattle metro, Sea tac already covers that population

No new airport

No new airport locations. Expand existing airports and link with light rail.

No new airports during a climate crisis.

No new airports should be created anywhere in WA. We have already been experiencing the impacts of global warming, seeing regular 90+ degree summers, drier than usual summers, wildfires and smoky days that would be unheard of just 15 years ago.

If we must, use existing airports and expand on those to minimize as much as possible any environmental impact. Expanding public transportation to major hubs for ease of access.

We need to focus on preserving land and restoring our natural resources instead of demolishing our resources for the sake of tourism.

No one lives here!

No one served and wetland issues

No people in this county want one. This county is for farming and would have major impacts in many ways and not good ones.

No site with negative impact to wetlands should be considered. We need wetlands more than we need airports!

NO South!

NO to putting airport on farmland in skagit county. Expand airport in Bham wa.

No utilize what we have Boeing Field in SeaTac quit destroying our earth

No wetland impact!

No!

No! Take this garbage to Eastern Washington!

No! This is our home! Our farm! And generational land! You will have a fight on your hands! This is the most beautiful land! You will destroy it! No no no

No! We need that farmland for farmers to bring food to people all around us! We don't need anymore farm land taken away! Less dairy and beef! Just think about it. We already have an airport in Burlington., Arlington, Bellingham and more places. That's all we need! Keep the farmers around!!! How are families supposed to put food the table for families if there is less farmers?! An absolute NO on the airport.

No, focus on building efficient travel to the existing airports letting the capacity limits just be a limiting factor - those vested in opting for airline travel can just plan ahead until there is an available flight. Yes it's degradation of quality of life just like the ever increasing need to pay \$ to be someplace, anyplace or plan ahead and wade thru bureaucracy to access free experiences (I.e. pre-permits to access the decreasing "wild" areas) and the physical and mental health issues with the proximity and monotony of overcrowding.

Again focus on building efficient travel to the existing airports, a better invention for long range travel and an economy culture that is not dependent on a constant infusion of vastly more people than the earth can hold with or without their consumptive throwaway attitudes. Get smart. Fix the problem and quit encouraging it to spread
No, leave the wetlands, and farmers alone.

No. I live near here and am deeply opposed to a new airport in my area. It would not be beneficial to local communities and would have a severe negative impact on our quality of life. I also object to the environmental damage it would incur, and to the development of a largely rural area.

No. Too much destruction and bad for the environment!

Nobody lives here?

nope

Nope

Northwest Washington DOES NOT NEED ANOTHER AIRPORT!

not addressing most of the population that would need another airport

Not an appropriate location for access or surrounding population.

Not close enough to population centers

Not close enough to ports/freight

Too close to Portland

Not enough demand. And wetlands are important ecological features.

Not enough land but it is the half way between SeaTac and Portland airport and I still worry about flooding in this area around it

Not enough need in this area?
Not enough passenger demand to divert flight potential
Not enough people and wetlands.
Not enough people served

Not enough people served. The county is rural and quiet, keep it that way

Not enough people to access, and severe impact to wetlands makes this undesirable.

Not enough population served unless growth is projected.
Not enough population to serve.
Not enough served

NOT FAMILIAR WITH THE AREA, BUT JUDGING FROM YOUR OTHER STUDIES IT IS PROBABLY VALUABLE FOR OTHER THINGS .

Not much population demand
Not much population in the area.
not needed to remote

Not only does this location serve very few people, impacting wetlands in the least bit should not even on the table as a consideration. Additionally, the roads in and out of this proposed site are NOT even close to being sufficient and would cost millions of dollars to bring them up to standards necessary to serve an airport.

Not populated enough

Not sure more airport capacity is needed in the state. Reducing airtravel should be a goal in favor of other more effecient modes. This site seems the least served and closeest to half way between SeaTac and PDX.

Not with that immense wetland impact!

Obviously any new airport needs to be south of Olympia and close to I 5.
Oh look, another airport already

On the I 5 corridor lot less road expansion needed. Farther away from large populations. Will give the space to grow.

Only real plaza is that it would be easy to get to off I five, but once again, far from the target population. In this area it's an easier drive to Portland airport than SeaTac, just because of traffic density, but adding a big airport here seems a bit like putting one in the middle of nowhere! Why force this incredible disruption on folks in this area for little upside? not sure there is any upside, really, given the distance from the target population. And the flood history would take fair remediation, not to mention the floods in surrounding areas being fairly common, so how would people even get there to begin with in those times?

Our area is already growing rapidly in population and lagging in resources; infrastructure, roadways, retailers, housing, etc. Keep small towns small!!

Our efforts should be on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham.

Our small town infrastructure cannot handle a large airport. It would completely overwhelm this community, and it looks like there are much better options available.

Our streets, roads and highways can't handle much more traffic.
Our wetlands are too important to jeopardize for an airport that would see little use.

This is a terrible idea.

P

Paine field

PDX and SeaTac are already established.

PDX is close enough

PDX IS CLOSE.

PDX is nearby. Too rural. Doesn't warrant ruining land for so few people to be served.
People already use portland

People live in this area to avoid noise and the crush of civilization. Putting an airport here would ruin the reason we live here.

People move to this area because they want peace and quiet, this area is already economically impacted, this would

Further drive down property values and putting in supporting infrastructure would cost millions

People that want to fly done gage to head north. A much better area to drive to.
People would drive or shuttle to your airport.
Perfect 1/2 way between SeaTac and Portland.
Perfect distance
Phenomenal site for new large hub 4 runway airport.

Pierce and all other n County have access we do not. The drive from Seattle to Chehalis is 3 hrs on a good weekday afternoon.

Please keep larger airports out of rural communities. Let's not ruin the entire state with noise and pollution. I thought we were a green state. Putting a larger airport in rural communities is just cruel and wrong! Why does the leaders of this state say one thing and continue to do the exact opposite?!
Please leave our rural areas of Washington alone.
Please protect our lands. Farm land and wet lands.

Please use the money to build better transport to the existing airport. We need inexpensive, efficient, reliable transportation on land in order to access the airports better. We need to reduce the need for cars, which create traffic.
Pointless. To far from all major population areas

Poor farmland no great loss. Halfway between Portland and Seattle
Poor proximity to primary users
population base would not support it.

Population Served and Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. The six other factors can be mitigated with sufficient engineering.
Population too sparse.
Portland airport is close enough.

Portland is an easy commute from here and airlines would need to transfer to SeaTac or Portland to get passengers to where they need. This would cause more flights congestion at our major airports.

Portland is close and is fine for flying needs. We need an airport up north.
Portland Oregon is just down i5 and already built
promote and provide passenger rail instead
Protect the wetlands!

Protection of wetlands should be a priority in a state that has decimated it's wetland and stream habitat to the extent Wa State has.

Proximity to I5 is crucial

Put the airport near Everett.

Put the Airport Project on hold.

Question the need.

QUITE KILLING OUR PROTECTED SPECIES AND OTHER WILDLIFE FOR MONEY!!

Real people, your families and friends live in these areas, expand the existing airport spaces, keep airports in the existing urban or already accepted locations!

Red: 10/24, 41.7%

Yellow: 5/24 - 20.8%

Green: 9/24 - 37.5%

I am saying no to any site scoring 50% or lower for Green. It's simple but faster for me to digest than the color plot. FYI, some people are colorblind.

Right next to an existing airport that could be expanded, Along with Chehalis. Yelm or Rochester would be a more logical spot for a new airport

Rural area farming community and use of airport has been typically private small aircraft n skydiving. Noise is minimal impacting animals n persons now due to hours of operation

Same answer as above.

Same as above

Same as above.

Save our precious wetlands .. we are encroaching on nature enough.

Save our wetlands

Pierce County Central Location would be a way better choice.

SeaTac and PDX are both within a 90 minute drive of this location. Also it would create unnecessary air traffic congestion due to the flight paths to and from both of these existing airports.

Sea-Tac is central enough. Iâ€™m against the deconstruction of land, animals and other habitats.

SeaTac is enough. Protect the environment. Airports are environmental monsters.

Seattle is not too far of a drive to catch a plane. I think most people who travel via SEATAC understand that they indeed have to travel a couple hours to the airport already. I say leave the land as is, and anyone who needs to travel via plane, just know you have to drive a couple hours. It is what it is.

See above! Farm and recreational areas. What would another airport do to the Lewis valley, with very low population and farmlands. Portland IA&It; 45 m away

See above, and then some.

See Thurston County comments... same.

See wetland concerns stated above.

seems far from population. transit options lacking

Seems like an expansion of the Bellingham airport would better serve the northern sound population as well as be easier to access than other sites.

Seems like it doesn't serve the need

Serves an area that is not close to a current large airport. Population growing here.

Serving a low number of people within 90 minutes seems like a great reason NOT to consider Lewis County. People who move to rural areas do so to get away from the hustle and bustle of city life. What impact would this make on farms and livestock in the area?

Severe human and natural environment impacts would be costly to mitigate. Light demand forecast, limited infrastructure to access site from heavily populated areas. Something like a linked high-speed rail corridor connecting SEA-PDX might change the equation.

Severely concerned with how much wildlife this will displace.

Significant flood area and watershed

Similar to the previous proposal, Good I5 access and perhaps lower environmental impact than some. But it's further from potential customers.

Skagit was the only concern

So far from population&€| why even consider it?

South Lewis County airport is RIGHT THERE. don&€™t build a new one when you can fix the old one. South of nowhere.

South Puget sound area needs a airport and this is not south Puget sound but itâ€™s certainly a lot closer then sea tac. I would be willing to bet that this location will not reduce miles driven in the same way that a airport in thurston or pierce counties would as you would have people from thurston and pierce driving there but itâ€™s still a better option then driving to sea tac so if this is the best we can do then it should be done but I would be willing to bet we can do better.

Southwest Washington State is often underrepresented in the terms of transportation and other infrastructures. They're choice is either Sea-Tac or Portland. This South Thurston County or Lewis County would be good places to for this area to congregate, generate the shipments of commerce and help the local economy.

Stay away from wetlands. Where is all the flood water going to go if we keep impeding on our wetlands. We cant keeping impeding wetlands and wonder why it floods so bad later.

Stay away!!!!!! There is absolutely no infastructure to support this. We are busting at the seams and over as it is. And our agriculture!!

Stop ruining our land, fix your current infrastructure first
Supports southern area economics as well

as provides southern state travel

Takes away small town feel.

Terrible site!

That wouldn't help anything.

The additional noise, pollution, crime and traffic impacts are greater than what this area and infrastructure can handle. Many people live in the area because they enjoy the rural area and farm lands. An airport here would force people out of their homes to avoid the problems this would bring.

The Chehalis River basin needs to get figured out before a regional airport is built here.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, itâ€™s natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

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The economic growth this would provide to the area would be a welcome change.

The ecosystems in this bioregion need to be conserved for resilience in climate change. Air travel should be cut back on until we have zero emission fuels. We don't want added air, noise, and water pollution in our region.

The environment takes precedence during our climate crisis. We must do EVERYTHING we can to slow Climate change, and itâ€™s deadly effects

The environmental impact is too great for the number of people served.

The flight path will be over several cities. This is a bad area.

The freeway in Lewis county could not handle the extra traffic with only 2 lanes in most areas. Itâ€™s always backed up as is. Also it would ruin small town life as we know it here.

The further south the less the population is. Snohomish or pierce county should only be considered.

The general region definitely needs another airport, and the lower cost to build one there is attractive. However, it's so far south that it probably wouldn't take much strain off of SeaTac or the I-5 traffic that heads to it.

The harm this would cause to the natural world is too great. Maybe invest in a high speed rail system instead of more airports. Far greener.

The impact to our environment and community should not be threatened by this project under any circumstances.

The impact to our quiet community would be overwhelming and a great disruption to our way of life that we enjoy here. The infrastructure could no way accommodate a large airport. And the impact to wetlands would be detrimental to the wildlife that depends on it.

The impact to wetlands and wildlife will ruin this area. It would be devastating.

The impacts to wildlife can be grave. Birds and wild mammals are already facing dwindling habitats. An airport can be devastating for habitat. Stop. Just stop!

The large wetland impact is why few people are in this area - that is unlikely to change. Building an airport where people are not going to access it is expensive.

The Lewis county site is the most rural area left on the I5 corridor. It is a treasure in Washington State. It also is far from the people that would need to use the airport, causing much more congestion and travel to the area.

The local and tribal governments should be in on the planning from the start to protect Cowlitz River habitat and water quality. Who would this serve? If you are building it for Portland (60-75 minutes away) then let Oregon build it. If you are building it for Seattle-Tacoma, it's three or more hours away in bad traffic.

The location is roughly equidistant between Portland and Seattle, has the most open space, and would likely be the least impact to existing areas of concentrated residential development. It is also one of the poorest counties in the state and could certainly use more jobs and revenue that an airport would generate.

The location, close to I5 would make transportation to and from this site easy.

The negative impact to south Lewis County would far out-weigh any positive.

The new airport needs to be closer to the high population centers in king county.

The new airport needs to be located north of the greater Seattle/Tacoma/Everett area.
The Portland Airport is more convenient in this area.

The proximity to the Portland Airport makes this redundant.

The site is atop an underground natural gas storage facility. Seems like an incompatible land use.

The site would be subject to flooding and construction would destroy wetlands. Further, this area is equidistant between SEATAC and PDX so there is no real benefit in locating an airport here.

The south end can access the Portland or Seattle airports...we need more air service toward the east side of the state.

The South Lewis County airport is nearby, there is no need for a new one. Update the existing one if needed.

The southern area could greatly benefit from an airport here. While it may seem that the served population can be low, I believe that SEATAC could receive some relief because people from other areas can travel to a "less" congested.

The surrounding small towns do not need it. It does not need to be a Seattle or Portland.

The thing about airports is people will move toward them. Stop trying to put one where people already are being served by SeaTac, and make a new population area, so we can spread out the population a bit.

The Thurston county locations have the most likely location to allow for traffic access out of any of the other ones outside the most metropolitan areas.

The Thurston County South site, located south of the Olympia Regional Airport on I-5, has not taken into account rare prairie habitat, agricultural lands, and the impact on the small towns of Tenino and Ground Mound. In addition to habitat and environmental concerns, it is irresponsible to justify commercial aviation expansion with premature promises of new technology, such as electric airplanes and sustainable aviation fuels (SAFs).

The Toledo airport is already in an incredibly inconvenient space reference a very heavily used arrival procedure in to SEA airport. More air traffic here is inadvisable for air safety.

The traffic would impact our street and our safety, not to mention the wildlife through our areas.

The wetland impact and incompatible areas plus low number of people served makes this a poor choice for a new airport.

The wetlands must not be threatened. The areas most as flat and suitable are primarily flood plains.

There are homes, schools, businesses, farms, and much more that don't need a giant airport to take over it. Find somewhere else to go with it, stay out of our rural area! You don't need to study the area to know that it will ruin our small towns.

There are plenty of airports in the north and serving the north, there is no airports between Portland and SeaTac to serve the fast growing South Puget Sound.

There is a fully functioning airport in Bellingham and Seattle. Just quit. Invest in high speed train if you must.

There is a lot of farm land in the area which would be adversely effected. It is a small community and we are already experiencing increased property prices/taxes and people from larger cities and states pushing out locals who can no longer afford property or housing. This too, is causing increased homelessness and addiction as people battle stresses of not being able to provide for themselves and their families.

There is already an airport there. We need one in North Skagit county where there is none to service people in the north & Canadian tourists.

There is an airport nearby, low population. Halfway between Portland and Seattle.

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the puget sound could be utilized. For example in Paine field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport.

There is no place here for an international airport. It is an hour from sea -tac and an hour from Portland international airport. It would impact the community too much and cause an enormous amount of traffic on way too small of roads. It is already bad enough with the new distribution centers they have put in.

there is no real reason to expand, everything will soon collapse

THERE IS NO WAY NOISE AND EMISSIONS WILL BE MITIGATED.

There is not enough demand here. Most of the traffic to the airport would come from other counties.

There is not enough need for an airport in this area to warrant the environmental impact. The natural setting is crucial for the ecology and culture of the area.

There is the Portland airport that serves this population

There's already an airport, this won't impact them as much

There's no reason for an airport in Lewis county. We're exactly in the middle to two major airports and anyone that could financially afford to fly into a smaller airport, isn't doing business in Lewis county. They're flying into airports closest to their meeting place which is 90% king county.

There's not enough population to support building an airport here

There's not space. There's a lack of affordable housing already. Farms and dairies will be harmed by pollution. People can drive to Seattle or Portland.

These are almost all white communities. Personally I like the location but it will mostly serve white communities.

These are farmlands destroy Seattle more stop trying to destroy the rest of the state

these are very small communities. An Airport would destroy the quiet people have moved there to avoid. It is just wrong. Destruction of habitat, impact on traffic patterns, destruction of small town communities where most people probably do not travel and do not need an airport for the jet set. They don't want it either

This airport would be too far south to serve enough residents to justify the environmental impacts.

This also looks good and could provide a needed economic advantage for communities south towards Vancouver/Portland with least amount of negative traffic impacts.

This area floods EVERY YEAR.

This area has a significant number of homes and Farms that produce our food. The people who live there do not need to listen to the sound of airplanes going overhead any more than they already do. We need to conserve our farmland and our wetlands, we do not need another airport.

This area has been vacant for some time. At 1 point a big name water park was to go there,so a SMALL airport might be worth it

This area is close enough to POrtland that an airport here is not needed and would only increase congestion on I5 southbound which is crazy as is. Donâ€™t build an airport here.

This area is close to I5 and about midway between PDX and SEA.

This area is growing extremely fast. Longview and beyond are not that far. It is a county that needs more jobs and would flourish even more. It seems to be a reasonable distance from SeaTac. So the whole west side of the state would be nicely covered

This area is not developed enough to support an airport. There's no infrastructure. No services: Motels/Hotels, taxi companies, restaurants, bus services (the bus services here are NOT used by enough people now to pay for it's existence. This area is remote compared to the other areas proposed north of this county.

This area is prime location for farming, equestrian habitat, as well as land for elk, deer, bear and many other wildlife animals including a large amount of avian species in which large aircraft would in fact harm. This is also a cultural area in which quiet and privacy is expected, and disrupting that would in fact trauma and harm to citizens.

This area is too close to PDX and lightly populated.

This area is too important for migrating and breeding waterfowl to consider developing into an airport.

This area may be too far south for the bulk of Pierce/King/Snohomish residents, but for Thurston and nearby residents it is a shorter drive with less traffic than Sea-Tac, and means we don't have to drive all the way to Portland. Alternatively, Olympia Regional Airport could expand its services to include commercial passenger flights.

This area would feed both central and south Western Wa.

However, not sure the need is there. Lower W. WA goes to

Portland. Mid W. Wa goes to Seattle or Portland.

This area would serve both the Portland and Tacoma populations. I think it's the best one.
This county does not need to turn into Seattle or Portland

This county is not financially set up to handle all the new traffic that would happen on roads, hotels for travelers, etc...

This is a beautiful rural community. Please do not ruin it with an airport! Additionally, this is a farming community and we don't want the pollution from noise or from the fossil fuels being burned above us and around us from increased area traffic.

This is a tourist attraction area BECAUSE of the area it's surrounded by. If an airport were to be put here, it would mess with a lot of farmlands, as well as diminish the attraction so many people come to see.

This is a very rural area that most people enjoy. Adding a larger airport would change this area in a way that is not favorable to people who enjoy small town life. Not to mention that the roads and freeway off ramps could not support the added traffic. Please don't chose this area for an additional airport.

This is again way to far south

This is an environmentally sensitive area.

This is at least closer to existing infrastructure

This is far away enough from seattle that visitors needing to go south have an alternate flight option.

This is farmland and a rural area that we want to keep it quiet and keep its use as is. We don't have what it takes to deal with the impact of the traffic as it is and the highways are unmanageable now...it would only be worse. A more practical area would be someplace up Olympia way.

This is insane, especially in light of global climate change.

This is laughable. No one lives here.

This is near sacred tribal lands and the residents of this area do not want this here.

This is not an area that would support an airport. It is agricultural and farms and close enough to Portland to drive....not needed

This is not appealing at all as it would be further away than SEATAC for those of us north of Bellingham, and it would require a longer drive through even more traffic to get there.

This is one of the 2 best locations on this list for a new second major commercial airport for the greater Puget Sound area. The Puget Sound Area needs a second major airport with a minimum of 4 9000+ foot runways accompanied by space for parking, other new infrastructure and appropriate buffering etc. Looking ahead to 2040, 2050 and 2075, the coming population growth and economic growth in Puget Sound and Washington State will require this size of a new airport, even with maximizing SeaTac's capacity and expansion at Paine Field. Lewis County is one of the best locations for this new airport, and if done the right way, could be a win for the county, the greater Puget Sound area and the state of Washington.

This is one of the few rural agricultural areas left around sw wa. We DO NOT want a big airport here. We have animals and wildlife here we don't need more people and noise. If we wanted to live in Seattle we would move there.

This is PDX. Already exists

This is probably the greatest "blank slate" that would make it easy to establish an airport.

This is redundant to Portland

This is the best choice.

This is the furthest site from SeaTac.

This is the most interesting choice with the potential to accommodate multi-modal transportation efforts throughout the State. The Amtrak Cascades route passes Winlock at SR-505. If an airport were located here, the opportunity to work with Amtrak/Federal grants to build an additional stop at Winlock, with a shuttle bus to the airport would be absolutely fantastic for our region's growth.

Picture this: Drive from the Peninsula to either Yelm-Lacey or Centralia Station, park or get dropped off, ride the train to Winlock, shuttle to the airport and go. Alternatively, use Sound Transit from further north, catch Amtrak to Winlock, shuttle and go.

This location inspires the most opportunities to match the long term goals of our State, adjusting and adapting to population shifts and public transportation.

This is the only area that is not over populated yet and easy access from I-5. This area of the State could use an airport to keep people from having to drive to Seattle!

This is the only place for the new airport

This location is further away from the SeaTac airport servicing those who are further south

Easy access

This location is halfway between SeaTac and PDX. It would draw passengers from Longview in Cowlitz county, Lewis County and from Lacey and south Thurston County.

This location is in a rural community. The people who moved and live here do not want noise disturbance. There are too many wetlands, animal habitats and people who would suffer from the pollution alone. Lewis county is small and our road systems are not set up to handle the influx of traffic it will bring to the area. Not to mention on the score card, it doesn't fair well. We have no ubers here. This belongs near a major city. Not in the middle of a rural community where it will serve a small percentage of people who have been driving an hour to an airport since moving here and don't mind.

This location will serve Portland as well as Seattle. As previously commented, the impact of crossing the Nisqually delta will make this site more attractive for travel to Portland; this will limit its value for alleviating the congestion experienced by SeaTac. Also the drive time and distance to Seattle will increase the amount of carbon emitted by the drive to Seattle.

This location would likely serve those who use PDX, rather than SEA. It wouldn't likely serve the purpose of lightening the load of SEA.

This location would significantly impact the remaining availability of critical agricultural soils for our state and region. These lands are designated for and should be protected for agricultural production.

This makes the most sense. Location wise I think it's smarter to put an airport in that area.

Bellingham, Everett, Seattle, Sea-Tac... let's put something south of Olympia to service the southern residents.

This may be too close to the Portland airport.

This may be your best site choice for a lower impact. It is spaced between Sea Tac and Portland so can be a mitigating factor for the congestion at those airports.

This maybe a reasonable site. To say that a low number of people it could serve I believe underestimates the ease of access to it. The local airport that is in Lewis County between Chehalis and Centralia maybe an option to expand it.

This might relieve Portland but will do nothing for Sea-Tac, folks in this area would typically use Portland an hour away vs. Sea-Tac which can take 2+ hours to reach during rush hour.

This one makes sense

This option wouldn't serve enough people to justify the impact on wetland wildlife and the health effects on people living in incompatible land use areas.

This plot is too far south to serve the future western Washington growth corridors.

This project is unnecessary and these options are alarming. A new airport is not needed and would cause harm wherever it is shoved into. If there is money to burn, invest in upgrading existing airports. This study makes me genuinely concerned that the people appointed to make these decisions on our behalf aren't up to the job.

This property is all wet marshy swamp land most of the year.

This proposed location would "spread out" the population growth that is now concentrated around Puget Sound. This would be a good location for the new Inslee International airport.

This region has potential for future growth and is a more reasonable location to service the Central region of the state. People who are not reasonably close to Seattle and likewise to Portland then at least have a better opportunity. For example, shuttle flights to have them connect to SEA or such.

This region would not support international travel, cruise ship passengers, or tourists which is where the money is generated and tax dollars are increased. This region having an airport would benefit people who live in eastern Washington, not people who plan an extravagant vacation. People in this greater Seattle area would not travel this far to avoid congestion at SeaTac.
this scared land

This seems like a ridiculous exercise with a foregone conclusion. We just finished a third runway at Seatac, climate change is running away from our ability to stop it, and yâ€™all want to put another airport somewhere? There is no good place for this. Your own analysis shows fatal flaws with all of the areas under study so step back from the brink now while we still have the ability to stop this insanity and save ourselves.

This seems remote and like it doesn't best serve the populations needs.

This site has a lot of potential since it is less populated and flatter. The I-5 Corridor is well established & would be able to accommodate the increase in traffic & allow for the expansion that would go hand in hand with a large airport. It would not appear to have a significant environmental impact compared the proposed Thurston County sites.

This site has excellent access to a major highway and should be highly considered.

This site is too far away. Period. Just think of the carbon emissions associated with getting to and from it!

This site makes more sense if that is what is involved here. Equi distance from SeaTac, closer than Portland (which I use if I ever fly). Close to the freeway etc.

This site seems too far from the population, but I do like how close it is to I5. I have driven to Portland to take a flight so would also use this airport.

This site would allow the community and airport to be developed in harmony. This would also bring population to a low population area which would be beneficial to development and growth.

This state should lead by example and work on reducing carbon emissions, not adding to them. We need to protect and improve our ecosystems. Not disrupt and kill it by adding what we all know, a convenient and unsustainable way of traveling.

Improving and building onto already established airports would be better, and I could get on board with that. We need to think bigger and long term.

The flying industry is killing us and our environment. Rethink where this money should go.

**There is already an established airport near this location. Improve that one.

This will place undue hardship on all the people living within the flight path. There will be noise pollution. Most people move to a rural area for peace and serenity. This will severely impact that.

This would adversely affect populations in surrounding areas and make it unaffordable/impossible for them to keep living there. This is absolutely not a good idea for communities and environmental health. The risk for pollution is too great to put an airport into wetlands areas.

This would be a great asset to Lewis county. Many people don't want to go further north and fight the traffic for an airport. This would provide many opportunities and job growth especially with all the new development in Winlock.

This would be an excellent location for a new 4 runway airport

This would be ideal as it would bring needed jobs to this depressed area. Lewis county has struggled for years after closing of the number one employer (coal mine- transalta) and a dwindling timber industry. This would be great to improve the local economy.

This would be my preferred option of the ones listed, as it seems like it would be able to draw from both SEA and PDX creating a more complete network and could provide a basis for economic development in the area in the future. However, I have concerns about how this would affect traffic congestion on the I-5 given that the highway appears to already be at capacity in several areas between Lewis County and Tacoma. If the Sounder light rail were extended or if Amtrak were able to improve its service in the area (more frequent service, possibly buying ownership of track or laying its own track), I would be supportive of this.

This would destroy the rural character of Lewis County, numerous family farms which are already disappearing at an unacceptable rate. As well as disrupt a main corridor to Mt. Rainier National park, National Forests, popular state and county parks, and numerous other recreational opportunities. It is also the furthest on the list from the majority of likely users.

This would give people an option from the peninsula, central western wa and south sound to utilize this airport and would give an option between SeaTac and Portland.

Thurston County needs the economic boost. This area lies almost directly between Seattle and Portland and would better serve both areas. Very close to the existing corridor of I-5. Does not impact the sensitive Chehalis River basin who has had more than it's share of flooding.

To far

To far from any major residential areas. Would have a major agricultural and environmental impact on a very rural area.

To much environmental impact plus too little people served in area.

To much out in country

Toledo is too small and cannot support such a large project and would displace so many residents and farmers crucial to the area.

Toledo-Winlock Airport is already there

Toledo-Winlock is already there & has a brand new mile long runway.

Too big an impact for too few people's convenience. We should preserve our remaining rural lands

Too close to oly

Too close to PDX

Too close to portland
Too close to SEAtac
Too far
Too far
Too far
Too far
Too far and not enough people to justify.
Too far away
Too far away
Too far away.
Too far for me to travel and too much traffic.

Too far for most population growth, not worth the wetland disruptions

Too far for most travelers to reach. Just expand use of Boeing Field and existing airport in Everett.
Too far from everything
Too far from major metropolitan areas

too far from majority of need and not enough fast population growth for this area.
Too far from Metro area
Too far from most people in the north.
Too far from population areas to be useful.
Too far from population areas.
Too far from population areas.
Too far from population centers

Too far from population centers, destruction of undeveloped land and impact to wetlands.
too far from population centers, no mass transit
Too far from population centers.
Too far from population centers.
Too far from population centers.
Too far from population centers.
Too far from population serve in northern counties
Too far from population served.
Too far from population, too wet.

Too far from populations centers, not servicing sufficient number of people.
Too far from Seattle hub
Too far from Seattle-Tac metro area

Too far from served areas, this is farm land and home to pilot training generation and practice area.
There is already not enough training area without adding more controlled airspace
Too far out.

Too far out. Who wants to fly into Olympia that is going to Seattle?

Too far south

Too far south

Too far south

Too far south

Too far south to benefit larger population northward

Too far south.

Too far to be of value for the majority of potential users.

Too far to drive for most people.

Too great a risk of harming the wetlands...and there's literally an airport there already? Just expand or convert it to be more accessible, don't ruin more land.

Too many family farmland will be disrupted along with the traffic nightmare our current road system cannot handle.

Too many negative impacts " there's a lot of red on the chart. This portion of I-5 already is impacted with closures during flood season. Why add to the mess? Besides, Portland is an easy enough commute for the people in the area who value their more rural lifestyle.

Too many things would be impacted

Too much agricultural impact . We don't need another airport, just expand existing airports.

too much environmental impact

Too much environmental impact.

Too much environmental impact.

Too much impact to the land

Too much impact to traffic

too much traffic and pollution as a side effect

Too overly populatex

Too remote and too much environmental impact

Too remote. Low demand.

Town is not big enough for a airport of this size. It would be hard economically for the local people and surrounding county's

Traffic impacts of residents living in the Olympia area who head north to fly out of SeaTac could be lessened especially around the JBLM area with an addition of an airport in southern I5 corridor.

Traffic is already a mess in that way.

Trash there own area with new construction. Destroy the wetlands in there own county's for there airport needs. Slow there roads down even more don't go past Renton south is I can help it 2 hrs pluse to go marrysville to Olympia most days of the week already. Let them screw there own area up don't mess up mine more.

Unauthorised and illegal parking sites, often on agricultural land, demonstrate a very visible contempt for planning laws and procedures. There is a possibility of further abuse of traffic control measures through illegal entrances and exits, 24-hr noise and light pollution. Future Cars frequently shuttled between sites and dangerous vehicle maneuvers would possibly cause further serious road hazards. More noise , more litter , more traffic , less country farm life . Leave our pastured homesteaded land and quiet wholesome towns as they are itâ€™s why we all live here . We donâ€™t want to be the next Urban Sprawl small Town mess like Fife and Federal Way .

Extra commuters cause more trash around the landscape. The influx of passenger cars on small county roads creates much more litter and other anti-social nuisances.

Many highly profitable illegal drugs will possibly brought into our area driven by a willingness to abuse current laws thinking things are easier here ..this advertises a green light to others with similar ambitions to fly in contraband smuggled in from other states .

Those Numbers will only increase with Airport expansion.
Unreasonably close to local airport.

Urban development within this region has diminished our resources enough as it is!! Salmon and Steelhead have suffered greatly due to urban growth. Whats next? A dam that does nothing but prevent flooding to new homes? Ohhh, wait a sec. . .

Use Paine field.

Use South Lewis Airport

Use south Lewis county airport

Use the current airport

Very little demand, who would be flying into/out of here. Seatac and pdx exist to serve this area already.

Way too far south. They could go to an Olympia based airport or they could chose to go to PDX. Not a good spot.

Way too far

Way too far

Way too far. Would suffer the same fate as Mid-America Airport east of St. Louis, MO. Might work to replace Portland's airport

Way too much red and yellow

We (Lewis county) were put on this list by a commissioner who didn't even ask the public what our feelings were. We need to be removed from the list! We live here because we love the country lifestyle. Take your airport and big city crap elsewhere.

Rob Jenkins

Ethel, WA

We all moved out this way to get away from the city and noise. We don't need one here we have Portland airport less than 2 hours away.

We already have commercial airlines in Seattle and Portland, with two small airports in between. A third large airport is not necessary. This is a ridiculous proposal and unnecessary.

We already have NAS Whidbey Island, Arlington airfield, Bellingham airport, Everett airport and Sea-Tac amongst others. The Pacific Northwest has always taken pride in the wildlife and outdoors and this just turns us from that.

We already have two airports, both of which have capacity available. We don't need NEW airports, especially in rural and environmentally sensitive areas. If we need anything it is more public transit between rural areas and the existing airports and more regional train transportation (for which most of the infrastructure already exists).

We are a small community and do not need big town problems. It would make a horrible impact on our wildlife

We are destroying vital habitat for wildlife and ruining our wetlands and natural resources in the process. Please do NOT go forward with this project.

We are supposed to be the evergreen state and a nature state, yet the people in charge continue to destroy our forests for more house and other things like airports. We don't need it. It's destroying the Washington life and disrupting wildlife. This is why people are leaving this state.

We didn't move here for big city life. We moved here for a quiet country lifestyle. The noise from an airport, not to mention the increase in traffic, would be overwhelming for all that live in our tiny community. It would lower our air quality, raise our taxes and lower the value of our homes. We do not need another airport.

We do not need another airport. Our west side is overgrown and over populated where it does NOT make sense.

We do not need another airport on I5. Two is plenty!!! Lewis county needs to stay part of the country. We do not want to become part of the city.

We do not want the wetlands, wild life & environment to be disturbed. We don't need airport in rural airport. Ruins area.

Absolutely not.
We don't need another airport!!

We don't want the noise. We don't want the congestion. We don't want the pollution.

My family's friends, Harold and Lana Schuler were the last farmland holdouts just north of Sea Tac airport in the 1970's. They fought hard to keep their land.

I don't want to see the population explosion kill our countryside.

Keep it up north please!!!

We don't need 3 international air ports within 200 miles of each other. There is PDX and SeaTac already and that's enough

We don't need a large airport. We have three airports in Lewis County and that's enough. We want this country to still be low key and not attract people from CA, etc. Keep Lewis County as it is!

We don't need an Airport it's bad enough I5 from Napavine to Chehalis is bumper to bumper. And we don't need our nice small country towns being packed leave it the way it is.

We don't need it

We have 2 easily accessible international airports within 1-2 hours with SEA and PDX on the I-5 corridor. Affordable housing is already hard to come by for the low income residents of Lewis county. Lewis county residents choose this area for the small, hometown feel. Adding an airport of this magnitude would greatly increase the population in our, and increase the already challenging housing crisis. Not to mention the 2 lane freeway thru the majority of Lewis county which is already a nightmare to travel during the weekends in summer. Please keep this airport out of our area!!!

We have 3 airports in this area already, Seatac, Boeing field and Everett.
We have enough airports in the state
We have enough airports.

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

It's already bad traffic as it is due to lack of roads in and out of certain areas. You want to make it worse? Really doesn't surprise me. Wa govt has no common sense

We like our area out here quiet and free of all the noise of airplanes taking off daily. Put this in bigger cities where there is a ton of hustle and bustle and noise already! Not to mention all the wildlife that would be interrupted!

We live here because we enjoy the country/ farm life. Keep your stupid airport out of our area.

We moved here to be in a rural area. Putting a airport in when we already have SeaTac and PDX near by will shut out our small towns. NO TO THE AIRPORT IN LEWIS COUNTY.
We need airport in Enumclaw!

We need an airport located between Seattle and Portland.

We need building in Lewis county is nothing here we need new jobs we need grocery stores clothing stores like Ross TJ Maxx appliance stores we need to bring in jobs so people here in Lewis county can work our commissioners had stopped everything they need to freaking retire an airport would be awesome that would be the start!

We need one further North.
We need to reduce air travel due to climate change.
We need to stop destroying the environment.

We should not be expanding air travel and divesting public funds from rail.

We want our town and surrounding area to remain rural. That is the point of living here. We want and enjoy the rural way of living. We have farm land that would be effected as well from the increased need for road expansion and the added polution and noise to our area, that are NOT wanted under any circumstances.

Western Washington has access to three wheel size National and international airport already. Five if you include Portland and vancouver. All within an hour of any location in Western washington.

Another airport serves zero purpose.

Wet land conservancy needed in this area

Wetland

Wetland concerns

Wetland impact is unacceptable.

Wetland impact should be automatic ~no~™

Wetland priority should be a priority and it doesn't serve enough people

Wetlands

Wetlands & farmland. Stop trying to poison us all.

Wetlands are to be protected not destroyed!

Wetlands need protection

Wetlands provide for birds & other animals! The negative environmental impact on a rural community would be devastating to wild life, wild flowers.

Wetlands. No way!

What's wrong with South Lewis airport?

While this area would be less desirable than the Olympia area, it still is not as ~built out~™ as many of the other locations and would therefore have less impact on livelihoods

Who would drive there to catch a flight?

who would this be serving? no reason that a new airport should be located in Lewis County

Who would use this air port, I believe building nearby urban king county would serve more people.

Why aren~™t you considering eastern Washington? That doesn~™t make any sense.

Why aren't we upgrading/expanding the South Lewis County Airport, instead of building an entirely new airport in this area?

Why build more airports, destroy land and habitat, create more noise pollution and carbon in a time of critical climate change. We need to change our ways!!

Why not fly out of Portland?

Why not simply expand and retrofit the south Lewis County airport to accommodate this need? That would have far less impacts than developing a new site..

Why not worry about improving Washington roads and freeways before you build another airport to bring thousands of people here a day? .. just a thought.

Why put a new airport so close to an existing one?

Why put an airport within an hour and a half from PDX and 2 hours from SeaTac... Seems redundant.

Also lewis county floods all the time... Why bother

Why would we share our precious land and old homestead with those who do not appreciate it. The land in the Lewis County area is gorgeous and has been farmed and worked for generations. The gorgeous views and land are far too valuable to those in the area. In no means should an airport be put in. A rural area does not need to be turned into a bigger city. The traffic that an airport would bring and the faster paced lifestyle is not for this area. The population of these towns are far too small to hold the amount of people for an airport. There are other locations with way better resources with a greater population to support the airport. Our two lane freeway is already too small to hold more traffic. DO NOT BUILD IN LEWIS COUNTY.

Why would you want to ruin a good town

Widen I-5 to at least 3 lanes all the way to Portland and this might be considered.

wildlife are being impacted enough but all of the new businesses and residential homes being built

Will disproportionately impact low-income and BIPOC, in prime wetland. We need to be focused on conserving what we have instead of developing - once developed it so hard to restore.

With 3 large airports and one medium one in Arlington we do not need a 4th. The environmental impact to farmland and wildlife in this area would be significant and the loss of recreation detrimental. 2 of the 4 airports in current use are not in full use so why add another airport in a rural area and destroy another sensitive environment?

Would accommodate a large area of people with a convenient airport other than SeaTac or PDX

would be really nice to not have to drive clear to Seattle or Portland from Lewis County to catch a flight. Near freeway and central hwy's.

Would better serve larger population farther north, would impact farming and general quality of life in the county.

Would not serve the people in the way they would expect. If for cargo then this could work.

Would truly serve both Puget Sound and Portland metro area. Lower cost to build and less negative impacts. But still along the I-5 transportation corridor.

Yeah even further away. Sounds good

Yes if farmers aren't impacted including the horse show venue that is close to that area

Yes the Lewis county could use the economic boon for the historically depressed. And there is minimal congestion.

Yes you can get to Portland in 90 minutes. But Seattle?!?

Yes, but far from people.

No fair making anyone do math to submit a survey. However, it will weed out a certain group. Ha ha. Yes. It would help this area immensely.

You already have Chehalis airport with an adequate runway length

You are only one hour from PDX. This area has a great deal of farming property. Damage to wetlands and the wildlife is not repairable. Please consider a different site. Thank you

You can't mitigate an airport.

You should have engineers and architects design a floating jet and rocket port to sit in the middle of Lake Washington. In theory it would so large as to be unaffected by the water currents and waves, perfectly flat and easy access for the huge majority of the beneficiaries of Seattle .
 You won't have any demand.

You would be destroying farm land and ruining our country way of life, keep it in Snohomish or Thurston counties near bigger metropolis

Your BS about impact on people of color is disgusting. What about the impact on white people of color? Reverse discrimination by Jay Inslee and his tribe at the WSDOT.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that

Existing airport sites: Bremerton National

Question: Should Bremerton National and nearby infrastructure be improved to help meet air cargo demand?	Number of responses	Percent of responses
Yes	495	40%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	406	33%
No	333	27%

Please provide any explanation you wish to share

A 45 minute drive from Tacoma is about the same as to Seatac from Tacoma. Access roads are crowded and designed for rural traffic. There would need to be significant improvement of Hwy 16 through Gorst for this to be feasible.

Adding and improving already established airports is better than killing ecosystems for new ones. People can plan accordingly and don't need to be catered to all the time, especially in this situation where convenience is being taken into consideration over our environment.

Airport exists. And yall forgot about the ferry system to get to Seattle
 Already an existing facility.
 Already established airport

Also storm water impacts and nearby birds and other wildlife. Airport management requires anti-bird measures, and this should be addressed early. It also can affect whether wetlands and bio retention ponds can be built nearby, because they attract birds.

Although the supporting infrastructure for such a plan could severely and negatively impact the surrounding communities, at least this area has some capacity for growth. The biggest limitation would seem to be the distance to destinations and the highways that could effectively handle increased cargo. Amazon is already there. Makes sense for freight traffic. And regional passenger traffic.

An additional airport should be located in the South Sound

An existing airport would be better to improve than building from nothing.

Bremerton air cargo message

Bremerton could also increase it's port for additional container ships.

Bremerton is not centrally located and adds more infrastructure costs with this idea

Bremerton National has infrastructure that accommodates air cargo capacity and would support constituents beyond narrows.

Another sight would be Joint Base Lewis McCord base on the east side of airport. It has infrastructure regarding air cargo and international flights and accommodate those living in the south half of the state

Bremerton would be perfect for cargo.

Close enough to SeaTac and Paine field, keep it together

Considering the exodus out of Seattle, Tacoma may continue to grow and spread. Maybe light rail/railroad should be considered to lessen the travel time. Connecting Bremerton, Payne, and Sea Tac might also be worth considering. Most of the requirements for an airport have been met, and upgrading to the environmental standards alluded to in the talks could lessen the impacts of the already impacted areas around the existing airports.

Could not serve enough of the population

Divert all air cargo to Grant County Airfield. The elimination of air cargo only into SeaTac would free up the airspace. The existing 15,000'™ runway would accommodate all planes. The economic impact would benefit the entire State !

Diverting business aviation away from Sea-Tac, particularly freight, extends teh capacity of Sea-Tac for pax. Business aviation does not require close proximity to Population Served or Unaccommodated Passenger Demand should be the highest priorities and given the most weight for ranking the sites. Other factors can be mitigated with sufficient engineering.

Do not use this airport so not much to comment on. Support airport expansion in general.

Expand and utilize the existing airports in WA state. Think outside of the box.
Expand existing airport spaces and keep the public happy. Stop creating sprawl just for the sake of a planning commission.
expand the use of existing facilities.

Expansion and improvement of existing infrastructure is preferable.

Far less impact to human and wildlife populations as contrasted to Snohomish County (Paine Field) Airport. Would not add to the noise and air pollution and negative environmental impacts already borne by the Tulalip Tribal peoples and marginalized low-income and other people of color in Snohomish County.

Feasibility of transporting off loaded cargo without adverse costs of fuel and wear and tear on highway infrastructure needs better analysis and explanation. If cargo vessel utilization is contemplated that plan also needs analysis including cost benefit and environmental impact study. Linkage to the Port of Everett ?

First traffic issues need to be resolved first.

For cargo service, this adds nothing to the mix.

For the reasons given!

Good choice for cargo and then passengers for future expected population growth in that part of Puget Sound.

Good location

Honestly, that would be far better decision than making brand new airport out in rural, woodsy & far less populated areas.

I am not sure of the value of increasing air cargo on the west side of Puget Sound. To have to travel via ferry or across the Tacoma Narrows seems highly impractical.

I think expanding the general aviation part of the airport is the best option for Bremerton. Any increase in cargo would need to be specific for the area around Bremerton only.

I would think the 90 minute concern should only apply to passenger service concerns NOT cargo.

If no better options, as it seems Bremerton National is a bit distant. Also only with proper consideration of environmental, social, and community impact weighed against benefit of expansion; how much will expansion increase air and noise pollution, and what might the impact of that be? Will any already endangered wildlife be put at further risk? What communities will be bearing the majority of negative impacts (would it be communities of color, low income folks, people who don't speak much English, etc.)? If such communities do bear the brunt of negative impacts, do they get a corresponding proportion of the benefits, or might the benefits be directed primarily towards people, businesses, and/or communities already more affluent? Do surrounding communities support the expansion? Could expansion provide enough benefit considering the answers to these questions?

If something is already built and being used why not upgrade and make it better

Infrastructure already doesn't support the higher demand of traffic. Commute times are way up and emergency vehicles are unable to easily access smaller infrastructure roads with backups extending for miles and no lanes or minimal shoulders. The higher volume of cargo traffic and construction prior will be a huge negative impact.

It is already an existing airport.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

It should be utilized for cargo and passenger operations. Amazon has a warehouse right next to it. It could attract more to the business park. Furthermore highway 3 and 16 could be expanded to allow more access from Mason, Thurston, Kitsap and Pierce counties, as well as the Olympic peninsula and Pacific coast. If utilized correctly with future possible light rail links. It is a perfect location for an ever growing population center.

It will be easier to modify an existing airport than to build one from nothing in an area where no one wants it.

It's always good to improve but do we need this one so close to SeaTac? It's too far from the population dense areas that require more passenger service.

It's an industrial area and could help the economy and also serve as a possible base camp for airplanes and crews that fight fires, which are getting worse every season it seems.

Keep the area natural. Overdeveloped as-is

Kitsap County does not have geographic qualities nor transit corridors to support increased commercial traffic.

Limited transport routes off of the peninsula.

Living on the Olympic peninsula-Bremerton is far closer than Seattle

Located on hwy 3 the only other major highway.

Makes sense to utilize an existing airport if available.

Mitigation of metals spewed from the jet aircraft during their operational cycles is unattainable without the introduction of a toxic buffer zone within a 3-mile radius of the airport and beyond.

Most air cargo demand is filled in the bellies of commercial passenger flights.

Pretending that you could expect significant cargo at Bremerton, so far away from the cities, is ridiculous.

No. Inflation. Masses leaving state. Insecurity and political greed. Don't make taxpayers pay for expansion during a recession.

Not cost efficient for deliveries

Not in proximity to population

Olympia Regional would be a better choice due to location and ground transportation infrastructure.

People will drive. Use what is already here even if improvements are needed. Better than taking people's homes and spending millions on something brand new when something else could've been done

Please consider adding a passenger terminal to the Bremerton airport. It could attract people from Olympic Peninsula and make it easier for them to travel rather than driving across the water to a regional air field.

Please use the airports that we all already have. Quit taking precious land.

Poor access to greater Seattle area. Impact on ferry service is unacceptable, that service is already struggling and will struggle more as fuel prices rise and COVID impacts crew staffing.

Poor use of money. Only good for cargo to the Navy base.

Potentially also expanded to meet some passenger demand as well

Provide special barge service (Washington state ferry) for cargo to Seattle/Everett

Reasons listed.

Reduce, reuse is a solid compromise.

Regional passenger airport possibilities

Road access

Road infrastructure insufficient to handle additional truck traffic.

Run ferries from Tacoma to Bremerton to facilitate movement of goods & people to this one.

Seems suitable for air cargo purposes.

Should be considered for passenger/commercial air also

Tacoma-to-Bremerton is only 15 minutes longer than Tacoma-to-Sea-Tac, and that's without taking Pierce/King County I-5 traffic issues into consideration.

The construction of a large airport and its surrounding infrastructure has the potential to cause permanent extinction of salmon and certain trout species in several river systems. The salmon population has already been dwindling for decades and this would be the nail in the coffin for Western Washington salmon. If the WSDOT was truly committed to respecting and preserving our home, it's natural resources, the wildlife and undeniable beauty they would have to spend billions to maintain the ecosystems this airport would certainly demolish.

The impact is so much less than developing a new site and there is interest. People already drive hours to get to SeaTac

The limitations of the Tacoma Narrows bridge and associated tolls make it a poor choice.

The location is inconvenient for most of western Washington and access routes are very limited.

The Narrows Bridge is already at capacity. The ferries are too. Access doesn't make sense.

Then you have to drive the cargo all around to get it to Seattle.

There is an international airport in Bellingham that is not hardly utilized because almost all of the flights have layovers in Seattle. It is easier to just fly out of Seattle at that point. There are also other airports around the Puget Sound that could be utilized. For example in Paine Field or Boeing Airport. These both could be utilized and expanded on rather than building a new airport. There is too much growth in western WA as it is. Stop people moving here first!!

There will be a need for improved access roads. I have landed (as a passenger in a Cessna) here, and have driven past it several times in the last few years. The airport is remote and only has a 2-lane highway serving it. They should probably take it into their own hands because you can't depend on the Biden administration to do shit. This airport is underutilized, this is a wonderful option.

This airport would primarily serve a small number of wealthy residents in that corner of the state. A real airport is needed further south off of I-5, preferably south of Fort Lewis. Expanding the existing Olympia Regional Airport makes the most sense. It is our state capital, is not far from an Amtrak station, is right off of I-5, and would serve people across several less affluent counties who currently have to go all the way to SeaTac or Portland for a real airport, which is unacceptable and unfair. Making Olympia Regional Airport a real airport would take tremendous strain off of SeaTac and I-5, as it would give a real alternative to thousands of people throughout the region. And Olympia Airport already exists! Why can't it be made useful? It could easily be what Burbank airport is for the Los Angeles region and really help the economy throughout Thurston and neighboring counties to boot.

This is a long drive from Tacoma which makes this an inefficient choice for air cargo. The road infrastructure cannot support additional cargo traffic. Traffic near the airport is already beyond capacity and can be backed up for miles. This site is in an extreme pinch point between Hwy 3 and Hwy 16. There are many incompatible uses nearby, including residential areas and places of worship. The noise could be detrimental to the neighbors, depending on the number of increased flights each day.

This is close, but not a convenient location, due to it's location.

This is not appealing at all as it would be more difficult to get to than SEATAC for those of us north of Bellingham.

This is too close to Olympic National park and other recreational areas where people go for peace and quiet.

This makes no sense for anyone who live north south and east of Seattle.

This site is too far from the future growth corridors to be a reasonable option.

This would bring revenue and jobs to an area that could use some job opportunities brought in.

This would increase the surrounding areas desirability/demand to companies wanting to expand and residential development/demand.

This would mean way more trucks on the roads to the high population centers of king county.

This would provide more high paying jobs for this area.

To far away

To populated already.

Too close to Lewis/McCord and too much demand on Tacoma Narrows Bridge

Too far away

Too far away from enough people

Too far from a lot of people, bridge crossing ect.

Too far from general population to use

Too far from population center and too much traffic already.

Too isolated. Need ferry service to get to and from.

Traffic congestion in the area and the traffic impact getting worse.

Traffic crossing the bridge is already a hazardous issue. Plane activity at low altitude would increase bridge congestion and accidents.

Traffic in this area would need a complete transformation to support the increased traffic demand Although would be a great opportunity to increase cargo demand and expansion to the Olympic peninsula.

Traffic over the narrows and through tacoma

Traveling back to any other population centers is very difficult and time-consuming if you don't have a vehicle at the airport or don't drive, and very expensive if you have to use a taxi or rideshare.

upgrade existing facilities rather than build a new one

Use Paine or McChord. This is a one runway airport. Keep it that way.

Using existing airports to solve Seatac's future capacity is the best solution. Land has already been acquired and the facility and infrastructure are already in place, making it the most economical solution. Environmental impacts have already occurred or been mitigated. Communities and businesses have adapted to an airport.

Using smaller airports, specifically along the I-5 corridor for cargo, would allow more passenger service to occur at larger airports, such as Paine Field and Bellingham.

USP, Fedex and Amazon all have cargo distribution sites in Tacoma

Very little air cargo is bound for that area. Would increase truck traffic on the ferries and Narrows Bridge.

We do not need another airport.

We have all seen what has happened to SeaTac. The airport mushroomed over time by necessity. It impacts homes on the Sound and is disproportionately negative in low income communities and people of color who already deal with high crime rates from the nearness of SeaTac. I lived in DesMoines and the noise and traffic pattern is disruptive and impacts health and well being.

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

It's already bad traffic as it is due to lack of roads in and out of certain areas. You want to make it worse? Really doesn't surprise me. Wa govt has no common sense

We need airport in Enumclaw!

What about Silverdale, Bremerton, Port Orchard, and Gig Harbor as well as Belfair. These are large communities that have to commute to SeaTac.

While not currently serving a large dense population area, with Tacoma being 45 minutes away, having an airport with ability to serve the peninsula would be a huge benefit and open up that part of the state to more economic possibility and tourism.

Why would we not enhance an existing facility, rather than build an entirely new one? This seems both more cost-effective, and has to better meet the needs of folks on the peninsula, without having to cross the water.

Wow! I didn't even think of this location. Lots of military and already established

Wrong side of the water from most of the population.

Yes, there is infrastructure to get between tacoma and bremerton, much better than other considered sites, and the local community is already built around an airport, so it would not be such a massive shift

You have presented this as though it is really a non-contender.

Your comments about it being 32 miles from a dense population??? You list support, storage and cargo as the intent so you need it closer to a general dense population or other industry sites? or potential workforce resource? What is the real critical factor beyond the vague 45 min drive? (it takes 45 mins to get to Tacoma LOL!)

In general -for all sites- your focus of what the use/intent is (a 2nd SeaTac? Or what you list in Bremerton site) is so vague that the public responses, like mine, will be a guesswork mess that you'll never be able (or should) use them. Maybe what you want all along . . .

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that

Existing airport sites: Paine Field

Question: Should Paine Field and nearby infrastructure be improved to help meet commercial passenger demand?	Number of responses	Percent of responses
Yes	868	58%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	425	28%
No	201	13%

Please provide any explanation you wish to share

Mitigation of metals spewed from the jet aircraft during their operational cycles in unattainable without the introduction of a toxic buffer zone within a 3-mile radius of the airport and beyond. Absolutely needed to expand access to Paine field. The traffic and drive to seatac could be mitigated with more flights from Paine!

Absolutely NOT! The poor and people of color, including the Indigenous Tulalip Tribes, have already borne more than their share of noise and emissions disturbance with Paine Field. No more expansion!

Absolutely this is the best place to increase both freight and passenger service.

Actually this is the BEST choice. Much of the area is run down. Eminent domain would be embraced by people who need the money. Flight path north is piglet sound thus not impacting people. Would serve the North End which has no convenient service. South end already has service. Major highway already built to it so little impact in that regard. This is the no brained decision (unless the process is corrupt). If truly needed, To serve the region a new airport would be A) in the North end or B) near or South of Olympia - both areas with growth potential and not currently serviced by a nearby major airport. Maybe you should build two regional medium sized airports in those locations?

Adding and improving already established airports is better than killing ecosystems for new ones.

Address all climate change issues, including increased rainfall intensity, wildlife and habitat effects. I prefer to see high speed rail than air freight expansion. We cannot transport material so cheaply and swiftly in the future, because the cost of the carbon emissions is too high.

Again it is already an existing airport

Already an air field

Already an existing facility

Already being utilized by commercial airlines.

Already established

already exists.

Already large enough to fly 747 out of and it has unused land to lease out and build larger terminal space.

Already Paine Field has seen tremendous problems, also shutting down; changing who flies from there; changing schedules and huge price increases; and so on. We were also told that the planes would fly over the water, not our houses. Wrong. It has made this option not an option unless big changes are made and we are guaranteed PAE not to turn into a huge noisy mess with traffic jams!

Already too much noise from flights into and out of Paine Field

An excellent choice both as an "outlying" passenger connector (e.g. -- Horizon, Southwest) and also for cargo.

Because the basics are already there. Quit thinking about disturbing wetlands and uprooting people of color.

believed to be best option

Best and most convenient location for expanded passenger service

Best option for serving Seattle

Build onto this airport for needs, leave the rural sites alone! we need our farm lands and our outlying areas.

Buy houses up around the airport, vary the flight paths so that no one neighborhood is impacted all the time.

Centralized location with existing infrastructure to support more flights

Close to a greater amount of existing infrastructure.

Closer to the expanding population hub than other airports further away.

Commercial air service by an LCC like breeze from the east coast does. PAE is over run by AK and doesn't offer trans continental flights without stops, only regional feed west coast.

Configuration and additional upgrades makes this location more feasible.

Depending on the cost of the infrastructure improvements. The cost of improvements should be weighed against the number of additional passengers that can be served. If that's not greater than the cost of a new facility and the number of passengers it can serve, then this should not be pursued.

Develop the existing airport spaces no one wants more airports!

Doesn't seem to be obvious reason to build a new airport if infrastructure could be expanded here without too much negative impact. Need to consider noise and pollution equity to make sure one community is not overburdened.

Existing airport to the north of Seattle is preferable to balance SeaTac .

Existing facilities can be upgraded to meet new technology requirements while continuing to support older ones. By 2050 electric and alt fuel aircraft will radically change aviation, its infrastructure needs, etc. a greenfield effort needs to anticipate these changes which will be very difficult to do given extremely long building horizon for 25+ MAP site.

Expand on what is existing

expand the use of existing facilities.

Expanding Paine to meet the increased passenger demand is the best option of either a new build or renovation/expansion. Commercial flights are already operating from this location, the majority of the region's population is located north of Seattle, and would have the least impact on the surrounding community. This should be a no-brainer.

Expanding the existing Paine Field airport is absolutely the most logical solution. The location is near I5 and the light rail system access. Recent improvements to the existing infrastructure, such as the Alderwood Mall expansion, Northgate Kraken hockey complex and Everett all offer resources for retail centers, housing and population growth.

Expansion and improvement of existing infrastructure is preferable.

First choice!!! People that use this airport already love it!! People north of Seattle need a better option than Seatac or anything south of Seattle. Anything north of here just is an added option for Bellingham airport users. Yes for Paine!!!!!!!

For all the reasons given!

For nearby infrastructure: Connection to already planned light rail would boost both facilities.

(have used rail direct to/from the airport in Tokyo, Paris, London, but have found LAX to be wanting in the transfers to rail (and/or bus).

Good freeway access. Already successfully operating as a small/medium commercial airport. So expansion will cause less complaints than building from "scratch" at greenfield sites, and less complaints than the greater expansions of services at other, smaller, existing airports. Especially valuable to expand/re-develop if Boeing slows or stops production here. If Boeing insists they are expanding then this option becomes less beneficial.

Great location and existing infrastructure

Honestly, that would be far better decision than making brand new airport out in rural, woody & far less populated areas.

Horrible traffic

I am a frequent visitor to south Paine Field area, Gibson road and Vantage Apartments for the past four years. The noise from commercial jets is barely bearable. The single engine aircraft are the worse. Their slow take offs and landings with low elevation that they operate in makes their noise unbearable. It is so disruptive to normal conversations and on weekends it is truly difficult to bear. If something can be done to actually mitigate air traffic noise please do it! Thanks

I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions. It's miserable to live here since the start of the commercial service.

I have landed here (as a passenger in a Cessna) and there is already a lot of runway capacity here. It's been a couple of decades since I have been at this airport, and population has grown significantly in the surrounding area over that time. Noise, pollution and traffic impacts will be felt by many. Adjacent property values will decline.

I live a mile from Paine Field - safe breathable air matters to me - sound one can adjust to but breathing is very important

I live close to Paine Field, and travel a lot. I have flown out of there and it is so much easier than SeaTac.

I live in Mukilteo and I love Paine field and the current flights it provides. If more were added it would destroy the current city of Mukilteo as we know it with added traffic noise, the impacts on the environment related to the Japanese gulch and the wetlands surrounding the area.

I think this is the best choice

I work at the Everett Boeing site and view the daily air traffic regularly. The noise of takeoffs and landings are minimal, but infrastructure needs improvement. Traffic in the area is extremely heavy during the early morning hours and early afternoons during Boeing's shift changes.

I'd really like a "maybe" option here. This site might help meet commercial passenger services, but it doesn't expand the system to provide service to people in our southern counties. This location is even more difficult to get to than Seattle.

I'm wondering why you think that airlines will choose to use Paine Field. Since United Airlines left Paine Field, Propeller, the owner of the terminal, hasn't been able to recruit another airline to use Paine. This also makes me wonder why you think anything north of Everett would work for a greenfield airport.

Incredible traffic congestion already

Industrial area is good for airplane

Infrastructure in place for most part. Close access to I5.

It can reduce the congestion as another option for travelers located in North Seattle and northward will no longer need to drive south for air transport. This will relieve traffic to and from SeaTac to the east side and the south end.

It is a good option but the traffic in Everett is a bottleneck and long term parking is limited and expensive.

It is a huge airport that already has logistics built in. After all Boeing will leave the state when it can.

It is already a large scale airport and with less input or environmental damage can be more easily converted.

It is already a significant airport to support those that live north of Seattle.

It is the most logical solution since it is already in operation.

It is, however, so close to rapid transit that it would be a waste of money.

It makes sense to expand Paine Field. Obviously it would require more infrastructure, but the road infrastructure and property is already there, and it would end up serving north Puget Sound without interfering with SeaTac. Paine Field makes a lot of sense.

It makes sense to improve something that is already there.

It makes sense to upgrade the infrastructure since the airport already exists.

It seems that while some expansion is possible and may be done in conjunction with the expansion of Bremerton, it also seems as if this airport is near capacity. Improving infrastructure to help meet air cargo demand should be considered as the impact seems low.

It sure would help people in Seattle to have two options and everyone north of Seattle

It will be easier to modify an existing airport than to build one from nothing in a area where no one wants it.

It's already big enough and have already started the passenger terminals

It's already proving to be a good idea. Passenger and freight are already showing interest!

It's all ready there. It makes sense to expand on what's all ready there.

It's already built and there aren't a lot of homes being effected by more air traffic, this should be high on the list to make more commercial passenger services

It's industrial area and could help the economy and also serve as a possible base camp for airplanes and crews that fight fires, which are getting worse every season it seems.

Just expanding an already expansive site

Just expanding an already expansive site

Keep the Skagit Valley free from how the expansions of noise and the emissions from the air cargo and passenger service industry would definitely impact our farmlands--- where organic food and other Washington state food crops are grown. Also, the negative impact on fish and birds takes years to determine and noise and chemical emissions would definitely have an impact on both. Many people in La Conner, Mt. Vernon, Anacortes, Bow, Bay View, and Sedro Wooley are very much against an increase in commercial passenger service in the Skagit Valley Area. Keep Keep the Skagit Valley Northwest as one of the areas in Washington State where the State protects--organic food farmers produce--our native fish--migrating birds--and the quality of the fresh air people breathe in the Skagit Valley. No!

Leverages existing road infrastructure and close to Seattle, Everett and northern Washington populations. Expansion has to be more cost effective than greenfield development

Little expansion. Less money less time. I-5 right there. Considering Paine field was one of the destinations the 90 min drive required to reach

Living in Lynnwood, it would afford me to utilize local resources and avoid the long commute to SEATAC

Location

Low cost parking is a problem that should be addressed in any planning. Bellingham has far less expensive parking off-site.

Makes more sense than building a whole new airport! Plus the target population is in this area.

More passenger service!

Most economical plan but not sure it's needed. Seattles reputation has led to 4 people canceling visits in my family and friend group. Why waste taxpayer money during a recession.

Most of the infrastructure is there. It is spread far enough apart from seatac it makes the most sense. The residents in that area are already use to airplane noise and congestion.

Much better option than building yet another airport.

NEED TO QUIT BUILD UP. I AM A FORMER BOEING WIRKER NOT LIVING IN THE AREA. BUILD UP WOULD IMPACT THE BUILDING AND SUPPLING NEW AIRCRAFT FOR TRANSPORTATION OF GOODS AS WELL AS CONSUMER TRANSPERTATION. BOEING CAME HERE TO HELP ELEVIATE CONCERNS OF INFRASTRUCTURE IM I ACT ON FUTURE BUILD AWAY FROM METROPOLITAN CONGESSION F O R DELIEVER OF PARTS AND C ONSTRUCTION PEOPLE TO D DELIVER A MAJOR PORTION OF AIRCRAFT TI AMER I CA AND WORLD AS POPULAT I ON GROWS. DO NOT BLOCK NEEDED GROWTH OF CONSTRUCTION.. BOEING IN 50 YEARS HAS NOT NEEDED EXPANSION BECAUSE THEY knew The correct forcast of their needs... unfortunately moving a program to the East Coast, the 787 which took jobs away from Washington residents and most importantly, revenue for the states greedy politicians. Taxes paid less here now because of ONE PARTY RULE FOR OVER 30 YEARS. . THANK YOU DEMOCRATS! I SEE YOU BUILD INCREASES WITH OUT ROUTES AND SERVICES TO ANY LOCATION IMPROVED WITH TRAFFIC THE WAY IT IS, YOU AND THE ENTIRE NW WILL LOOSE! I GUARENTEE IT!

No brainer

No need

Noise, traffic.

Not enough information. Would need to see a plan.

Of course Paine should be expanded.

Only way to relieve SEA-TAC traffic is move good percent of passenger traffic elsewhere. Paine is not only available but has room to grow.

It's an already known calculation how many flights a one-runway airport can manage and the maximum number of gates that number of flights would allow/require. As long as the Boeing Final Assembly building is where it is, there will be no second runway at Paine Field. So, the maximum size of the future Paine Field terminal can already be calculated. Plan accordingly.

Sound Transit is already planning a light rail station near Paine Field. It needs placed not near the current building but where it needs to be located when the future terminal is built. A long pedestrian walk could be provided between them in the interim.

Airport Rd. needs relocating or even moved back to 4th Ave W.

Collectively, it seems a community-palatable plan will require inclusion of building the number housing units this purchase absorbs.

PAE supports the greater Snohomish County, northern King County, and Skagit County in a way the SEA and BLI cannot. SEA is a real challenge to get to, even following completion of Link Light Rail, it will still be a 2 hour trip from Snohomish County. BLI is limited to few destinations, and as the county grows in population and density, it is the most likely airport to support expansion. Airport Rd has excess capacity much of the day with good access to the I-5 corridor for passenger trips to and from the airport. I strongly support expansion of PAE.

Paine Field already has good freeway and arterial road access it is important for the area north of Seattle. SeaTac is south Seattle and we need northern airport access.

Paine field commercial passenger services message

Paine Field is a preferable alternative to Sea-Tac for residents of Whatcom, Skagit, Snohomish, and even North King County residents. Expanding passenger service there can reduce travel time to/from the airport and may help mitigate I-5 congestion between Everett and Sea-Tac.

Paine field is an excellent location. Easily accessed and a great place to fly from.

Paine Field is controversial enough with the locals. No more commercial passenger services are needed when there are multiple other airports within a decent distance.

Paine Field is ideally located to provide capacity for future aviation needs, both passenger and cargo. If some angry neighbors need to be bought out, so be it. It is closer than Sea-Tac to a large segment of the Puget Sound population, and well above sea level, which will be important in the future when sea level rise affects the viability of Boeing Field in Seattle.

Paine Field is in an ideal location with good ground access and high above sea level to serve the region's aviation needs for years to come.

Paine Field is our first choice. It is already being used by Alaska airline for passenger service. It would be monetarily prudent to add onto pain field instead of ruining communities around Seattle

Paine field is the most logical choice for expansion. I think Wsdot should prioritize connecting SeaTac to Paine via the light rail and cancel the Boeing spur. Boeing is slowly moving production out of Snohomish county - filling that economic gap with a regional airport (a midway to our ohare) would be a boon for the county. The runways and infrastructure are largely in place as are experienced aerospace workers and contractors within the county. Build on what's already established rather than spending a bunch of time and money to try to expand or create from scratch in more remote and less populated areas.

Paine Field makes logical sense to grow for commercial flights being already established and a second runway available if repaired.

Paine Field seems more viable than other options offered, since much of the infrastructure is already in place. Population density is also more suitable to provide needed demand for additional services.

Paine Field should be highest priority due to location and existing infrastructure and services which could be expanded. It's accessible and well located.

Paine has an established noise comment system, noise is always going to be a concern but expanding this airport would better serve the community and provide relief to SEA. The distance is also far enough north that the flight patterns would not interfere with SEA and BFI

Paine is a good distance from Seattle in the opposite direction as SeaTac. This should be the logical solution.

Paine is a lovely airport and very pleasant to fly in and out of when needed.

Paine is my #1 preference by far. Many of the other users can be moved off. It can ramp up quickly, and serve along with a third airport that will take longer, each of moderate scale with a single runway.

Paine would be a prime candidate to help support growing passenger air travel in the future to seattle

Parking?????

How about a light rail link to SeaTac? Maybe even a special express train between the two airports for transfers!

Please STOP the congestion, noise, and pollution which can NEVER be mitigated when accommodating growth.

Continually "accommodating growth" is a pathetic hoax on the public.

As an example, I have witnessed new bypasses proposed and put into effect because the former bypasses were just as congested as what existed prior.

Dot knows full well that "build it and they will come" is an accurate statement and the process continues ad nauseam.

Please!! This would be a great idea! Serves the people north of the city. Takes pressure off the horrible interstate infrastructure the state has and would even serve those on the peninsula!!! You will serve so many more people!

Same as above

Saying Paine is limited for passenger demand "due to infrastructure limits" is ridiculous when we consider that the greenfield sites literally have NO INFRASTRUCTURE AT ALL

See below

see comments on Bremerton airport

Significant square footage at Paine seems to be occupied by smaller personal aircraft that airfields like Harvey Field in Snohomish might welcome. Reducing the non-passenger jet traffic at Paine would increase capacity for commercial flights as well as at least reduce the frequency of noise concerns that some local residents have.

Since this is an area that already has an passenger airport, I think the impact would be less to add cargo.

Smaller impact on farmland and wildlife.

Solve the "infrastructure" - much easier than building a new airport!

Spread airport access north of SeaTac. Land is more affordable.

That location can only accommodate a single runway, which is already maxed out, given the addition of passenger service recently! SeaTac is sufficient for passenger service.

The "mixed use" serves the location well in terms of freight and pax. Diverting business aviation away from Sea-Tac, particularly freight, extends the capacity of Sea-Tac for pax. Freight aviation does not require close proximity to Population Served or Unaccommodated Passenger Demand which should be the highest priorities and given the most weight for ranking the sites to be upgraded. Other factors can be mitigated with sufficient engineering.

The air traffic is already too noisy and frequent during the week. Sometimes the air traffic flies over our house in Brier, late at night - 11:00pm has been noted. One night an experimental aircraft crashed not more than a quarter mile from our house on 236th Ave. They were headed for Payne Field for an emergency landing.

The current terminal is way too small. At the very least, there should be space cleared for another 5 gates or so. PAE is too crowded for a huge terminal but a little expansion is smart.

The deal when Paine Field went to passenger service was it would be limited to this amount of service and not be expanded later. This would be breaking the commitment to the community.

The impact of plane pollution, and noise on this residential area need to be carefully considered and limited. Its location close to Seattle residential areas as well as South Snohomish County residential communities make it a better choice for passenger aircraft, than cargo service in the effort to accommodate increased air traffic needs.

The infrastructure is already there.

The local infrastructure constraints are too severe and expanding service here will increase a large population to noise and air pollution . Also, the flight paths overlap too much with the approach flight paths to SeaTac which will further cause noise disturbances to natural areas around Puget Sound and local neighborhoods.

The North sound is very underserved by SeaTac. The population is rising quickly and with sound transit expanding, I feel this location could actually help reduce traffic down to SeaTac.

The obvious choice. It can accommodate the largest airplanes in existence, since they built some of them there.

The road systems could not handle additional traffic. Already there are issues with insufficient traffic mitigation.

Impact to environment and residents significant (noise, pollution, health impact, etc.).

The surrounding area is too densely populated to accommodate additional commercial passenger services.

The surrounding community was developed with the promise that Paine Field would be limited to general aviation and airplane manufacturing (Boeing). Snohomish County should have honored the original agreement and never allowed passenger travel.

There is more than enough congestion in this area. Please leave it alone. Thank you.

there is room for expansion, this is Beverly under utilized. Boeing wants to keep shifting out the state this will make room

There is ZERO reason that Paine field should not be #1 on the list!!

These are all the same people who already have easy access to SeaTac. Build south in Pierce or Thurston or Lewis counties

They already have easy access to SeaTac, and commercial flights.

They need service on the north side to mitigate traffic issues.

This airport is convenient for my family with a home on Samish Island, but lacks passenger services on the ground.

This airport would primarily serve our state's wealthiest residents. A real airport is needed further south off of I-5, preferably south of Fort Lewis. Expanding the existing Olympia Regional Airport makes the most sense. It is our state capital, is not far from an Amtrak station, is right off of I-5, and would serve people across several less affluent counties who currently have to go all the way to SeaTac or Portland for a real airport, which is unacceptable and unfair. Making Olympia Regional Airport a real airport would take tremendous strain off of SeaTac and I-5, as it would give a real alternative to thousands of people throughout the region. And Olympia Airport already exists! Why can't it be made useful? It could easily be what Burbank airport is for the Los Angeles region and really help the economy throughout Thurston and neighboring counties to boot.

This airports wants to expand and has some limited capacity. So fine. But otherwise No.

It is irresponsible to allow aviation EXPANSION until flight is quiet and clean. The aviation industry has enjoyed enough preferential treatment in the past. It is now time to work with what we have, hold the industry accountable, and motivate it for stepping up to the climate cooling plate with clean and quiet propulsion AT EXISTING AIRPORTS FIRST. No expansion until new technology is commercially viable and until the aviation industry DEMONSTRATES that it is using it for 90% of its flying. Promises, propaganda and hype are not acceptable.

This is a good location and I think it should be developed for additional use.

This is a large, already existing airport in the north end of the Puget Sound metro. It makes sense to increase its passenger and cargo capabilities as the airlines have already commenced operations here. Additionally, as Boeing reduces operations, increasing commercial operations would offset potential job losses.

This is a no-brainer - add additional facilities to utilize the capability of this already useable airport.

This is close to the likely user population and has much of the infrastructure already in place.

This is one of the best options for expanding western Washington air service. Especially as Boeing shifts production to other sites significant infrastructure allowances will open up in future years.

This is the best airport to use for expanded commercial and freight services. The second runway (16L/34R - 3004 ft) could be slightly extended to allow more GA aircraft to use it and allow more commercial/freight traffic to use the larger runway. A second larger runway could also be added with minimal property acquisition and rerouting of Hwy 525. Other airports in the area could also take some of the GA capacity from Paine Field to make the airport more commercial/freight friendly. Paine Field could serve commercial/freight traffic from Seattle to the north and Sea-Tac can serve commercial/freight traffic from Seattle to the South.

This is the best of all sites with the best service to people, the lowest social and environmental impact and the passengers from other areas of the state would have a closer option from which to travel.

This is the best solution and the quickest solution since SeaTac can't expand anymore.

This is the clear choice for increasing passenger and air cargo service. It is close to the population dense areas, already has interstate infrastructure and is already an established airport area.

This is the obvious choice for expanded service for both freight and passenger service. Expand capacity here.

This makes great sense!

The population up north would be greatly served by this option. No more commuting South through gridlock to an airport.

This makes more sense as it would be more cost-effective than anywhere.

This makes sense

This makes the most sense. Choose Paine Field!

This one is more functional and more north it is a definite yes because SeaTac is packed

This seems like a good option because it is already providing similar service and could be expanded at a lesser cost or lesser impact overall. Also, the north end and traffic overall could benefit from a commercial passenger service so that people who are coming to areas in the north don't have to all arrive down near Tacoma and commute north.

This seems like a no brainer.

This seems like the best option given existing facilities and accessibility.

This seems to be a no brainer.

This site makes sense for passenger service for communities to the north of Seattle, including those across the border in Canada. However, the biggest limitation so far has been the destinations served by the airlines. Personally I would use Paine Field and Bellingham exclusively if just a few more destinations on the west coast were included.

This solution could possibly mitigate the need to build another airport while considerations for high-speed light rail as a low-impact service is made a priority over an additional airport.

This the best option so far

Though the Everett airport will not help the greater Tacoma-Olympia area, it may divert enough traffic from the north end and provide increased capacity in SeaTac.

Too expensive to fly out of Paine field. Why improve the area if it's still expensive and you have to stop at Sea-Tac anyway.

Too far away

Too much noise and pollution

Too much traffic and not enough infrastructure

Traffic concerns

Traffic in that area is already terrible, and the airport is in a heavy residential area to the south. Until regular traffic infrastructure is improved in this area and airlines are strictly held to noise-reduction standards, to add more traffic, noise, and pollution to this area would cause undue hardship on the residents.

upgrade existing facilities rather than build a new one. I think this one has the most to offer

Used to work for the FAA; Paine Field literally is the only reasonable choice

Using existing airports to solve Seatac's future capacity is the best solution. Land has already been acquired and the facility and infrastructure are already in place, making it the most economical solution. Environmental impacts have already occurred or been mitigated. Communities and businesses have adapted to and support an airport.

Using smaller airports, specifically along major highway corridors and ports for cargo, would allow more passenger service to occur at larger airports, such as Paine Field and Bellingham.

Utilize it for its current design

Utilizing an existing site with existing infrastructure makes the most sense in terms of financial obligation and community acceptance

We do not need another airport.

We have SeaTac airport. Why do we need another commercial airport? All locations make no sense. How about we use the money saved for this and invest it into fixing our roads and bridges.

It's already bad traffic as it is. You want to make it worse? Really doesn't surprise me. Wa govt has no common sense

We love Paine Field airport. Great location to improve upon.

We need a manned control tower from 6 am until 1 am. These hours of operation should also be mandated as allowed as to landings and departures absent an emergency. Upgrade electronic for instrument flight safety. Consider a second full length runway for safety. Fund soundproofing window upgrades for Goat Trail flight path residents.

We need airport in Enumclaw!

We need an airport more south, there are plenty airports north western WA.

What do you mean by medicated are you just gonna destroy peoples livelihoods while you're at it and the name of progress

What more do you need. Paine Field is half way there already

why not consider Bellingham?

Why would you do an environmental impact study at an existing airport just to spend more money?

With that size airport already in existence, there is already an impact on nature and people. That area is rapidly developing. Soon it will be part of the overused and abused I5 corridor. Without improving public transportation this too will be like traveling to Seattle now and through this corridor.

Would be great if you didn't have to go to Seattle all the time Seattle sucks we need different avenues

Yes choose Paine Field....

Yes you already have a airport that has some passenger flights make it bigger. Cost less I would think.

Yes! Take the existing airport which is perfectly located and ENLARGE IT! Dont destroy precious undeveloped farmland , bird habitat and wetlands for no reason!

Yes, Paine sponsor is ok with expansion, population is moving toward Everett and even if cannot be expanded greatly, will help fill the need.

Yes, this is already a viable option. We need more commercial flights from Paine field!!

Yes. Citizens of Washington would much rather see improvements upon current airports than a new airport taking up the land that is so vital to our communities.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that

Existing airport sites: Paine Field

Question: Should Paine Field and nearby infrastructure be improved to help meet air cargo demand?	Number of responses	Percent of responses
Yes	772	54%
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	457	32%
No	199	14%

Please provide any explanation you wish to share

Absolutely NOT! The poor and people of color, including the Indigenous Tulalip Tribes, have already borne more than their share of noise and emissions disturbance with Paine Field. No more expansion!

Adding and improving already established airports is better than killing ecosystems for new ones.

Address all issues in the context of trends expected as our climate continues to rapidly change.

Again it makes sense to upgrade a facility that already exists.

Air cargo demand may work on a limited scale.

air cargo planes are too noisy there is too much residential near PAE. Cargo should fly out of elsewhere

Airport Rd is underutilized much of the day and could support additional air cargo transportation to and from the I-5 corridor.

Already being utilized by commercial airlines.

Already too much noise from flights into and out of Paine Field

Another no brainer

arlington should be a hub for cargo due to the new Amazon building.

As the Boeing Company continues evolving, lots of land and even buildings should be available at Paine Field for future cargo capacity expansion. And the highways are already in place. It is the perfect site.

Best choice

Build onto this airport for needs, leave the rural sites alone! we need our farm lands and our outlying areas.

But we all know that noise and emissions are not mitigated sufficiently to be healthful to animals or people. Noise is a trigger for so many people. It is a loss of quiet, simple living forever. It is in the service of big industry not communities, not the animals, not the environment. Maybe we don't need to be competitive in the world market. Maybe that does not serve the highest good in Washington.

Buy houses up around the airport, vary the flight paths so that no one neighborhood is impacted all the time. No cargo flights in/out at certain times of morning & evening.

Cargo already has access to Boeing Field and Seatac, which is close by.

Cargo capacity with ports of Seattle and Tacoma would be better served by SeaTac.

Cargo flight volume should be secondary to commercial air traffic and should be constrained or concentrated in a 7am to 6 pm timeframe when residents are least impacted by the increased noise volume. A second commercial runway may enhance feasibility.

Cargo only

Centralized location with existing infrastructure to support more flights

Close to the freeway is an asset for cargo. But cargo can use much less populated areas that offloads onto trucks and trains.

Configuration and additional upgrades makes this location more feasible.

Convenient to both economic centers and transportation arteries, plus the airport infrastructure (runways, navigation) are already in place.

Diverting business aviation away from Sea-Tac, particularly freight, extends the capacity of Sea-Tac for pax. Freight aviation does not require close proximity to Population Served or Unaccommodated Passenger Demand which should be the highest priorities and given the most weight for ranking the sites to be upgraded for pax demands. Other factors can be mitigated with sufficient engineering.

Doesn't seem to be obvious reason to build a new airport if infrastructure could be expanded here without too much negative impact. Need to consider noise and pollution equity to make sure one community is not overburdened.

Drive through Everett between 2-5pm. Fix the traffic first and for most. LA traffic is better than here.

Either Bremerton or Payne Field should be expanded.

Excellent choice. Close to population center

Expand on what is existing

expand the use of existing facilities.

Expanding the existing Olympia Regional Airport makes the most sense for commercial passenger and air cargo demands. You have the Port of Olympia right there and a huge industrial metropolis of warehouses in nearby Lacey. Olympia is our state capital, is not far from an Amtrak station, is right off of I-5, and would serve people across several less affluent counties who currently have to go all the way to SeaTac or Portland for a real airport, which is unacceptable and unfair. Making Olympia Regional Airport a real airport would take tremendous strain off of SeaTac and I-5, as it would give a real alternative to thousands of people throughout the region. And Olympia Airport already exists! Why can't it be made useful? It could easily be what Burbank airport is for the Los Angeles region and really help the economy throughout Thurston and neighboring counties to boot.

Expanding the existing Paine Field airport is absolutely the most logical solution for increased air cargo. The infrastructure is in place to transport cargo via the I5 corridor, and existing railroad system.

Expansion and improvement of existing infrastructure is preferable.

Expansion is more cost effective than greenfield sites without infrastructure

Focus more on passengers than cargo

Freight seems like an easier category to move through one of the other regional airports in the survey. It doesn't have the same traffic, parking, and travel time concerns as thousands of additional cars with often just one occupant or worse, ride-share vehicles that immediately go back into the traffic, maintaining congestion, even after dropping off their passenger.

Further air cargo facilities could be built near the FedEx facility to accommodate larger cargo jets

Give some relief to King County

Good idea

Great idea.

Cargo going North after unloaded

From SeaTac, causes great traffic hazards. This would ease traffic through Seattle. Honestly, that would be far better decision than making brand new airport out in rural, woodsy & far less populated areas.

I am more interested in developing Paine as a commercial passenger hub. I would support freight use only if it didn't impede the expansion of the passenger flight offerings.

I am more interested in passenger flights

I currently live near Paine field. In my experience, it is not possible to mitigate noise and emissions. It's miserable to live here since the start of the commercial service. I don't really have an opinion about air cargo.

I imagine Amazon has some interest in this project. Online shopping is out of control. Make an infrastructure that encourages local shopping.

I would need to know more of the plan.

If more air cargo could be handled without negatively impacting commercial passenger service, I think it would be a good option to alleviate strain at SeaTac. However, with Boeing Field and options in Renton as well, I would prefer to see those facilities expanded.

If Paine Field was used specifically to fulfill passenger demand, it would more effectively solve the problem of Seatac's future capacity. Cargo demand could be met at smaller airports along major highway corridors and ports.

Increased Commercial and air cargo traffic is not desired. the noise factor and possible accidental crashes and or debris falling from the sky is of concern. Our property values will decrease considerably. We have million-dollar homes being built in the neighborhood right now.

Infrastructure in place for most part. Close access to I5.

Infrastructure is already there

It will be easier to modify an existing airport than to build one from nothing in a area where no one wants it.

It's important

Most of the infrastructure is there. It is spread far enough apart from Seatac it makes the most sense. The residents in that area are already used to airplane noise and congestion.

It's industrial area and could help the economy and also serve as a possible base camp for airplanes and crews that fight fires, which are getting worse every season it seems.

Linking up to think like rail would be excellent to benefit the people from Snohomish county to the Canadian border.

Mitigation of metals spewed from the jet aircraft during their operational cycles is unattainable without the introduction of a toxic buffer zone within a 3-mile radius of the airport and beyond.

Most logical choice. I'm sure Amazon would benefit from a Paine Field expansion. Do I like it? No. But if it has to be somewhere, why not save money and use and improve existing infrastructure in place already.

My opinions are revealed in the previous comment.

N/A

No. Expand freight at SEA-TAC.

Skagit Valley airport may be a consideration for freight operations: Flat, decent road access to interstate, lots of land.

Noise

Noise should include the damage done to sea life and animals as well.

Not in Skagit valley

Of course look at all the money I'm saving you.

Of course, both cargo and passenger infrastructure could be expanded without major negative impact, plus good economic development to serve that area.

Paine field air cargo demand message

Paine Field and Boeing Field are good choices for additional air cargo.

Paine Field infrastructure for air cargo could be improved without incurring the expense of building a whole new airport for that purpose.

Paine Field is already there! No need to reinvent the wheel!

Paine field is more central to air cargo needs and transportation. Easier to load it onto trucks for transport. Bremerton you are looking at additional ferry costs and gas as it is not centrally located

Paine Field would be a great North Sound freight hub. This would allow for a reduction in traffic into and through Seattle (i.e. FedEx and UPS trucks not having to drive northbound through the city to deliver to their delivery centers in the north sound).

Passenger flights out of Paine Field are pricey compared to SeaTac, prices were to come down it'd be worth it

Perfect place to simply overhaul Paine field!

Pierce county is the second most populated county in the state. Paine field already has limited passenger service which should help provide Snohomish County with an alternative air travel opt-in. Consider expanding an airport in Pierce or Thurston County for commercial air travel to draw travelers from Tacoma southward to draw travelers. The Olympia airport seems the perfect site to expand.

Please increase passenger service also.

possibly schedule passenger travel between 6:AM and 6:PM and cargo 6:PM to 10:PM

Removing air cargo from seatac would free up a lot of space for other facilities.

Rural farms are needed to sustain human life. If all farms are being tan out by airfields and air debris, we can no longer feed humans. We do not want a big airport. We do not want the air noise. We do not want the traffic. We do not want any of it. Leave us alone!

Same answer I provided above

Same as passenger service. Logistics are already there.

Same reasons as above.

see above

See above---Too much problems with noise and air quality caused by fuel emissions. Protect our farmlands--wetlands--fish and migrating birds--and the air we all breathe in the local small surrounding towns.

The area is already set up to handle commercial traffic and should be #1 on the list The infrastructure is the area needs drastic improvements.

The smaller personal use hangers can be removed and extra infrastructure placed there. The on ramps at Boeing freeway can be updated quickly to allow the extra freight runs. The private airplanes using the personal aircraft section can easily be moved to nearby Snohomish and Arlington Airports.

The surrounding area is too densely populated to accommodate the burdens associated with additional air traffic.

There is more than enough congestion in this area. Please leave it alone. Thank you.

There is room around the airport to increase cargo capacity to take advantage of existing and future commercial flights.

This area is already operating in this fashion and it is working and has additional capacity.

This is a large, already existing airport in the north end of the Puget Sound metro. It makes sense to increase its passenger and cargo capabilities as the airlines have already commenced operations here. Additionally, as Boeing reduces operations, increasing commercial operations would offset potential job losses.

This is already an existing facility

This is an existing airfield with potential excellent access and good existing infrastructure.

This is close to the likely user population and has much of the infrastructure already in place.

This is the logical solution.

This makes sense.

This site makes the most sense since it already exists and has for many years. There would be less land acquisition required and it would cover the north of Seattle. Also it is near major roads and would not require the paving of farmland as many of your proposed areas.

This solution makes the most sense to expand services because of the location that would serve the most people/businesses and infrastructure already in place.

This would be a great alternative if there were more flights and airlines. North end residents have to drive through Everett and Seattle currently to get to the airport. Expanding this airport or Bellingham would be ideal.

Too much traffic and not enough infrastructure

upgrade existing facilities rather than build a new one. I think this one has the most to offer

Use Paine Field

Used to work for the FAA; Paine Field literally is the only reasonable choice

Utilize existing infrastructure, and when maxed, makes more sense to add infrastructure to an existing facility, rather than re-create it all somewhere else. This is an area of target population and target business, so this is where this infrastructure is useful.

Wait things are going we absolutely need it cannot depend on any Democrats or the Biden administration everything is gone to hell and back

We already get significant noise over residential areas, especially the dream lifter heading toward Japan regularly scares my cats. Additional large cargo planes will contribute more noise over highly populated residential areas that cannot be mitigated.

We do not need another airport.

We need airport in Enumclaw!

We need an airport more south, there are plenty airports north western WA

With COVID causing a huge influx with online shopping, there will likely be a need for continued delivery service. Getting packages further up north I feel would reduce delivery wait times and improve traffic flow if the packages don't have to come up from the Renton area.

Would be better if cargo could be handled by East Sno County sites, but this would require better roads in those areas.

Yes, however, noise consideration will need to be minded because of older and louder planes may disrupt the community.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that

If Paine Field were to provide additional passenger and/or air cargo service, are there things the airport should consider when planning for expansion?

1. Possibility of land acquisition for the ability to add a second large runway to the west of the existing 16R/34L.
2. The possibility of extending 16R/34L by building a bridge to the North over Hwy 526 to allow larger/heavier aircraft to have enough runway to take off. The runway would only need 1000-2000 ft of extension. A displaced threshold would allow for the runway to be used for takeoff while keeping the aircraft on the current approach paths.
3. Reducing the amount of GA aircraft based at Paine Field to accommodate more commercial/freight traffic.
A more substantial passenger terminal, parking, and move GA somewhere else. Paine field may also be constrained by its one runway and Boeing operations.
A quick and viable mass-transit option from the Mukilteo train station and ferry terminal. This would open options for passengers from south and north of Paine Field to reach the passenger terminal via existing rail lines. Additionally, fast-ferry passenger options from Kingston and Bainbridge would allow walk-on passengers to park elsewhere and not introduce any additional vehicles into the I-5 corridor traffic or create parking demand.

Adding light rail capacity between the South Everett Park and Ride (or wherever future light rail stops are planned) gives people yet another option to not drive to the airport which would create additional traffic, travel times and parking capacity needs.

Ability for larger planes like 737s to fly in and out. A broader variety of destinations. A slightly larger terminal with 4 or 5 gates.

Access from I5

Adding a good variety of destinations served by the airlines.

Additional coal powered power plant nearby.

Additional consideration should be given to traffic flow to and from the airport

Adequate parking for passenger service. Road infrastructure for moving air freight to/from the airport.
better and cheaper parking

Better transit connections for passenger service to allow better access without drastically increasing car congestion.

BUILD ONE MORE RUNWAY AND EXPAND TO THE SOUTH ONE MILE! AND MAKE ROOM FOR MORE BUILD OF AIRPLANES, start talking to BOEING NOW ABOUT NOT STOPPING 747-8F FREIGHTERS OR 777-F PLANES. AIRBUS SHOULD NOT HAVE THE GROWTH. YOU WILL LOSE BOEING EVENTUALLY TO A MORE TAX FRIENDLY AND WEATHER FRIENDLY LOCATION TO BUILD UP THEIR GROWTH. GONE ARE THE DAYS OF FAVORABLE CEO'S TO WASHINGTON STATE. AREN'T THEY MOVING CORP HQ AGAIN, NOW TO WASHINGTON DC FOR CONTROL OF MIL. PROGRAMS... WHICH WILL AFFECT COMMERCIAL AIRCRAFT IN THE CAROLINES AND SEATTLE? GIV AND BOEING HAS CONTENTIOUS RELATIONSHIP BEFORE, GROWING HEAVIER AND WILL WORSEN AS LONG AS THE STUPID! DEMOCRATS ARE IN OFFICE RESTRICTING GROWTH IF THE COUNTRY WITH NEW GREEN UNRELIABLE SOURCES FOR AIR AND LAND TRAVEL... CARBON BASED DEMOCRATS NEED TO BE DOWNSIZED! We have some of the best pollution controls in place now! Greenness are a sick bunch of people hiding a PROFIT "Scheme" to defraud America and the World! And you are all falling for it thru totalitarian authority when America and now the rest of the world have grown thru free-market and innovation. SORRY USSR AND OLD COMMIE NATIONS...YOUR CONTROLL IS WRONG. LOOK AT S. CHINA SEAS AND SOUTH WEST PO PACIFIC ...LOSING TO CHINESE WHILE WE DISCUSS AIRPORTS FOR CHINESE FREIGHTERS TO LAND... THINK I'M KIDDING? NEXT 20 YRS YOU'RE GOING TO LEARN CHINESE TO DISCUSS BUSINESS NOT ENGLISH... SLOW TO WAKE!

Buy houses up around the airport, vary the flight paths so that no one neighborhood is impacted all the time.
Easy access to and out of the airport.
Environmental impacts

Wildlife and habitat preservation
Expanding should be considered quickly because the area is growing.

Flight patterns over neighborhoods, using patterns over freeways (I-5).

Freeway access to I-5, it already backs up pretty badly throughout the day due to the Boeing employee traffic
Homes in the path of the runway, takeoffs & landings.
How will the current committee plan a passenger terminal
I have never been here so can't help

If Paine field were to provide additional air cargo service, infrastructure needs to be updated in an out of the facility.
The impessure update should come from grants or existing funding, do not tax the citizens of the Paine field area
Is this a real question or is this for third graders to answer

It is understood that every possible environmental mitigation will have to be studied and enacted where ever possible. To me that is understood and is the case for all of the sites. This site provides the best balance of maximum service population and manageable environmental impact.

It needs to increase the number of customers it can serve. It would be nice not to have to wait forever to board and go through security, also the airport ms need to pay attention to those who need wheel chair help. Stop canceling flights at the airports because not enough crews on the planes. Before adding or improving any airports get more staff, by training benefits schooling thank you

Launch a PAE to SEA route do people don't have to drive to SeaTac
Light rail access to here if parking at airport is limited.

Make a light rail terminal in the passenger terminal along with local transport connections.

Mitigate impacts on the residents nearby. Get buy-in from people impacted. Are there opportunities to do air shuttle service from Lewis County or Thurston County so people don't have to drive so far to catch a flight?

Mitigation of metals spewed from the jet aircraft during their operational cycles is unattainable without the introduction of a toxic buffer zone within a 3-mile radius of the airport and beyond.

More passenger flights should fly in and out of Paine. It's easy to get to and could potentially keep many many people from driving the I-5 nightmare through Seattle

Need to provide parking in proximity to the airport!

No. The neighbors will complain but the airport has been there the whole time and their opinions should not carry the day.

Noise mitigation

Noise impacts on surrounding neighborhoods

Noise, air traffic, military conflicts, Boeing business conflicts, billions for new electrical, water, and sewer services.

Billions for bus rail and automobile access

Obviously they need to consider infrastructure however the Boeing on-site and the creation of the new terminals there is no reason that Paine Field should not be #1

Parking

Parking and vehicle traffic

Passenger comfort and multimodal transportation that doesn't heavily rely on automobiles.

Passengers to Paine face greater fares and long waits. Connect passengers to rapid transit. Connect cargo to trains. Rail and trucking routes, infrastructure to accommodate.

rapid transit and sound mitigation. Also, mitigation to protect the raptors in the area and to protect the travelers from disasters.

Regional jets can land here fine. Every major carrier has regional jets.

Revise the light rail expansion to have a Paine field stop and a bus for Boeing. It makes no sense to center this publicly-funded infrastructure project on a private business that may not even be in Snohomish county by the time the rail is complete

Same answer as above.

Set aside enough land for quick additions to the passenger terminal.

Surrounding infrastructure improvements to mitigate increased traffic and business growth adjacent to the airport.

Noise mitigation, as needed

The money to upgrade the infrastructure would be way less than starting from scratch on some of the other sites. There should be a fast non-stop metro/train service to SeaTac for no or minimal charge.

They should consider the surrounding communities, and the ecosystem. Adding to environmental pollution may be inevitable, but be considerate of who it may affect

Traffic

Traffic impacts from freight

Turning the provisional station for ST Link Light Rail into a reality would be a huge plus with good access to the passenger terminal. Lower income residents who have a barrier to low cost air travel could take a bus to Everett Station then light rail to PAE. More parking options at PAE, similar to BLI, would be a positive as well.

With multiple large airports nearby, the size of the expansion does not need to be on a grand scale. A minimal-ish upgrade to cargo service only may be a benefit.

Yes, environmental and noise impact of course but also pollution of the surrounding area which negatively affects children.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that

A shuttle between the ferries and air port would be a definite draw for travelers
ask the people who live near there.

Better access, signage entering site and passenger services in facility itself.

Can't imagine a better choice--especially with ST considering where to put a light rail station to serve Paine Field at this very moment. I would say result should be an elevated station with elevated access to the future terminal. The new terminal must be designed with vision of the maximum traffic the one runway facility can handle. Planning and building one utility network vs. how many rebuilds to accommodate the current need is, at the end of the building, such an additional cost. Classic penny wise and pound foolish from numerous rebuilds through intermediate sizes.

For future land acquisition, maybe give all the current landowners letters asking for right of first refusal when they should sell the land.

The current limited space along the runway may be require moving general aviation to Arlington with building new hangars to accommodate current capacity at Paine Field.

Airport Rd. is crushing the amount of land required for a 80 or so gate terminal and needs moving east. With Sound Transit already looking at purchasing land in this area for its north Operations Maintenance Facility, this project needs to discuss the need for the land for future expansion of Paine Field passenger terminal requirements. I WILL BE WRITING SOUND TRANSIT OF THIS WRITING WHEN I FINISH WITH THIS.

Correcting the I-5 traffic issues surrounding Everett. This will make it even worse.

Don't know the area well.

Environmental considerations

Environmental impact

Environmental impact

Environmental impact, as well as impact to low income populations. Displacing people should not happen. Nor should environmental concerns be disregarded.

Expand on what is existing

Expanding the existing Paine Field airport is absolutely the most logical solution as it will utilize existing infrastructure, serve the greatest population and encourage growth and development from Seattle/Everett northward.

Flights in/out of NASWI

Flood plain and traffic jams near Everett.

If they don't lower prices of commercial flights out of Paine Field, everybody is going to continue flying out of SeaTac. Also, offer more destinations, which would help lower prices by bringing more passengers to the airport.

impact to schools

Improved access to the airport by road, rail, etc.

In order for a new airport to be viable it must attract too airlines with top/key destinations. Only Paine field had already embarked on this journey.

Intermodal connections

Larger Passenger terminal and better transit access

Light rail extension to PAE

Light rail infrastructure.

Light rail, expanding 5, 405, create a newish-605

Link trail and improved highway connection

Make it easy to get there from I-5

Make the terminal bigger. We love Paine field!!

Noise and infrastructure costs and road maintenance

Noise is already terrible

Non stop direct trans continental flights at a fair price. Both PAE and SEA are >\$900 to get across the country in coach. Breeze offers flights from SFO to the east coast for <\$300 coach seating and around \$900 for a huge first class seat.

Not charging taxpayers who don't benefit from expansion. The plan for a changed airport shows ignorance about the state of peoples budgets and frustration with rail system.

Other regions in Western Washington are more under served.

Parking facilities-light rail access

Parking for passengers is always at a premium. Multi level parking structures would be a must have. Adequate off-site parking and simple transport to the terminal would also be a viable option. Light rail or regular bus service would be extremely helpful. Other municipalities seem to have it figured out and unfortunately Puget Sound planning always seems behind the curve on forward thinking and planning. Regarding cargo, this area already seems to be near capacity when it comes to the number of cargo transports on the highways. My concern for cargo transport is the impact on highways and traffic congestion in the region.

Parking remains an important and serious issue, especially as more passenger traffic impacts the need.

PARKING!

road access, highway access and signal timing

Sea-Tac passengers benefit from numerous nearby private businesses offering affordable long-term parking. Paine Field doesn't currently have that, so ample long-term parking at the airport would be beneficial.

Surrounding traffic impacts from cargo AND passenger vehicles! I-5!!! Surface streets!!!

Also increased worker demands. Is there a workforce to support? Is there existing (rental) housing stock to support an increased workforce?

The environment.

The road connection with I-5 is already overloaded. In consideration of increased truck (cargo) and passenger traffic, need to engineer a more efficient road connection. Added Plus for Paine: light rail is already planning to serve it from the south.

The taxi ways for ga aircraft

There is more than enough congestion in this area. Please leave it alone. Thank you.

This is by far the best airport I've ever departed from. Part of what makes it great is how small it is, quick to get through lines, don't have to walk forever with kids in tow.

Expansion should only be done in a way that keeps with the existing feel of the facility

Transportation hub to Anacortes ferry terminal, Bellingham & Seattle.

Yes! There is no affordable parking anywhere close so I don't use this airport anymore.

Yes, a light rail or regular shuttle to light rail, and to the Mulkito Ferry.

Yes. See above. Expand the parking. Stop charging large parking fees. We need Lyft/Uber/taxi services there for late night flights.

6 am to 1 am manned control tower. Transportation linkage to the ferry terminal and remote parking enhancement there and possibly other strategic locations to add convenience for long term success. Explore cargo off load and distribution impact on street traffic.

Access and parking. It's good now, but will be inadequate if the airport is expanded.

Access to light rail, road way improvements

Additionally, there is existing transit in the area so this would save development costs.

Air traffic

Already too much noise from flights into and out of Paine Field

An electric train to get there and parking spaces.

An expanded passenger terminal and parking. There are empty parking lots near the south end of the runway off of 112th st. A shuttle could ferry people between the lot and terminal using the perimeter road to limit traffic on Airport road.

Anything that is not like what you did to SeaTac whoever designed SeaTac should be taken out back

Bring in mainline Alaska flights and they will be full flights all the time.

Bus and light rail access!! Different modes for arrival and departure from the airport.

Climate change and the impact of aviation not fully accounted, WSDOT should be looking to expand local, hybrid public transportation travel options

Connection to already planned light rail would boost both facilities.

(have used rail direct to/from the airport in Tokyo, Paris, London, but have found LAX to be wanting in the transfers to rail (and/or bus).

Consult and seek informed consent from the Indigenous Tulalip Tribes as well as marginalized populations--ethnically and income in the affected area. AND address environmental concerns across the board.

Costs and benefit

DO NOT drop excess fuel on the earth, if this is still being done. Concentrate takeoff and landing in conventionally noisy times. Be considerate of traffic patterns in the area and do not overload the roads. Plant vegetation wherever possible to convert CO2 through photosynthesis.

Don't expand!!!

Drive through Everett between 2-6pm. Figure out what to do with the traffic before adding more.

Enough roads to support the additional traffic.

Environment impact

environmental impact

Environmental impacts including impacts on migratory birds and critical habitats. Also general infrastructure in nearby areas. Increasing cargo and passenger services will increase traffic in surrounding areas and infrastructure improvements in these areas need to accommodate this increase.

Existing people..how will they be impacted

Expansion/improvements of SR526 and access from I-5, improvements on Airport Rd to eliminate stoplights, significant expansion of parking and transportation options, accelerated timeline for light rail.

Food service, ground transportation, car rental.

For additional passenger service, nearby transit links (light-rail, heavy-rail) should be built into any airport addition to improve on-the-ground options and the ability for passengers to access other parts of the state.

Freeway access.

Future plans for public transportation and ways to mitigate noise pollution and exhaust pollution.

I already have way too many planes making way too much noise flying right over my house as they land and take off from Paine Field!!!

If and hopefully not but if it was expanded for passenger travel there needs to be better parking, mass transit to and from especially related to near by community's (i.e. express stops or non stop services) along with beautification around the airport along with helping fund the Japanese gulch daylighting project and improved waterfront.

Impact of air noise to the area. Emissions impact to the area.

Improving access via roads and light rail

Improving pathways to port of Everett and improving that infrastructure as well

Infrastructure access.

Infrastructure to support the additional flow of traffic (passenger and cargo)

It all doesn't seem necessary! Washington doesn't need more development. This is all very clearly driven by money with little care for communities and wildlife.

It needs stronger public transit access.

It would need sufficient parking and access by public transportation from both north and south.

It's industrial area and could help the economy and also serve as a possible base camp for airplanes and crews that fight fires, which are getting worse every season it seems.

Keep Boeing happy

Light rail and other transit improvements

Light rail to Paine field from Seattle

Local weather, noise abatement.

Locations of destinations. Affect to Boeing traffic although I bet Boeing leaving this state altogether as cost of doing business here is too expensive.

Maintain agricultural roots.

Many more public and affordable transportation options to get to Paine Field and back. It already takes 1 ½ hours to get from Mt Vernon to Seatac without Paine Field traffic. Perhaps a different route or an over head route to both airports? Like in Mexico City?

Many of the proposed locations there is no viable way to provide adequate roadway capacity to the location without significant impacts to communities in the larger vicinity. This includes environmental impacts and environmental justice issues that need to be considered along the transportation corridor.

More reasonably priced parking around the airport and possibly shuttle services for passengers. Would love to see flights to Portland and more routes to Southern California from Paine.

Noise

Noise

Noise

Noise mitigation

Noise, safety

Not in Skagit valley

Paine Field would be sufficient to handle passenger service for the north area of Washington. Sea-Tac handles the south area. Leave the rural areas alone.

Parking

Parking

Parking, increased traffic

Parking, shuttle service, cab/uber service

plan for at least 50 years

Please consider the existing neighborhoods that lie within the flight paths for landings and take offs. The impacts of noise on humans and wildlife are detrimental to health of all.

Please minimize the pollution and noise this would cause

Public transit to and from the airport from many more areas, and the ability to connect to train transport from the airport.

Public transport via bus

Public transportation connections

Residential areas

Road access for commercial trucks and maybe freight train access .

Road traffic provisions that will be more than required to support for the increased demand.

Roads & traffic

scheduling large planes in daytime would help soundwise

Security, parking, ease of access.

See above.

Sound mitigation, public transit expansion, hours of service.

Supply sound proofing to residents within 10 miles of the airport.

Surrounding neighborhoods are already negatively impacted.

Surrounding traffic and enough parking

Tell Boeing to find a new home for all their 777X planes.

The environmental impact

The impact on General Aviation and the companies that operate on ND around the airport.

The noise and the climate.

This airport is located adjacent to critical wetlands. More and more land is being developed for commercial use, severely impacting animals and birds who need this land. Stop the endless development for greed and commerce. Serve a higher mission instead.

This is a good location to increase passenger service and I-5 should be improved and expanded both N and S and Hwy 2 improved to facilitate necessary growth. Perfect location.

This will generate a large public outcry since youâ€™d be breaking a commitment that the airport wouldnâ€™t be expanded any further.

This would be a better alternative than adding an additional airport in Snohomish County

Time of day for flights to be scheduled.

Traffic

Traffic

Traffic and crime

Traffic constraints for nearby communities and businesses.

Traffic flow in the surrounding area.

Updated traffic plan and roadways.

Wait for Boeing to abandon the site before developing (not a matter of if, but which decade)

We do not need another airport.

What will happen to nearby homes and schools? Is this in the flight route of birds such as Canadian geese?

Yes! a limited traffic pattern located along the I-5 corridor only, away from household-type properties.

Yes, a permanent cap on future developments of the location.

Yes, the I-5 corridor is already overtaxed as it is. You need more public roadway improvements and expansions before considering an airport expansion. I-5 cannot sustain the volume of travelers going to a larger airport.

Yes, we would want to make sure we're protecting the local residents by ensuring they have alternative route options to protect them from increased airport traffic.

Accessibility to the site and effect on community.

Additional access in/out. Ample parking/security.

Affordable long term parking

Air and noise pollution

Current residents and strictly holding airlines to noise-reduction regulations.

Environmental issues

Environmental, social, and community impact weighed against benefit of expansion; how much will expansion increase air and noise pollution, and what might the impact of that be? Will any already endangered wildlife be put at further risk? What communities will be bearing the majority of negative impacts (would it be communities of color, low income folks, people who don't speak much English, etc.)? If such communities do bear the brunt of negative impacts, do they get a corresponding proportion of the benefits, or might the benefits be directed primarily towards people, businesses, and/or communities already more affluent? Do surrounding communities support the expansion? Could expansion provide enough benefit considering the answers to these questions?

Eventually a remote parking lot is needed.
Handling additional traffic and parking needs of travelers.

I am fervently hoping that future aircraft will be quieter, less polluting and require shorter runways. Better logistics for cargo shipments could also help decrease the demand for new capacity. A decrease in consumerism is in my hoped-for future (though the economy would need to be re-oriented for that).

Make the roads into airport are sufficient for traffic.

More cost friendly parking

More parking and cheaper flights

Noise abatement

Please tackle more than one issue at one time, building affordable housing near an airport is a great opportunity to reduce homelessness and to build up a community around the needs of people who need jobs and a giant project which needs people. I lived near an airport in Cleveland growing up. I hated it. Summertime was impossible to enjoy because jet engines blew out my eardrums ever 15 minutes. The whole area was sad and depressed. Even the beautiful metro park system in that area was unused because it was in the "bad part of town." To prevent that from happening, build the community surrounding the airport with solutions in mind, offer incentive for people to enjoy living there even if the housing is affordable and the airplanes are loud. But, don't expect people who've worked hard to climb up and out of poverty to be forced to live in a commercial area with sinking property value and unfriendly to school aged children.

possibly schedule passenger travel between 6:AM and 6:PM and cargo 6:PM to 10:PM

See response above.

As for the Are you human question, I am certain even a simple computer could answer that question. It is laughable if it weren't so sad.

The repercussions of pollution from building onto the established airports. Consider sustainable projects and materials.

This expansion should happen at Paine but there is still a need for an Airport south of SEA.

Traffic congestion and impacts as well as noise

Wildlife, especially bird impacts, habitat impacts, storm water and water quality, and noise. Traffic solutions that are not at the expense of the taxpayer.

Yes

Yes

You need to provide more flight location options like yo the Tri Cities and not just yo Spokane.

You should consider that it is closer to populated areas that are already established and benefiting from its location.

Do not use precious agricultural land.

Air pollution, noise pollution, quality of life disruptions, travel/traffic congestion, etc..

Also need to consider Grant County International Airport for existing sites. It is relatively easy and not so long to get there, and if a new road or railroad tunnel through the mountains will also speed travel time to that site.

Call new construction and improvement to infrastructure should have green building in mind. Please aim for NetZero if possible. Flying is already horrible but there is a lot airports can do to be better.

Do not constrain in any way the future of Paine Field for both passenger and air cargo service. It is in an ideal location for supplementing Sea-Tac for many decades to come.

Freeways and surface roads to support the additional needs.

Improvement of the electrical grid to support greater demand.

In all expansion planning, high-speed light rail should be planned alongside or as a better solution.

It is the best fit overall.

Make sure it is done in a way where it does not hurt our wildlife in our streams also hire within the counties do not let it turn into a homeless camp drug test do not hire illegals

Most definitely noise and air pollution. Be thoughtful in planning.

No

Noise mitigation

Operating the airport using greater noise abatement procedures and strictly limiting departing aircraft (especially when taking off to the south) to narrow departure corridors until well south of the airport.

People can move. Airports can't. Paine Field's location in the region is perfect for expansion.

Promote feeder service. Perhaps from Bellingham/Pt Angels/Bremerton

Not sure but I love flying out of there instead of having to travel through Seattle to get to an airport. It's wonderful!

The excess noise to those who live near (within 50 -70 miles). The extra pollution to the ground, all water and air within at least 50 to 70 miles. Environmental impact studies should be done correctly by scientific methods.

Comment and stay involved: Open-ended comment form

A major Seatac style airport is not wanted in Thurston County. The Thurston County Commissioners have provided a letter that they don't want it, and that it would be detrimental to our quality of life. The population also does not want it—the noise would be intolerable and is incompatible with the rural area. No amount of mitigation would ameliorate this 24/7/365 nightmare. The sites you have identified as "greenfield" in Thurston County are not a true empty undeveloped greenfields, because of the number of homes and neighborhoods already located there. Please don't ruin our quality of life.

According to studies of those who live under or near the flight paths at SeaTac and other large airports, air and noise pollution from planes and related operations pose significant risks to public health, communities, parks and wildlife, result in lower residential property values, and diminish the quality of life.

Commercial airline operations contribute to global warming. The expansion of a huge new commercial airport along the I-5 corridor must immediately be placed on HOLD.

We're in the midst of a Climate Emergency. New and expanded airports shouldn't be planned before technology has advanced and can be utilized to assure overall significant reductions in aviation-related Greenhouse Gas (GHG) emissions.

State and local climate-action plans must be adhered to if GHG reduction goals are to be achieved. Unrestricted growth in aircraft operations seriously undermines such plans and goals.

Furthermore, the CACC report to the legislature MUST include discussion of alternatives to accommodation of unfettered growth of aviation (such as high-speed rail, utilization of teleconferencing, no-fly campaigns).

An airport would have a disastrous effect on the plateau. There are dairy farms and other agricultural businesses here. The infrastructure, noise, and businesses associated with a large airport would destroy one of the remaining small towns in South King County.

Any expansion efforts/expenditures should be matched with efforts at reducing environmental impacts..noise and emission reductions, use of renewable energies, environmental mitigation etc

Appreciate the effort to identify a feasible alternative to SeaTac. It would be helpful to have examples (from around the country) of what size, scope and impact a similar airport facility, as suggested in this effort, would have on the locations you have currently identified.

As a resident of the Enumclaw area I am strongly opposed to the area having an airport. A hazard to the many livestock; A hazard to the tranquility of the area.,,And not necessary.

Aviation expansion should be put on hold as we are facing a climate emergency and it is irresponsible and short-sided to project flight/passenger demand and come up with "build a new airport" as the solution, rather than discussing and first addressing alternatives to air travel or development of technologies to reduce the harmful and undesirable impacts (to public health, communities, parks and wildlife, and overall quality of life) of such a development.

Bellingham needs to become a more important airport. It's painful getting from Bellingham to SEATAC and expensive to fly from BLI to SEATAC. It would be great to be able to fly direct from BLI to more places.

Central sound is too close to SeaTac which another airport would make it worse. Roads cannot handle this. Pollution is already a problem. South sound is better choice.

Do explore outside of King County. Traffic, roads and general capacity make this a better decision overall.

Do we really need more airports at all. Nice to have not the same as need to have. We don't need more air and noise pollution nor should we be large scale developing and losing our trees and farmlands to keep our state healthy.

Existing airfields should be considered instead of building new airports. Most of the 10 sites listed are in rural residential areas and farmland. The 2 Thurston County sites are in critical aquifer recharge areas and prairie habitat with endangered species. We need to start preserving the unpaved land that is left and do a better job utilizing areas that have already been developed. The existing airfield such as Sanderson Airfield in Mason County, Bremerton Airfield in Kitsap County, and Paine Field should be expanded to accommodate future need.

Expand sea-tac, choose Thurston County, how about putting it on the huge empty Ft Lewis area? Don't put it in Graham Kapowsin with no road infrastructure to manage traffic. Takes 45 minutes now to drive shill Meridian. Not to mention the thousands of new homes and apt units that have/are being built.. a true driving nightmare now.

I love looking at peaceful Mt Rainier. You build an airport, all we would have is watching and hearing jet planes. And there are so many resident and huge schools, homes, churches, ect that would be sound and traffic impacted.

Expanding existing facilities/airports such as Paine Field, Bremerton Airport or Bellingham makes more sense than destroying the environment of rural communities.

Having a commercial airfield in Thurston or Lewis County makes sense. The truth is, everyone will say no because they don't want change. But it needs to go somewhere, and better to be part of the change and help guide it-then to let it mow over you. It is a no win situation on the the surface, but the economic boom that will be realized by the community will be worth the growing pains.

Hello,

My understanding is that there were rulings in place stated that no other part of SW King County was to be on the potential site list for a new airport, and that ruling was ignored. There is already too much traffic for Highway 164 out of Auburn to handle because of the Muckleshoot Casino and the White River Amphitheatre, as well as the attractions of Mount Rainier National Park and Crystal Mountain. Backups can be for miles during an event or in the case of an accident. This already causes problems for emergency vehicles, as well as the general public who are trying to get to the event, go home, or go someplace else. With the Muckleshoot Tribe building a large hotel, there will only be more people trying to access Highway 164, and quite probably by extension Highway 410 up to Mount Rainier National Park.

There is no reason that an airport should be put in the middle of a rural and agricultural area. The infrastructure for such is not in place, and the cost would be astronomical to put in. And if said infrastructure were put in to support an airport, the way of life on the Enumclaw Plateau would be totally destroyed and would never be able to be brought back again. People, including myself, live here for a reason: a quieter way of life. If we wanted an airport in our close proximity, we would live close to SeaTac Airport.

Please take the Enumclaw Plateau off the site for consideration and follow the rulings that were put in place originally.

Thank you.

Sandra Carey

How much money will be made and by who in further destroying this town by having an airdustrial mega port?

I am concerned that, once again, insufficient thought is given to other-than-human species. Expansion of air traffic is problematic for everyone and our lifestyles are destroying lives every day. This is not hyperbole. It is true. We must focus on lifestyle changes that rein in our expansions. Please consider reducing harm.

In this rural part of Thurston, Fort Lewis-Mcchord already adds a huge amount of air and noise pollution. Nobody wants more - except companies whose CEOs don't live in these areas.

I am originally from SeaTac and I moved to Graham to eliminate noise pollution from my family's life. This proposition would inevitably create noise pollution that I can imagine most residents in my immediate area would be opposed to. It would change the ecology, environment, and closeness to nature that we love. Kapowsin, eatonville, and other small towns in the area would be greatly and negatively effected by this proposal and I am in opposition to changing that. We moved to a rural area for a reason. I would like it to stay that way.

I am very concerned with the continuing practice of paving over or building on land suitable for agricultural purposes. With the ongoing water shortage in our western states land that has an adequate water supply is even more essential.

I bought this land for retirement and total enjoyment, I know where SeaTac and Portland airports are and that's fine. I am 80 yrs. old and I have been fighting off "poachers" of the land behind my property for almost 17 yrs. Somebody can't stand the fact that it is a controlled land belonging to Fish & Wildlife, that it is an open, beautiful prairie land, they have to try and exploit it! It is peaceful out here, beautiful skies all year round! Lot's of wildlife (some human) close to one of the only small towns left in this area. We fish in our lakes, we make hay in our fields and we feed and work with our animals and our horses. This proposition would simply destroy it all, no two ways about it and you know it!! I put up with the railroad because I love trains and they were here first but I draw the line at an airport with the capability you are talking about. I may be old but I am not stupid, I have seen a lot. I used to work for King County, drove Metro for 26 + yrs. I don't live up there, haven't since 1985. Please don't destroy all this. Please don't make my suggestions as invalid because I am a Senior and live on a limited income, not fair. I actually think some of your questions are offensive, it doesn't matter how old I am or what color I am, the values and the land are the problems!! Am I human? Try me!!!!

I grew up less than 4 miles from SeaTac Airport and absolutely oppose putting another large airport like SeaTac in Thurston County. The noise would destroy the quality of life, here. I have commented on the proposed sites for a new major airport in Thurston County, using the website survey. I provide additional comments here:

(1) Hard to believe that Endangered Species Act considerations is not one of the siting criteria! In Thurston County, both proposed sites would run afoul of ESA, and it's unlikely the US Fish and Wildlife Service would give approval.

(2) Both sites would destroy wetlands. I doubt it's possible to provide enough off-site mitigation.

(3) Why isn't the climate crisis also a criterion? The Commission should consider the possibility of restraining the growth in air travel and providing other, less carbon-intensive alternatives.

(4) The Commission itself is biased, with its membership dominated by commercial air travel interests.

I live in the Skagit Valley and am willing to drive to more populated areas. I oppose the proposal to build an additional airport in King County on the Enumclaw plateau. KC has worked for years with our taxpayer dollars to preserve and protect the open space and farmland in that area - reason enough to reject the airport. Not to mention the negative effect it would have on wildlife within the proposed area (elk, golden and bald eagles, owls, hawks - the list goes on) by taking away their habitat.

Question: Why not expand Boeing field and/or Paine Field? The infrastructure is already there.

I strongly believe our next airport should have a mass transportation link, possibly a hybrid of rail and bus system, so passengers do not have to use cars to get to it

I think a new airport in Thurston County is an excellent idea.

I think that putting a major airport in Thurston Counties and southward is a mistake, since the main population that would demand this need are found in or near the Seattle area. It would adversely impact the quality of life we have in Thurston County.

Just because Amazon decided to locate in Smokey Point doesn't mean that a new airport and whatever other new infrastructure they think they require should automatically be afforded them. The impacts are too great.

King county does NOT need a monopoly on international/commercial/shipping airports. Our roads, highways and freeways already can't keep up with the demands on them.

The need is south towards olympia to meet the needs of residents between seatac and portland international.

Enumclaw is to far away from a major freeway. Traffic congestion is already bad on those rural two lane highways. It is also vital agricultural land.

Moving SEATAC Airport to Enumclaw Plateau would be a bad decision due to environmental factors. Not to mention, it would also result in the destruction of South King County as a viable agricultural zone. It would be similar to locating the airport in Skagit Valley Tulip fields.

NO NEW AIRPORT IN ENUMCLAW! Please. As per the current regulations, King County should remain excluded from expansion or new aviation site. Traffic and noise pollution are already a HUGE issue in King County. And specifically to South King County, we are already dealing with a huge increase in traffic/noise/air pollution due to the massive increase in housing developments as well as the awful smells coming from Cedar grove (dump site & composting). As a resident in south king county, I'm appalled at the increase of development without any focus on the impact these have on our infrastructure. Any new airport should be outside of king county.

No new airports. Expand and work on efficiency of existing ones. We are in a climate emergency. Air travel needs to decrease.

Olympia as capital needs airport. to improve transportation

One of your major considerations is air traffic control airspace. Air traffic has separation standards that may preclude certain areas, i.e., proximity to a major airport. For instance, air traffic in the L.A. Basin is controlled by the operation at LAX.

I have a 60 year career in such matters. I'd be happy to appear before the Committee.

Our efforts should concentrate on providing train or bus systems which can reliably carry passengers to and from the existing airports, SeaTac, Everett, and Bellingham. Advances in more sustainable fuels will be applied to trains and busses long before airplanes. I reject the assumption we need more airports. We need more mass transit and less hardened landscape.

Please do not allow the placement of a large airport in South King County near Enumclaw. People have moved to this location over decades to avoid the noise and traffic associated with more urban areas. This area simply does not have the transportation infrastructure to accommodate such a project and the local quality of living standards would be severely impacted. If an additional airport is really needed, locating such a facility in a more industrial (non-residential) area would be more appropriate. We should learn from the outcry of people in Burien already suffering under the flight paths of Seatac airport and not make the same mistake of bringing air traffic noise into other currently peaceful neighborhoods. Please keep me informed.

Thank you.

Please keep South King County out of the running for an international airport. The blue collar community here would suffer immensely and farming would cease. I plead with you to remove South King County as an option for an International Airport.

please, no airports near Olympia. Money should go to bike lanes, bike paths (people can vacation near home!) and trains.

Put me on your mailing list

Right now, I have been trying to find a place to complain about non military small plane traffic flying low in Graham, creating tons of additional disruptive noise all hours. Air traffic has increased to beyond tolerable. Even jets going to SeaTac are noisier and lower than in previous decades. Please, no. More. Air traffic. And require a noise abatement system of some sort of possible. Cats require muffers, why can't they quiet planes?

Sea-Tac, Paine Field, and Portland airports are large enough to serve the area. Rural communities cannot be destroyed by putting in new airports. I encourage you to be creative working with airlines to utilize existing smaller airports. Another one is not needed or wanted.

September 6, 2022

To Whom it May Concern:

I am writing this to add my name to the on-going list of individuals who are voicing their protest regarding the proposed international airport in Southeast King County, WA State. Historically the Enumclaw Plateau residents have overwhelmingly and on numerous occasions voiced their resistance and concern to any major change to the zoning or "enhancement" of this area. I live in this area and appreciate the beauty and natural use of the land. This area has been designated as an agricultural area and King County taxpayers have preserved it thru the Farmland Preservation Program. The Enumclaw Plateau is home to more than half of this preserved farmland. Moreover, nine of the twenty productive dairy farms in Washington State are in this same area.

Another consideration is the natural beauty, habitat, and diverse wildlife that is part of this area. Preserving the plants, animals, and water are a major focus. My property is very close to the Newaukum Creek. The health of this creek is vital to the health of this area and has been a major focus of King County.

King County already has two regional airports; we do not need another in this county. In addition, the infrastructure of this area is already insufficient for the new growth in population. Adding an airport would exasperate and add to the pollution, congestion, and destruction of farmland. An airport would totally alter and destroy the current agricultural and natural habitat of this area. Remember this area is part of a voter-approved farmland preservation. The residents of the Enumclaw Plateau value, protect, and honor this rea. Locating an airport here would violate and destroy the current agricultural and natural habitat of the Enumclaw Plateau. Who would benefit from this proposal, not the residents of the Enumclaw Plateau?

Respectfully,

Mary Margaret Ostrander

Mary Margaret Ostrander

30027 SE 408th St.

Enumclaw, WA 98022

peg.ostrandercc@gmail.com

Serious consideration needs to be given for all proposed sites that may impact Washington's national parks - Mount Rainier, North Cascades and Olympic national parks. Impact assessment needs to include the impacts of soundscapes to these national parks and their associated designated wilderness areas along with US Forest Service designated wilderness areas along the west slope of Cascades and Olympic Mountains. The impacts to social, economic and environmental needs to be evaluated. These areas already have general aviation, commercial and military flights affecting them. There is no reason to further threaten the natural quiet of these areas by another large commercial airport.

Serve the most needful people with the least environmental impact. Consider traffic impact as a major issue. Cargo traffic is very important. It must be increased dramatically.

Should expand seatac or build brand new one like they did in Shanghai, Tegucigalpa, Dakar... Size wise would be good to have 4 runways and the size of ICN to really be useful.

Siting: Best option is to work with current airports rather than building a new one. Put focus on expanding capacity that integrates with logistical and transportation planning for the future, which will be different to the present due to automation, building out High Capacity Transit and need for GHG reduction, regardless of population growth. There are lots of examples in other sectors, e.g. water use, where growth is accommodated by streamlining and reducing per capita demand rather than increasing capacity. That should be the case with air transport as well. In terms of site selection, focus on efficient cargo (not further clogging I-5) rather than passengers. Predict efficient future automated logistics and focus on being close in to population centers. Also account for the fact that climate change is rapidly changing geography and seasonality of crops and therefore exports.

Thank you for the opportunity to comment of your initial ideas.

The areas in pierce county cannot handle more traffic and people.

The consideration of the SE King County area as a potential for an additional domestic or international airport makes no sense. It will devastate the farm/ranch/Native American lifestyles currently in the area, not to mention the lack of roads to support such a step. In addition there are creeks & rivers supporting salmon/wildlife that would be destroyed. There are several better options.

The Lacey, Olympia, Tumwater area is already being overdeveloped without adequate infrastructure now. To bring additional traffic without a major expansion to I5 is irresponsible and will make this area unlivable.

The South Lewis site option is the most interesting choice when considering the State as a whole with the potential to accommodate multi-modal transportation efforts throughout the State. The Amtrak Cascades route passes Winlock at SR-505. If an airport were located here, the opportunity to work with Amtrak/Federal grants to build an additional stop at Winlock, with a shuttle bus to the airport would be absolutely fantastic for our region's growth.

Picture this: Drive from the Peninsula to either Yelm-Lacey or Centralia Station, park or get dropped off, ride the train to Winlock, shuttle to the airport and go. Alternatively, use Sound Transit from further north, catch Amtrak to Winlock, shuttle and go.

This location inspires the most opportunities to match the long term goals of our State, adjusting and adapting to population shifts and public transportation.

Thank you,

Nora

This is all about industry despite what you list as your guiding principles. Who is on your committee? Where do they come from and who and what do they represent. Progress is not measured in increased financial returns as you list as your number 2 guiding principle. Who benefits financially from placement and who suffers from "well, we tried" shrug?

To whom it may concern.

After reviewing the proposed airport plans, my feeling is that there is more than adequate airport services between the two airports that we have currently. Another airport is just a climate

nightmare. Let's be part of the solution, not the problem. The noise pollution is a huge consideration in itself.

I'm particularly against any airport addition in the King County area, especially near Enumclaw, Buckley or Bonney Lake. Traffic is already a difficult daily commute. More airport traffic and all the airport trappings that go along with it make for a horrific scenario.

Please do not do this to us!

We need an Airport in Thurston County

What sort of moral deadness and intellectual schizophrenia must you have to be part of a commission like this one in a state like Washington that professes to understand the climate challenge (and is exceedingly vulnerable to it)? Working on airport expansions is the kind of "just doing my job" that the average German people used to persuade themselves that helping the Nazis exterminate people was OK so long as they were not themselves doing the shooting or gassing people. Every jet trip in the first world is like wealthy walking on the heads of poor people the world over who are desperately trying to remain afloat in a raging sea. The only sane response to climate chaos is to immediately STOP expanding air travel and to start reducing it.

While I understand the desire for the state to project growth and plan for accessibility, I am extremely concerned about the proposed sites while existing infrastructure is in place in the surrounding areas. This project seems to be a large waste of taxpayer dollars when you have Paine Field and Bellingham airports within 20-40 minutes of both Skagit County sites. Not to mention the impact both of the proposed Skagit County sites would have on local agriculture economy, disruption to a large, important area that migratory birds (including endangered and species at risk), and a small but important tourist area that thrives on its rural charm.

Why is the commission only considering what serves King County and not the rest of the state? Eastern Washington should also be considered. The final decision must include solving traffic issues.

Why is the WSDOT now involved with commercial and cargo aviation?.. How is WSDOT being paid for this?..

Would prefer option north of SeaTac. Canadian travelers important to consider too.

You guys are nuts if you think parking an airport down in this remote county is a great idea. There are no services here in any way, shape or form to support an airport. There's NOTHING down here.

Your bigotry is offensive.

A absolute horrible idea. An airport in Enumclaw would absolutely destroy this beautiful community. This place is too special to turn it into another SeaTac, with all its rafter. Shocking that this is even on the table. Go elsewhere!!

Absolutely NO!!!!!! We do not have the roads to handle this. The traffic we have is already too much for our roads. This is just one concern of many, but one of the biggest. Just absolutely NO!

Additional passenger service is needed north of Seattle. Driving through Everett/Lynnwood/Seattle to SEATAC can take many extra hours depending on traffic.

After reviewing the proposed plans set forth in this survey, it was clear that the state has completely unrealistic goals. Western Washington is not Tokyo! I currently live and fly in Japan and spend many years flying military aircraft and grew up in Washington state Skagit valley. Your solutions are terrible. The solution is to develop Pain Field who already has the fields built but lacks the infrastructure. This should include major improvements to light rail to the airport and also improvements to the road structure. Another solution would be to possibly make Bellinghams airport better before any consideration to develop the farmland of Skagit valley. This area already has access to both these airports and there is no need for more! I can't answer for the southern recommendations but in general this board and the state are pushing recommendations that are absolutely terrible. I usually don't respond to these but wanted to offer my professional advice. I hope this board strongly considers my input as you are able to make a terrible decision for the state!

An airport here would totally change the atmosphere of our farm town, detrimental to all livestock, especially dairies. Plus as it is there is no Infrastructure to support such a plan. Me and my neighbors are saying NO WAY!!

An airport in Graham-Kapowsin area will only deteriorate the roads quicker. The roads already cannot handle the amount of people on them. Let alone the area does not have the capability to house more people.

An airport in rural Enumclaw should not be an option. The infrastructure would not support the traffic, the farmland has already been bought and paid for, the wildlife in the area would be devastated.

An airport on the Enumclaw Plateau will be devastating for farmers, families, fish, birds and wildlife etc. It will add to the the already polluted air that comes from the west of us and backs up against the mountain. Its just the WRONG place!!

Any new international airports built in the state of Washington should be in close proximity to Interstate 5; NOT near a two lane country / agricultural hwy.

Anyone that fills out this questionnaire regardless of age, identifying gender, race/ethnicity and income so you have a representative group of people? are you serious?

And FYI I didn't select the income category that is checked below.
Are you kidding? Enumclaw Airport?

Easy freeway access from all areas of Washington. ! Yea, right. What a joke , the WSDOT just continues to demonstrate its brilliance in planning and thinking.

Term planning and

Arlington doesn't have the space without displacing and destroying too much Property and environmental habitats. Skagit has better availability.

As a long time resident of the Enumclaw Plateau, I am obviously very concerned about the possibility of SE King County being chosen as a site for the new airport. There are a number of reasons for my concern, both personally and for the community at large.

First, there are a number of properties in and around the proposed site that are under the Farmlands Preservation Act. It would be totally wrong to impede upon those properties! Gads, we need some land that is left open in this overdeveloping area!

Second, with our high water table, there are many designated wetland areas on the Plateau as well. Besides the potential removal of wetland areas, I can easily see future impact upon airport runway surfaces – not a good idea!!

Third, with the increase in traffic volume at this time in our area, I could not imagine what it would be like with the numbers of cars on our local roads transporting airport personnel as well as passengers – a major gridlock nightmare!

Fourth, it appears that Muckleshoot Tribal Lands would be impacted and I have wonder how that does not negatively affect the people of color criteria!?

Finally, we live on 400th near 212th, so selfishly I do not want to be under the bellies of aircraft as they take off and land 24/7, if our house was not bought out for the airport. That thought just depresses me and makes me very sad!!

Other issues are the proximity to Mt Rainier and the Park, the hot air balloons that sail over us in nice weather, and just the general country feeling/ambience for which this corner of King County has been known for decades and decades!

So, please, consider an existing airport over a greenfield site, especially SE King County. I recognize the need for more airport/runway options in Western WA, but just not here!!

Thank you,

Val Howard

As a member of the Audubon Society, my first interest is in preserving bird habitats and wetlands. Both locations in Snohomish county would have a serious impact on both. These are not good locations for new airports.

AS A PRIVATE CITIZEN AND NOT PART OF A REPRESENTATIVE GROUP, I ASK THAT YOU PLEASE LISTEN CLOSELY TO THE RESIDENTS OF RURAL KING COUNTY, PIERCE COUNTY AND SURROUNDING AREAS: DO NOT PUT A COMMERCIAL AIRPORT IN ENUMCLAW. NO FARMS NO FOOD. RESIDENTS WILL LOSE A GREAT PART OF OUR QUALITY OF LIFE!

As a real estate appraiser that has appraised throughout the country, the impact on this rural community, zoned rural, and intended to remain rural will be devastating not to mention the impact on nearby tribal lands. Everett has an airport that cannot financially support commercial use, why is it necessary to build an airport and destroy a community when there is a direct case that a supplemental airport is not economically feasible?

This is horrible and ill-conceived plan that should be abandoned.

As a resident of South Hill Puyallup I have to say a resounding NO to putting a new commercial airport in Pierce County. This area is already expanding exponentially creating sparse affordable housing, negative environmental impact and traffic woes. A new Commercial Airport in Pierce county would be devastating to our community. Do not locate that abomination here.

As someone born and raised in Skagit I see this as a travesty to propose these two areas. They both provide a large portion of Washington states produce. Not only are both areas major lots of farmland, they are also places that are homes to unique wildlife and beauty. Keep the urban sprawl out of Skagit. Go somewhere else that is already developed. Leave Skagit alone.

As someone who lived on the Far East side of Washington I see no reason to put in another airport. Spokane, Seattle and Everett are enough. I've even flown out of Bellingham. Many of the locations you are looking at serve the community, state, and nation by providing farm land.

At the very least please don't take our precious farm lands and dwindling homes for wildlife.

building another airport is like making another lane on a highway it seems like a good idea but it does nothing to solve the root problem

Choose Paine Field

Comments Previously sent regarding East King County objection.

DO NOT build that airport in Graham Kapowsin! I am a homeowner and tax payer in the area and I say NO!

Do not destroy our rural peaceful areas. There are eagles and herons that live around these lakes that don't need more noise pollution

Do not destroy our way of life here by building an airport, of any kind, here!

Do not put an airport where our tulips, potatoes, and snow geese live. We have a lot of migratory birds. You have Paine field and Bellingham. It won't kill people to drive 30 minutes to one of these fields. Stop with the big development!!!!!!

Do we really need another airport? We have to stop aiding and abetting the use of fossil fuels. This will only add to the amount of consumption ("if you build it they will come"). Please do not do this. Let's be better, and think of some good alternatives. Please.

Enumclaw is one of the last of a number of agricultural gems that exist in king county. We need to preserve farmland for the future of food security for all. Please do not consider this area for a new commercial airport. There are almost no areas left that support ongoing agriculture efforts. There are better locations that are not already preserved for livestock and agricultural production.

Existing infrastructure could use improvements all over the state. A floodless location in Centralia would be a good addition.

Expand already existing airports that already have established infrastructure and would have less displacement of individuals and reduce potential traffic congestion. Taking away farmland is not environmentally sound. People need to eat. We really don't need another airport in the state for passengers.

Expand an existing airport instead of building a new airport.

Expand the flights/etc out of Bellingham international airport. This airport already exists and is under used. Expand the airlines/flight choices and whatcom and skagit county would fly from there.

Expand the light rail instead of building an entirely new airport. We don't need another airport, we need better mass transit to get us to the one we already have.

Expanding existing infrastructure seems like a better solution to increase capacity with the least impact to the environments and communities.

Expanding on airports that are already in place would be the right thing to do and minimize impact to the environment. We need to keep our rural areas rural and building an airport and all the other infrastructure that goes with it would be harmful and damaging to the farming communities that we desperately need to protect

Expanding Paine Field has been one of the best decisions made in years. I appreciate the passenger service started there, while I'm not a great fan of increased air traffic. It seems that it would have the least impact on precious farm and wetlands. Bellingham passenger service might also be expanded. I've flown from both. If they flew more places, I'd never go to SeaTac again.

Expansion of an existing airport is the most fiscally and environmentally responsible option. Building a new airfield from scratch will require much more infrastructure development and rural disruption.

Figure out what to do with traffic and people living under the bridges and along the sides of the roads before building another airport.

First of all, the outreach on this proposal is so poor that I only found out from a retired colleague and the NW Swan Association. I have had problems with Paine Field and am not even in the flight path. And several options impact me. I have missed meetings not because of lack of interest, but because I didn't know they occurred. Secondly, I don't know why you are looking at wiping out migrating birds in the Snohomish and Skagit areas when they are already under massive threat. And why you are even considering farmland when ag resilience and food security are going to be critical in the face of climate change. Please focus on upgrading existing airports and really think about whether this will even be valuable in the future. I feel like airport studies are sometimes on automatic pilot (no pun intended) with zero attention to anything else happening on the planet. Maybe you should be focusing on greening the fleet instead of expanding a bunch of fossil fuel guzzling planes with irreparable impacts to communities and the environment.

Fortunately I live beyond your 90 min range, But I wonder, have you asked the people whose lives will be negatively impacted what they want? No, I didn't think so. And, just what do you do when you've paved over all that farm land? Concrete is not edible.

Neil LeMoine

Hello! I think it would be completely reckless to place an airport on land that should be designated for farming/natural space if it's optimal for it. Especially considering WA wants to go to completely electric vehicles, this is incredibly hypocritical. Young farmers like myself need as much land available as possible, especially considering the level of food insecurity that this country is facing right now.

Hello:

As a marginalized econo and Indigenous woman of color I am absolutely opposed to any addition, including the two proposed, of commercial passenger service, air cargo, and general aviation in or near Tumwater. We are already inundated with JBLM helicopters in large groups and even C-31 Cargo planes at times, Medical, Pilot Training, and Police aircraft flying low (often obviously below the 500') 24-hours per day! ENOUGH! Our community is largely comprised of voiceless low-income including a significant senior/elder population.

Skagit NW is impractical for the population served and what purpose would it serve but to add more miles driven by the target population.

Skagit County SW is no go, too. No more projects disproportionately impacting the poor and/or people of color.

Snohomish County Northwest is a double and triple "No!" Again, enough with projects disproportionately impacting the poor and people of color--in particular in this case, the Tulalip Tribes' members, already having borne negatie noise and air and enviornmental polution by Boeing's Paine Field. I occasionally reside on the reservation of my Tulalip people for work and the air traffic is already nearly unbearable. Enough!

Yes to Snohomish County SE, of all the bad ideas outside East King County, this least impacts the environment and significant populations of the impoverished and people of color. And it serves the largest number of the intended population with less motor vehicle travel as many other sites so is also more environmentally favorable.

Yes to East King County. Along with Pierce County Central this is most compatible with population served and least impactful to populations most often disproportionately harmed by these projects--the poor and people of color.

No to Pierce County East. No more disproportionate impacts to people of color! Enough!

Yes to Pierce County Central as it well-serves the intended population, but ensure mitigation for environmental impacts.

NO to Thurston County Central and No to Thurston County South! Absolutely NOT! We in Tumwater are already bearing the load for multiple uses as we endure DAILY 24-hour noise and air emissions pollution from low-flying medical and JBLM helicopters -- the latter flying in 2-4 formations back and forth for hours at a time. Beyond that we are smack dab in middle of major commercial air passenger, air cargo, and general aviation path! Add that we are disproportionately low-income and would unfairly pay the price for a wealthy subset of society's comfort and convenience. It's already too loud with non-stop low-flying small planes many we presume are receiving flight training and exceeding the 500' level so often that our pictures fall of the wall! Absolutely NO to increased air traffic of any kind in and around Tumwater.

Yes to Lewis County but only if environmental impacts including noise and emissions can be mitigated.

Again, my main opposition is to the two Thurston County options. Having lived here for 25 years I've witnessed the increased unlivable (noise and emissions pollution) from more than doubling of air traffic from and two the Olympia Airport here in Tumwater as well as the traffic from being on direct flight path for commercial and cargo traffic directly above us.

Thank you. ~Kyle Taylor Lucas

I am 50 and was born and raised in Enumclaw. Every day I commute to work from Enumclaw to 10 different areas of King County, I go through the worst traffic and pollution in the state and am relieved when I get home. Many battles have been fought to keep our rural lifestyle here in Enumclaw. Boeing, at one time wanted to install microwave towers on the tops of Mount Peak and Mount Baldy. A small group of determined citizens successfully fought against it. Another time a Fire Training Center was proposed on 400th which would have involved burning cars and various other polluting items. Again, strong willed citizens fought against it and won. This time we are up against the biggest threat of all. We must not let an airport happen here.

Sincerely,

Julie Garrison

I am an elected Dike District Commissioner for Skagit County Dike District 12. I was the project manager for the local sponsor for the Army Corp Skagit GI for 10 years and I have a degree in Watershed Management and Environmental Science. I am a 4th generation life long resident of Skagit County. I have also participated in Skagit County GMA workshops, focus groups and watershed studies since 1990.

I am completely opposed to either airport site in Skagit County. This valley is a beautiful jewel, actively trying to preserve its rural character, farmland, and gorgeous surroundings. I have lived here since 1945, my father since the 1920s, and my grandparents before that. The mountains, sea and mighty Skagit River make it an exquisite place. This valley is a treasure. The two proposed Skagit County sites would destroy an irreplaceable heritage.

PLEASE do not select them.

I am especially concerned about environmental impacts of any development, as well as adverse effects on minority populations.

I am fully in support of efforts to place an airport in Enumclaw. While I understand the concerns, if additional capacity is required at SEATAC and it cannot be met with expanding KBFI and KPAE, then another airport must be constructed. Alternatively, KRNT currently sits as a general aviation only airport and adding scheduled flights could work as well.

I am happy to see options for an airport south of king county. I dread driving from Olympia to SeaTac to make a flight.

I am opposed to Enumclaw as a potential site. The impact to surrounding lifestyle to great. Infrastructure requirements will be staggering.

I am totally against an airport in Enumclaw. It is insane to even consider it when other areas are more appropriate and need one.

1. There are current airports that can be expanded. We are only 30 some miles from Sea-Tac. Why would we need another airport so close?
2. We have high winds. We are too close to the mountains and have lots of fog. We have flooding in and around the proposed site.
3. Airports would be more useful to the population in the Northern, Southern or Eastern areas of the state. Also the Peninsula could use a large airport.
4. Too much of our tax dollars have been used to restore Salmon habitat and to preserve the last of farmlands in Western Washington.

Please remove Enumclaw from consideration.

I am very concerned about the proposed sites for new airports in Skagit and Snohomish County. Many of the proposed sites would negatively affect some of the premier wintering sites for swans and Snow Geese in the lower 48 states. Of the 4, the Arlington Airport would be preferred.

I am writing to ask you to remove both "Greenfield locations" in Skagit County from your list for a new commercial and passenger airport. I am strongly opposed to both locations.

Further consideration of either of these sites is inappropriate. I and many other citizens of Skagit County are baffled as to why Skagit County is even on your list in the first place. Construction and operation of an airport here would upend the agricultural and tourist economy and destroy significant environmental features at and far beyond the sites themselves. Neither site meets your stated selection criteria. Moreover, based on a long and continuing history of Skagit's citizens protecting our County from such radical commercial development schemes and urbanization, any proponents of an airport here would experience years of strong, well-organized opposition to a new airport.

Both sites are in 100-year floodplains. For the Northwest site, 86% is in the floodplain and for the Southwest site, 96% is in the floodplain. As the floods last November vividly illustrated, the sites are prone to flooding and floods are expected to increase over time due to climate change. Additionally, both sites are vulnerable to sea level rise over the next 100 years if not sooner. (See story this week about the Greenland Ice sheet melt including statements that forecasters did not predict the faster rate that sea level rise would occur. Greenland ice sheet set to raise sea levels by nearly a foot, study finds, <https://www.washingtonpost.com/climate-environment/2022/08/29/greenland-ice-sheet-sea-level/>)

The areas of both sites are blanketed in permanent conservation easements intended to protect prime agricultural land, open space and important fish and wildlife habitat. These easements have been established over many years using federal, state and local public funds. They can only be destroyed by using the legal doctrine of eminent domain. The ensuing furor and litigation if a proponent tried to undo these easements would alter the economics and illusory charm of any already questionable airport plan.

Both sites lie in a critical bird flyway. Skagit County is known nationwide for its winter bird populations. Part of Skagit's economy depends on tourism and recreation (hunting) around wintering birds (for example, 80% of wintering waterfowl in Washington State occur here). Some 20,000 shorebirds visit Padilla Bay mudflats in winter. Significantly, Skagit contains the largest Trumpeter Swan wintering population in Washington. These Swans are one of the largest birds capable of flight.

Large flocks of Trumpeter and Tundra Swans along with huge flocks of Lesser Snow Geese

are annual winter visitors to Skagit Flats and Samish Flats. Samish Flats hosts high and diverse numbers of wintering raptors while both Samish and Padilla Bays support on of the largest known wintering population of Peregrine Falcons. Skagit is also critical area for Brant and Western High Arctic Brant. The construction and operation of a new airport also poses a serious threat of destroying the March Point Heronry that supports the largest nesting site for the (iconic in Skagit County) Great Blue Heron on the U.S. west coast. Construction and operation of the airport would disrupt the birds' nesting and feeding activities. Human disruptions - noise and activity- are known to cause these birds to abandon their heronries. Both the Northwest Skagit site and the Southwest site overlay state designated "Important Bird Areas" a designation by the National Audubon Society and Bird Life International, in cooperation with the State Department of Natural Resources Natural Heritage Program. IBAs are high priority areas important for preserving significant populations of the various avian species that depend on them.

Surely, given the numbers of birds that fly into, around and through Skagit County's so called "Greenfield locations," neither your members nor anyone else can ignore the danger a new commercial and passenger airport poses to crew and passengers of aircraft. SEATAC Airport recognizes this: every year for many years large raptors, particularly Red-tailed Hawks, are captured and moved from the Airport to ensure the safety of airport operations. Guess what? Many have been moved to Skagit County and released here! Also, the Northwest Swan Conservation Society works with Whidbey Island Naval Air Station and farmers on Whidbey Island near Ault Field to reduce the chances of aircraft collisions with Trumpeter Swans.

The sites also threaten to add pollutants to nearby waterways including the Skagit River (the major source of fresh water entering Puget Sound), the Samish River and their tributaries. These pollutants would harm native fish. Additionally these pollutants would make their way to Padilla Bay which has the second largest eelgrass beds in the U.S.; they are critical habitat for juvenile fish including salmon and are food sources for the endangered Orca Whales.

The area already experiences significant noise pollution from Whidbey Naval Air operations. A new airport would make this situation worse. Moreover, how compatible would this airport be with the operations at Whidbey?

Your selection of either site raises significant Environmental Justice concerns:

both are of significant importance for our local tribes and for the wildlife they co-manage as part of their cultural heritage. Additionally, the population make-up of Mt Vernon and La Conner also meets environmental justice concerns.

Finally, the passenger population estimates from your studies demonstrates that neither of these sites would even come close to meeting the population goals.

Please take the common sense action of removing both Skagit "Greenfield locations" from your list. Thank you.

Sincerely,

Mary Ruth Holder

201 S. 7th St.

Mount Vernon, WA 98274

I am writing to encourage you to remove Enumclaw's surrounding area as a potential location for a commercial airport. This would go against the agricultural culture of this area. I am writing to express my strong opposition to the proposal to build an airport in SE King county. I live on the Enumclaw Plateau just southeast of the proposed location. We the people of King County through the King County Conservation District have purchased the development rights of this land so that it remains agricultural in perpetuity. Many farmers will be displaced and the land of the people of the Muckleshoot tribe will be negatively impacted. South King County is already the home of two large airports - KCIA and SeaTac - not to mention the other small regional airports in Renton and Auburn. We do not need to sacrifice more peace and quiet for another airport. Additionally-the cost of infrastructure to support the ingress and egress to a large airport would be enormous. The current highways struggles to accommodate the current needs of the community.

Please find another location.

I believe Olympia or the surrounding area would be a good place for a larger airport with passenger flights, it is situated well between the 2 bigger airports we have to choose from. I believe that if a new airport were to be built, the south end would make sense. We have Paine Field to the North. Sea-Tac in the middle, and Pierce County would make a lot of sense. That would give you the ability to reach all 3 major Western Washington markets.

So I think a hard look at Pierce County or even further south would be the logical location. I believe that if a new airport were to be built, the south end would make sense. We have Paine Field to the North. Sea-Tac in the middle, and Pierce County would make a lot of sense. That would give you the ability to reach all 3 major Western Washington markets.

So I think a hard look at Pierce County or even further south would be the logical location. I believe that locating a new airport for commercial use in or near Enumclaw is not a wise idea. This City and the surrounding areas in the plateau have been and should continue to be used for farmland.

I believe you should expand Bellingham or Paine field. A Skagit County site is not a good idea because of all the agricultural fields and migrating birds.

I believe you should expand Bellingham or Paine field. A Skagit County site is not a good idea because of all the agricultural fields and migrating birds.

I have lived in Enumclaw 56 years. I moved here because I was drawn to the rural and relatively undeveloped area. I raised thoroughbred horses and cattle. I have been actively involved over the many years when threats were made to drastically change our peaceful community. We MUST not let this corner of se King County be covered with an airport. Every effort has been made in the past to preserve this beautiful rich farmland. Laws are in place to not let that happen.

Sincerely,

Diane Michaud

I have relatives in southwestern and southwest WA. They want more service near them vs hours long travel and a hotel stay to utilize a commercial service. Build or Enlarge elsewhere other than King County.

I heard about the ability to comment and want my voice to be heard. I am the Pastor of La Conner UMC and I'm aware of many negative comments being made about the possible expansion of the airport.

I heard that there are prime wetland areas and farmlands that are going to be impacted by this. In alignment with the state's efforts to reduce environmental harm overall, reconsider the locations OR hire someone to come up with new proprietary designs for structures that have either a net zero or net negative affect on the natural areas.

I live in a HOA representing 92 homes,

I live in a place where we get noticeable traffic and noise from both SeaTac and Paine.

I live in Graham where it is peaceful and beautiful. My farm is surrounded by Bald Eagles, screech owls, elk and deer herds, and family farms that host a number of livestock and businesses that make their living from those livestock! It is a terrible idea to put an airport anywhere near the country rural areas in Graham!

I live in Puyallup and already have enough flyover airplane noise from SeaTac and jblm that is noisy. SeaTac is close enough for residents to use this airport. Please look further away then pierce county for another site. We feel it enough from SeaTac.

I live in the Arlington area and love the idea of an airport as long as the rest of my community and environment are able to sustain the growth.

I moved here from Southern California looking for a quieter and safer place to raise my children. Adding more of such infrastructure to a pristine area will forever change the environment here. In addition, it will eventually lead to crime spikes and add to homelessness as too much progress too fast benefits no one.

I need to note that you did not explain your color coding- is green a positive for the criterion or does it indicate that yes, there is an impact?

I oppose adding an airport in south east king county. Please look at adding an airport in a less populated county like southwest Washington.

I received a very smearable email blast from. Reagan Dunn about the proposed site for a new airport in Enumclaw.

I have lived/grown up in the rural area outside of maple valley - and I personally think it's a great idea!

Even a cargo-centric airport would necessarily mean beefing up some of the rural infrastructure that would help alleviate commutes. (E.G. SR410) And possibly shore-up that terrifying, rickety bridge over the green river gorge.

Also, a "back way" to the White River Amphitheater could entice large/desirable artists - making Enumclaw more of a "destination"; certainly elevating it from its current status as "internet joke"

I live somewhat north of that site (two rivers north, near Hobart) but I feel like the ripple of benefits would even spread out here: There is nothing but a single lane country highway between Issaquah and Black Diamond, and no bus. Widening the road would at least make our commutes reasonable.

It seems like there is a fair amount of opposition; but I, for one, am for it.

Thank you!

N

I strongly would oppose having our area around Enumclaw be considered for a possible airport location. I have lived in Washington State since 1962 and in the rural Enumclaw area since 2001.

The plateau area is one of the last rural farm areas left in this part of the county. It serves as a great location and resource for having farms and farm like living conditions . Having an airport and related buildings, services,major improvements,etc. would destroy the whole community in this Enumclaw Plateau area. It would drastically impact many families and their businesses . It is one of the last places that maintain this very important zoning limitations. Additionally, having the plateau be as it today, also supports local wildlife and aids in maintaining a very natural and serene way of life here. Putting this proposed airport and supporting infrastructure in the Enumclaw Plateau would not be a wise choice, in my opinion. There are other locations that already are industrial in makeup that would be a much better option. Urban and industrial sprawl will be necessary but at this point in time I believe this Enumclaw Plateau area needs to be protected from a project such as this. I work in the aviation industry and am fully aware of the benefits from that point of view but, weighing the impacts against the benefits has shown me that putting the airport in this area is not warranted or wise . Thank you for the opportunity to make my comments and to express my opinion.

Dan Frazier

Enumclaw WA

I think the original criteria (no county with more than 2 million population is eligible) should be followed. I have 2+ million miles on airlines with flights in and out of airports on 6 continents and when airports are added to a large populated area prime consideration is invariably given to ongoing impacts to the proposed area. This whole deal sounds like someone has an inside track and has lots to gain with the airport being located on the Enumclaw Plateau. Follow the money to find out who is actually behind this.

I worked in aviation not just in the Western Washington area; but several spots around the country. I think that an airport the size of SeaTac for expansion, should be considered in areas that already have a basic airport that can be used for expansion with minimal reduced cost for expansion, and minimal impact to the surrounding area.

I worry about congestion the most and serving the most people second.

I would like to stay in the loop on airport construction in Skagit county.

If additional or expanded airport(s) are truly needed, then it seems to make sense to expand existing ones first rather than creating a whole new set of issues, regardless the location! Any airport produces noise and pollution, and impacts existing neighborhoods under the flight path. I understand the topic of impacting "poor neighborhoods", but it seems a bit pandering to politically correct ideas - noise and pollution and reduced property values impact everyone, regardless of income or race/ethnicity.

If either Skagit site is considered for an airport, what kind of deconfliction plan will be put in place for traffic in and out of KNUW (NAS Whidbey)? IFR arrivals to KNUW RWY 14 and 25 will be in direct conflict with these proposed sites. This might necessitate route changes that will have noise impacts to already testy/sensitive neighbors.

I'm writing about any possible airport locations in the Graham area.

Building in the Graham area will absolutely kill the area. Traffic now is insane. They have recently started a 500+ home development which will make it much worse. There are other 500+ developments in the planning stages. All of Graham will be a parking lot soon enough. Adding airport traffic will just choke the life out of the area.

Aside from traffic all the extra activities will cause more crime, which is bad enough as it is.

Please go somewhere else.

Improve what we have already.

In 1979, by a 67% yes vote by King County voters, the Enumclaw plateau was made an Agricultural Production District and set aside for agricultural use only. At that time 50 million dollars of taxpayer money was spent to make sure the area was kept in agriculture. The plateau since that time has thrived with farms, large thoroughbred horse ranches and dairy farms. In short, it is totally unsuitable for an airport nearly the size of SeaTac. The lawsuits that would result to protect the original taxpayers vote would drag on for an extended period of time, not to mention yet another cost to the taxpayers. The King County Southeast site is not feasible. Please eliminate it for consideration.

In regards to the proposed airport on the Enumclaw plateau... I live in the Renton/Fairwood area. Enumclaw is one of the few unspoiled areas in my district and I would like to see it kept that way. Besides... why would DOT want to build an airport in an area notorious for fierce winds? Additionally, the auto access from the north (169) would require significant road development. An airport in the Enumclaw area is a terrible idea and I'm hoping it was proposed because DOT knows it's a bad idea and have only proposed it in an effort to get approval on a different area. Please remove the Enumclaw plateau from your list as a location up for consideration. Thank you.

It is baffling that our community is being considered for a new airport. From downtown Seatac is 30 minutes with no traffic and 45 minutes with heavy traffic. The question I ask is who is this serving? The 13,000 people that live in Enumclaw? With major highway improvements you could include Buckley taking that number to 23,000. Ask people in Auburn if they'd rather drive to Seatac or Enumclaw while a concert is going on at the White River Amphitheater using the 2 lane highway 164.

It is difficult to understand what logical reason there is for building a new airport (the size of SeaTac) when we already have SeaTac International Airport, Paine Field, Bellingham Int. Airport plus network of regional airports. The thought of taking ANY farmland for this purpose is absurd and dangerous.

It makes more sense to expand on the existing airports. Save our farmland and forests.

Just leave the people of Washington alone you've already ruined just about everything you can't keep the roads clean and clear without potholes or have messed up infrastructure Seattle is a nightmare stop trying to destroy the rest of the state because you can't even police or monitor the current situation that you have now Keep Regional Airports out of prime land in Skagit County.

Keep this shit out of King County!!

Keep your airports out of Graham and Pierce County as a whole. Meridian is already a freaking mess and continues to worsen due to the cities expanding. Airport traffic would make this an exceptionally horrible place to live.

Locating a new airport in Enumclaw would be detrimental to that city as well as the surrounding communities. The roads would not support the increased traffic. Other sites closer to I-5 would seem more practical and logical. Also, the Puget Sound Region already has one of the most complex and constrained airspaces in the nation. Adding an airport in Enumclaw would also greatly impact the recreational flying public due to the overlapping no-fly zones.

Why aren't you considering a location in the Olympia area which would serve those who currently have to drive either to Portland or Seattle.

Locations in Snohomish County would be an extra burden on County residents who already deal with worsening traffic issues, with the two largest employers in Snohomish County (Boeing and Snohomish County), limited routes due to major waterways, and undersized infrastructure to handle current volumes. And it would be an additional burden for noise impacts considering the 3 nearby airports of Paine Field, Harvey Field, and the Arlington municipal airport. Paine Field and Bellingham airport are already easily accessible options for major flights for those in the area. Local roads can't keep up with traffic impacts just from the growing number of residents (with Lake Stevens being the fastest growing city in Sno Co), let alone a new airport. County residents are already dealing with the consequences of that growth since local cities and the County are not doing a good job of maintaining quality of life for their residents.

McChord and Paine Field are the glaringly obvious expansion options. The others are simply not smart choices.

My comments are in regards to the two potential sites in Skagit County. In particular the Skagit County Southwest site where I live and own property.

Both sites are in areas that routinely flood. The area will also be vulnerable to future sea level rise.

There are many lands that are protected by permanent conservation easements. These are very popular programs in the area to conserve agriculture and the environment. Local citizens will fight hard to maintain them to protect one of the great agricultural regions in our country.

The area is home to significant bird populations. Especially in the winter there are large populations of Trumpeter Swans, Snow Geese and other waterfowl. There is a large population of overwintering raptors like Peregrine Falcons, Short-eared Owls, Rough-legged Hawks, Bald Eagles.

The large shell fish and salmon populations in both Padilla and Skagit Bays could be impacted by potential pollution.

The area is already used by the Navy for training flights off Whidbey Island.

There is simply no way that the local population will agree to this proposal. I would never sell my land for such a proposal and I know many of my neighbors would not as well.

My husband & I live in unincorporated King Co. and we've lived here since 1995. We love Ennumclaw as it is and we'd hate to see the change if an airport is built in the area!! It'll become an extension of Auburn, which is ridden with crime. The noise pollution impact would ruin the serene area, for the Wildlife, farmers, small city folks...

Ennumclaw is a hidden gem in this area. I picture people would leave and abandon the area and it would become another Seatac or Auburn. Years ago a colleague of mine, told me to look at property in Auburn, you could get it cheap! \$50,000 at the time would have bought something... I went there and reported back, that I would pay \$50,000 not to live in that area... We definitely don't want Ennumclaw to become a place like Auburn. It brings low budget druggie people, because good people would want to leave the area!

My Opinion:

Future growth in South Puget Sound region will be greatly enhanced by having a commercial airport south of JBLM ; far enough south that it has no impact on JBLM missions.

Building a new commercial airport north of King County would compete with commercial airport activities at Paine field in Snohomish County. Do so would serve to divide and dilute funding for two North Puget Sound airports. One is enough and that one should be Paine Field.

Building a commercial airport near Bremerton in Kitsap county would result in an airport that is isolated from the main north-south Puget Sound population/business/infrastructure corridor. Doing so would result in unnecessary green house gases as the extended distance to the main Puget Sound corridor would, by necessity, be traversed by commercial trucks.

N/A

No

No Airport in SE King County! Too many other options available and a third party has no understanding of our community, the value we place on the environment and the impact of proposals of this stupid idea.

No new airport in Skagit farmland!!!

No new airports in Thurston or Lewis counties. We just don't have the infrastructure to support it & I do not want the urban sprawl/development that would be necessary.

NO NO NO NO NO!!! We DO NOT need (or want!!) an International Airport anywhere near Graham!! We've already lost a ton of green space to a ridiculously large housing development for wildlife, we don't need to lose anymore!! Our infrastructure cannot support the traffic we have, let alone more traffic!

NO NO to putting an airport in Graham/Kapowsin. That would catastrophically ruin our quality of living. So many long-term residents live here because it is in the country. PLEASE don't take that from our children & family. Thank you.

No north airports we already deal with the military air base no more

No to both Skagit sites. The Skagit is the last contiguous agricultural area on the West side of the Cascades. Skagit County residents have worked diligently to protect this valuable resource. An airport of the grand scale envisioned flies in the face of decades of careful Skagit County planning and citizen involvement to preserve agricultural open space that is utilized harmoniously with migrating waterfowl and other wildlife. These bird and other animal populations would be displaced by the airport. The areas in question are both in the flood plain with the norther site especially vulnerable to frequent winter flooding even when not at historic river levels. The Northern area is protected by a sea dike that will need substantial upkeep as sea levels rise. The soil types for the Northern site is not capable of supporting an airport infrastructure without importing vast amounts of fill. That fill would negatively impact and disturb surrounding and adjacent farmland by impeding drainage and diverting flood and rainwater onto neighboring properties. The current drainage infrastructure can not handle the additional increased run-off from the impervious surfaces of an airport and associated structures. There is no secure water system nor sewage system to handle the huge urban-like requirements that an airport would bring to the area. The road systems to the location is woefully inadequate and would also require a vast amount of infill to accommodate the amount of traffic an airport draws- again they would be located largely in a flood plain. The access road system for the airport would have to wander through largely rural lands; urban traffic and agricultural uses of the same roads are not harmonious : fast moving cars versus slow moving tractors and machinery.

No to Graham/Kapowsin due to no space for this. We are already overcrowded.

No to site in Graham, WA

No, just no. We all moved here to get away from the busy NOISY life up North near SeaTac.

Make Paine Field bigger and ad more flights/airlines!

No, no airport, we already have the disgusting dump
not for the airport

Not taken my land!

Our household located within the city limits of Enumclaw is opposed to including the Enumclaw Plateau as a possible site for a new airport. King County was not originally included in possible locations due to the amount of airport already in the area and overall population. Enumclaw has set aside farmland in the area to be preserved and should not be impacted by an airport. SR 164 and 169 are already impacted by high volumes of traffic throughout the day. An airport using these highways would cause the highways to become impassable if not upgraded at the cost of millions of dollars. The character of the Enumclaw plateau would be forever changed for the worst due to an increase in noise pollution and traffic.

Our Thurston County representatives have made clear that we do NOT want commercial airport facilities located here. I would add nearby counties like Lewis County to the areas where large commercial airport facilities would be unwelcome.

Pierce County Central and Pierce County East are terrible spots for a commercial airport. Boeing Field already supports commercial aircraft.

Pierce County Central and Pierce County East are terrible spots for a commercial airport. Boeing Field already supports commercial aircraft.

Pierce county doesn't need an airport. We have a quiet area to be away from the loudness of the airport/airplanes. We don't need any commercial airports because it would not benefit the county. So please do not put this in our community. Please consider expanding and/or improving existing facilities.

An airport in Lewis county would provide service to southern Washington, relieving already heavily trafficked I5, 405 and Hwy 99

Please consider expanding Everett or Bellingham. Arlington expansion would have a negative impact on the area for traffic and infrastructure. We already spoke loudly 25 or so years ago about Arlington. No airport!

Please do not consider any existing fertile farmland. With climate change rapidly upon us, we need as much good farmland as we can. Make every effort to us existing airports!

Please do not consider the Graham/Kapowsin area for a new International airport. Our roads are at capacity now, and the most concerning is what this would do to our property values. They would plummet! This is a VERY BAD idea!

Please do not create a new airport in the Skagit county area. If I need to go somewhere I can drive to Seattle or Everett. The impacts that it would have on local communities and wildlife are too great and should be considered.

PLEASE Do Not destroy our WA farmland!!

Please do not put a commercial airport in Enumclaw. The infrastructure cannot handle it and those of us in the area moved there to be rural. Please utilize Paine Field and expand there as the start of the infrastructure needed is already there. Plus it keeps traffic from the north end in the north end vs adding more traffic through the Seattle/Renton corridors.

Please do not put the airport in Enumclaw. It would mess with our local farmers and the agriculture development that goes on here. Enumclaw is a great place for families and farmers. They are raising up the next generation of farmers to make sure that everyone is fed. Putting airport there would mess with that. And why put an airport 45 minutes away from SeaTac airport there is no logical reason?

Please do not take my home and land in Southeast King County. It is one of the last farmland communities left in King County.

Please don't ruin rural Pierce County

Please drop Thurston County. We have poor air quality and planes would only make that worse.

Please keep the Osceola Plateau (between the two rivers) as productive farming land. This is a high percentage of agricultural land in western Washington. WA is known as the Evergreen state. I vote for the continuation of this motto. Why a Green Site? Development outside the I-5 corridor not going to be favorable to the public as an option. Accessibility /distance should be a top priority.

Please remove SE King Co as a green site location.

please leave our agricultural County as is.

Please list me as a party of record.

Please no airport in the Edison /Bayview area . Don't wreck our peaceful country life with more plane noise . Thank you

Please no airport in the Enumclaw area or close to Mt Rainier. I am in Enumclaw a lot and like the rural nature and I go to Rainier a lot and the last thing I want in either location are large commercial jets. This idea is absolutely crazy and I will oppose it anyway possible
Please not in Skagit valley. Please no

Please put on hold any planes for airport expansion until we have a handle on climate change issues.

Please reconsider the proposed locations (Pierce county East and Central). These two locations, although appealing based on location and potential land availability) will not work. With already increasing housing development, the current transportation lanes cannot support current traffic congestion let alone traffic from a proposed international airport. This may look good on paper but realistically will be detrimental to the surrounding population, and local resources. Additionally it will severely hinder wildlife and the already limited natural resources they require to survive. As a regular out-of state traveler, having an international airport closer to my location would not benefit me or my family due to the limited destinations (e.g. Everett airport).

I would vote against placing an airport location (Pierce Central or East) that is so close to Sea-Tac airport. A more viable/sensible solution would be to place an airport in Eastern Washington, South Eastern Washington, or South of Highway 12 (closer to Olympia). A location closer to our state capital would likely increase growth of needed residential and commercial use tremendously in that area. All while remaining closer to the I-5 corridor which can accommodate future traffic congestion without the state having to allocate funds for more road improvements in the rural areas.

Please take Enumclaw off your list for consideration. To build an airport in the middle of a farming/dairy community is senseless. Think of all the people the new airport would be close to if you built it in Ballard or Tukwila. If the fact that we are in closer proximity to more people is your main reason for consideration, then think about places like Everett or Bremerton.

Please, no airport in the Skagit Valley

Please, no new airport in skagit county. This should be obvious. Thank you.

Preservation of critical farmland is the number 1 priority for land use in Skagit County. Both sites in Skagit are prime farmland subject to frequent flooding. Much of the land is already under conservation easements. Additionally, the population base is already well served by Bellingham and Paine Field. A large airport at either of these sites would be an environmental and cultural disaster.

Protect Skagit Valley

Putting a commercial airport into Enumclaw impacts our air space over rural communities and will impact our already overtaxed road systems. Washington state is 20 years behind in updating their road systems for the population growth let alone to handle the traffic influx on a commercial airport.

Several aspects of the current report are troubling. First (and most fundamental), why was ANY location considered in King County, considering the law stating only to consider counties with populations less than two million? Even considering a King County location in light of that legal guidance would appear to be misuse of taxpayer funds.

Second, if the "county with more than two million" criteria was ignored, then the criteria to ignore military installations should be ignored and McChord should be included. This is an excellent geographic location, and would serve a large population in south sound. Also, there are existing highways and already some rail in the area. One current long runway in good condition exists. The East side is underutilized and a terminal could be built east or southeast of the base.

Finally, Olympia airport should have been considered. The capital city doesn't currently have commercial service and this is a large area that could be reconfigured into an effective commercial field with passenger and cargo operations.

One additional consideration "Boeing Field should be the central hub for large air freight ops, such as UPS/FedEx. This would open available real estate at SEA and better distribute loads.

Skagit and Snohomish should be the primary options considered for new greenfield development. These areas are easiest and least expensive to build and to mitigate e.g. flood risks. While proportionally there may be more minority impact the absolute numbers are low. These areas North of Seattle are best poised for explosive future residential growth. For expansion or reuse of existing airfields Paine field Everett should be a primary consideration for passenger service expansion, also, why does the survey not ask about JBLM? Instead of any greenfield airport in areas South or East of Seattle the case for commercial development of JBLM must be reassessed.

Skagit County is not an appropriate site for a new airport. Skagit County is an agricultural community which depends on the preservation and health of its farmlands for its residents' income and industry. Being an agricultural community, it is also home to a large population of migrant farm worker families of low income who speak English as a second language. The negative impacts of the proposed airport on the current agricultural industry of Skagit County would jeopardize this population's security in this community. The Skagit Valley is a flood prone region. The development of an airport and its necessary infrastructure would create a further burden on the area's current drainage issues and in turn increase flood risk to existing homes, businesses and farmlands in the Skagit Valley. The existing infrastructure of Skagit County does not support the proposed airport. Skagit County is one of the few remaining agricultural rural communities between Seattle and Vancouver, BC. The proposed airport would drastically change the rural environment of this unique community. There are plenty of alternate suburban sites south of Skagit County that have superior infrastructure in place to support the proposed airport. Skagit County lies less than 60 miles between both the Vancouver, BC international airport and Paine Field commercial airport. Paine Field has been in operation for several years, yet it still does not operate to its full potential. Locating the proposed airport in Skagit County would be redundant. Skagit County is a sensitive environmental location. It is the seasonal home to migratory birds, including Canadian Geese, Snow Geese and Trumpeter Swans. It is also the nesting ground to many protected species, including Great Blue Heron and Bald Eagle. Skagit County has several estuaries that depend on their environmental health to successfully support the health of the marine food chain including salmon and whale populations, both of which are currently in decline. The environmental impacts of the proposed airport would further endanger the health of Skagit County's delicate marine environment. Skagit County depends on its environmental health to continue its rich tradition of agriculture, which also includes shellfish farming. In conclusion, Skagit County is not an appropriate location for the proposed airport.

So the reasonable question is to ask why is BWI not considered? It is already an International Airport, although, not very busy. But to overload an already congested southern end of the Sound...just seems off. Just seems odd to leave out.

State and local climate action plans must be adhered to if GHG reduction goals are to be achieved. Accommodation of unrestricted growth in aircraft operations seriously undermines such plans and goals.

The CACC report to the legislature must include discussion of alternatives to accommodation of unfettered growth of aviation (such as hi-speed rail, utilization of teleconferencing, no-fly campaigns).

Washington aviation expansion work is undemocratic, is misleading the public, and is dominated by for-profit interests.

Aviation expansion must be put on HOLD until new technology is available.

Stay out of the Skagit county. Protect our farm lands. We not have enough population of people to support an airport compared to Snohomish and King counties. Think of the highway impact of people traveling and roads which are bad in our are to begin with. Bad idea.

Stop building on rural land, expand existing infrastructure

Stop trying to build crap in the Skagit farmlands. There is already a Regional airport here. Work with that if you have to otherwise Paine field has been great and is a minimal drive from Skagit. Farmland should stay farmland

Stop trying to destroy farmland. You are clearly starting be be tyrannical, you tell people to go electric then try and build an airport on farmland? You know it makes no sense right. I'd rather wait 8 hours for a flight out of sea tac than have an airport here

Thank you for asking for public opinion.

The air traffic over Greenwater and Enumclaw is already clear to be seen in the skys. I donâ€™t any large air craft coming low the light and noise pollution need to be in and area where there is already high light and noise pollution. Keep Rainer the way it is.

The Bellingham airport would be perfect for expansion. It would serve the populations of Northern King County, Snohomish County, Whatcom County, Skagit County, Island County and San Juan County. The commute from northern King County to Bellingham is quicker than those residents traveling down to SeaTac.

The cons heavily outweigh the pros.

Quality of life - this is why I and many other people call Olympia home. South Thurston is a unique and beautiful jewel that cannot be replaced. Airports obviously require infrastructure and the airport under consideration will destroy our our quality of life here permanently. No one who appreciates Olympia wants to live anywhere near SeaTac for obvious reasons.

Environment - south Thurston contains many environmentally sensitive areas that would be destroyed. The many wetlands and flooding make it impractical to build. We are already over developed and this would turn south Thurston into a cement jungle because infrastructure. Just the thought of this uniquely beautiful treasure being paved over is heartbreaking.

It's also senseless. There are selfish reasons to build like not wanting to travel to SeaTac. And of course greed.

There are no reasons for this airport being located here based on the good of the Olympia community and the environment. Only selfish ones.

Shoving a large airport and everything that comes with it down our throats is stealing the life so many in this community have worked their whole lives to build. You have a responsibility to the citizens here not to break the unspoken contract you have with us as community leaders to not destroy our lives.

The current 'recreational' air traffic volume now above my residential home on a daily basis is already excessively noisy and more frequently annoying than should legally be permitted while it increasingly displays no regard for altitude and/or close proximity to my own and everyone of my other residential neighbors' homes and properties. I can assess any level of safety on a probability ratio and you should, too before considering the allowance of anymore air traffic (man-made equipment) flying around in the air space above the City Of Enumclaw. With highest regards for my own personal safety, domestic peace & tranquility being placed above the recreational and commercial "privileges" of all others who've displayed no consideration for anyone else's private property rights, I have seriously considered what other irrational people may or may not eventually do - in response to a further increase in the same flagrant disregards for their own private property, their domestic peace and tranquility, and their own safety upon assessing the same probability ratio of only one 'accidental' plane crash resulting in any foreseeable loss of life, home and/or property below. For one example, I can assure you, that IF and ONLY IF I were holding land and air - in allodium via title, where I currently live, then you would have already received written word of my own firing several warning shots at a few reckless 'recreational' aircrafts for the sole purpose of detouring some of that already reckless air traffic. Adding more of that public nuisance and danger to the skies above Enumclaw via 'commercial' is only going to embolden somebody else with much less sense than I currently possess to convey this common (perhaps uncommon) sense, to you. In other words, don't make anymore people any more angrier than you are already going to do with no physical regard for their own domestic peace and tranquility, as well as their own rights to safety and privacy by permitting yet another airport for your own asshole friends and business partners to capitalize on with zero economic benefit to residents who will suffer directly from ALL OF YOUR NOISE.

Thank you for maintaining a level head and considering this text beforehand. Genuinely.

The Enumclaw Plateau for a regional airport? NO NO NO !!! This area is zoned rural and is an active and productive farming area. In addition, the citizens of King County voted to buy the development rights to much of the Plateau just so this type of thing would not destroy our rural and natural areas. Again, this is a big NO for any thought of an airport on the Enumclaw Plateau!

The Enumclaw Site for the new airport has limited roadway access, no regional water supply or wastewater system. The Skagit Valley sites need to be eliminated also Skagit Valley grows vegetable seeds like spinach which supply the world. Creating an airport where there are vegetable seed fields will disrupt the world food chain. Talk to the WSU Mt Vernon research station and they can verify this.

The Enumclaw/Auburn area could not be more inappropriate for an airport site. The criteria used by the WSDOT consultant to rank site alternatives omit critical considerations, such as impacts to existing preserved agricultural and forest areas, salmon habitat, recreational areas and tribal lands. The criteria fail to consider transportation impacts and lack of transportation infrastructure. The Enumclaw/Auburn area encompasses the Muckleshoot reservation and building an airport in this area would severely, negatively, impact tribal homes and lands. The Enumclaw plateau is home to dairy farms and AG lands that King County and area voters have heavily invested in preserving. Some of the only remaining farms for equestrian activities are within this area, including Donida Farm, a horse show venue that is the only site in the state that can host recognized national dressage championships. An airport on the Plateau would destroy all of these resources. In terms of serving air traffic, it must be considered that King County already has the only international airport serving all of western Washington. SeaTac draws traffic from all the counties west of the Cascades. If infrastructure is needed, it should be sited not adjacent to SeaTac, but either north or south of King County so that passengers and cargo originating outside the Seattle metro area can be better served. Currently anyone traveling from other counties must endure long travel times to reach SeaTac. Putting another airport in King County would just exacerbate this burden. Better to provide new air travel infrastructure in Thurston County, centered in the Olympia area; or north in Snohomish or Skagit Counties. Paine Field could be expanded to serve traffic originating from north of Seattle, and a new or expanded facility in Thurston County could serve traffic originating south of King County. Given population growth outside of King County and extensive travel times from other counties to SeaTac and adjacent King County, the only sensible choice is to provide additional infrastructure in more locations. The state legislature put King County off limits for a reason. This consultant decision to study Enumclaw anyway flies directly in the face of where this commission is NOT supposed to be looking. The commission should select sites away from King County, and should go in record as chastising the consultant for going off-scope. From an environmental justice perspective, it is unbelievable that the negative impacts on Muckleshoot tribal lands would not be enough to strike Enumclaw/Auburn from the list of considered areas in the first place. The unnamed WSDOT consultant has used questionable judgment in selecting and applying the criteria they used to create and rank the site alternatives list. The commission should look behind how this occurred. There is no obligation to follow the consultant's ranking, especially where it appears that there has been a non-transparent manipulation of the choice of criteria on the consultant's part in order to create a site ranking that elevates a location that the legislature expressly placed off-limits. King County endures more than its share of airport impacts already. No additional airport infrastructure should be placed in King County, period.

The greenfield site identified by the CACC in South King County on the Enumclaw Plateau includes high quality farmland that the voters of King County "permanently protected" by initiative in 1979. My husband and I own protected farmland in Enumclaw, and have use of it greatly restricted to keep it in agricultural production. One concern that I have about protected land being used for aviation is that if one piece of that land is removed from that protected status, more will follow. Farmland for food production is a far more precious resource than the convenience of a local airport. Then there is the traffic impact, and already busy airspace overhead. I know you say you won't recommend the Enumclaw site, but as long as it is still on your list of options, I must object. Thank you for your consideration.

The idea of locating a regional airport on the Enumclaw Plateau is not very intelligent as the winds on the plateau can be very strong and the rain, ice and snow are much greater than in other areas of Western Washington due to the fact that the plateau is on the edge of the Cascade foothills.

Apart from the weather issues, the air traffic routes and noise would disrupt the ecological balance.

The idea that WADOT is even entertaining the idea of an airport on the Enumclaw Plateau is SHOCKING!

There are so many reason not to that I hesitate to even begin to list them. This idea is an unacceptable proposal.

From scenic byway to agriculture and calving operations for the dairy industry to noise and sight pollution. Negative impacts on the foothills environment including WIRA 9 salmon conservationâ€¦ the list goes on and on.

Is there no end to the expansion? Must we continue to sacrifice or lives for the sake of making infrastructure more and more invasive.

At some point short of an airport on the Enumclaw plateau enough is enough.

I SAY NO!

The infrastructure of hwy 526 and I-5 are in need of serious help. Especially I-5 north bound traffic between hwy 526 and 4th Street in Marysville. I-5 needs an exit for State street in Marysville where hwy 529 north bound merges with I-5. This would dramatically fix four miles of backed up traffic on I-5 and improved access to Marysville.

The option of a greenfield site in SE King County is very flawed in several ways. Having this site under consideration is in direct violation of the house bill that created CACC. Environmental concerns are CRITICAL. The mindset and commitment from decades ago that generated the purchase of developmental rights cannot and should not be ignored. This high quality way of life for thousands that live on and near the Enumclaw plateau would be destroyed. Please remove this site from consideration right now.

The Plateau is a beautiful piece of nature. A commercial airport would completely disrupt the animal habitat as well as the nature habitat. There is no infrastructure that could even come close to supporting the exponential traffic that it would create. Please take the Plateau idea OFF THE TABLE.

The Skagit Valley is the last productive agricultural valley in Western Washington and as such provides food forage for a massive number of migratory waterfowl species that migrate through here every year. The Skagit River has the last healthy self sustaining salmon populations in the greater Puget Sound Region. ANY impacts to the salmon populations of the Skagit river are simply not acceptable in any way, shape or form. The impact to farming, migratory waterfowl, salmon populations, and wetlands is far greater than is currently estimated. I am vehemently opposed to the idea of a new airport being built here! The State of Washington should be ashamed of itself for even entertaining the idea!

The southeast king county proposed site location should be removed from consideration. Enumclaw already sees encroaching development from all directions and to add a massive airport would destroy farmland, disturb waterways, and put massive pressure on the native birds including multiple breeding pairs of bald eagles. Allow king county to have minimally developed areas, and chose a location that would actually serve the state beyond driving up prices, disturbing the population, and harming ecology. And this is coming from an avgeek who loves aviation. There are better locations.

The weather. The wind in enumclaw blows down trees, the roofs and even top floors of houses. John Locatelli who has a degree in Atmospheric Sciences worked as a Research Scientist in the Atmospheric Sciences Cloud and Aerosol Research Group wrote in newspaper The weather in Enumclaw is very interesting and somewhat unique. This is because of its location on a flat plateau with a rapid rise to the east of the Cascades; a location where the Cascades have a low spot which can cause a strong, sometimes devastating easterly wind. However, this location downwind from the low spot in the Cascades affected more than the weather. The name Enumclaw, some think, comes from a Native American term that translates as "œthundering noise" caused by the powerful windstorms from the east.

This comment is coming from a group of people in the Enumclaw area consisting of about 30 people. We are all neighbors and very distressed over the possibility of an airport ruining our agriculture and wetlands. Not to mention the airport we be bordered by the White River and the Green River on each side affecting our salmon. Also, a large portion of the proposed area is Muckleshoot Tribal land where the indigenous people would be displaced again! From a legal standpoint resolution 5370 strictly forbid another airport in King County yet you have spent many of our tax dollars researching a site that shouldn't have been on your radar. Please remove Southeast King County greenfield site from your recommendation

This is ludacris. South Hill and Graham are already overloaded with traffic. These areas are rural and not fit for an airport. When building houses and apartments there was zero consideration for increased traffic. Please do not do this!!!!

This literally makes zero sense to do. You are ruining this beautiful state.

Those of us living in the states southern counties need an airport more assessible. Prefer one near Olympia.

Traffic congestion

Washington has a great opportunity to expand its economic footprint and ease pressures of existing infrastructure through the development of a new 3 runway airport.

This can only be done successfully through a careful placement of this large investment. Skagit County provides little, if any, incentives for this purpose.

There is not near the population within the radius of the proposed sites to feasibly match the proposed number of travelers serviced.

Placing the airport near one of the largest bird sanctuaries in the state presents a high risk of bird strikes for incoming and departing planes.

The proposed sites in Skagit are both in areas affected by flood plains. If not directly then indirectly by road closures restricting access to the proposed airport. Each winter becomes a risk of this investment not being able to run.

I hope you will take these items into account when choosing a site for construction. I only wish the best success for the new proposed airport and hope that the site chosen will be able to use this large investment to its full potential. Skagit County is not that place.

We are a rural community with a passion for keeping our setting just that-RURAL! An airport would not be welcome here! Already have a small one in BayView which causes great concern!

We do need more capacity for air travel. SeaTac for whatever reason does not flow well. I think it is because the lobby/ticket area is so narrow and it fills up quickly. However. Like any other project cost overruns must be controlled. Most people would appreciate some fiscal control and respect of hard earned taxpayers dollars.

We do not need an airport in the Enumclaw area, the new homes being built everywhere are already chasing our wildlife away. The airport would make our natural animals leave the area. There is way too many trees and fields being taken over as it is!! NO AIRPORT IN ENUMCLAW OR SURROUNDING AREAS!!

We do not recommend either the north nor south Skagit airport sites. Skagit County is the last remaining and largest contiguous agricultural area on the west side of the Washington Cascade mountains. Skagit has been pro-active for decades to preserve this natural resource from exploitation. These sites also lie within the 100 year flood plain and the soil structure is not suitable to the type of loads an airport would place on it and likely would require vast amounts of fill in an attempt to stabilize the soil for construction and long term use. This would seriously impact the adjacent drainage and agriculture infrastructure in the surrounding area not to mention negatively impacting the wildlife and recreational aspects currently successfully co-existing with the current on-going agricultural uses. Many of the migratory birds would be displaced by the airport site as they are incompatible with an airport environment. The number of cars and other traffic impacts haven't even been addressed nor anticipated as the current road systems are woefully inadequate for a major airport as contemplated. Please do not advance either Skagit location as a potential airport site.

We do not want an airport anywhere near Graham. We do not have the infrastructure to support this. We live here to get away from the city. We would like to keep it this way. We do NOT want an airport in or near Enumclaw!! This site never should have been considered- it is a quiet farming community. The last thing we want or need is an airport ruining our community.

We do not want our small town destroyed by an airport covering farmland with concrete and rubber. The filth of humanity that an airport brings in will take a nice get away town like Enumclaw and turn it into a crime infested cesspool such as Burien and the surrounding area of SeaTac Airport, I have worked up there during the building of the 3rd runway and have seen the effects of greed and the culture it brings. No thanks.

We don't need more air traffic congestion in Western Washington. STOP the greed and ruining what little open land is left.

We don't need more air traffic congestion in Western Washington. STOP the greed and ruining what little open land is left.

We should use existing sites and develop those for airport expansion. Why start from scratch when McChord and Paine field are viable options.

We vehemently oppose the Enumclaw greenfield site for a new airport.

This type of facility will destroy beautiful farmland and the peace and quiet that comes with this type of area. Not to mention the traffic and the influx of commercial businesses that are sure to follow.

What about all the creeks, streams, underground streams, wetlands. All the conservation the county has been working on, spending millions. All to waste? The wildlife we see moving now. We have a river otter crossing our place. The salmon are trying to make a comeback in the Neuwakum creek by us. I saw them as a kid spawn, and didn't for years. But recently saw a few. You'll make a big mistake taking all this away on land that has protections on it that you seem to disregard. Your graph with Enumclaw as the least amount of obstructions seems like this is where you want it and rated it to work the way you want it. Low for wetlands, so why am I required to pay flood insurance.

What are the increased traffic expectations, and what are plans to accommodate?

What area in Enumclaw would the airport be located?

What caused the apparent requirement to consider the North or South Skagit County area for another airport? This area does not "need" another mass of tarmac, air traffic pollution and airplane noise. We were driven crazy in Scottsdale NE area with air traffic by commercial and private planes (especially the private planes circling overhead with continuous 'practice' and engine noise. Any more of these civilian noise-makers in our living area is too much to consider. I will take military fighter jets from the Naval Station any day but keep the civilian junk out of our skies.

When I heard you were considering Enumclaw I wondered if you spoke with my Muckleshoot Tribe. This would greatly impact our tribal lands.

While WA is in need of new airport capacity, both of the Skagit County study locations would be environmental and community disasters for Skagit County. Both sites are in the 100 year floodplain. The Samish River and Skagit River in that area flood frequently, and new studies out this week indicate sea level rise is increasing rapidly, with another foot now expected by 2100. Another foot would make these areas subject to frequent flooding during any unusual tide and storm event, not to mention the cycle of warm winter flood bringing rains, which are also increasing due to climate change. Each of these sites would encroach upon numerous conservation easements, both for environmental conservation, and farmland preservation. Skagit residents have resoundingly supported farmland preservation for over 40 years, agriculture is an important economic base, including tourism agriculture based upon these very lands. These lands would also severely encroach dedicated state owned wildlife areas which are critical wintering grounds for waterfowl, shorebirds, and a nationally known haven for wintering waterfowl. These sites would bring great harm to the open character, both agricultural and wild, that is key to Skagit economy and local ethos. Use of these sites would cause severe environmental justice issues, with these sites important to numerous local tribes, as well as the spirit of Skagit County.

Why do we need more airports?

Why not build a major airport in Central WA? My sister in Yakima can't get a flight out of there to here.

Why not utilize the existing airports? I fly out of Pasco WA and it drives me crazy that 1) it is more expensive and 2) I always have to connect to Seattle. Fix the airports in this state and take pressure off Seattle.

Why opinion would be to keep the airports where they are and expand the existing facility

Why would you want to destroy agricultural land in the Enumclaw area? Our roads are already overloaded with traffic & this would create more traffic.

Would be crazy to add more traffic to south Pierce County. Ask anyone trying to go south any time of the day.

Yes for air port

As mentioned previously, I am not at all convinced we need additional airports. Take full advantage of those that exist and provide alternate transit via bus, rail or air from existing smaller airports to the large existing airports, if needed. It takes a lot of fuel and produces a lot of emissions to get an airplane off of the ground. We need to re-think how, why and the need to travel. Creating more airports take us the wrong direction.

At first I didn't believe it was a real option to put an airport in Enumclaw. Now it appears it is being considered. I live in Auburn just barely at the county line off Highway 164. This highway is very busy and is just 2 lanes for most of the 15 or so miles from Auburn. I must watch for those days where there is a concert at the Amphitheatre as it cripples my ability to come and go from my home. Should the 410 bridge towards Buckley over the White River be closed for any reason, all of that traffic has to funnel somewhere and much of it comes down 164 to Auburn. These scenarios should give pause to the idea of an airport in Enumclaw. Major road infrastructure would be required to allow proper access to such a facility. The impact to those that live along the corridor would be substantial. Enumclaw is not easy access to anywhere as it sits up against the foothills and is miles from the busy north south corridor of Seattle and Tacoma. Please consider another alternative than placing an airport in Enumclaw.

Best option would be developing Grant County Airport. Infrastructure is there, easy access to I90. Cheap power. Lots will do the drive from the west esp in developing East King County as it is faster than heading down 405 or I5.

Developing a new airport on a greenfield site in farmland or rural areas would seem to be the definition of incompatible land use, yet the ratings don't reflect this for most sites.

None of the ratings for greenfield sites seem to consider the significant road infrastructure that would be necessary to get people and cargo to and from the airport. The number people within a particular driving time will drop significantly as traffic congestion slows travel speeds significantly.

From an environmental perspective, the best solution would be not to grow commercial aviation capacity at all, since there's simply no way to do it without significant climate and environmental impacts.

Did the studies adequately consider the carbon footprint and the unique habitats that would be displaced?

Expand existing airports and don't build new on farmland or open space habitat.

I am for expanding and retrofitting existing airport facilities in already developed areas rather than developing new sites that will have a whole host of environmental and societal impacts.

I do not want the noise pollution

I hope at some point Thurston County is considered for a passenger airport. It is the only West Coast state capital without a passenger airport in the immediate vicinity, which for a metro area of over 300,000 people is ridiculous.

I installed Federal Aviation Administration (FAA) electronic equipment for 8 years in the 8 northwestern states and maintained systems at Auburn ATCC for over 13 years. Any location not within 2 miles of I-5 should not be considered.

I like a location for an alternative airport south of Olympia close to freeway access. No matter what site is picked there will be people who won't want it there so it should be in a location that has the best access to support the facility and the people who will use it. The location south should be easy to create the new airport. By Fort Lewis bad, near Rainier, Yelm too far from the Interstate. Bremerton too far from the Interstate will not service enough people. Grand Mound area will service the coast cities better, is close enough to Amtrak service in Chehalis to aid in transportation to and from the airport. Has two truck stops just minutes north for Commercial Cargo support. Not close to a city to cause congestion getting in and out. Less overall impact on population, environment and traffic. Land purchase will be of less cost.

I live near the proposed southeast King County site and would like to voice my strong opposition to this location for a new regional airport. This is a pristine rural area located between 2 major rivers (Green and White) along with other various streams and wetlands. This area is also part of the Farmland Preservation Program (FPP) with a 50 million dollar bond approved by the tax payers. The existing road system and infrastructure is extremely inadequate to serve this kind of facility. Please remove this area from consideration and keep the Enumclaw Plateau a rural area as it has always been and always should be!

I'm writing on behalf of the nonprofit organization Friends of Rocky Prairie (FORP), a group of at least 6,000 citizens who defend Rocky Prairie and its neighbor, Millersylvania State Park in South Thurston County. The Washington Department of Fish and Wildlife (WDFW) calls Rocky Prairie a "unique habitat matrix" with many endangered and threatened species and rare habitat. WDFW owns about 800 acres of the land there (it's their West Rocky Prairie Wildlife Preserve), and the Port of Tacoma owns the other portion, approximately 745 undeveloped acres which WDFW has been trying to acquire for more than 25 years.

Although the maps aren't precise enough to tell exactly where the boundaries of the two proposed Thurston County sites lie, we see that both are on or very near extremely sensitive areas. We are horrified at the idea of a mega airport ever being located anywhere near Rocky Prairie, let alone on it, for many reasons. Rocky Prairie forms one of the rarest habitats in the world. There are only 20 sites in the world that contain Native Outwash Prairie and only 5 are considered in good condition; this site is one of those 5. It is home to many a sensitive, threatened and/or endangered species, both animal and plant. The prairie lies within the important Black River watershed, an area that agency and organizational partners have been working for years to protect. Rocky Prairie forms the headwaters for two Coho salmon bearing streams running through it; one of the streams feeds nearby Deep Lake, the home of Millersylvania State Park. That historic park welcomes thousands of visitors each year.

It was surprising to read that the consultants didn't think there would be a problem with flooding at the South site. There is frequent flooding there. The area has an extremely high water table and is considered a critical aquifer. Impervious surface development and polluting auto and air traffic would threaten not only the endangered Oregon Spotted Frog and its sensitive wetlands, but also compromise the aquifer, the integrity of the neighboring West Rocky Prairie Wildlife Area and Millersylvania State Park (with their threatened species and priority habitat), and impact area wells.

The Thurston County Central Site shares many of the same problems: its southern boundary is only a few miles from Rocky Prairie, perhaps 4 miles from Millersylvania State Park, and right over other valuable and rare prairie lands. The noise and disruption from an airport there would of course destroy the Wolf Haven International wolf sanctuary and the important quiet needed for certain species at the West Rocky Prairie Preserve -- and of course, the tranquility of the park.

There is much more information available to you about the sites from FORP, from DFW, or from the US Fish and Wildlife Service. Please feel free to contact me if you need other sources of information.

Thank you.

Sharron Coontz

sharron.coontz@gmail.com

friendsofrokyprairie@gmail.com

360-754-1562

Investing in high-speed light rail as a first solution over expanding or building new airports makes sense for the environment and the well-being of the population. We are behind other countries in this regard, and we need to mitigate environmental impacts of chasing the demand of outdated systems.

One of the most precious things about south King County is the preservation of open lands and farms. We took a big hit on the plateau when the White River Ampitheater was built. Getting on or off the plateau is an hours long struggle when there is an event. Now an airport? Seriously. More traffic, more air pollution, more noise, more destruction of habitat, grasslands, trees. We don't need more devastation of the planet. Please take the Enumclaw Plateau off the list of potential sites for a new airport.

Personally, I think any additional air transportation should be located in Eastern Washington. Please add me to any email notification list. I want to remain in the loop for this. The people of Skagit remain opposed to this project.

Please choose the logical south/central Lewis county for any other regional/international airport expansions. These areas would benefit greatly through the economic influence. These areas have less environmentally sensitive impact areas and are ideal due to their rural nature and freeway accessibility. Not to mention they are geographically logically located between SeaTac and Portland Airports.

Please do not consider Thurston county. It would wreck what we have left of quiet and nature. SeaTac and Portland are both viable options from here.

Please ensure indirect impacts from associated landuse changes and future development patterns to agriculture and other limited and non-transferable uses are considered and balanced with economic and other benefits.

Please keep me posted

Please remove Southeast King County from consideration. The indigenous people of the Muckleshoot Tribe will be radically impact by noise and air pollution, enormous traffic congestion for which the infrastructure CANNOT accommodate. You will destroy this treasure of unincorporated King County where everyone enjoys the beauty of nature and our signature mountain.

Rather than destroy 4600 acres or rural land in Thurston County please prioritize the preservation of unmolested land and instead find land that has already been molested and destroyed by the urban effort to pave the entire earth and repurpose it into an airport. Keep urban areas urban and rural areas rural and stop trying to pave the entire earth.

Regarding the CACC Airport Site Selection in Washington state, please exclude all Thurston county locations from consideration. Thurston County is working closely with residents to maintain the rural character of our county, as evidenced by the county's strategic plan, conservation plan, zoning, protection of long-term agriculture, and community values. We have an airport with underused facilities, and we do not desire another commercial airport. A new airport and its supporting economy would damage our landscape, our local economy, our local food production, our air quality, and our noise environment. Our forests, waterways, and grasslands all support sensitive species that are incompatible with a new commercial airport. Local transportation infrastructure is severely insufficient for a new commercial airport. Our local lands are also important to many tribes who deserve a primary seat as stakeholders to any consideration of a new commercial airport. For all the same reasons, we oppose any major expansion of local airports for commercial or non-commercial purposes outside the current boundary of the Olympia Regional Airport.

Sincerely,

A concerned and engaged local citizen.

RESPECT the law that says a location within King County cannot be recommended as an airport site.

DON'T rob King County voters after they voted to spend millions the past 40 years to preserve the farmland in the Enumclaw area for agricultural use.

DON'T DESTROY ENUMCLAW AND THE NEIGHBORING SMALL TOWNS with freeways, hotels, crime, pollution, non-stop noise. Nine of the state's 20 dairies are in Enumclaw and several horse ranches are here too. NO MORE MILK FOR WASHINGTON! Where would they go? Even if they were still here the animals would be negatively affected by all the noise and the state would suffer. DON'T DESTROY THE ENVIRONMENT HERE AND KILL ALL THE DEER, ELK, BEARS, EAGLES, FISH, GEESE AND SO MANY OTHER ANIMALS! The Enumclaw area is the gateway to Crystal Mountain, Mount Rainier, the White and Green Rivers. Who will want to come to any of these areas with horrendous noise and pollution from aircraft? DON'T TAKE AWAY one of the last beautiful quiet areas in Western Washington. Soon there will be nowhere that outdoor enthusiasts can enjoy. There will be no animals left. No kid is going to know what a farm is. TAKE KING COUNTY EAST OFF THE LIST. DON'T BUILD AN AIRPORT HERE. DON'T DESTROY THE AREA!!!

Skagit County is not a good choice for a new airport location. So much farmland and aquaculture stands to be negatively affected. The power grid and treated drinking water supply would not support the very greatly increased demand.

The citizens that pay property taxes and live in Skagit County choose to live in this area not for large airports, services and things provided to people that choose to live in urban areas. Rural life would be very much negatively affected.

Our family has lived here for 6 generations. Many other families have been here for similar multiple generations. Please don't destroy this rare and treasured legacy.

Thank you for the opportunity to comment. I am disturbed by the east King County location being evaluated, but having the appearance of being exempt somehow. More bluntly, I smell a political rat. I hope that's not true, as I would like to trust that this is a fair and open evaluation, and that the intent is to serve a targeted population that would give relief to SeaTac. That second King county site seems to meet that criteria, and perhaps it's not the only one. But to have it exempt, apparently, at this phase, just seems fishy.

There are serious problems with the multiple choice questions section of the open house.

Interpretation of data: The multiple choice section will no doubt elicit thousands of responses, most from people indicating that the new huge airport should be located in a county other than their own. The "poll" will therefore result in tallies with ambiguous meanings. (Will the option that receives the most "yes" votes really be the most suitable site for a huge airport? - Or will that site 'win' simply because greater numbers of people in higher populated zip codes voted for it in hopes that the new airport would be located far away from their own backyards?)

"Only if can be mitigated" option: The middle multiple choice option (the one between "Yes" and "No") says: "Yes, but only if environmental impacts, including noise and emissions, can be mitigated." The 'only-if-can-be-mitigated' option is really just a disguised version of a "yes" vote. The degree to which an impact could be mitigated, if at all, would not even be determined until long after a site selection is made. Further, the option does not elaborate about the type of mitigation. ("Mitigation" does not only mean avoidance or eradication of impacts.. "Mitigation" may also simply mean a reduction in impacts. Or, the term can refer to some sort of compensation for impacts).

The "only-if-can-be-mitigated" begs for answers to questions such as: "Are home insulation packages and hepa filters an acceptable substitute for loss of quiet neighborhoods and clean outside air?" and "How would replacement of 4600 acres of farmland, wetlands, forests, wildlife habitat, etc.,(some of which exist in every one of the ten possible sites) with cement and asphalt be mitigated?"

The "only-if-can-be-mitigated" option specifically mentions noise and emissions. Power point presentations during CACC meetings and open houses have touted "emerging technology" as the ultimate response to community concerns about aircraft noise and emissions. Contrary to what such presentations insinuate, however, any prediction of actual impact that emerging technology will have on overall aviation emissions and noise in the foreseeable future is highly speculative, particularly given factors such as projected enormous growth in commercial aviation, the life span of aircraft, outdated and erroneous FAA methodologies used to monitor and assess impacts, and propensity of aviation industry to procure exemptions that other forms of transportation have not obtained (example - continued approval of leaded aviation fuel).

Also regarding presentations pertaining to electric aircraft, such technology will be applicable only to very small aircraft for the foreseeable future. Such electric aircraft would not be utilizing the proposed new huge commercial aviation airport;

Thurston County is absolutely not a place for an airport. Do not do this. Terrible idea on the face of it, your own data proves that this is a bad choice. Do not do this.

Thurston county seems to make the most sense. So much of it and Lewis county are often well over 90 minutes from SeaTac due to traffic. The area would accommodate the growth of an airport and infrastructure wouldn't be as detrimental as other sites.

We need to start building in Lewis county building jobs something that's big and beautiful and will draw people to this area as long as they build and it doesn't hurt our wildlife in our streams we should be OK don't bring in any jackasses about climate change that is such a hoax it's all about money and politics do not let it turn into a homeless camp drug test your employees higher within the community start building up the communities! It would be nice to see stores brought in in Lewis County get rid of the old commissioners that do not want any more building they need to freaking retire we need some young smart new blood! Give them something to move here for when I moved here it was a joke there was nothing around! And still is!

What about JBLM's runway...

Why is there no key to aid in understanding the areas being studied? You want comments, I do not fully understand what the green, red, and yellow squares stand for on your charts. Why not Sanderson Field?

Keep me informed

Why would the state consider new (Northwest/Southwest) Skagit County sites when the Skagit Regional Airport is sited between

the two study sites?

Why not consider how to integrate Skagit Regional Airport with

a time-effective alternative of Rail?

With the increase probability of vehicles in the near term with automated driving systems, a fleet of vehicles could be developed between existing or new sites for both passengers and freight.

This seems like a much more cost effective SYSTEM rather than

Greenfields.

Would like to subscribe to updates.

1. Cudos for planning ahead!

2. PLEASE put the effort and \$\$ to their best most efficient use: Make the improvements to one or more existing facilities!

My major concerns:

> "Pavement is forever."

> The impact of an airport is WAY larger than its footprint, and it's forever.

> How in the world can it be less expensive (in all these ways: money, environment, loss of productive farmland the future NEEDS, imposition on people who had no intention of living near an airport, permits, litigation, land acquisition, and every kind of infrastructure (transportation, utilities, new point source of pollution, etc) than to start from scratch in a new place with none of that head start???

> Our country is trying hard to head in a more sustainable direction - for very important if not existential reasons! As planners for the future you MUST be foresightful leaders in this direction. Transforming square miles of the little remaining productive earth into impervious industrial space is the EXACT OPPOSITE of the direction you should be leading, especially when airport space ALREADY EXISTS.

> By taking over limited and already productive land, you can't avoid being perceived as a bully / rich & powerful overrunning the regular citizen / disadvantaged getting more taken advantage of / land-grabbing invader (Putin), etc. Yet this is the age when equity is supposedly the first consideration. This sounds like the way things were done in the 50s - 60s.

> You haven't communicated in what's shown on the CACC website that you've taken the above concerns to heart, or even into consideration.

1. Your description of scope /use is so variable/vague it's impossible to provide feedback on sites. You seem to worry about general dense population proximity. No mention of how trucking routes (or lack of) are factored in. You mention cargo and storage = truck traffic. Many of your sites offer are far from adequate routes. Is that not a Major Factor?

2. You Have evaluated sites based on if in proximity to people if color. Are we more sensitive to airports? Does it mean property values will go down, community will degrade around the site? Or is it important to build around bipoc as it will provide increased jobs? Maybe you should figure out what KC actually think it means to the surrounding community (good or bad, bipoc or not) instead of spewing a vague CYA line thats patronizing and quite self-swerving. If you don't understand the big picture complexities or are unwilling to state them for the public your smoke show statements should be removed or ridiculed.

A new commercial aviation site, or enlargement of our existing Skagit Airport would have a devastating effect on the agriculture and wildlife of Skagit County. ANY NEW SITE OR ENLARGEMENT SHOULD NOT BE ALLOWED IN SKAGIT COUNTY.

Viva Farms and WSU starter farms would be negatively impacted by removal of farm land and the toxic fall of condensed fume particulate on crops.

The thousands of wintering snow geese, trumpeter and tundra swans do not mix well with jet engines, nor do the hundreds of raptors who winter here. Our resident population of American Bald Eagles and the occasional Golden Eagle are protected by the Bald and Golden Eagle Protection Act which must be adhered to.

Enlarged aviation footprints could wipe out the designation of a protected agricultural valley. Skagit County worked hard to protect several thousand acres of farmland through our County administered Farmland Legacy program, as well as through Conservation Easements negotiated through Skagitonians to Preserve Farmland.

SKAGIT COUNTY SHOULD BE ELIMINATED FROM THE LIST OF SITES FOR A NEW REGIONAL AIRPORT OR ENLARGEMENT OF AN EXISTING AIRPORT for these reasons and many others.

Thank you,

Anne (and Jack) Middleton

A new major airport in the south sound area would better serve travelers in the region.

An alternative to SEATAC airport that was located north of Seattle and that would serve the large and growing populations of Whatcom, Skagit, Snohomish, Island and San Juan counties is badly needed.

Another airport would be good down south by Olympia or further south to accomodate SW Washington.

Any location near Thurston County would be a nightmare in all honesty. If you have never seen the horrendous road traffic through all the small towns when anything happens on I5 then you are not doing your jobs. These small towns(Tenino, Yelm, Bucoda, etc) struggle to handle any of these situations. These communities could not handle an airport. Small, history rich communities to raise families are harder to come by. And this would ruin that for our children in these communities. Drive up costs, property taxes while decreasing our property values. This creates more pollution to our small communities and bring in more people traffic. Which in turn makes our small town, family communities more prone to crime. I personally live in Tenino to have my young sons raised in a small family friendly community, away from the hustle n bustle of the city, as most of us families moved to these areas to provide them.

Anyone who thinks that a regional or commercial airport residing near their home will boost their property and or home values is completely out of their minds. Leave the current wetlands alone and stop proposing areas with the poorest infrastructure. The State of Washington doesn't need airline passenger control, what it truly needs is some population control. Period

Anywhere but King County

Are you considering installing rapid charging for electric airplanes and airspace/noise considerations for eVtols?

As a long time Lewis County resident, I would find

be saddened to see a large airport going into our community. I love the small town rural communities we have here. I would very much dislike seeing the increase in population as well as the noise from a nearby Airport.

The drive to Seattle or Portland than I myself have taken many times is a very small price to pay for the luxury of living in our rural community.

Please put your airport some else!

As a Pilot, I believe that PWT and TIW airports should be reconsidered for Potential passenger service. These airports have enough land around them to support runway and Terminal expansions, and more so with TIW, could allow for Tacoma and its suburbs to be better served into the future

As a resident of Lake Tapps, I would ask that the Commission rethink the Buckley/Enumclaw area. The traffic in this area is already beyond what our limited infrastructure can handle, and having to drive around the Lake to get east/west would be a major hassle for people outside the area. We have no public transit lines to support an airport in this area, and we already receive a LOT of air traffic directly overhead as many planes make their turns into SeaTac over Lake Tapps.

Attn: Commercial Aviation Coordinating Commission

The CACC has included as one of the Greenfield sites a proposed location between Enumclaw and Auburn in Southeast King County. This proposed listing is not permissible, is misguided, and fails on many levels.

The CACC is a state created entity (Senate Bill 5370), and the legislature specifically prohibited the CACC from considering locations in King County for this new site. On that basis alone, this site should be withdrawn. Why did you include it, requiring such a massive response that is irrelevant and wasted effort on our part? King County already provides two significant airports, and we should not be shouldering all of these burdens.

While the CACC admits that more "detailed environmental" review will be done once the list has been paired down to two potential sites, there should have been at least some initial elementary environmental analysis. You say you don't want to get too "granular", but to not have evaluated the impacts to this agricultural zone and environmentally sensitive area is astonishing.

The people demanded King County spend significant resources in this area on the Farmland Preservation Program. Not only will it be extremely costly to undo this and will take significant efforts over time, it doesn't make sense to lose such assets. Why oppose the will of the people and degrade these lands? There are five designated Agricultural Production Districts in King County encompassing 42 thousand acres, and 20,000 of those acres are on the Enumclaw Plateau. Nearly half of all King County agricultural lands will be affected. The dairy industry, other livestock, including horse breeding and horse restoration farms, will be negatively impacted. What will be the impact to the pricing and availability of food products? Why was there no analysis on agricultural issues in your report? The loss of these farmlands will also impact climate change, which needs to be part of the analysis as well.

King County has spent tens of millions of dollars preserving wetlands and water quality on the plateau, protecting the critical aquifer recharge areas along the Green River. The Green River Gorge is one of the few remaining lowland gorges in the country, and this is a significant recreational area for King County. Your proposed site is at the beginning of the only 12 miles of untouched wild river not impacted by urbanization. There are county and state parks along the Green River, and corridors for trails are being established by King County and State to tie them together. Those riding horses and others enjoying wildlife in this area would be severely impacted by low flying aviation happening overhead. Doesn't

the recreational value count?

The farmlands in this area support many migratory bird populations and flocks of seagulls, ducks, geese and swans. The Green and White Rivers and surrounding forests support many raptors. Airport locations are designed to avoid interaction with birds, yet here you have found a spot significantly full of them! The proposed site also reaches out to the Bass Lake complex, which has the highest diversity of bird species in King County, perhaps even the State of Washington. And you want to consider an airport next to it? Goodness!

The passes east of King County Enumclaw create significant winds through the Enumclaw plateau when the atmospheric pressure is low in western Washington and high in Eastern Washington. Winds up to 90 mph are generated, which will be sideways to the proposed landing and take-off patterns. Isn't that relevant? Is that too "granular"?

For the three major transportation routes serving this area, being Hwy 164, Hwy 169 and SR 410, two of them are limited by two lane bridges over rivers, and the roadway over the Kummer bridge across the Green River is built on a hillside already sloughing away. In the opposite direction, to go the three mile distance from Enumclaw to Buckley on SR 410 already can take up to thirty minutes during rush hour. Measuring distance from urban areas is one thing, but the ability to travel that distance is another.

For the above reasons, you should drop the SE King County site from your consideration and look to better alternatives. It was wrong to have considered it in the first place, and shameful that you rated it so highly without consideration to really relevant factors that are above the "granular" level.

Trip Hart

August 19, 2022

Commercial Aviation Coordination Commission

WSDOT Aviation Division

7702 Terminal Street SW

Tumwater, WA 98501

Sent electronically via email

RE: Concerns regarding proposed Greenfield Aviation Sites in Skagit County

To the members of the Commercial Aviation Coordination Commission:

The Skagit River System Cooperative (SRSC) provides natural resource management and technical services for the Sauk-Suiattle Indian Tribe and the Swinomish Indian Tribal Community. On

behalf of these two sovereign nations, SRSC works to actively improve fisheries availability the Skagit

and Samish River basins, areas that were ceded to the United States through treaties signed in 1855.

These sovereign tribes are guardians of the Skagit and Samish River basins and surrounding coastal

areas. They are also co-managers of Washington fisheries along with the Washington Department of

Fish and Wildlife (WDFW) and have worked with WDFW and NOAA Fisheries (NMFS) for many years in

this capacity to ensure protection and restoration of fishery resources in the Skagit and Samish basins.

SRSC co-authored the 2005 Skagit Chinook Recovery Plan for the Endangered Species Act (ESA)

and threatened listing of Skagit Chinook populations with WDFW, and NMFS subsequently adopted it,

which has served as a blueprint for recovering Skagit Chinook salmon ever since. These tribes and SRSC

have worked extensively with other tribal governments, local governments, state and federal agencies,

and local stakeholders on a variety of salmon recovery, habitat protection, habitat restoration, and

scientific research projects over the past three decades to protect, study, and actively restore the

habitats needed to recover and sustain Skagit River salmon.

The Skagit River is home to winter and summer steelhead and all five species of salmon. The Skagit River

is home to six of the region's 22 populations of threatened Chinook salmon. The Skagit has the largest

population of listed bull trout and supports 26 of the 52 local populations present in the Puget Sound.

The Skagit River is the largest river freshwater basin draining to the Puget Sound.

Recovery of Skagit River salmon depends upon the protection and restoration of estuarine delta habitat,

of which approximately 80% has been lost over historic conditions. Since 2005, SRSC has worked in

partnership with WDFW to implement the Skagit Chinook Recovery Plan, which identified the lack of

estuary habitat as the primary factor limited the recovery of Skagit Chinook salmon and asserted that

2,700 acres of estuary are needed to achieve the Skagit River Chinook salmon recovery goal of an

Fisheries and Environmental Services for the Sauk-Suiattle and Swinomish Indian Tribes

additional 1.35 million smolts. The Skagit River is often referred to as the "elast, best hope" for recovery

of Puget Sound Chinook salmon. Protection of the population and the habitats that sustain it are

essential to recovery of salmon region-wide. A new airport centered upon the delta of this basin

threatens the protection and recovery of this species. As a result, SRSC strongly objects to the

consideration of the two Skagit County locations and requests that both be removed from the WSDOT

list.

Skagit County greenfield airport locations

The Commercial Aviation Coordinating Commission (CACC) has identified two Skagit County greenfield

locations for the development of a future new commercial airport, providing passenger and freight

transport services. The two sites identified are the Skagit County Northwest and Skagit County

Southwest sites. Development of either one of these facilities would irreversibly change the landscape

of the Skagit Valley, and cause irreparable harms to the Skagit or Samish Rivers, which lie at the heart of

the valley's people, animals, and economy.

We are gravely concerned about substantial and untenable environmental impacts should a new

commercial airport be developed at either of these Skagit floodplain sites.

These proposed greenfield airport sites, or the 6-mile diameter approximate location provided by the

CACC, both sit squarely in the estuarine deltas of the Skagit and Samish Rivers. While largely agricultural

today, these lands were historically covered by the riverine tidal delta, estuarine scrub shrub, and

estuarine emergent marsh zones of the Skagit and Samish Rivers. Recovery of these types of delta

habitat are the core of the strategy to recover Skagit Chinook salmon. The 2005 Skagit Chinook Recovery

Plan (WDFW & SRSC) identified that 2,700 acres of restored estuary habitat were necessary

in order to

achieve 1.35 million Chinook smolts needed for a sustainable population. The areas identified by the

CACC for a new greenfield airport have very much been under consideration as potential restoration

areas of delta habitat. Through the 2005 Skagit Chinook Recovery Plan, SRSC, local tribes, and other

stakeholders have been working tirelessly to accomplish this goal, with the very hard work of

accomplishing this restoration on privately-owned agricultural lands still ahead. A new airport must not

sweep in and convert all those acres to industrial lands at the expense of accomplishing habitat

restoration.

The Skagit Chinook Recovery Plan has established that 2,700 acres of estuarine restoration is needed in

the Skagit and Samish deltas since that type of habitat is a primary limiting factor on the Chinook

population recovery. To date, approximately 700 acres of this restoration have been accomplished,

leaving more than 2,000 acres of estuarine restoration on the work list. This will primarily require

agricultural lands that for millions of years were estuarine habitat, coming out of productivity and being

returned to their natural state. Accomplishing this restoration target has been slowed by agricultural

stakeholders that contend that a critical mass of agricultural lands in order to sustain an agricultural

economy in Skagit County is needed, and conversion out of agriculture affects the viability of the local

agricultural industry. There is, quite simply, no acreage available to convert 2,000-5,000 acres of

agricultural lands to a large commercial airport; to do so would be at odds with these existing local

interests.

Floodplains must not be paved

Fisheries and Environmental Services for the Sauk-Suiattle and Swinomish Indian Tribes

The Washington Aviation System Plan (WASP) update has acknowledged that the extent of floodplains

within a potential greenfield airport site is a key criterion in evaluating the greenfield sites. The Skagit

County Northwest and Skagit County Southwest sites are nearly entirely floodplain (86% and 96%,

respectively). We believe that the incredible extent of floodplains impacted by development of a new

airport would preclude permitting. It is highly unlikely that it would be possible to mitigate such

substantial and far-ranging effects of paving and filling thousands of acres of deltaic floodplain. A new

airport would require extensive development of impervious areas, roads, runways, stormwater facilities,

storage of hazardous materials, and flood-prone structures. The fill needed to elevate structures, as

required by FEMA, would offset flooding impacts to neighboring properties and must also be mitigated,

consuming yet more acreage for mitigation purposes. Subsequent to any airport development,

appurtenant developments such as rental car facilities, hotels, gas stations, and airport support services

would also be developed.

Floodplain development is regulated by various agencies, including FEMA. Development in floodplains

damages the habitat needed for Endangered Species Act listed salmon, such as the Skagit

River Chinook

salmon.

The 2008 FEMA Endangered Species Act “ Section 7 Consultation Final Biological Opinion
And Magnuson

Stevens Fishery Conservation and Management Act Essential Fish Habitat Consultation “
Implementation

of the National Flood Insurance Program in the State of Washington Phase One Document
“ Puget Sound

Region1

(BiOp) Appendix 4 requires floodplain permit review for any development (including
building,

dredging, filling, paving, excavation, storage of materials, subdivisions of land, or alteration
of natural

site characteristics located within the floodplain). Compensation for floodplain storage for all
fill within

the 100-year floodplain and effects to fish habitat function is required. New crossings over
streams are

prohibited; both proposed locations are laced with various Type N, F, and S waterbodies and
the existing

stream crossings are surely inadequate for the purposes of a large new airport.

The BiOp indicates that for development within the 100-year floodplain, the proposed action
(here, the

greenfield airport development) must be designed and located so that it will not require new
structural

flood protection. The Skagit County Northwest site already floods due to the Samish River on
a frequent

basis, perhaps as regularly as a 10-year event. The Skagit County Southwest site is also flood-
prone and

will increasingly be flood-prone as the 100-year regulated flow in the Skagit River is
forecasted to

increase by 49% by the 2080s under climate change. Considering the near-overtopping of

dikes

observed in November 2021 flooding in this reach of the Skagit River, the proposed Skagit County

Southwest greenfield site will certainly be exposed to substantially greater flood risk by the time the

project comes to fruition.

Further, the Skagit FEMA floodmaps are already woefully out of date, and do not represent current

hydrologic conditions. They certainly do not reflect the hydrologic conditions or sea levels expected

under climate change. The last substantial update to Skagit FEMA maps was in 1985. The currently adopted FIRM flood maps do not represent current river, topography, hydrologic, or development

conditions. The FEMA BiOp acknowledges that within the 100-year floodplain “any flood information

that is more restrictive or detailed than the FEMA data can be used for flood loss reduction and/or

fisheries habitat management purposes, including data on channel migration, more restrictive

floodways, maps showing future build-out and global climate change conditions, specific maps from

watershed or related studies that show riparian habitat areas, or similar maps”.

1 <https://ecology.wa.gov/DOE/files/56/56d82d6b-5a68-411e-97d5-5a432aec30c1.pdf>

Fisheries and Environmental Services for the Sauk-Suiattle and Swinomish Indian Tribes

Further, the two Skagit County sites are laced with dozens of Type N, F, and S waterbodies that garner

special protection under the FEMA BiOp in order to ensure no impacts to ESA listed species. FEMA

designated buffers on these streams are 150- to 250-foot wide. These waterbodies, as well as the

Channel Migration Zone and Floodway, constitute the Riparian Buffer Zone (RBZ). Within the

RBZ,

development is restricted. The FEMA BiOp states "the RBZ is a no-disturbance zone."
Road crossings

over streams in the 100-year floodplain but outside of the Riparian Buffer Zone (RBZ) are prohibited,

and there is no qualifier mitigate for impacts of new stream crossings detailed in the minimum criteria.

Development types associated with an airport are "not permitted unless shown not to adversely affect

water quality, water quantity, flood volumes, flood velocities, spawning substrate, and/or floodplain

refugia for listed salmon."

It is difficult to see, at 86% and 96% floodplain site coverage, satisfactory compensation such that all or

even most of the significant impacts could be offset and mitigated elsewhere and Not Likely to

Adversely Affect ESA-listed Chinook and Steelhead could be achieved. We simply believe that it is not

possible, when considering the scope and scale of anticipated impacts, to achieve Not Likely to

Adversely Affect the character and function of the Skagit and Samish Rivers.

Impacts to Fisheries

We are concerned that noise projected from the flightpaths associated with either of the new greenfield

airport sites would penetrate into the water column and affect important fish habitat areas.

Additionally, we have concerns that noise under the flightpaths may affect salmon and Southern

Resident Killer Whales that occupy the freshwater and saltwater areas adjacent to the proposed airport

sites. We are concerned about toxicological impacts to waters under flightpaths associated with a new

airport, and how it may directly and indirectly affect fisheries resources.

Lack of local representation thus far in CACC and WASP

No outreach to Skagit Treaty tribes was conducted for the duration of the 2021 online open house.

However, we can see that the summary findings in the Phase 1 Recap acknowledged that public input

asserted that “the environmental impact is a major factor and expanding aviation capacity should be

done in a way that is environmentally responsible”. We strongly encourage you to take this value that

was identified by the public in Phase I to heart when evaluating the two Skagit County greenfield sites

for their viability in developing a new commercial airport at the heart of the previous floodplains of the

Skagit and Samish Rivers.

Despite the WASP and CACC asserting they will encourage public input, the proposal for the two Skagit

sites came completely by surprise locally. There has been no direct outreach to affected Treaty tribes or

the public at large, only the directly-solicited surveys. Even for the ongoing Public Open House, there has

been no effort to inform the community that their future is on the line and that they should get on the

CACC site and offer thoughts.

The need for a new airport was, in part, identified in the 2021 Regional Aviation Baseline Study (RABS)

prepared by the Puget Sound Regional Council (PSRC). The PSRC develops policies and coordinates

decisions about regional growth, transportation, and economic development planning within King,

Pierce, Snohomish, and Kitsap Counties. This group does not represent Skagit County in its direct

planning mission, and does not have Skagit representation.

Fisheries and Environmental Services for the Sauk-Suiattle and Swinomish Indian Tribes

The RABS study evaluated 29 central Puget Sound existing airports for their viability to meet future

aviation demands, and did include a cursory review of Skagit Regional Airport. Of these sites, approximately

were eliminated from the list of airports with technical capabilities for expansion because of various

factors, including likelihood of flooding. The outcome of the RABS study was that WASP directed the

CACC to find new greenfield airport sites, since none of the 29 existing airports met the RABS criteria.

We contend, based on science and well-established facts, that the Skagit greenfield sites are subjected

to the same flooding issues that allowed the RABS to discard existing airport sites for expansion, as we

believe that both Skagit County sites are flood prone. No essential public facilities such as a new airport

should be constructed in a flood-prone location. Climate change including changes to both riverine

hydrology and sea levels will increase the likelihood of site flooding at the two Skagit County

greenfield locations.

The CACC membership list was crafted through legislation, yet leaves representation of Skagit Treaty

tribes' interests lacking. There is no representative of Skagit County or the industries that form the

foundation of our economy. There was and is no tribal representation.

The CACC proposal to build a new large commercial airport in the middle of our Skagit delta

due to the

flat topography, large agricultural parcel size, and marginally beneficial drive time feels like a proposal

wrought by our metropolitan neighbors to the south who have outgrown their acreages and are looking

farther afield for their greenfield airport options. It is an imposition of growth and runs counter to all

planning efforts that exist in the Skagit Valley.

Conclusion

We strongly advocate that the CACC remove the Skagit County Southwest and Skagit County

Northwest sites from the list of potential new greenfield airport sites in western Washington.

Development of a new greenfield airport in Skagit County is contingent upon the mitigation of all

impacts “ including impacts to water quality, water quantity, riparian areas, fishing areas, flooding,

natural resource industries, and other site characteristics “ can be sufficiently mitigated. It is

presumptuous to assume that it is possible to mitigate for such incredible effects. The impact of

developing a new large commercial airport in a floodplain with protected salmon will be substantial, and

there is no way around that fact.

Before any further consideration of either Skagit County site moves forward, the CACC must do what it

has thus far failed to do, and engage with both the Swinomish Tribal Community and Sauk Suiattle Tribe

about specific concerns with these proposals.

Sincerely,

Nora Kammer

Environmental Protection Ecologist

BLI never came into this discussion. It's a vastly underused airport. Boeing Field, Renton Municipal, and Tacoma Narrows should also be considered for commercial passenger service.

Tacoma Narrows has enough room to extend the existing airport runway to 11,000 feet, serves a large amount of people and easy freeway access.

Renton Municipal, while small can host 737's.

Boeing Field makes the most logical sense for commercial flights. Move regional flights from KSEA to BFI. It would be easy to connect via shuttle buses between the airports.

Breeze should be asked to join the PNW specifically the greater SEA area to decrease road usage, pollution with connecting flights and cost to families wanting to visit the east coast and beyond.

Bremerton is a sound choice

Building a new airport in the Enumclaw/black diamond area would be absolutely foolish and reckless. That area is a beautiful and historic open space of farmland and nature. Over development is a major driver of climate change. Not to mention the roads such as 410 and 169 couldn't handle the traffic. Paine field or boeing field are the only logical solutions.

Please do not destroy the Enumclaw plateau

Can you please explain why King County was excluded in the plan?

In my opinion, anything south of Olympia, or north of Everett would make getting to the airport a significantly more nightmarish venture than it is currently getting to and from SeaTac!

Commercial as well as small craft aviation need to be more responsible to the needs of birds and fish. A symbiotic relationship to further the successful health of the Salish Sea (Puget Sound)

Commercial aviation as well as small craft aviation need to be fully aware of endangered species prevalent as the symbiotic nature of birds and fish.

Current legislation excludes King County from this. We believe that wetland and flood plain impact has been inappropriately evaluated.

Dear CACC,

Thank you for this opportunity to comment on proposed sites for airports in Skagit County. I urge you to remove Skagit County from consideration. Indeed, I am a bit bewildered about how these rural lands got onto the proposed list.

Skagit County is a working, agricultural county in Washington State. We have a vibrant river known for its native fish. Our wetlands and our wintering farm fields are gathering grounds for trumpeter swans, bald eagles, and peregrine falcons. This meld of economic and ecological factors lead Skagit Valley residents to highly prize and protect our rural lands. The lands being considered for airports are blanketed with Permanent Conservation Easements and other federal and state protections.

In addition there are serious practical considerations as noted by the consultants who studied the site. I have lived within five miles of one of the sites being considered for over thirty five lands. The land designation of "flood plain" is not hypothetical. This winter, roads in the area were closed as water poured over them; traffic was diverted and traveling from place to place became difficult. I didn't even try to venture into the part of the county being considered for the airport sites. Even if the site itself could somehow be engineered to be less subject to flooding, roads leading to the airport and areas holding support services would be at risk. Ironically, of course, the project would pave over and make impervious even more land, leading to still more flooding.

Two other key criteria also show that these sites fall far short of ideal: Consultants noted that the sites don't even come close to absorbing the projected need for passenger numbers. And they would be poor choices in terms of their impact on communities, such as our tribal populations, that have for too long born the brunt of development.

I understand that the CACC is committed to listening to the public, and I commend the transparent way that you have conducted your search. Skagit County has an active population committed to finding ways to meet a wide variety of land use needs, but our priority has always revolved around protecting the beauty and integrity of our rural lands. People from diverse political backgrounds have frequently come together to do just that. I can't imagine that community support could possibly be found for this project.

Sincerely,

Beverly Faxon

Dear Christina and Team,

I write with grave concern about the identification of Skagit County, whether NW or SW, as potential site for expanded aviation capacity. PLEASE NO AIRPORT - let Skagit continue be the truly amazing agricultural valley and home to migratory birds it has been for centuries.

I am in support of using existing airport land to grow capacity. Whether this is Bellingham International or Paine Field. Multiple Port of Skagit County facilities for smaller aircraft are already available and have absorbed unique resources to exist.

Using the eight essential factors for evaluation I note the following from my perspective: Property acquisition: Skagitians to Preserve Farmland has worked hard to ensure the precious resource of farmland in this Valley is protected. Please research.

Environmental justice: Would this location disproportionately impact people who are BIPOC, people with low incomes, or people who use languages other than English? YES - As an agricultural area, Skagit County farmers employ many migrant farmers as well as new immigrants. Floodplain impact: Is the site likely to flood in heavy rain events? SKAGIT IS LARGELY FLOOD PLAIN Wetland impact: Would development impact wetlands? Most certainly, as largely a diked floodplain. That, with the natural estuaries create a highly unique environment for migratory bird populations as evidenced by work completed by the Interior Department and US Fish and Wildlife Department Incompatible land use: Are there land uses such as residences, schools, or places of worship nearby? Absolutely, some of historic significance. Population served: How many people are within a 90-minute drive? Skagit, less populated. Everett and Bellingham sites far more convenient for entire population. Unaccommodated passenger demand: How many people who are beyond a 90-minute drive from Sea-Tac or Paine Field could be served by this location? Again, less populated Unincorporated Skagit and Whatcom can easily drive to Everett or Bellingham. Skagit County is a gem of Western WA, an agricultural valley NOT yet destroyed by encroaching population, a scenic destination for many around the state and the world. It is worth protecting with all of our heart and head as we look to address the pressure on commercial aviation.

Sincerely, Leslie Smith POB 246 La Conner, WA 98257

Dear Skagit airport decision-makers,

I'm sure you're receiving a wealth of pro and con advice, but at the most basic level:

PLEASE, do not wage a land fight between more commercial development and preservation of some of the richest agricultural land in Western Washington. This is our local volcanic floodplain created over the past millennia! We can be much more sensitive, forward-thinking, and conservation minded.

If the issue is challenging, rise to the challenge creatively without being destructive and short-sighted. Consider the current and future consequences, as our local tribes admonish, to the "seventh generation"...and beyond. I request that you wisely consider your role!

Sincerely,

Bjorn Lunde

360-265-2775

Residing at Lake McMurray, Skagit County
Dear WSDOT,

Upon reading that Enumclaw is one of the top sites for a new airport, I have the following suggestion.

Please consider another area closer to Seattle for the new airport, with closer tie ins for light rail and improved transportation for future travelers.

The cost of new infrastructure, home/business owners to relocate; noise pollution, increased traffic, loss of natural habitat and more importantly, the loss of a rural setting and community many have enjoyed for generations with their children grandchildren will be irreplaceably lost.

Please consider the removal of Enumclaw from your list for a future airport.

Thank you.

Sincerely,

Patricia A. Marsh

Do not build an airport in Skagit county!

Do not consider Enumclaw as a site for the airport. This is farm country!

Do not include Thurston county in any airport expansion. Already I experience plan and small jet noise over my home in Olympia. I am at five mile ne area for Olympia airport. Jets come in very low for landing with marked noise.

Do NOT put a commercial airport in Enumclaw. It should be somewhere south like Olympia. East King County is a terrible option to replace the only bucolic area of King County with an airport. Use an existing airport somewhere instead of ruining this part of the county. East King County should never have been in consideration as per your statement below.

Per the legislation that formed the Commission, the CACC is prohibited from making recommendations within King County. The CACC is not studying airports or greenfield sites in King County. However, the work of the system plan consultant is statewide. As the system plan consultant is analyzing a potential greenfield location in East King County, we have included that information here.

East King County should NOT be considered as a possible site for a new airport. Reasons:

1. Environmental impact.

2. Transportation infrastructure can not support an airport

3. Noise, Enumclaw is a rural area, the greenbelts, agricultural land and rural zones are environmental features which would be degraded, the wetlands impact would further degrade the salmon streams and wildlife in the area.

4. The Enumclaw city officials are strongly against the idea (see <https://www.courierherald.com/news/a-new-international-airport-on-the-plateau-commission-briefed-on-potential-site-near-enumclaw/>)

5. Two regional airports within 31 miles and within the same county makes zero sense. Should a second regional airport be necessary being further away from SeaTac (the already established airport) makes more sense. (The law that created CACC also specified that the commission can't recommend a location within King County--however an Enumclaw airport would be in direct violation of this recommendation).

6. Most of the Enumclaw Plateau, including land directly within King County Southeast, is under a voter-approved four-decade old farmland preservation project, under which King County bought the development rights to more than 20,000 acres of rural Plateau farmland to keep it designated for agricultural use.

7. The Cost. The land to build the airport would have to be obtained such as through property purchases or eminent domain from the residents who currently live there. Ed Carlson Airport which is between Seattle and Portland would be the ideal location because it is also on the I5 route. Highway 12 is also close to this location.

Enumclaw and the surrounding community deserves to preserve the farmland and community that we have fought to become. The location is too close to SeaTac and since we are in King County, we are not suppose to get another airport here legally. The Green River Coalition has spent countless time and money preserving land to protect our future. To ruin this with an airport is unspeakable. We are trying to help our environment and climate change by preserving land and animals. The airport is another step in crushing our way of life and the quality of that life.

Enumclaw would not be an appropriate site. The Olympia area would serve the region better. We have Seatac in the middle, Everette in the north, and serving the south is Portland. I really believe south of Olympia would be ideal.

Enumclaw, Washington is the last bit of rural area that King County has left. The negative environmental impact of an airport on land that is currently used partly for agricultural purposes and a habitat to many species of wildlife is massive.

Expanding Paine field and adding a Thurston county airport are the only logical answers. Leveling farms and expanding highways up the middle of no where makes no sense.

For gods sake, we need help with the basics like making our highways drivable without loosing your teeth.

I do appreciate future planing though.

At some point politicians Must make tough choices, damn the torpedoes! That is what we put them in office for.

From the perspective of a multi handicapped adult living on monthly SSI itâ€™s a very bad idea. It will affect services and access to urgent medical care. There is no place for the disabled in this plan and it indiscriminately impacts an aspect of the community, disabled from various parts of society, the lowest income and most vulnerable.

Has the committee thought of Joint Base Lewis McCord as a viable option? It has existing infrastructure with addition to a new terminal in the east side parallel to runway would cut cost, east access to I-5 for air cargo and close to shipyard for cargo loading

Hello decision makerrrs, Let's see, as a Skagit County resident living in La Conner, the Paine field and Bellingham airports are less than an hour away from my house and the approximately 130,000 people living in said county. To promote air travel, with it's massive carbon footprint under the assumption that unlimited growth on a finite planet is prudent for our progeny and civilization in general, strikes me as willful blindness. Fully myopic !
Hello,

The spaces being considered in Skagit county are actively in use year round.

<https://extension.wsu.edu/skagit/agriculture/>

There are many farmers and farming companies producing vegetables to eat and in some cases seeds for other farming communities.

Those jobs and the revenue they produce would be destroyed by an airport.

Thanks

Hello,

Please do not put in an additional airport or expand a current airport in the SE King County area.

I lived on Beacon Hill for over 20 years. Air traffic increased at least 12% a year. The chemical and noise pollution is terrible. With laser guidance systems they can send a plane over your house less than every 30 seconds. It became so bad it was like we were living at the airport instead of miles away. Due to health issues from the airplanes we left our dream home to move to an area we thought we would be safe. The news an airport is under consideration for this area is my worst nightmare. Additional concern, we already get traffic from Sea Tac over Lake Tapps. Adding another airport will add to an already not great experience.

Please make sure the information is shared with the community in a transparent way. The FAA is very sneaky about not informing the public. I experienced this first hand, they often will hold meetings outside the impacted area so they don't get people who do care making comments.

Thank you,

Ariana Nicoli

Hi. I appreciate the opportunity to give input.

I'm not clear why additional airports need to be created when there are a great number of existing ones. We don't need more airports the areas being considered. I'd like to see updating/expanding of what's already available.

How about Moses Lake? The former military base is quite large, the money saved could develop high speed rail from multiple directions.

How in the world are you going to mitigate traffic in the Enumclaw area that will support an international airport?

I am a south King County resident (born and raised) and I do not want airport expansion in the Enumclaw or other greenfield locations in this study. Expand existing airports, especially Boeing Field, to accommodate growing population.

I am all for supporting and expanding aviation. Isn't the carbon footprint from jets against state climate change mandates unless you are flying your private jet?

I am disappointed in the selection of Southeast King County/Enumclaw as a potential commercial airport site. It seems crazy to me that a site such as this with absolutely no proper infrastructure to handle an increased traffic load would even make a site list. Driving in the area for almost anything on a two lane road already is such a problem, how can adding an airport with significantly more traffic be a good idea? Surrounding cities like Buckley, Maple Valley, Black Diamond, etc, also don't have the infrastructure and increased traffic will only be a nightmare. The surrounding cities already have major traffic issues. Any thoughts of this airport being a boon to those cities economies is nonsense. It will be detrimental in every other way that any increased spending in those cities will be far outweighed by the negative impacts. Choose a site that is already accessible with infrastructure already in place or easier to improve. Enumclaw IS NOT that place.

I am opposed to the south king county site. This area should remain rural. With the proposed airport plus the infrastructure to support it, we would lose thus.

I am strictly opposed to the planning of a international-sized airport in King County. I am a contractor who has worked in the Green/Duwamish River watershed for many years. The noise, pollution, building and development and it's congestion from a new airport located near Enumclaw will absolutely work at cross purposes for the ecology investments we have created. I will fight this issue using the environmental legislation and related laws. Also, your Committee membership limits true representation from community members.

I am writing to say that no one I've talked to in Thurston County wants an international airport here. I live in Tumwater and can tolerate the Olympia Regional Airport traffic, but any more would make me want to move away from the area. An international airport does not fit with the culture nor the natural environment that greatly contributes to our quality of life here. This 42 year Thurston County resident is begging, pleading to not have an international airport developed in our area. Thanks for your time.

I am writing to urge the CACC to refrain from further consideration of Southeast King County-Enumclaw as a potential site for a new airport. The area only has development potential because of the King County Land Conservation Initiative, which is intended to preserve rural farmland and open space; not save room to build an airport. Additionally, the natural barriers in the area would make it extremely difficult to build efficient infrastructure to access the airport without tremendous traffic problems. And, of course, SB 5370 explicitly prohibits the CACC from considering additional commercial aviation facilities in a county with a population of two million or more. The people of Enumclaw are unified in their strong opposition to development of a major airport nearby; respect their legitimate concerns and remove Southeast King County-Enumclaw from further consideration.

I appreciate that WSDOT is being forward-thinking about the future of air travel. However, I have concerns about any increase in air travel or cargo given the environmental impacts of flying. I would much prefer to see investment in our rail infrastructure (both light rail and traditional rail) to provide freight capacity and regional travel, as that could potentially take cars off the road rather than adding cars to the road (to drive to and from airports) in addition to the effects of flying. That being said, if we do need to build additional air infrastructure, I believe that it would make sense to do so in a way that creates more options for the region, by placing it in Lewis county, rather than concentrating the infrastructure around Seattle (though I imagine that you have models that provide you with better information about where demand is coming from).

I believe Olympias air port should be enlarged to turn into a internal airport.

I believe that South Thurston County is a very bad choice for an airport. People have invested in living in rural South Thurston County to be away from the crowds that come with an international airport like SEATAC.

I believe the system plan consultant's preliminary evaluation criteria overlooked one major essential factor and that is the potential impact of natural disasters resulting from volcanic activity. The Southeast King County site under consideration is in close proximity to Mount Rainier. The town of Enumclaw is located approximately 39 miles from Mount Rainier. Here are citations from various published sources:

• The greatest hazard from Mount Rainier is from lahars, also known as volcanic mudflows or debris flows.

• Several large prehistoric lahars from Mount Rainier have traveled downstream all the way to the Tahoma area near Puget Sound.

• The presence of ice and abundant surface water, along with the prevalence of hydrothermally-altered rock on the volcano's slopes, have made Mount Rainier especially susceptible to lahars.

• In the largest known event, which occurred about 5,600 years ago, the Osceola mudflow buried more than 540 square kilometers in a layer of debris about 8 meters (25 feet) deep. It carried as much as 4 cubic kilometers of volcanic debris 100 kilometers from the mountain. Rock debris continued flowing into the Puyallup and Kent-Auburn valleys in the following centuries raising the level of the valley floors.

• "A mudflow from Mount Rainier is the most catastrophic natural disaster that could happen to this area," Geoff Clayton, a geologist in Washington, explained to Seattle Weekly, stating that a lahar would wipe out Enumclaw, Kent, Auburn, and most of Renton, if not all of it, on its way towards Seattle.

• Not all lahars are caused by large eruptions, however, lahars can be triggered by structural weakness due to various phenomena, including small eruptions (which may leave behind little evidence), melting snow and possibly earthquakes.

The team studying the Greenfield sites is urged to consider the history of Mount Rainer. It is a dangerous volcano and locations in proximity to it should be eliminated from consideration. To build a major regional airport in a rural setting will encourage major infrastructure and other development to be placed in a very unpredictable and dangerous area of Western Washington

I do not understand the rationale for studying greenfield sites. In general don't the existing airports you considered in Phase 1 provide a choice of future expansion sites without causing as much environmental degradation as developing a greenfield site?

I do NOT want an airport in/near Enumclaw! That will absolutely destroy our small farming community.

I don't feel as though an airport in or directly near the city of Enumclaw is a good idea. Our farm land produces a lot of hay, livestock, and produce that would be polluted if there was a large airport presence. Also, our infrastructure is already being tested with our roads and highways, and wouldn't be able to sustain a large airport traffic.

I feel your goal is to better allow for a better program for transporting people. If that is the goal than you would have to agree transporting people is more important than transporting cargo. Have each cargo company (FedEx, DHL etc.) at SeaTac airport move their facilities off the SeaTac property. This would open more spaces for the passenger planes, I believe expanding the terminal in the present cargo spaces would allow more planes to board passengers. Construction new boarding areas in these areas I feel would be less expensive than building a whole new airfield.

I highly recommend that one of the existing sites at Bremerton or Paine Field be improved/upgraded before rural/agricultural lands are utilized for the construction of a new airport!

I highly recommend that one of the existing sites at Bremerton or Paine Field be improved/upgraded before rural/agricultural lands are utilized for the construction of a new airport!

I just don't get it. Have you looked at the state of your freeways? And yet, you want to look for a home for a new airport facility? I think you are nuts. I just don't get it. You are all unqualified. Why don't you look at the state of your freeways, especially where the I-90 meets the I-405 intersection. You should fire the person responsible for grinding and regrinding the paving to the point that they have actually destroyed the top layer and caused it to be dangerous. It is just like there is such a disconnect between what the state of the freeways and what you are proposing.

And didn't SeaTac just get a new remodel at a cost of hundreds of thousands of dollars? The law that started the study made it ILLEGAL to even consider an airport in King County, but the commission did it anyway. Additionally, this proposal violates the Farm Land Preservation Program and directly impacts Critical Aquifer Recharge Areas and King County Biodiversity Rules. Just stop with this folly. It is not your money, it is taxpayers' money. And I don't know why you have such stupid questions like what age, income, race and ethnicity you are. What does that have to do with the price of cheese?

I live in Enumclaw WA. I oppose the commission's proposal to build a new airport in Enumclaw based on Environmental impacts, noise pollution & farmland degradation. There are already 2 airports in South King County. I urge the commission to consider a county further north of Seatac where it is needed more.

I live in Everett. I look forward to more air travel opportunities from Paine Field but I am cognizant of how that will impact the nearby residents of the airport & in the flight path. You must spend the cash to mitigate their contribution to expansion.

I live in La Conner WA 98257. I am a Skagit Audubon member. I am horrified with the proposal to locate a large airport in the Skagit and Samish Flats area or anywhere in the Agricultural Corridors of the Valley. This valley supports migrations of thousands of birds, some of which are on endangered lists.

I lived in Mason county for many years, moving north to Sedro Woolley on July, 2020.

Mason county would be if it from more commercial activity for sure and with hwy 16 into Seattle as well as the Bremerton ferry, Seattle and east freight movement could be fairly well accommodated.

Also, by having "overflow" freight on the west side, freight service there would be creaky enhanced.

On the Far East side, look into the Yakima or Wenatchee airports.

I moved away from Paine field due to the increases in noise and pollution. I do not want that here in Thurston county. There's a lot of wetland and farms here that do not need tons of noise and pollution dumped on them. Say NO to new airports/existing airport expansion in Thurston County.

I oppose either of the 2 proposed sites in Skagit County. These are sensitive areas, way too far from major population centers, and the area is already subject to jet noise from the Navy base on Whidbey Island.

I suggest adding Joint Base Lewis-McCord to the evaluation. It has good access and infrastructure. Other military bases have been converted to public use while maintaining the military presence. ie Elington Fird in Houston TX

I support the Enumclaw Plateau Community Association (EPCA) and have significant concerns with the selection of the location near the Bitney Farm just east of the reservation between 400th and SE 384th.

My occupation is with a media organization, and we are one of the most prominent business news outlets in the Puget Sound Region attracting hundreds of thousands of business leaders monthly. I will be paying close attention to developments with this proposed location.

In addition to being an advocate of the EPCA, I also support all the work that the Green River Coalition has done to help our region's water systems as well as work near the Soos and the Newuakum Creeks. If this specific site selection occurs, it will wipe out all their great work that they have done over decades. This will also have lasting effects with the Green River Gorge, regional farmland, and many natural resources within an 8 mile radius.

Recently there was an EPCA meeting that attracted 60 local landowners near the potential site and they were all against the selected location.

I'm confident your commission will reflect on the pros and cons with this site and will understand that more harm will be done than the benefits.

How many places in King County are left to stay green? This should be one of them.

Thank you for your consideration and I hope the commission will agree with my position.

- CB

I think an ideal location would be the large flat plain just southwest of Snohomish. Would have space for airport similar in size to SLC, ample room for effective ground transportation, relatively minimal population impact, and would serve the norther half of the Puget Sound region, greatly reducing traffic to current SEATAC

I think the enumclaw location is a poor choice due to the idea that it will be taking away valuable farm land and wildlife areas. Also most of the area also falls under the ownership on the muckleshoot tribe

I think the Paine field is the best choice for the airport expansion

I think Thurston county or Lewis County or Wenatchee are the places that will help the most. Because of the growth in south Pierce county and Thurston county what used to be a 45 minute drive to SeaTac is now 90+ and undependable. Tacoma or Olympia this additional infrastructure to handle the growth in the area. And this area is the only place where adding another airport won't make only white people's travel easier.

I think your selection criteria is commendable with the exception that your 90 minute travel time measure is unreasonable. The governor has mandated that the state phase out gasoline and diesel transportation within the state. Moving large numbers of people (The port of Seattle website mentions 36.2 million passengers, which is about 100,000 people per day.) long distances (more than, oh, say, 40 miles) just screams for something more efficient than cars, buses, and taxis. Rail is the obvious solution. Look at what happened to the new Denver airport when the light rail system finally got there.

I thought this state was going GREEN. Unless these are electric planes are we not adding to the carbon emissions to the area? Not to mention noise. They'll be increased traffic on roads that cannot handle the current volume of traffic. (Being from all the added housing developments to a once rural environment and a road system that in no way was ever structured for this volume of traffic.) Bridges in dire need of repair or replacement. And the list can go on. You have to fix what's broken here first, before you can do more.
Common sense 101

I truly want to know why Enumclaw area is being considered on this list. We are a small town already battling with infrastructure issues due to new housing. This would make traffic out of this world. We are only 45 minutes from SeaTac. Who would this really

help? Why do we really need a new airport at all, what is wrong with SeaTac?

I vehemently oppose building an airport anywhere near, around or in Tenino, WA! Seriously, I cannot believe it has even reached a stage where it is being considered. I know folks have weighed in multiple times regarding developers overstepping and deciding for us where to build monstrosities such as this. I've lived in Tenino over 40 years, had a business, rented, bought and sold houses, have a community group to do good for our little town and nobody here I've spoken to wants this to happen so shut it down, right now! I vote every election, and I pay attention to those that try to over develop our town and the surrounding areas in our county. We will do protests, show up at meetings, get on the news, whatever it takes. So don't even consider it for the Tenino area. Nope, nope, nope, no way. We are watching you.

I very strongly oppose a new airport in King County Southeast. Thank You Brett Westby

I vote that the new airport go south of Tacoma. I am very against a King County South East location and also very against an east Pierce county location.

I want to express my displeasure with your inclusion of the Southeast King County (Enumclaw plateau) site on your list of possible international airport locations and your blatant disregard of the legislation that established the CACC and your study. You are wasting taxpayer money by studying this location as it resides in a county of more than 2 million residents and the CACC will be held accountable if this site is not immediately removed from consideration. Aside from this the Enumclaw plateau should not be considered as a potential site for the following reasons:

King County through their comprehensive plan has gone to great lengths to protect farmland of which the entire area of interest is comprised of.

The King County Farmland Preservation Program was approved in the November 6, 1979, general election. For the first time in the nation, the King County voters approved a \$50 million bond program to preserve the county's farmlands. This airport would unwind over four decades of concerted effort to protect this area.

Transfer of Development Rights: To protect important farmland King County purchased development rights from farmers, many of which are on the Enumclaw plateau. These taxpayer funds will have been essentially wasted if an airport is built over this farmland.

The Enumclaw plateau is designated as an Agricultural Production District, the largest of five such districts in the county. Building an airport here would destroy nearly 50% of the county's agricultural production land significantly reducing county residents' equitable access to fresh food.

Building an airport would require the desecration of at least two historical cemeteries: The Enumclaw Evergreen Memorial Cemetery which offers Enumclaw Pioneer Cemetery tours and the Historic Krain Cemetery.

Virtually every resident on the Enumclaw plateau is on a well. Even with the best efforts, stormwater runoff from the airport will enter the water table and foul the water we all depend on.

The Enumclaw plateau is home to salmon spawning creeks, Newaukum and Boise Creek to name two. Building an airport would destroy these important spawning grounds for our struggling regional salmon population with the impacts being felt far beyond the plateau.

In addition to destroying the Enumclaw community, nearby communities will suffer irreparable damage by the construction of multilane access roads to the airport. Auburn and the Muckleshoot tribal land will be split in half as will Buckley, Bonney Lake and Sumner; communities that all fervently oppose the construction of this airport.

There will be significant impact to the health and well being of those residents that would live under the flight path(s) of an airport built on the Enumclaw plateau.

While there are certainly many more negatives to building an airport on the Enumclaw plateau these are just a few. However, the most compelling reason not to include a location

in King County on the list of possible locations for a new international airport is because it is against the law!

I was born and raised to 12 in the shadow of Seatac Airport. I spent my teen years in Black Diamond, have been back to S King and recently N Pierce for over 10 years. This area still has a completely rural road system that doesn't support our basic commute from Enumclaw to Buckley. Much more infrastructure needs to be grown before we can support something like an additional airport.

I was born in Northgate area, lived in Auburn for 55 years and traveled to Chehalis where my mother's family lives. Traffic on I-5 is miserable and getting worse. There is a need to expand accessibility to air transportation for individuals as well as commerce to the growing population as well as reducing demand in the SeaTac area

I was born in Northgate area, lived in Auburn for 55 years and traveled to Chehalis where my mother's family lives. Traffic on I-5 is miserable and getting worse. There is a need to expand accessibility to air transportation for individuals as well as commerce to the growing population as well as reducing demand in the SeaTac area

I wholeheartedly support a new airport in the south sound region.

Traffic to SeaTac from Olympia has gotten extremely congested in the last two decades & is only getting worse. There are times of day & days of the week where it is two hours each way commute to SeaTac.

I would like it noted that I oppose the King Co SE greenfield site for a potential 1 to 3 runway airport. This site was not to be included in the original market analysis and violates Senate Bill 5370. Other negative factors include: the Enumclaw Plateau was placed in a trust under the Farm Protection Plan; it would be too expensive and challenging to build transportation infrastructure to said site; it would be detrimental to natural wildlife and habitat including endangered chinook and steelhead salmon and the federally protected bald eagle; airspace travel was not included in the market analysis-air traffic is already heavy in the area due to traffic to and from Sea-Tac, private planes, helicopters, Mccord air force base, and medivacs as well as challenging due to high winds and mountainous terrain, site would negatively impact travel to Muckleshoot lands and Mt Rainier National Park.

I would like more information on this as I am a young commercial farmer in Enumclaw and very concerned about this being the end of local agriculture. It would also physically destroy my farm.

I would like to see Paine feild improved for this project

I would like to see the dot spend it's money more carefully.

I would like to stay informed about these decisions and note that it is important that communities are better involved, communicated with, and consulted in any decisions that impact them directly. It was seriously concerning to see the impacts in the first survey and that these communities were still being considered for these projects. Deeply concerned about the hypocrisy of the state government working towards racial equity yet proposing sites that would impact "people of color." Impact studies are very informative but I hope that you are giving voice to the county communities and not funding projects that harm. If this survey is being used to make decisions, shame on you. That is racist, classist, and harming our communities.

I would strongly oppose construction of both additional airports and airport-related roadways in any of the Thurston County locations. I've heard rumblings about trying to use this area to take a load off of SeaTac. That project would cause significant disruption to the neighborhoods, government facilities in the capital city, and the already-poor infrastructure for pedestrians and cyclists.

I wrote already what I thought...you are all idiots.

I'm from Enumclaw and really don't think it's a good spot for an airport. The roads already get backed up with a concert we don't need an airport. The roads and hilly land don't support it.

I'm fully and completely opposed to an airport in or around Enumclaw. Please stay off the plateau. As a resident of nearby Sumner, this plan not only seems like adding unnecessary stress and expense to Enumclaw and the surrounding RURAL areas, but seems to give all airport tax income to King county but all southern traffic and highway backups to Pierce county. Please consider that King County neither wants nor needs two international airports. Give it to Thurston or one of the coastal counties.

I'm very concerned about the potential negative impacts of building/expanding an airport in Thurston County. I already experience negative consequences due to current flight paths, but I can accept those because they already exist. I strongly oppose new development/expansion of an airport because of worsening air quality, noise/light pollution, disruption to animal life, increased traffic to/from the airport, and impacts to property values.

If there are any questions, concerns or clarifications needed for any of my responses please feel free to reach out to me.

If you do things like this in place Skagit County you're going to be destroying where the last few places that people can go where it's small towns in farmlands and I don't know why people are held bent on destroying stuff Just so other people don't have to be inconvenienced by a drive or whatever. We don't need a mega airport up here in Skagit county or Snohomish for that matter. People live up here for a reason don't take that away

I'M A RESIDENT OF ENUMCLAW, WA

I'M AGAINST BUILDING ANOTHER AIRPORT NEAR MY TOWN NOR ANYWHERE IN KING COUNTY. WE ALREADY HAVE 2 HUGE AIRPORTS SeaTac and Boing. PLEASE STOP. BUILD IT IN NORTH SEATTLE. THANK YOU

I'm all for an airport in Lewis County. I live in Toledo by the airport now and wouldn't mind an expansion!

I'm concerned about the traffic impacts to the roadways and communities. I understand that a robust analysis will need to be done, and appropriate mitigation identified, but a concern nevertheless.

I'm confused as to why expanding services at Olympia Regional Airport isn't an option. South Sound region residents largely have 2 options for commercial air travel: Sea-Tac or PDX. For Olympia/Tumwater residents, Sea-Tac is an hour's drive in ideal traffic conditions - and traffic between Tacoma and Sea-Tac is rarely ideal. PDX is 2 hours away.

Olympia Regional Airport is ideally situated to accommodate residents of Thurston/Lewis/adjacent counties, but it offers zero commercial passenger service.

If WSDOT is considering purchasing land in Thurston/Lewis to build a new airport, wouldn't expanding ORA make more sense? What am I missing?

In regards to both of your potential Skagit County locations, both are quite prone to flooding. I mean a foot or so of flowing water kind of flooding. I have aerial photos of the Bow/Edison area literally under water, and have had the unfortunate experience of having to drive over water covered roadways more than once up here.

Industrial development will follow any airport expansion/construction. It seems to make the most sense to either expand Paine Field (proximity to Marysville/Smokey Point industrial sites), or locate a new facility in the Tumwater-Centralia area which is currently growing with large new industrial sites.

It is very important to take care of the planet that houses us. Without it we have no home. If expanding or adding new airports adds to noise pollution, emissions, as well as sudden over population in smaller areas, it won't be worth the money.

It would seem that expanding Paine Field in Snohomish County would make the most sense, especially with the northward expansion of Sound Transit. As well as should be somewhat less cost given existing infrastructure and surrounding egress to site. It's understandable that aviation is growing however looking into major residential areas is ridiculous. Traffic infrastructure needs to be a major concern along with the displacement of multitude of families.

Paine field is set to handle more and more traffic

It'll be much easier to build a couple airports with 10-20m passengers each vs. a single one on Sea-Tac scale, with Paine being first so there's less hurry on the other. This should be included in CACC's consideration alongside the one-big-airport idea. (Assuming Paine is one, the other should be south.)

Transit access is paramount, ideally via train.

It's not clear that we need more cargo or passenger capacity. What is clear is that we need to improve the efficiency of existing airports, not damage more areas where air, sound and light pollution have not yet been impacted. Less is more when it comes to air traffic.

I've lived a long time and seen governments in all the places I've lived do some incomprehensible things. Texas wanted to put an airport where a big school was in the 'crash' zone. It was a battle to stop this, but it was good ol' boys in Texas... we did.

JBLM? Are you kidding me? Check a nearby traffic report any day of the week and tell me that increasing traffic in this area is a good idea. We have enough standstill gridlock as it is! If you're set on it, at least make 507 a divided limited access highway from 512 to 1-5 at Grand Mound. That is the ONLY way this would work.

Keep another SeaTac OUT of south king county. Don't punish us just because we disagree with the rest of King county politically.

This is valuable farmland out here, we're just a bunch of small towns, the infrastructure does not exist to handle the road traffic required to service an International Airport without billions in investment that is unnecessary. Convert Olympia Regional into an International Airport, it's far more doable, next to rail, next to the freeway.

Keep it off the plateau

King county should not be included in this study as it was stated the CACC is prohibited from making such recommendations. Why is it included at all?

King county sites should not be on this list

Leverage Paine Field. Alaska Airlines is crushing it there. Boeing will most likely start to exit the state, opening up more opportunities for commercial traffic. Or double the footprint of SeaTac. Creating a third international airport is fiscally, socially, and environmentally unnecessary.

Lifetime Washington resident and frequent traveler. I DO NOT support building another commercial airport in Western Washington to support more pass-through travelers. WSDOT should embrace plans for high speed rail from Portland to Seattle to Vancouver BC, which will be a lower carbon emission impact and free up terminal space at existing airport facilities.

Logically everyone knows the Northern part of the state needs the airport most. Putting another in the counties so close to the other airport already in use does not benefit where it is needed most.

Mitigation of metals spewed from the jet aircraft during their operational cycles in unattainable without the introduction of a toxic buffer zone within a 3-mile radius of the airport and beyond.

More infrastructure is not the solution to overpopulation. Fuck off with your stupid airport and allow proper access to family planning, education and birth control. Stop wasting my tax dollars on vanity projects for developers.

Moses Lake is the only place for a new international airport!!

My concerns are the flight paths, traffic patterns which are congested already. Is there any plan to assist with the flow of traffic. Most major roads in this area are 2 lanes. Additionally what is the expected noise pollution increase for this area. I enjoy living in a rural community and have grave concerns about the effect on the community.

My family is highly opposed to expanding Paine Field. WA is supposed to be a leader and example in environmentalism not expanding pollution causing aircraft and constant noise pollution. We should be looking at high speed rail or other environmentally friendly options. If you must expand an airport make it in Seattle or south where larger population centers are.

Neither Skagit County is appropriate as a new airport location for all of the reasons described by the Skagit Land Trust, Skagit Audubon, and many residents of Skagit County. An airport built upon this site would destroy Skagit County's agricultural economy, harm conservation lands and permanently damage significant populations of birds and other wildlife. Moreover, as your own review shows, this site is within a 100-year floodplain and the flooding of it will only increase with the inevitable effects of climate change (the November 2021 flood vividly illustrated this). I request that these sites be removed from the list of potential sites for a new commercial and passenger airport.

Next airport should be in Olympia area.

No airport on the Enumclaw plateau ! It will destroy what's left of farmland in King County ! The area does not have the infrastructure to handle the amount of traffic needed for an airport. All you have to do is see what it is like traffic wise when there is an event at the White River amphitheater, to see what traffic is like on the plateau ! NO AIRPORT
ENUMCLAW PLATEAU

No airports in Skagit County.

No to any airport near Enumclaw. No no no

No to Enumclaw airport your surveys are off regarding wetlands! All our wildlife habitats that live beautifully alongside farmland would be gone forever. The Canadian geese and swans that are out in the fields with our animals. The blue heron in the creek. What happened to saving the planet!

No to Thurston County! We don't want the increase in light pollution, noise pollution, and pollution pollution. We don't want the added strain on I5. We don't want rent prices driven higher than they already are. Keep new airports out of Thurston County!

No Toledo or Lewis County airport. This space and people will not accommodate such infrastructure. We want to keep our land clean, green, and quiet. We will happily travel to airports in major hubs.

No. We do NOT need an airport near Enumclaw. Reasons why: protection of meadows and farm lands, already increased traffic from Mount Rainier in the summer, protection of native fish habitat, protection of small towns and their ease of life, noise pollution in wilderness and forested areas like the Clearwater Wilderness and Norse Peak Wilderness.

NOT ENUMCLAW!!! Too dense of area too much impact!!!

Not in Enumclaw! Our farm land is precious and dwindling. Generations worked the land, and worked to keep it safe from being taken over. Why would you take land that has been saved instead of areas which have already been paved over. Once it's gone, it's gone forever. Keep Washington (and Enumclaw) green.

Not interested in having a large airport nearby. Between JBLM, small planes and SeaTac current flight patterns we have enough air traffic. No thank you.

Olympia airport??

Olympia could serve south king, pierce, sw Washington and the peninsula. I am concerned about Auburn, Puyallup, and Enumclaw given the roads that can't support the existing traffic.

Olympia. !!! The current air field in the Tumwater area is just off I5 easier to get there from the north!!!!

On behalf of the members of Friends of Skagit County, we oppose the consideration of ANY future airport sites in Skagit County. Conversion of farmland to other uses is the biggest threat to the Northwest corner's regional food security and food production. Agriculture is the largest economic driver in Skagit County and the Skagit County Comprehensive Plan, developed following the State Growth Management Act, requires the county identify and preserve its prime ag soils for food and fiber production - NO EXCEPTIONS!

Please remove the two Skagit sites from your lists and do not consider Skagit locations in the future.

Ellen Bynum, Executive Director, Friends of Skagit County

Our agricultural lands are disappearing rapidly. Please, only consider putting this airport in already populated areas, and also include funding to expand the infrastructure to support it.

Our family of voters is shocked to learn that there are two sites in our home of Skagit County under consideration for a new airport. First of all, it is ridiculous to consider sites located in the flood plain of the Skagit River. Secondly, WSDOT is apparently ignorant of the fact that the climate and soil conditions here are unique and the diversified agricultural production is crucial to the world food supply. Iâ€™m not exaggerating. Skagit farmland produces 80% of the worldâ€™s beet seed, and nearly as much of the worldâ€™s cabbage seed along with many other seed crops. These crops canâ€™t just be grown somewhere else. The particular conditions here are rare, and these crops are exacting in their requirements. The Skagit sites must be removed from consideration for any future airports. This land, once destroyed, cannot be replaced. Thank you for the opportunity to comment.

Paine Field is the clear choice. It has the best location, with good access to I-5 and in a few years light rail. The Bremerton airport is not located in a good place. Traffic on Highway 3 is already horrible and quite dangerous.

Paine Field, in Everett, is already active with commercial flight. And within 100 mi. of SEATAC. I believe Whatcom Co. also operates â€¦. Why would anyone choose to put another airport the Valley? Itâ€™s a flood plane, FCOL.

People who have lived here for years would lose the homes they built and would not get enough money to be able to relocate elsewhere and live the same type of lives they have now. Beautiful Serene country and streams would become noisy and polluted and unusable just so the rich could fly and travel. What all boils down to is money and not the rights of folks who have built their homes decades ago and love this land and area for the peaceful Serenity it gives to them and others who visit this area. Please consider this when looking at this area.....ITS NOT JUST LAND !

Placing a new airport along the I5 corridor near the existing major freeway makes more sense than placing it over farmland in the country where significant road structures would have to be built to accommodate the increased traffic. Placing the airport on land near a major freeway makes access easier by neighboring communities who you may not be considering as significant population.

People who choose to live in the country do so because it is less expensive to live there and because they appreciate the peace and quiet a more rural environment lends. They avoid the big cities purposefully. Putting a major airport in the middle of their country life turns their environment into a bustling city; the very thing they want to avoid. South King County and East Pierce County people are mostly country folk. We choose to live AWAY from the I5 corridor and major cities because we prefer the peace we feel in the country and the lower housing costs. We prefer the option of quiet, and wildlife, and country folk, and a slower pace of life. We have many cultures and people of multiple races living here away from the fast paced city life none of us like. We want to keep our way of life peaceful.

Please DO NOT wreck our peaceful environment by installing a major airport over our farmland and country living spaces that are away from I5. The local highways are slow speed roads that barely accommodate local traffic and CANNOT support the traffic a major airport would bring.

Please consider expanding existing airports. Paine Field, Bayview Regional Airport, Bellingham Airport, etc. Do not steal farmland and pave it over! Insane to even give it a thought.

Please develop an existing airport and don't create a new one.

Please do not build this airport in Thurston county. We already have enough air traffic from jblm that affects our quality of life. The additional air and noise pollution will be unacceptable.

Please do not consider these sites for an airport; skagit valley is an important home to so many migratory birds and the flats are crucial to their continuance; it would be devastating to have this refuge taken away and replaced with an airport; it would have a very negative impact on everyone here in the valley also; this is a huge agricultural mainstay. Thank you, Desiree Webster

Please do not progress with building an airport out at Enumclaw. Enumclaw and this portion of South King County have historically and are currently rural areas for which King County and other entities have spent time and money to protect.

Enumclaw is already lacking in the infrastructure that is currently necessary, mainly sufficient roads for all of the traffic.

I would suggest a new airport either along I-5 corridor toward Olympia or even up past Tacoma Narrows Bridge.

Sincerely,

Julia Ubbenga

Please do not put a major airport in an undeveloped area thereby destroying it. Use an existing site like KRNT or KTCM.

Please eliminate any Southeast King County location from consideration for a new airport site. It's illegal and immoral. This kind of project would destroy a way of life for the people on the Enumclaw Plateau. The environmental impact would be devastating. Please get to know this area and the people here before you allow any recommendation to go forward.

Please eliminate East King County as an option. This is farmland, a rural, peaceful area and it has always been designated as agricultural.

Keep it that way.

Please keep me informed about this process. Also, please do NOT build an airport in the Enumclaw area. Put one nearer to Olympia.

Please leave Lewis County out of consideration. We do not have, nor do we want the infrastructure to support it. Nor do we want the peace and quiet we moved from the city and sacrifice a lot of convenience to have taken away by constant air traffic. People in urban areas further north are used to it.

Please make things easier for customers. If it will increase costs to fly then don't add or increase the airports

Please not skagit farmland.

Please remove the south king county site from consideration immediately and follow the law that King County was not to be included.

Please spare the residents of King & Pierce county from more traffic and more noise pollution.

Please stay away from south east king county. Keep it County and no hood.

Please stop including Thurston County in this discussion. We do not need the noise, pollution, and increased activities associated with this. Thank you.

Please stop projects that cost way too much for population and we don't need this

Please stop the idea of Enumclaw as an airport site. Why ruin an amazing farming community when other populations need an airport.

North or South on I-5 makes so much sense. Less destruction.

There has been so many restrictions here to preserve wetlands. We respect them and honor those preservations. How can big government now change their minds and destroy these areas. This is wrong. Enumclaw people have no problem traveling to SeaTac, it's less than an hour.

But people down south, up north and on the peninsula travel up to 2 and more hours to SeaTac or Enumclaw. This doesn't make sense. Help those communities with an airport in their vicinity.

The majority of Enumclaw and surrounding areas are so upset with this proposal. Please, please take Enumclaw off this list.

And one more thing, have the horrendous winds been taken into consideration. The Native Americans many years ago named Enumclaw, meaning Home of thunderous winds for a reason.

Please take Enumclaw Plateau out of consideration. Two lane roads in and out of this area and farming is vital to community.

Please, no expansion in Olympia. It makes no sense to have another large airport so close to SeaTac, and local infrastructure can't handle the burden.

Putting an airport in Enumclaw is a horrible idea. There is no way the roads out here can handle any more traffic. You will be ruining beautiful farmland. Nobody wants to drive this far for anything. Put your stupid airport closed to Seattle or the I-5 corridor, not out here in the sticks.

Putting an airport on the Enumclaw Plateau is a terrible idea for many reasons including environmental impact, lack of infrastructure, frequent high winds. But most of all removing farmlands and replacing with concrete, traffic, and noise pollution would ruin the area as we know it. There have been so many efforts to keep the area more or less rural which makes the fact this is even under consideration ridiculous. I have not met one person in favor of an international airfield on the Plateau.

Remove SE King County from consideration

Saying no to another airport in King County.

Skagit Valley is perhaps the best farmland left in the state, and the citizens of Skagit County have worked diligently to preserve its integrity and protect it from development. The valley is also an important environment for bird population. People come from all over the U.S. in winter to view the many raptors who migrate from as far as the Arctic to overwinter here. The farmland also is home to many thousands of snow geese as well as Trumpeter and tundra swans that winter here from the Arctic. A large commercial airport would be devastating to an important resource in our state and would not survive an honest EIS. Skagitians do not want or need an airport. Southern Thurston county cannot support a large airport. We have several endangered species in the area to include, but no limited to the pocket Golfer.

JBLM air operations would be greatly effected, which would put one of our major Pacific military hubs with additional burdens at a time when the Indo-PACOM theater of operations is already becoming more and more destabilized.

The area does not have the road infrastructure to support a major airport in the area.

Thank you for attention to the public in this matter

Tenino would be great central location

Thank you for asking for the public's input. Overall, I'd site any new airport closest to the largest number of people who will be using it.

Thank you for request for public comments and making the process so easy. Very easy to follow the survey.

Thank you for the hard decisions ahead.

Thank you for your time and working to build a thoughtful Washington transportation plan

The Bonney Lake-Buckley-Enumclaw area is a very poor choice for the following reasons.

1. Too close to SeaTac
2. The majority of Hyw 410 is two lanes once you are past Bonney Lake. Traffic is horribly bogged down from 1:00 pm to 8:00 pm.
4. To get to Hyw 410 traffic would have to use Hyw 167 which is a traffic nightmare.
5. To use Hyw 164 traffic would go through the Indian Reservation.

There would be high traffic volumes from the Amphitheater. To get to Hyw 164 you have to go through the middle of the city of Auburn.

6. High winds with downdrafts from the foothills.
7. Not a centralized location.

An area that would be better served would be the Centralia area for the following reasons.

1. Directly off of I5 for easy access
2. Wide open flat area with lots of undeveloped land available
3. A depressed economy with people needing jobs
4. An airport in this area would serve the Tacoma-Olympia-Southern Washington area which has to drive to either SeaTac or Portland areas.
5. Once past the Olympia area I5 could easily be widened if necessary to accommodate traffic.

I do not believe the development of McCord Airport would be a good option either. It is a military base and should remain such.

The eastpiece county site should NOT be considered due to high water table, impact to farm lands, and very high winds frequently

The Enumclaw site is a non-starter simply from a transportation infrastructure perspective. King County is the most populous county in the state (by far), where any lane mile added to a major road (SR-169 or SR-410) is often cost prohibitive. Both SR-169 and SR-410, at a minimum, would have to be 4- or 5-laned from Enumclaw to Renton (at I-405) and Auburn and beyond (at I-5), respectively. The costs of land acquisition alone would dwarf any new roads built (or expanded) in any other WA county by an order of magnitude. Plus, an International Airport needs mass transit to and from population centers (otherwise, it's a pure boondoggle). That will never happen in Enumclaw. In fact, look at how the costs of Sound Transit's Light Rail continue to balloon. It plans to reach Issaquah in the 2040's "along an already expanded I-90 major interstate highway" increasingly less realistic.

The idea of flights from an airport off highway 20 in Skagit County and somewhere in southwest Pierce County is good. Anything to get people off of I-5. As people who fly to San Francisco every few weeks and have family who do the same, we love flying in and out of Paine. We know it's ultimately up to Alaska Airlines, but we sure hope these flights continue, and urge them to have flights to Portland again. Again, anything to help I-5 traffic and reduce the number of times anyone has to drive through Seattle.

The King County Southeast location is not viable due to the already high traffic during concerts/events at the White River Amphitheater. The current one lane road is not capable of accommodating such immense levels of traffic an airport would bring. Also, it would cause significant damage to the countryside ecosystem with the tear down of trees, lands and added pollution from airplanes. Many of the families in this area purposely live in the country side to be away from all the city noise. This airport would significantly affect our way of life.

The negative aspects of building an airport in Thurston county outweigh the benefits. The infrastructure of this area already can't handle the amount of drivers on the road or housing demands so adding an airport will most likely result in road expansion projects which never actually solve traffic congestion issues, only increases pollution and habitat loss, and make housing even more of a nightmare to find. I live in this area because it's not a major city like Seattle. I don't want to live in massive urban growth with nothing but gray concrete and black pavement stretching as far as I can see around me for miles, skyrocketing property values, the loss of the close community here in town where it feels relaxed to walk the sidewalks and run into lots of familiar faces, and massively increased noise and air pollution of planes flying over my house and more cars everywhere. I already loath the air traffic that flys over and scares my animals, rattles my house, and agitates me from jblm and the oly airfield so adding an airport here will make that even worse. If this is built and I didn't own my house, this would drive me out and I would move away form olympia. If I wanted to live near this sort of high density and noise I would have moved to seattle after school rather than here. I will never use an airport if it's built here, even if it's more convenient distance wise for me to get to, because the one advantage of being closer will not make up for all the damage it will cause and I won't be part of supporting it with my money. I will travel to Seattle or Portland instead as I already do via train. We should be focusing on building up our ground public transportation first and foremost as that actually has far more benefits than downsides (reduced pollution of all kinds, reduced habitat loss, saves people money from car expenses, reduced road congestion, etc.) and connecting already existing airports with such public transit. Focus should be made on already existing airports for expansion and to increase efficiency. Stop eating up low human impact land and turning it into paved over hellscapes, we need to be focusing on restoring habitat health and vegetation cover to these areas rather than increase urban development of them as we rely on the many ecosystem services undeveloped lands provide such as reducing air, water, and noise pollution, providing outdoor recreation which increases human health, and provides a home for plants and animals. Stop trying to make olympia into Seattle, not everyone like big city living and most of us who live here don't which is why we are here and we are already frustrated enough with the city and county not listening to the wants of the public. The only viable option is expanding PAE. Its close to I-5 and potential light rail service. PAE is a perfect solution for anyone north of Seattle. Putting an airport south of Seattle is redundant to SeaTac and anything north of Everett is too far from population density.

PAE is the only viable option.

The process of choosing sites for an additional airport seems to focus on the east side of I-5. There appear to be many sites to the west of I-5 that would be as easy to get to, are less populated, and offer larger open areas for that airport. I do not think the sites in Thurston County are appropriate as this area of the county has grown and continues to grow in population with people commuting north for work. It seems there is huge potential to create a situation similar to the one at SeaTac if an airport is placed in a rapidly growing area. As far as I can tell, NO ONE is pleased with how SeaTac is working out. Please take a lesson from an already difficult situation and don't recreate it in another area.

The value of preserving communities and their rural heritage is extremely important in Washington and to Washingtonians is extremely important. Therefore expanding and improving upon preexisting commercial areas is extremely paramount. While developing an area for such a project may be easier, the ramifications are great, including but not limited to increase to cost of living, disturbances to communities through increased traffic flow and the destruction of underdeveloped counties will only push people out of Washington. We all have a responsibility to maintain and preserve the way of life in Washington. I advocate that these resources go to renewing and reinvesting in locations more central to Washington's industry with a need for renovation not developing another county and leaving it to crumble. Yes, this project will bring revenue but at what cost.

There are a number of reasons KC East is a terrible, if not illegal choice. The simple fact that any site entirely within King County alone should be enough to disqualify the site. The expansion of any number of existing regional fields (Paine, Olympia, etc.) would be the most cost effective, offer the easiest access, do the most to evenly distribute public demand, and provide the least amount of negative community impact.

There is a proposal from the CACC (WASP Airport Site Selection Study) to place an airport in Southeast King County. Please help assure that this site is removed from consideration.

Firstly, when the CACC was created through Senate Bill 5370, King County was EXPLICITLY EXCLUDED from consideration for any potential sites. Yet such a site was in fact recommended outside Enumclaw.

Secondly, building an airport here would violate SEPA, which state lawmakers adopted identifying four primary purposes:

1. "To declare a state policy which will encourage productive and enjoyable harmony between people and their environment.
2. To promote efforts which will prevent or eliminate damage to the environment and biosphere.
3. Stimulate public health and welfare.
4. Enrich the understanding of the ecological systems and natural resources important to Washington and the nation."

"SEPA policies and goals supplement existing authorizations for Washington's executive, legislative and judicial branches including state agencies, counties, cities, districts, and public corporations. Any governmental action may be conditioned or denied pursuant to SEPA." <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Basic-overview>

Thirdly, there are salmon runs that would be decimated by this project. Newaukum Creek is one of the two important salmon-bearing tributary streams to the Green/Duwamish River and is in the middle of the proposed site. Lower Boise Creek Habitat Restoration Project would be spoiled.

Fourthly, the proposed site would infringe on Muckleshoot Tribal Lands. This violates WITHIN THEIR OWN STUDY the “Environmental Justice” criterion category: “percentage of population within 5 miles that are low-income, people of color, and limited English proficiency”. On the study graphic this category is completely green, indicating no impediment in this category. Blatantly false.

Fifthly, there are 3 highways that feed this area: 164, 169 and 410. 164 and 169 are the most immediately accessible to this site. All three highways are 2-lanes and each one crosses a 2-lane bridge. Not one of these in its present form could support the traffic this airport would generate and require.

I am not proficient aviation matters, but professional pilots state that the path over the mountains would be the same as for flights into/out of SeaTac. Having overlapping flight paths makes no sense and would be dangerous. In addition, the sustained winds that are regularly experienced on the Plateau could potentially ground a significant percentage of air traffic at this site.

The environmental impact on the Plateau would be horrendous. Residents and farmers here live here precisely BECAUSE it is rural, beautiful, clean and unspoiled. This airport would destroy local farms, protected lands and fish-bearing streams and quite possibly ruin the water with dirty runoff that ultimately flows into both the Green and White Rivers.

If this proposed site is accepted and development of this airport moves forward, our state government will have demonstrated that laws only apply to individuals and not the government that created them; that environmental impact and protected lands are not considered as promised; that our elected leaders cannot be trusted.

While this can become an emotional issue, it should simply be a logical argument against this Southeast King County site proposal.

Please stop this now.

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While this can become an emotional issue, it should simply be a logical argument against this Southeast King County site proposal.

Please stop this now.

There is no room for an airport in Enumclaw. It is a rural farming town with wildlife and natural resources. Keep your crap out of our community, we do not want it here!

This airport and the multi-directional three-runway approach patterns will create a huge amount of noise, exhaust pollution, and an unimaginable traffic load. The proposed airport would negatively impact a national park, several wilderness areas, the San Juan Islands, and a National Scenic River in one of the recreation hot spots of Washington State. Furthermore, it would swallow up or destroy a vast area of active farmland. If we insist on growing our population to 12 billion hungry mouths, we are going to need all the prime farmland we can get. Better to make full use of Paine Field. Also, making the assumption that air travel will grow at the same pace for thirty years seems an absurd assumption. Fuel will be different. Airfares will be extremely expensive. We will be in the midst of a full-blown climate disaster. Why build a huge airport for conditions that almost certainly will not exist? Thurston County and Lewis County are the most under served areas in Western Washington. It is right between Seatac and Portland International. NW WA already has Paine Field, Bellingham and YVR access. Also, it is strange to not have access to the State Capitol for passengers. Olympia's Port should consider seaplane access too.

It seems like any airport expansions should be along the I-5 corridor. Highway 101 capacity expansion seems like an impossible endeavor with once one gets north of Shelton. Why isn't Sanderson Field being considered? Why isn't KOLM in Olympia expandable? It seems like Chehalis is under water too frequently. One would think that Toledo should be a candidate but they have decent access to Portland.

Thurston County does not want or need any additional airport space, commercial or otherwise. Please go elsewhere. Thank you.

Thurston county gets my vote, it would serve the coast and the peninsulas well.

Thurston county is NOT the right location for a new or expanded airport. Locating a significant development in Thurston county would adversely impact the character and environment and another site should be planned.

Thurston County, Olympia area. There is already infrastructure for travel that can accommodate more traffic. It is south enough to cater to southwest Washington and still redirect some flight traffic away from Seattle.

To put an airport in the Skagit area would be lunacy. An airport there would serve sparse human populations (many of whom depend on Skagit tourism) and would take already declining bird populations and send them spiraling into oblivion. Have you never experienced the wonder of a large heronry, of raptors in flight, of baby ducks on their first swim, of eye-contact with an owl? This is all happening on the Skagit, and these birds can't move elsewhere, because there is so little elsewhere. Species disappear because we damage and remove their habitat. At some point, that human-caused impoverishment of other species endangers our own species. To do this for an airport?? That's not progress, it's insanity.

To whom this may concern,

I am lifelong Washington resident, growing up mainly in Pierce County. Growing up and to this day I'm avid rodeo contestant and farming advocate. I grew up riding all over the northwest and within the last couple years with all the growth has made me move farther from the city just to find out that there could possibly be an International Airport in my backyard of Roy. Roy is a small rural farming town, where people like myself are moving away to get some sort of peace and not having to deal with the traffic and rat race. I've lived in Edgewood many years and sadly the small rural town has slowly been taken over by people that do not want to live in filthy Seattle so they move here to get away from it just to make our small town just like Seattle. The hard working citizens of Washington want their tax dollars to be put towards something worth their while... not an unnecessary airport that will cause us to keep moving farther and farther from our homes, family and jobs. Not everyone wants to live in the city, us country folks still exist and you are taking that away from us. Farming and agriculture is a fundamental resource in order for our world and communities to operate... without dairy farms, chicken farms, corn fields, wheat farms and vegetable fields you have no way of sustaining a community. This doesn't only go for Roy/Pierce County this goes for, Yelm, Eatonville, Enumclaw, ect. If anything put this down towards Vancouver so travelers are close to Oregon. Our small farm towns are what people enjoy and what keep the community together. Putting an airport anywhere near these communities would destroy all that we have. Please do not take our peaceful farms away from us they are what keep us happy and sane.

Traffic in Enumclaw has been getting progressively worse. Our country roads are not equipped to handle airport traffic.

Traffic is already a complete disaster in South East King county. I can't imagine the additional pressures on the area that this type of airport would add. I am against any recommendation for the Enumclaw area.

Tumwater area has lost much wildlife area last few years, I5 is too crowded. We are having flooding issues now. Need to protect Millersylvania State park and protect what is left!
Please no airport!

Use existing airfields, not in King County with roads that will support commercial flite, freight

Use whst we have and expand it.

Utilize what we have already. Cut back on air traffic, with its large carbon footprint and noise pollution. Legislate to use more rail. Make the shipping business green and sustainable, not noisy and carbon-heavy.

Utilizing existing airport facilities is an important consideration given the likely elimination of valuable agricultural lands that will occur if Greenfield sites are given priority. As WA residents and businesses work to more sustainably feed ourselves and one another, the conversion of limited and productive farmland does not support those goals.

Ideally, a new domestic or international facility should take advantage of existing infrastructure and accessibility that will also reduce such conversion pressures that new airport infrastructure (roads, hangars, etc.) requires. Selecting an existing airfield near I5 makes the most sense, especially if it is a regional facility that eases pressure on both SeaTac and PDX, which are both at or near capacity.

Watch out for eagle's nests in Enumclaw!

We are opposed to developing the recently proposed airport in Auburn on the Enumclaw Plateau. This land was saved by voters decades ago for farmland production use. I am a farmer nearby the site. We have lived here over 25 years and have been very productive and happy. The negative effects would be bad and cause us to abandon of agriculture efforts. The infrastructure is inadequate. The noise and traffic would have a highly negative effect on quality of life. Find an alternative site.

Thank You

We do not want an international or large airport in Thurston or Lewis County.

I have no interest in living in an area like SeaTac....full of crime, trash, pollution, traffic, noise, lights, bad air and toxic fumes.

We live in the country for a reason.

I vote NO, NO way, NO how, at all costs.

Thank you

Jim Ellis

We do not support the development of an international airport in Thurston County. Thurston County does not have a large enough population to support a new airport. Both Thurston County areas under consideration are home to many small and family-owned food producers, farmers, and ranchers, who are a vital part of the local food supply system. We cannot displace these members of our community for a development of this size. In addition, many of the areas in Thurston County are wetlands, or critical habitat for endangered species including the Mazama Pocket Gopher, and unsuitable for development. Our communities in Thurston county have been working hard to preserve and protect agriculture and working lands through conservation easements because we value our rural communities and our local food systems. A development of this size would destroy the quality of life in our community, and it is not welcome or wanted.

We do not want an international airport in Thurston County or Lewis County.

We have said NO to this proposal numerous times over the years, Citizens, County Commissioners, Local political representatives, Tribes, NGO's, Environmental Groups... we do not want this kind of development here.

There is a very vey long list of reasons why we do not want an airport in this region... the first being multiple layers of environmental damage caused by a large airport both on and off site - then we can get into all of the over population, rediculous explosion of devopment, and strain on resources conversation.

The bottom line is NO Thank You.

I appreciate the opportunity to voice my opinion.

Chanele Holbrook

We do not want this airport anywhere around Enumclaw!

We don't need yet another airport in King County. I think Thurston County makes a lot more sense. And we should stick to the I-5 corridor. East King County makes no sense. And it's beautiful farmland, near tribal land and one of our most peaceful river places.

We have been living on 5 (unable to split) acres in the Krain area for 43 years. Please post a map of the proposed airport and let me know about an open house where it will be discussed.

We have spent millions to conserve the Green River and its largest tributaries. The flight path of this prospective greenfield site would eliminate the last of the Chinook Salmon Habitat following the Soos and newaukum creeks. This is very personal as I have spent the last twenty years as a volunteer leader in these efforts. Forget this place we call home. I speak for the fish and all the wildlife who call this home.

We live in the Samish River valley. The two options offered for Skagit County are not viable. Too much precious farm land would be paved over, lost forever to the vitality of farmers and production of food that is shipped all over the country. The impact of these sites does not warrant consideration . Please remove Skagit Nw and Skagit Sw from the list.

We need some rural areas in Wa state!!! An airport expansion would destroy this lifestyle in Toledo. Keep it up north where it belongs.

What are the plans for the pocket gophers and pocket gopher land that was set aside?? Isn't this area federally protected for pocket gophers, or is that just the rules us homeowners have to follow?

Whatever location is picked for a new or expanded airport, the development must favor car travel over mass transit. Plenty of high capacity roads and plenty of parking. (And enough with the weird gender questions in state surveys. Male/Female. That's it.)

When I was told about our town being a spot for a possible commercial airport I was shocked that we would be a possibility. We have a special small town charm and Enumclaw is a special place to many of us as we are a gateway to cascade range and Mt. Rainier. Yes, we have grown over the years but people still come here and come through our town to get a little bit of fresh air and a peace of mind that there is still a little quieter place close by for those who live more in the city. I was born in this town and have lived here my whole life. I have always loved the farm land and am very thankful for the land I have got to grow up on. I would hate to see a town I grew up in and want my children to grow up in, to become a place that very well might force me and my family to move out of because of the impacts of what this will do to our town. I understand there are changes that need to be made to adjust for the growth of people/businesses in this state but I do not believe we are the right town/area for this sort of thing and it would hurt this town and the people that live in it. Please don't make Enumclaw turn into something that will ruin the history and farm land of this town.

Thanks for hearing my thoughts

While maybe unpopular we already have a very large and effective airfield at McCord. For passenger travel that could easily handle the extra load and still not have a drastic impact on the military operations

Why is the focus on western Washington? An airport in Eastern Washington would give a city like Moses Lake an economic boost and take pressure off SeaTac by giving eastern Washington, Idaho and Montana air travelers an International Airport to fly in and out of.

Why is wsdot not considering investing in better regional or interstate rail service instead of airports?

why not consider Bellingham?

Why not utilize eminent domain for properties surrounding SEATAC international and continue to build onto that complex instead of inconveniencing many, many more commuters. There's no sense in an additional campus when SeaTac is already located spot in the middle of the metropolitan area. Many other towns don't have the infrastructure to support something like an airport of that size.

Why would you even consider an additional airport south of Seattle?

Why would you even consider Enumclaw area? People might be 90 minutes from the proposed site now, but there is not even two lane highways. The new airport has to be closer to an intrastate.

Why would you put another airport in King County, especially in an area where it would require a massive road project on top of it to make the airport accessible? Somewhere near Olympia, close to I5, would make so much more sense. This location would relieve stress on I5 to SeaTac, serve a large population, and provide better access (and economic growth) to our State Capital. All without destroying what little remaining farm land is left in King County! The current governor and his administration may be opposed to farming, however there is a reason the land in SE King County has been protected like it is. How much of that little bit of remaining open space and farm land would be destroyed not only with an airport, but the roads and infrastructure required to make it operate? I adamantly oppose the proposed location between Auburn and Enumclaw.

work with impacted communities-near airport and along flight path-to mitigate noise and added traffic as part of the plan. All the focus and funding is on building the airport with impacts an afterthought. Typically lots of listening to concerns, promises, then no/little funding to actualize the plan as promised.

Y'all really need to overlay your potential airport sites with the sea level rise maps from <https://coastal.climatecentral.org> -- both Skagit County sites, for example, are projected to be mostly under tide line by 2050. It would be a little ridiculous to build a fancy new airport and have it go underwater with every high tide within a decade of completion, don't you think?

You suck

Your explanation about including the East King County site in potential areas of a new airport doesn't make sense. You said that King County was already excluded as a potential site yet a planning consultant has studied it as a potential site. What does this mean? This double speak lends to further distrust of government.

Your proposal for Enumclaw (south king airport) is UN ACCEPTABLE AND UN WANTED. Enumclaw and the plateau has said NO to this airport. This includes anywhere NEAR east pierce county! You have an air strip in Tacoma being unused. Improve on that Please do not put an airport in Tenino we do not have the roads or infrastructure for it

I say no to a airport it will ruin our community and wildlife

No airport in Thurston Co.

We DO NOT need another airport. Seatac and Portland are close enough.

Do not build an airport in Thurston County. Add to the Olympia airport. Don't build another one here. Look to build in Cowlitz County or Lewis County.

We would find a drive to an airport in Lewis County easier than Seattle.

I do not want an airport near Tenino.
Leave the rural areas alone!

Our farmers are struggling as is.

I am opposed to any plan to site an international airport in the South Thurston County area of Washington State. Please keep our rural areas rural. An industrial facility of this magnitude will have tremendous negative impact on wildlife and the efforts others have started in this area to preserve surrounding acreage for wildlife habitat. Additionally, the economic activity an international airport attracts would pave the path for more commercial permitting in the future. Please look closer to metropolitan areas for siting an international airport.

I am opposed to any plan to site an international airport in the South Thurston County area of Washington State. Please keep our rural areas rural. An industrial facility of this magnitude will have tremendous negative impact on wildlife and the efforts others have started in this area to preserve surrounding acreage for wildlife habitat. Additionally, the economic activity an international airport attracts would pave the path for more commercial permitting in the future. Please look closer to metropolitan areas for siting an international airport. We moved to Tenino to NOT live in an over populated and congested city. Please don't destroy our small town or more people will look to move to other states where they are heard.

I am opposed to any plan to site an international airport in the South Thurston County area of Washington State. Please keep our rural areas rural. An industrial facility of this magnitude will have tremendous negative impact on wildlife and the efforts others have started in this area to preserve surrounding acreage for wildlife habitat. Additionally, the economic activity an international airport attracts would pave the path for more commercial permitting in the future. Please look closer to metropolitan areas for siting an international airport. We moved to Tenino to NOT live in an over populated and congested city. Please don't destroy our small town or more people will look to move to other states where they are heard.

I am not in favor of a high traffic airport in Tenino Washington for many reasons living near this area.

I have lived in and very close to Tenino for 83 years. My husband and I so enjoy country living, only found now in small town life. Please reconsider the location of a large airport in our quaint, much loved country space.

" I am opposed to any plan to site an international airport in the South Thurston County area of Washington State. Please keep our rural areas rural. An industrial facility of this magnitude will have tremendous negative impact on wildlife and the efforts others have started in this area to preserve surrounding acreage for wildlife habitat. Additionally, the economic activity an international airport attracts would pave the path for more commercial permitting in the future. Please look closer to metropolitan areas for siting an international airport."

I'm opposed to expansion that negatively impacts the environment and people. This is the 21st century and we must stop thinking like 20th century planners. We have the ability to modify land to reduce flooding impact for an airport. We need to cease destruction of the environment because humanity chooses to over populate it without respecting the ecosystem. We need to start putting our planet first. We also need to cease applying more noise pollution near residential areas and decreasing the quality of life for BIPOC and Veterans.

I support this. This would help the greater good in immediate and surrounding areas.
No.....Airport in Thurston County!

It does not make sense to locate an airport interesting county has not a large population center so people will have to travel far to get to the airport. Meanwhile it will ruin quality of life and more rural areas where noise is much more impactful and disturbing to what is normally a quiet area versus a noisier urban area

I'd like to be added to a list for updates as this moves through the process.

We do NOT want an airport here!!!! Driving to SeaTac is not that bad and we have enough jobs and modernization here already.

I do not support a new airport in the Thurston County region. The Tumwater airport has already been expanded once in my lifetime and yet has never been used for its intended air traffic. As a child I witnessed forests and homes destroyed for this project and yet nothing came of it. The value to the greater population has been minimal at best. Continuing to take from our limited resources in this area which includes several lakes, vast wetlands, and forests will cause irreversible harm to our area's ecosystem. Not to mention the private property that this will intrude on. I urge all involved in this project to oppose the construction of any new airport in the Thurston County region and to explore other areas of the state.

We do not need another airport in Thurston County. The one in Tumwater is sufficient enough. Building an airport would destroy so much life, farms, ranches, wildlife, habitat etc.

Thurston County is already bursting at the seams with growth, we do not need more.
NO to the new airport in Thurston County.

No new airports in Thurston county near Tenino. This would not only effect the people living here but also the wildlife we have left. We have deer, coyotes, elk, rabbits, etc. The state moves in an international airport and that's all gone. They have to migrate and find a new place to live and many probably ending up deceased from the increase of traffic. The quiet that we enjoy will be gone. People that live here do not live in Seattle for a reason. We don't want the extra noise or traffic. Old hwy 99 is an old hwy for a reason to be scenic and quieter than I-5. You move in an airport and you are moving people out of their homes and a place they love to live. If you want to put in an airport put it near another city, not a small rural town. People still enjoy living in rural areas so please don't take that away from us.

Between Seattle and Portland we are in the middle there is no need for another airport. The noise would be horrible and we need to protect the animals so they have places to live. Please no airport in Thurston county.

Why do we need another airport in thurston county? There's an airport in Portland and Seattle. I don't see the need for an international airport right in the middle. Expand the Olympia airport if necessary. Wasn't that that original plan? The reason for buying up all that land around it years ago? No to another airport

Appendix D: August 23 meeting report

Attendee Report							
Report Generated:	8/23/2022 14:37						
Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	Unique Viewers	Total Users	Max Concurrent Views	Enable Registration
CACC virtual public meeting #1	890 2968 4060	8/23/2022 11:26	111	94	115	0	No
Host Details							
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Scott Burns (he/him/his) (PRR)	mpomeroy@prrbiz.com	8/23/2022 11:26	8/23/2022 13:17	111	No	United States
Panelist Details							
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	David Fleckenstein	fleckda@wsdot.wa.gov	8/23/2022 11:44	8/23/2022 13:17	93	Yes	United States
Yes	Christina Creac	creac@wsdot.wa.gov	8/23/2022 11:26	8/23/2022 13:14	109	Yes	United States
Yes	Keanna Dandridge	kdandridge@prrbiz.com	8/23/2022 11:38	8/23/2022 13:17	99	Yes	United States
Yes	Robert Hodgman	hodgmar@wsdot.wa.gov	8/23/2022 11:47	8/23/2022 13:17	90	Yes	United States
Yes	Lynsey Burgess	lburgess@prrbiz.com	8/23/2022 11:33	8/23/2022 13:17	104	Yes	United States
Attendee Details							
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Dallas		8/23/2022 12:09	8/23/2022 12:37	28	Yes	United States
Yes	David		8/23/2022 12:59	8/23/2022 13:00	1	Yes	United States

Yes	K Anton		8/23/2022 11:59	8/23/2022 13:02	63	Yes	United States
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Yes	jeff		8/23/2022 12:47	8/23/2022 13:00	14	Yes	United States
Yes	cathiemckinney		8/23/2022 12:00	8/23/2022 13:00	61	Yes	United States
Yes	Jennifer Colvin		8/23/2022 12:01	8/23/2022 13:00	59	Yes	United States
Yes	Sally		8/23/2022 11:59	8/23/2022 13:02	64	Yes	United States
Yes	Laurie Layne		8/23/2022 11:59	8/23/2022 13:00	62	Yes	United States
Yes	Michelle Green		8/23/2022 12:07	8/23/2022 13:00	53	Yes	United States
Yes	KevinH		8/23/2022 12:38	8/23/2022 13:00	22	Yes	United States
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Yes	Jillian Capistrano # GRI		8/23/2022 12:20	8/23/2022 12:27	8	Yes	United States
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Yes	Elizabeth Morter		8/23/2022 11:59	8/23/2022 13:00	61	Yes	United States
Yes	Joe		8/23/2022 11:59	8/23/2022 13:00	61	Yes	United States
Yes	Shannon Solveg		8/23/2022 12:18	8/23/2022 13:02	44	Yes	United States
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Yes	Jason		8/23/2022 12:07	8/23/2022 13:01	55	Yes	United States
Yes	Sara		8/23/2022 12:11	8/23/2022 13:00	50	Yes	United States
Yes	Hallie		8/23/2022 11:59	8/23/2022 13:00	62	Yes	United States
Yes	Petina		8/23/2022 12:29	8/23/2022 12:33	4	Yes	United States
Yes	Jan		8/23/2022 12:05	8/23/2022 12:40	36	Yes	United States

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Yes	Julie Winchell# LWVSC observer		8/23/2022 11:59	8/23/2022 13:02	63	Yes	United States
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Yes	Noah Pawlowski		8/23/2022 11:59	8/23/2022 12:06	7	Yes	United States
Yes	NPawlowski		8/23/2022 12:08	8/23/2022 12:28	20	Yes	United States
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Yes	Bolin-White River Amph		8/23/2022 11:59	8/23/2022 13:01	62	Yes	United States
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Yes	Methqal Abu-Najem-Atkins		8/23/2022 12:01	8/23/2022 13:00	59	Yes	United States
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Yes	Jess Morse		8/23/2022 11:59	8/23/2022 12:59	60	Yes	United States
Yes	Rachel Brown (she/her)# Port of Seattle		8/23/2022 12:05	8/23/2022 12:33	29	Yes	United States
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Yes	Jeri Freeburg		8/23/2022 11:59	8/23/2022 13:00	62	Yes	United States
Yes	Chubby Williams		8/23/2022 11:59	8/23/2022 13:01	62	Yes	United States
Yes	Janine Badgley		8/23/2022 12:02	8/23/2022 13:00	58	Yes	United States
Yes	john Lopan		8/23/2022 12:24	8/23/2022 12:59	35	Yes	United States
Yes	LANTZ		8/23/2022 12:01	8/23/2022 12:36	35	Yes	United States
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Yes	Gretchen Curtis		8/23/2022 11:59	8/23/2022 13:01	63	Yes	United States
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Yes	Zoom user		8/23/2022 11:59	8/23/2022 12:42	44	Yes	United States
Yes	K		8/23/2022 12:40	8/23/2022 12:45	6	Yes	United States
Yes	Hali Willis# SCA		8/23/2022 11:59	8/23/2022 12:59	60	Yes	United States

Yes	Bob Green		8/23/2022 11:59	8/23/2022 13:01	62	Yes	United States
Yes	Tal.Glass@rsandh.com		8/23/2022 11:59	8/23/2022 13:00	61	Yes	United States
Yes	Cindy Proctor		8/23/2022 12:01	8/23/2022 12:59	59	Yes	United States
Yes	Eric Johnson		8/23/2022 12:33	8/23/2022 12:59	26	Yes	United States
Yes	Bettina Wolthuis		8/23/2022 11:59	8/23/2022 13:00	62	Yes	United States
Yes	Graham Taylor/NPC A		8/23/2022 12:04	8/23/2022 13:01	58	Yes	United States
Yes	Sandy		8/23/2022 11:59	8/23/2022 13:00	62	Yes	United States
Yes	Dave B		8/23/2022 12:13	8/23/2022 13:01	48	Yes	United States
Yes	bob meeks		8/23/2022 12:05	8/23/2022 13:01	56	Yes	United States
Yes	Robison		8/23/2022 12:06	8/23/2022 12:12	7	Yes	United States
Yes	Don Armstrong		8/23/2022 12:21	8/23/2022 13:01	41	Yes	United States
Yes	Timothy Obrien		8/23/2022 11:59	8/23/2022 13:00	61	Yes	United States
Yes	Kate		8/23/2022 11:59	8/23/2022 12:34	36	Yes	United States
Yes	Kate H		8/23/2022 12:34	8/23/2022 13:02	28	Yes	United States
Yes	Todd A. Davison		8/23/2022 11:59	8/23/2022 13:00	61	Yes	United States
Yes	Ryan L		8/23/2022 12:34	8/23/2022 12:45	12	Yes	United States
Yes	Olivia		8/23/2022 12:07	8/23/2022 12:51	44	Yes	United States
Yes	daisy		8/23/2022 12:10	8/23/2022 12:38	29	Yes	United States
Yes	Laura Holthus		8/23/2022 12:12	8/23/2022 13:00	49	Yes	United States
Yes	Susan Harvey		8/23/2022 11:59	8/23/2022 13:00	62	Yes	United States
Yes	Steen		8/23/2022 12:14	8/23/2022 12:31	18	Yes	United States
Yes	vpopez29@hotmail.com		8/23/2022 11:59	8/23/2022 13:02	63	Yes	United States

Yes	TVW Streaming		8/23/2022 11:59	8/23/2022 13:01	62	Yes	United States
Yes	Nancy Merrill		8/23/2022 11:59	8/23/2022 13:00	62	Yes	United States
Yes	Becky		8/23/2022 12:06	8/23/2022 12:09	4	Yes	United States
Yes	Becky		8/23/2022 12:09	8/23/2022 12:14	5	Yes	United States
Yes	Mbradshaw		8/23/2022 12:48	8/23/2022 13:00	13	Yes	United States
Yes	Jack Rossi		8/23/2022 12:00	8/23/2022 13:00	60	Yes	United States
Yes	R B		8/23/2022 11:59	8/23/2022 13:02	63	Yes	United States
Yes	Bernie McKinney		8/23/2022 11:59	8/23/2022 13:00	62	Yes	United States
Yes	kik.sang		8/23/2022 12:09	8/23/2022 13:00	51	Yes	United States
Yes	Brian		8/23/2022 12:08	8/23/2022 13:01	53	Yes	United States
Yes	12533		8/23/2022 11:59	8/23/2022 12:39	40	Yes	United States
Yes	Rick		8/23/2022 12:04	8/23/2022 12:56	52	Yes	United States
Yes	trip@triphart.com		8/23/2022 11:59	8/23/2022 13:01	62	Yes	United States
Yes	Dorene Bullock		8/23/2022 11:59	8/23/2022 12:30	32	Yes	United States
Yes	Dorene Bullock		8/23/2022 12:31	8/23/2022 13:01	31	Yes	United States
Yes	Ashley		8/23/2022 11:59	8/23/2022 12:00	2	Yes	United States
Yes	Ashley		8/23/2022 12:03	8/23/2022 13:00	58	Yes	United States
Yes	Karen Meyering King County		8/23/2022 12:05	8/23/2022 13:00	55	Yes	United States
Yes	Bill		8/23/2022 12:00	8/23/2022 13:00	60	Yes	United States
Yes	nancy spencer		8/23/2022 12:06	8/23/2022 13:00	54	Yes	United States
Yes	Joe		8/23/2022 12:41	8/23/2022 13:00	20	Yes	United States
Yes	Teresa Reese		8/23/2022 11:59	8/23/2022 13:00	61	Yes	United States

Yes	Karen and Don		8/23/2022 12:03	8/23/2022 12:29	27	Yes	United States
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Meeting ID	Topic	Start Time	End Time	User Email	Duration (Minutes)	Participants	
89029684060	CACC virtual public meeting #1	8/23/2022 11:26	8/23/2022 13:17	mpomero y@prrbiz. com	111	115	
Name (Original Name)	User Email	Join Time	Leave Time	Duration (Minutes)	Guest	Recording Consent	In Waiting Room
Scott Burns (he/him/his) (PRR)	mpomero y@prrbiz. com	8/23/2022 11:26	8/23/2022 13:17	111	No		No
Christina Crea	creac@ws dot.wa.go v	8/23/2022 11:26	8/23/2022 13:14	109	Yes		No
Lynsey Burgess	lburgess@ prrbiz.co m	8/23/2022 11:33	8/23/2022 13:17	104	Yes		No
Keanna Dandridge	kdandridg e@prrbiz. com	8/23/2022 11:38	8/23/2022 13:17	99	Yes		No
David Fleckenstein	fleckda@ wsdot.wa. gov	8/23/2022 11:44	8/23/2022 13:17	93	Yes		No
Robert Hodgman	hodgmar @wsdot. wa.gov	8/23/2022 11:47	8/23/2022 13:17	90	Yes		No
Sandy		8/23/2022 11:59	8/23/2022 13:00	62	Yes		No
Bolin- White River Amph		8/23/2022 11:59	8/23/2022 13:01	62	Yes		No
Kate		8/23/2022 11:59	8/23/2022 12:34	36	Yes		No
Hali Willis# SCA		8/23/2022 11:59	8/23/2022 12:59	60	Yes		No
Bob's Fathom Notetaker		8/23/2022 11:59	8/23/2022 12:09	11	Yes		No
Dorene Bullock		8/23/2022 11:59	8/23/2022 12:30	32	Yes		No

Gretchen Curtis		8/23/2022 11:59	8/23/2022 13:01	63	Yes		No
Bernie McKinney		8/23/2022 11:59	8/23/2022 13:00	62	Yes		No
Julie Winchell# LWVSC observer		8/23/2022 11:59	8/23/2022 13:02	63	Yes		No
Jeri Freeburg		8/23/2022 11:59	8/23/2022 13:00	62	Yes	Yes	No
Nancy Merrill		8/23/2022 11:59	8/23/2022 13:00	62	Yes		No
TVW Streaming		8/23/2022 11:59	8/23/2022 13:01	62	Yes		No
Ashley		8/23/2022 11:59	8/23/2022 12:00	2	Yes		No
Todd A. Davison		8/23/2022 11:59	8/23/2022 13:00	61	Yes		No
oppfela		8/23/2022 11:59	8/23/2022 13:00	61	Yes		No
Bob Green		8/23/2022 11:59	8/23/2022 13:01	62	Yes		No
Tal.Glass@rsan dh.com		8/23/2022 11:59	8/23/2022 13:00	61	Yes		No
Sally		8/23/2022 11:59	8/23/2022 13:02	64	Yes	Yes	No
Noah Pawlowski		8/23/2022 11:59	8/23/2022 12:06	7	Yes		No
Frederick Kneib		8/23/2022 11:59	8/23/2022 13:01	62	Yes		No
R B		8/23/2022 11:59	8/23/2022 13:02	63	Yes		No
Laurie Layne		8/23/2022 11:59	8/23/2022 13:00	62	Yes		No
Zoom user		8/23/2022 11:59	8/23/2022 12:42	44	Yes		No
Susan Harvey		8/23/2022 11:59	8/23/2022 13:00	62	Yes		No
K Anton		8/23/2022 11:59	8/23/2022 13:02	63	Yes	Yes	No
trip@triphart.c om		8/23/2022 11:59	8/23/2022 13:01	62	Yes		No
12533		8/23/2022 11:59	8/23/2022 12:39	40	Yes		No
Jillian Capistrano# GRI		8/23/2022 11:59	8/23/2022 12:19	20	Yes		No

Hallie		8/23/2022 11:59	8/23/2022 13:00	62	Yes		No
Teresa Reese		8/23/2022 11:59	8/23/2022 13:00	61	Yes		No
Elizabeth Morter		8/23/2022 11:59	8/23/2022 13:00	61	Yes		No
vpopez29@hotmail.com		8/23/2022 11:59	8/23/2022 13:02	63	Yes		No
Daryl		8/23/2022 11:59	8/23/2022 13:01	62	Yes		No
Jess Morse		8/23/2022 11:59	8/23/2022 12:59	60	Yes		No
Joe		8/23/2022 11:59	8/23/2022 13:00	61	Yes		No
stapp		8/23/2022 11:59	8/23/2022 12:02	3	Yes		No
Bettina Wolthuis		8/23/2022 11:59	8/23/2022 13:00	62	Yes		No
Daniel		8/23/2022 11:59	8/23/2022 13:00	61	Yes	Yes	No
Timothy Obrien		8/23/2022 11:59	8/23/2022 13:00	61	Yes		No
Chubby Williams		8/23/2022 11:59	8/23/2022 13:01	62	Yes		No
Kathleen Smith		8/23/2022 12:00	8/23/2022 12:15	16	Yes		No
cathiemckinney		8/23/2022 12:00	8/23/2022 13:00	61	Yes		No
Broutin Sherrill RS&H		8/23/2022 12:00	8/23/2022 13:00	60	Yes		No
Bill		8/23/2022 12:00	8/23/2022 13:00	60	Yes		No
Jack Rossi		8/23/2022 12:00	8/23/2022 13:00	60	Yes		No
LANTZ		8/23/2022 12:01	8/23/2022 12:36	35	Yes		No
Methqal Abu-Najem-Atkins		8/23/2022 12:01	8/23/2022 13:00	59	Yes		No
Jennifer Colvin		8/23/2022 12:01	8/23/2022 13:00	59	Yes		No
Cindy Proctor		8/23/2022 12:01	8/23/2022 12:59	59	Yes		No
Tom Walrath		8/23/2022 12:01	8/23/2022 12:48	47	Yes		No
Thad Smith		8/23/2022 12:02	8/23/2022 13:02	61	Yes		No

Eddy Hensley		8/23/2022 12:02	8/23/2022 12:12	10	Yes		No
Janine Badgley		8/23/2022 12:02	8/23/2022 13:00	58	Yes		No
Ralph		8/23/2022 12:03	8/23/2022 13:00	58	Yes		No
Karen and Don		8/23/2022 12:03	8/23/2022 12:29	27	Yes		No
Ashley		8/23/2022 12:03	8/23/2022 13:00	58	Yes		No
Graham Taylor/NPCA		8/23/2022 12:04	8/23/2022 13:01	58	Yes		No
Rick		8/23/2022 12:04	8/23/2022 12:56	52	Yes		No
Jan		8/23/2022 12:05	8/23/2022 12:40	36	Yes		No
Gretchen Curtis		8/23/2022 12:05	8/23/2022 12:21	16	Yes		No
bob meeks		8/23/2022 12:05	8/23/2022 13:01	56	Yes		No
Rachel Brown (she/her)# Port of Seattle		8/23/2022 12:05	8/23/2022 12:33	29	Yes		No
Karen Meyering King County		8/23/2022 12:05	8/23/2022 13:00	55	Yes		No
Nolan		8/23/2022 12:05	8/23/2022 13:00	55	Yes		No
Becky		8/23/2022 12:06	8/23/2022 12:09	4	Yes		No
Robison		8/23/2022 12:06	8/23/2022 12:12	7	Yes		No
nancy spencer		8/23/2022 12:06	8/23/2022 13:00	54	Yes		No
ccancro		8/23/2022 12:07	8/23/2022 13:01	55	Yes	Yes	No
Jason		8/23/2022 12:07	8/23/2022 13:01	55	Yes		No
Olivia		8/23/2022 12:07	8/23/2022 12:51	44	Yes		No
Michelle Green		8/23/2022 12:07	8/23/2022 13:00	53	Yes		No
NPawlowski		8/23/2022 12:08	8/23/2022 12:28	20	Yes		No
Dawn		8/23/2022 12:08	8/23/2022 12:09	1	Yes		No

Brian		8/23/2022 12:08	8/23/2022 13:01	53	Yes		No
Dallas		8/23/2022 12:09	8/23/2022 12:37	28	Yes		No
K Anton		8/23/2022 12:09	8/23/2022 12:10	1	Yes		No
Becky		8/23/2022 12:09	8/23/2022 12:14	5	Yes		No
Bob's Fathom Notetaker		8/23/2022 12:09	8/23/2022 12:18	9	Yes		No
kik.sang		8/23/2022 12:09	8/23/2022 13:00	51	Yes		No
daisy		8/23/2022 12:10	8/23/2022 12:38	29	Yes		No
Sara		8/23/2022 12:11	8/23/2022 13:00	50	Yes		No
Dawn Brathovde		8/23/2022 12:11	8/23/2022 13:01	50	Yes		No
Laura Holthus		8/23/2022 12:12	8/23/2022 13:00	49	Yes		No
Dave B		8/23/2022 12:13	8/23/2022 13:01	48	Yes		No
Steen		8/23/2022 12:14	8/23/2022 12:31	18	Yes		No
Kathleen Smith		8/23/2022 12:15	8/23/2022 13:00	45	Yes		No
Nolan McSheridan		8/23/2022 12:15	8/23/2022 12:15	1	Yes		No
Nolan McSheridan		8/23/2022 12:16	8/23/2022 12:16	1	Yes		No
Eddy Hensley		8/23/2022 12:16	8/23/2022 13:00	44	Yes		No
Shannon Solveg		8/23/2022 12:18	8/23/2022 13:02	44	Yes		No
Jillian Capistrano# GRI		8/23/2022 12:20	8/23/2022 12:27	8	Yes		No
Don Armstrong		8/23/2022 12:21	8/23/2022 13:01	41	Yes		No
john Lopan		8/23/2022 12:24	8/23/2022 12:59	35	Yes		No
Petina		8/23/2022 12:29	8/23/2022 12:33	4	Yes		No
Dorene Bullock		8/23/2022 12:31	8/23/2022 13:01	31	Yes		No
Eric Johnson		8/23/2022 12:33	8/23/2022 12:59	26	Yes		No

Ryan L		8/23/2022 12:34	8/23/2022 12:45	12	Yes		No
Kate H		8/23/2022 12:34	8/23/2022 13:02	28	Yes		No
Leann Geiger		8/23/2022 12:36	8/23/2022 13:02	27	Yes		No
KevinH		8/23/2022 12:38	8/23/2022 13:00	22	Yes		No
K		8/23/2022 12:40	8/23/2022 12:45	6	Yes		No
Joe		8/23/2022 12:41	8/23/2022 13:00	20	Yes		No
Jan		8/23/2022 12:41	8/23/2022 13:01	21	Yes		No
Leann Geiger		8/23/2022 12:42	8/23/2022 12:44	2	Yes		No
jeff		8/23/2022 12:47	8/23/2022 13:00	14	Yes		No
Mbradshaw		8/23/2022 12:48	8/23/2022 13:00	13	Yes		No
Brad Schuster		8/23/2022 12:54	8/23/2022 13:01	7	Yes		No
Kay Maris		8/23/2022 12:55	8/23/2022 13:02	8	Yes		No
David		8/23/2022 12:59	8/23/2022 13:00	1	Yes		No

Question Report						
Report Generated:	8/23/2022 2:38:00 PM					
Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Question		
CACC virtual public meeting #1	890 2968 4060	##### ###	111	67		
Question Details						
#	Question	Asker Name	Asker Email	Answer	Question Time	Answered Time
1	How would the destruction of wetlands be mediated if the South King County site is selected?	Daryl	'-		##### ###	

2	Is the demand projection unconstrained? If yes, is that realistic considering all the things the United States, WA and the world are doing to mitigate climate change, such as adding the climate cost to flight tickets?	Timothy Obrien	'-	live answered	##### ###	##### ###
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3	Why is the commission looking at a greenfield location in southeast king county which was specifically omitted in the an ammendment to the bill which disqualified counties with a population over 2 million?	Thad Smith	'-	live answered	##### ###	##### ###
4	How was public notice given for the input on the greenfield sites in order to have appropriate public process.	Cindy Proctor	'-	live answered	##### ###	##### ###

5	<p>This plan assumes nothing changing in relation to remediating use of fossil fuels?</p> <p>Double up Jet fuel use into 2050?</p> <p>And add all the related road and transit and facilities transportation and maintenance traffic ?</p> <p>Interstate 5 from Thurston to Seattle already too much traffic.</p>	Todd A. Davison	'-	live answered	##### ###	##### ###
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6	To Mr. Smith's comment the legislators not once but twice stated that CACC should not consider sites in Counties over 2 million. It would not be for the CACC to carry another agencies agenda. They would need to go back to the legislators themselves.	Cindy Proctor	'-	live answered	##### ###	##### ###
7	Can you explain the outreach so far to the people of SE King and our BIPOC communities here in SE King?	Timothy Obrien	'-	live answered	##### ###	##### ###

8	Is that the goal, to have another Sea-Tac International Airport?	Cindy Proctor	'-	live answered	##### ###	##### ###
9	This Airport would be a Washington DOT funded and maintained and run , shortfalls funded by Washington Taxpayers? Self supporting?	Todd A. Davison	'-	live answered	##### ###	##### ###
10	Any talk on negative impact of surrounding properties already developed? Noise pollution and neg impact on property values	Dallas	'-	live answered	##### ###	##### ###

11	The foothills in South King County hold air pollutants and give our area a higher amount of unhealthy air quality days. How would the increased pollutants be mediated as we would have more traffic as well as aviation pollution?	Daryl	'-		##### ###	
12	No red on East King County? Where is the essential factor determination info and how you came to these outcomes?	Bob Green	'-		##### ###	

13	How do you justify SE Site Environmental Justice all green when no EIS completed, F failure ground transportation, and much of the land encumbered by Ag and conservation easements?	Cindy Proctor	-		##### ###	
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14	<p>If Environmental Responsibility is one of the Commission's top guiding principals, why is this not reflected in the eight criteria. Only wetlands are included as a criteria. What about agricultural lands and protected wildlife and habitats?</p>	Jeri Freeburg	'-	live answered	##### ###	##### ###
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15	<p>Jeri Freeburg: If Environmental Responsibility is one of the Commission's top guiding principals, why is this not reflected in the eight criteria. Only wetlands are included. What about agricultural lands and protected wildlife and habitats?</p>	Jeri Freeburg	'-		<p>##### ###</p>	
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16	Have the high winds and close proximity to the 4000' foothills complicate airspace and flight approaches to SE King site? These will have big negative impact on pilots and safety.	Timothy Obrien	'-		##### ###	
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17	<p>What was the basis for assuming that the land for the two Skagit County sites would be easy to acquire? The development rights for most of the land in those locations is owned by the Skagit Land Trust. Developing that land is legally not possible.</p>	Daniel	'-		<p>##### ###</p>	
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18	Why, given the likelihood of significant changes in how warfare will change over the next 40 years, was JBLM not considered? Particularly for cargo.	Nancy Merrill	'-		##### ###	
19	There would be HUGE negative wildlife impact here in East King County. I cannot believe that that is not part of the criteria. It certainly is for our landowners and building on their property.	Shannon Solveg	'-		##### ###	

20	Why site another airport within a Volcano Red Zone and Cascadia Subduction Zone? Why wouldn't key cargo airport be in a location away from these areas.	Cindy Proctor	'-		##### ###	
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21	<p>East King County would have a very HIGH impact on the environment . Don't understand all the green squares. It is the last of the farmland in King County. We have NO mass transportation and our roads are all 2 lane roads. An airport would be devastating to the area wiping out wildlife, birds and the Green River, the Green River Gorge and tributaries. It is also green in social equity but it covers the Muckleshoot Indian Reservation.</p>	cathiemckinney	'-		##### ###	
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22	What's the criteria for wetlands being categorized as yellow or red? The southeast king county greenfield location has significant wetlands that flood during the winter. Why were wetalands showing as yellow?	Gretchen Curtis	'-		##### ###	
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23	Is the comission taking into consideration the impact on local farmers, ranchers, and food producers who are a vital part of our local food systems and who could be displaced by such a large development in rural areas?	Jennifer Colvin	'-		##### ###	
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24	<p>Have these processes considered the proximity to national parks and designated wilderness? Especially with the SE King site that is so close to Mt. Rainier National Park. I suggest this be included in the incompatible land use category.</p>	Graham Taylor/NPCA	-		##### ###	
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25	<p>I've watched the effort over the years to keep the plateau from over development . This effort has cause property owners to sacrifice profits for open space. Bringing an airport to the plateau would be disregard the great sacrifices and all the efforts and expense to keep this small amount of open space for agriculture, recreation and so much more. This history must be preserved by removing the East King County Airport site from you list and look to place it where this type of development would be appropriate.</p>	Bob Green	'-		<p>##### ###</p>	
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26	Why not look further afield? For example, the airport in Moses Lake is much larger in acreage than SeaTac. A high speed rail line from Seattle to Spokane would bring the Moses Lake Airport within a 30 minute ride from Seattle, and a large airport there could serve millions of passenger trips from both the Seattle area and all of Eastern Washington.	Daniel	'-		##### ###	
27	SE King county site is not the place for this airport for numerous reasons, I do not support this site.	daisy	'-		##### ###	

28	Without back up data, the public has no transparency into why a certain status was given (red, yellow, green). Can we get access to the facts so that we have a fair ability to understand the process.	Susan Harvey	'-		##### ###	
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29	<p>The Enumclaw Plateau Agricultural Production District is the largest of the five districts set aside by King County to preserve our rapidly decreasing agricultural acreage. How can this area be even considered feasible for an airport? There are massive agricultural and ecological implications.</p>	Nolan	-		<p>##### ###</p>	
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30	There was a study that those within 6 miles of an Airport can have risks go up substantially for Asthma and coronary issues!	Laurie Layne	'-		##### ###	
31	What would be done about the Farmland Preservation Act enacted to protect the green space of SE King Co?	Sandy	'-		##### ###	

32	Is there a projected cost of building such an Airport and also all the added roads and mass transit to accomodate it.	Todd A. Davison	'-	live answered	##### ###	##### ###
33	Rural criteria is much different than urban criteria that you are using. The criteria itself is flawed in terms of considering the SE King site	Bernie McKinney	'-		##### ###	

34	Since we are "ignoring" the CACC and presenting ideas that are outside the boundary of what was requested then why does a statewide plan ignore expansion for air cargo and/or passengers at central or eastern washington locations such as mores lake or tri-cities?	Thad Smith	'-		##### ###	
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35	Why not look at 2 smaller airport options, for example Skagit and Thurston, spreading out the impact on traffic both north and south?	Nancy Merrill	'-		##### ###	
36	Considering the 8 Essential Factors The negative impact on the community, wildlife and the environment is much greater than the comfort of accomodating demand	vpopez29@hotmail.com	'-		##### ###	

37	We don't want the airport in King County. Please take that option off you're list.	Chubby Williams	'-		##### ###	
38	How do we voice our comments to WASP also?	Timothy Obrien	'-		##### ###	

39	<p>For the SE King site, why wasn't the degradation on agricultural production considered, with cattle and the horse raising industry being negatively impacted? Also, the recreational issues of the Green River Gorge and Bass Lake Complex were not considered, which is an important element to the citizens of King County. Also, was the high level of flocks of birds feeding on our Ag lands taken into account? How about the massive winds coming through the passess - like up to 90 mph when high</p>	trip@triphart.com	'-		##### ###	
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	pressure in western WA and low in eastern happens?					
40	We just learned about the SE King County site location only 3 weeks ago. Started as a rumor and spread quickly.	cathiemckinney	'-		##### ###	

41	This presentation is odd. It sounds like WSDOT and the Aviation System Plan has a specific goal to site in King County and is backing into justification for the SE Site. WSDOT HWY 410 Corridor and HWY 164 & HWY 169 don't even contemplate HWY Improvements to this magnitude.	Cindy Proctor	'-		##### ###	
42	Was there a public notice about participation in the Enumclaw Courier Herald it was only AFTER the fact.	Cindy Proctor	'-		##### ###	

43	It is disingenuous to say se king county community has had time to voice their opinion when it was never on the radar because it was specifically excluded from the bill.	Thad Smith	'-		##### ###	
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44	<p>Taxpayers in King County have spent millions of dollars to protect agricultural lands in King County. Landowners voluntarily sold their developmental rights to their property, allowing restrictive covenants limiting their properties use and development . Almost 1/2 of the preserved farmlands exist on the Enumclaw Plateau within the King County Southeast greenfield site. In addition, nine of Washington States dairy productive dairy farms are on this greenfield site. Agricultural lands must be protected within</p>	Jeri Freeburg	'-		##### ###	
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	<p>Washington State, especially during this time of climate change. The agricultural lands in Skagit County should also be protected. Will the impact on agricultural lands be added as a criteria to the greenfield sites?</p>					
45	<p>Enumclaw does not have the infrastructure for an airport!</p>	Sara	'-		##### ###	

46	Many people are outraged at the consideration of the SE King County Greenfield site. Regardless of the consultants' recommendations, when will this site be removed from the listing?	Kate H	'-		##### ###	
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47	<p>If every major hub is looking at huge increase in demand ,then it seems to me all of them should get together and look at not expanding air travel but at the alternate cost and benefit of doing a moderate speed national electric train system and then ontop of that high speed rail. I oppose existing air travel and future even if electric as "inappropriate use of technology". And as well mostly for the use of the upper quintile of the population income wise.</p>	Todd A. Davison	'-	live answered	##### ###	##### ###
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48	Who are the sponsors of the SE King site?	Bernie McKinney	'-		##### ###	
49	Food insecurity is a national security issue, how would the loss of protected agricultural lands in King County be mediated?	Daryl	'-		##### ###	

50	<p>Since an airport is considered an economic development stimulator, consideration to a site that would best benefit from its placement should be a major priority. East King County would be the least of the Greenfield sites that would truly benefit. In fact, it would adversely affect this area creating economic hardship to property owners, small business, and residents alike.</p>	Bob Green	'-		<p>##### ###</p>	
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51	Why does CACC not remove the King County Southeast sight, even though WASP included it, since none of the members are seeking legislation to change the Bill that created this Commission's task.	Jeri Freeburg	'-		##### ###	
52	Who are the agencies, partnerships, sponsorships and companies behind this development ?	vpopez29@hotmail.com	'-		##### ###	

53	Many of us feel you have not given enough thought in the choice of SE King Site! The health impact ect.Take off your list now!!	Laurie Layne	'-		##### ###	
54	For the record, WSDOT and CACC have no ability or legal authority to even have the SE King County as a recommendation so it shouldn't even being discussed and it should be removed immediately.	Cindy Proctor	'-		##### ###	

55	South King County already has TWO major airports to serve cargo and people. Spread the wealth.	cathiemckinney	'-		##### ###	
56	Did I hear you say that the greenfield sites local government has the final say on the sites choice?	Jeri Freeburg	'-		##### ###	
57	Have you consider that the impact to the MIT? They are BIPOC.	Bernie McKinney	'-		##### ###	
58	Is there any local government support for any of the potential greenfield sites?	Jennifer Colvin	'-		##### ###	

59	Thank you Trip Hart for your thoughts. I agree, why is the site even considered?	Chubby Williams	'-		##### ###	
60	Residents of the unincorporated portion of Enumclaw are deeply concerned (as you have seen) so as soon as you are assured the SE King County site is no longer under consideration will you have the respect to notify us that the SE King County Site is no longer being considered?	Susan Harvey	'-		##### ###	

61	If an environmental impact study was done by a truly independent party, the SE King Co site would not have been considered.	Gretchen Curtis	'-		##### ###	
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62	I wanted to reiterate my question.. The land is designated as PROTECTED agricultural farm land in South East King County. To preserve declining acerage and quality soil. How are we ignoring this potential ecological and agricultural disaster??	Nolan	'-		##### ###	
63	Thanks Trip Hart!!	Laurie Layne	'-		##### ###	

64	More and more industries and companies are opening warehouses and company processing to the Moses Lake area. It may not be good for people but great for cargo.	cathiemckinney	'-		##### ###	
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65	<p>The South King County site has been specifically saved as an agricultural production zone near the Seattle-Tacoma major population density. Thousands of farms and others would be devastated. Our community is shocked to be targeted a possible airport. The seach should nolong persue this important agricultural land on the enumclaw plateau.</p>	bob meeks	'-		<p>##### ###</p>	
66	<p>Is existing vehicle infrastructure considered in determining MAP</p>	Jan	'-		<p>##### ###</p>	

67	Will the legislation that created the Farmland Protection Program be ignored when choosing a greenfeild site?	Jeri Freeburg	'-		##### ###	
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[Christina Crea] 12:01:05

Good afternoon, everyone. thank you for joining today's virtual public meeting for the commercial aviation coordinating commission.

[Christina Crea] 12:01:13

I am Christina Korea with was that communications and other speakers today include David Kleinstein, director of Wilson.

[Christina Crea] 12:01:21

Aviation. Rob Hodgman, senior aviation planner of with was deviation, and our consultants, Lindsey, Bridges, and Scott Burns, are also providing assistance with the meeting

[Christina Crea] 12:01:39

So a couple of zoom tips before we get started.

[Christina Crea] 12:01:43

This meeting is being recorded, all participants are muted, and during the question answer session you may use the raise hand function, and we will unmute you.

[Christina Crea] 12:01:53

Click the Cc. live transcript to turn on captions, use the question and answer tool, to ask questions or share comments

[Christina Crea] 12:02:05

Now reviewing the agenda. First we had the welcome and introductions.

[Christina Crea] 12:02:10

Then we will go. Talk about the background. diving principles, existing airport locations.

[Christina Crea] 12:02:17

Greenfield locations. And please note that we will include a post meeting survey that asked specific questions about the existing airport and the Greenfield size to match the same cool questions included in the online open House.

[Christina Crea] 12:02:32

We'll also go over how to comment and stay involved and questions and discussion.

[David Fleckenstein] 12:02:39

And now I will turn over to David. Thanks, Christina. Hello, Everyone

[David Fleckenstein] 12:02:47

So, in addition to what Chris Gina said, I serve not only as the director for the aviation division.

[David Fleckenstein] 12:02:53

I also serve as the chair for the commercial aviation Coordinating commission.

[David Fleckenstein] 12:02:58

A little bit about was Dots role with the Commission. So as Dot is charged with administering the program and the Commission, and to meet the request that come from our commission members. and as a part of that, I would say I would tell you that currently

[David Fleckenstein] 12:03:15

there is no project, so we're making recommendations back to legislators to act on potentially for future expansion of an existing airport or a new airport that would be built 20 years or so in the future I

[David Fleckenstein] 12:03:32

would also think it's important to note that we're going to talk about Greenfield options today.

[David Fleckenstein] 12:03:38

None of the Greenfield options that we're going to talk about have been adopted by the commission.

[David Fleckenstein] 12:03:42

So we're still very much in the fact finding mode right now, before we're going to adopt any of those Greenfield sites and make a further on recommendation.

[David Fleckenstein] 12:03:53

So our requirements are primarily to come up with a new or primary aviation facility that would serve passengers in cargo in Washington State by 2023.

[David Fleckenstein] 12:04:10

This is an airport or facility that needs to be operational by 2040.

[David Fleckenstein] 12:04:15

To be able to meet demand in the year 2050 so demand is a big part of what we're talking about.

[David Fleckenstein] 12:04:21

So the demand that we have for aviation across the State right now by 2050.

[David Fleckenstein] 12:04:27

The projections are that that demand would double from where it stands right now.

[David Fleckenstein] 12:04:32

And so that's this is the process that we're going through to try and figure out how do we meet that demand in the future. And as part of that, this Commission adopted a strategy of looking at existing airports while

[David Fleckenstein] 12:04:47

we look at the feasibility of a new airport to help supplement some of that capacity requirement in the future.

[David Fleckenstein] 12:04:56

So the idea is existing airports to pick up some of the capacity requirements.

[David Fleckenstein] 12:05:02

As we look to build a new airport somewhere close to where the population base stands, so phase one was looking at existing facilities for the most part, and that's where we put all of the work of the commission together.

[David Fleckenstein] 12:05:19

We spend a lot of time talking about guiding principles which I'll go over, and we also narrowed it down to 6 airports, which I'll talk about briefly phase 2 is the phase that we're in

[David Fleckenstein] 12:05:30

now phase 2, and includes looking at Greenfield options, and from that we are going narrow down the list of options in October of this year to 2 sites. that could meet the capacity so during phase one you can

[David Fleckenstein] 12:05:50

see on the left hand side of your slide. We look at

[David Fleckenstein] 12:05:54

A number of airports. These are the 6 that kind of rose to the top, and when we talk about capacity, we're talking about meeting capacity for your passenger service, your cargo operations in general aviation of that list

[David Fleckenstein] 12:06:07
of 6 only 2 were deemed to be to have potential for air cargo and or commercial passenger service.

[David Fleckenstein] 12:06:20
As part of that. We also looked at a number, or received a number of presentations on guiding principles.

[David Fleckenstein] 12:06:30
So at the height of the pandemic we kind of slowed our work down because of our ability to meet, but we also were waiting to see how aviation recovered and how demand was recovering.

[David Fleckenstein] 12:06:41
So during that time for him we spent a lot of time with looking at these different guiding principles, getting presentations from subject matter.

[David Fleckenstein] 12:06:49
Experts on those, so that the Commission could make better recommendations.

[David Fleckenstein] 12:06:55
When you factor into the guiding principles, we also can conduct a survey.

[David Fleckenstein] 12:07:02
During that time it was focused on those 6 airports, but it was statewide.

[David Fleckenstein] 12:07:06
We also had an online open house, which we opened up to 14 different languages, so that we could hear from different aspects or different people about what they felt about the whole process

[David Fleckenstein] 12:07:24
So for the guiding principles. Those guiding principles are combined with the technical analysis, so that our Commission members can make recommendation factoring in not only the technical features for airport capacity, but also these principles and those

[David Fleckenstein] 12:07:46
principles are comprised. of what benefit economic feasibility, environmental responsibility, and social equity

[David Fleckenstein] 12:07:59
Within each one of those we defined what that guiding principle was.

[David Fleckenstein] 12:08:08
So, the first one being the public benefit, is really looking at the greater good of our population based within Washington over any individual group or entity.

[David Fleckenstein] 12:08:19
So as we look at it now, within this current phase we're looking at things like accessibility to all different types of people to for an airport facility, the amount of time it would take to get there to and from a facility the amount of

[David Fleckenstein] 12:08:34
time it would take to get cargo to facility from a facility. and then all of the road, networks and things that would have to go into a new facility are also being considered

[David Fleckenstein] 12:08:48
Economic feasibility boils down to the simple question, Can we fund what the Commission is recommending?

[David Fleckenstein] 12:08:58
Looking at all the different things that would have to go into an airport.

[David Fleckenstein] 12:09:01
Not only the airport itself, but all the transit, all the road, networks, etc.

[David Fleckenstein] 12:09:06
And some of that work is still ongoing as We look at the feasibility of some of these sites. But there's kind of a trade-off here, so you'll also look at economic opportunities that could arise from

[David Fleckenstein] 12:09:17
a new airport, the amount trade that it generates the amount of jobs it generates, etc.

[David Fleckenstein] 12:09:24
All parts that economic aspect of looking. Yeah.

[David Fleckenstein] 12:09:33
A big thing that we have spent a lot of time on is environmental responsibility.

[David Fleckenstein] 12:09:39
We know that, you know transportation in general. has impacts on the environment.

[David Fleckenstein] 12:09:47
So you know, What can we do to either mitigate a

[David Fleckenstein] 12:09:51
The impacts from adding capacity? Or are there things that we could also do in the future?

[David Fleckenstein] 12:10:01
Looking at something that referred to as the airport of the future and the whole concept of, can we employ all of the things that are available today in the future into a concept that would create an environmentally sustainable airport

[David Fleckenstein] 12:10:20
And then, finally, social equity is all about the people that would be impacted within an area and within the periphery of a new airport or expanding capacity and existing airport.

[David Fleckenstein] 12:10:35
And much of this is centered on people that have traditionally not had a voice.

[David Fleckenstein] 12:10:40
So we've had some efforts where we've reached out to different ceos to talk with them to to get the the input especially on those 6 sites that started with and now we're transitioning as we do all the

[David Fleckenstein] 12:10:53
fact, finding on these Greenfield options that we have before us

[David Fleckenstein] 12:11:00
So again we looked at 2 airports that rose to the top on that list of 6 of existing sites.

[David Fleckenstein] 12:11:09
The first one was Bremerton National, permanent, National is looked at as having some interest in adding airports or air cargo capacity.

[David Fleckenstein] 12:11:19

Appendix E: August 23 survey report

Share your thoughts or ask us a question	Should Bremerton National and nearby infrastructure be improved to help meet air cargo demand?	Should Paine Field and nearby infrastructure be improved to help meet commercial passenger demand?	Should Paine Field and nearby infrastructure be improved to help meet air cargo demand?	If Paine Field were to provide additional passenger and/or air cargo service, are there things the airport should consider when planning for expansion?	Should the state consider Skagit County Northwest as a location to site a new airport?	Should the state consider Skagit County Southwest as a location to site a new airport?
<p>It seems much more realistic to use multiple sites to meet demand rather than one large site. The population will shift. Growth is moving out to the rural locations. It makes no sense to build where the people are at now, but build where they will be in the future. A future airport site will influence future population. Use that to steer out of already congested areas.</p>	<p>No Yes</p>	<p>Yes Yes</p>	<p>Yes Yes</p>	<p>This all has to be done with balance. Again, multiple smaller sites will decrease impact on one site.</p>	<p>Yes No</p>	<p>Yes No</p>

For the Greenfield sites in rural areas, is there consideration being given to the local food producers who would be displaced, or to the farms and ranch lands protected by conservation easements?	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated		No	No
well presented, good questions, good responses.	Yes	Yes	Yes		No	Yes
Who would pay for the infrastructure to support an airport in Enumclaw?						
	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated		Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
Good job!	Yes	Yes	Yes	Roadway infrastructure to/from and around the field	Yes	Yes

I am concerned, with respect to an airport BETWEEN two important rivers, White and Green, whether an airport could even fit! The environmental impact would be disastrous.

<p>If the powers that be were serious about moving people and cargo across this country with efficiency, in an environmentally sound way over the long term, we would be discussing high speed rail. To hear it was on the table and glossed over demonstrates the priorities of those in power are not in the right place and they are too short sighted to make the right decision.</p>	No	Yes	Yes	No	No
<p>I would like to see the East King County site removed from the Greenfield sites. I believe the criteria using green, yellow, and red is flawed. And it's time to take the possibility of such a site occurring be removed from the Plateau residents' list of concerns.</p>	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
Kate Hudson	Yes	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated

<p>You are not allowed to have SE King County site as a recommendation please remove and go back to your legislators. You did not do outreach to SE King County prior to this initial analysis, that is disingenuous. Why don't you control the growth versus building for some crazy growth scheme.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes</p>	<p>Yes</p>	<p>Environmental mitigation and a train to Paine Field</p>	<p>No</p>	<p>No</p>
<p>The inclusion of SE King County as a potential greenfield site when the WA legislature has said NOT to consider it is very misleading and confusing. Seems like your presentation should have a big red "X" over the SE King County greenfield location.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>

<p>We are trying to protect our agriculture sites in King County, please take the Greenfield site off your list. We care about our lands, animals, trees, & Salmon in our rivers, this site would completely contaminate every bit we are trying to preserve.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Protect everything we are trying to preserve & improve.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>
<p>The East King County should be excluded because none of the following were taken into consideration - extreme winds, agriculture, farmland, road infrastructure, rivers near the site, and flight paths over mountainous areas.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, flight paths.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>

<p>Has the commission taken into account the use of existing structures such as Amtrak or the Sounder Train to transport cargo and passengers to and from the new site? Has the commission considered how overwhelmed the current growth in many areas and how this addition would make it impossible to live and work? Has the commission included local input into the process to see if the local population supports this expansion into their area?</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes</p>	<p>Yes</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>
<p>I believe the idea that the future airport can be built clean and green at this time and in 20 years is incorrect. I think the study needs to consider the current pollution effects and not assume technology will be that vastly different in 20 years. We need to stay reality based on these real health concerns.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>

<p>I have lived in the Enumclaw area most of my life and at 63 years old, retired and on a fixed income. I live within 5 miles of the proposed South King County Enumclaw area greenfield site. It looked to me that the 6 mile area around the airport pretty much covered Enumclaw, and possibly parts of Buckley. One issue in this area is traffic, basically 3 ways out of town, Buckley, Auburn and Black Diamond and these are 2 way roads. We have traffic jams to/from Buckley and to/from Auburn when there are concerts at the amphitheater. Roads would need to be expanded, freeways developed, etc. Seems like this would take much more area than the 6 miles of the airport. There are many new housing developments currently being built in this area. So what does this</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>
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mean for property owners in this area? Would we have to leave our homes? Or if we could stay, would we live with devalued property, and basically huge difficulties just trying to drive out of town?

Regarding the SE King County site: the Wetland Impact factor assessment is incorrect. The Enumclaw plateau has a high water-table causing annual flooding the farms and fields. King County zoning has extensively limited development if the Enumclaw plateau to preserve farmland and protect salmon habitat. CACC should contact the King Conservation District for their input on the SE King County site.

Yes

Yes

Yes

Yes, but only if environmental impacts, including noise and emissions, can be mitigated

Yes, but only if environmental impacts, including noise and emissions, can be mitigated

Yes, but only if environmental impacts, including noise and emissions, can be mitigated

Yes, but only if environmental impacts, including noise and emissions, can be mitigated

Yes, but only if environmental impacts, including noise and emissions, can be mitigated

What about purposely NOT expanding commercial aviation locations in an effort to slow or reduce population growth in the Puget Sound area!?!? Much wildlife and habitat are already threatened and the traffic and congestion in this area are already terrible! If growth is not limited, Western WA will soon look like the Los Angeles Basin, too many people in too small an area, in fact King County is approaching this now!!!	No	No	No	N/A	No	No
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East King County should not be considered as a possible site for a new airport.

Reasons:

1. This area contains unique environmental features which would be unacceptably degraded. eg. wildlife corridors and salmon streams.
2. Greenbelts, agricultural land, rural zones in the area are a huge part of the overall King County Comprehensive plan and the policies enacted pursuant to the mandate of the state Growth Management Act. The function of these areas for their intended purpose would be eviscerated by the development of an airport in East King County.
3. The citizens of King County have already paid for the conservation easements and related land development restrictions that have created the agricultural land and greenbelt buffer in the Enumclaw Plateau. This money would be

wasted if an airport were to be developed here.

4. Because King County was excluded from the original enabling legislation it should not be considered. It is contrary to the legislative purpose of the CACC, and as such an unauthorized exercise of authority. If not legally a prohibited exercise of authority, the action of including the East King County site does diminish the efficacy of the commissions report by appearing to act outside of its legislative mandate.

5. Transportation infrastructure in the area is inadequate to development of an airport.

<p>A new major airport on the SE King County site, even 1 runway, will concrete over and destroy the Enumclaw Plateau and pollute the Green and White rivers, Puget Sound, etc. These river gorges and lower valleys are truly unique to this place and are some of the last refuges for salmon and the whole chain of life that depends on them. Further, I suspect the “terrain impact” score for the SE King site is not correct, as some major filling of the edges of these deep river valleys is likely needed to accommodate a long north-south runway on the Plateau. It will destroy the last best habitat corridor connecting the mountains with lowlands for other flora and fauna. It will uproot people and lifestyle, particularly for the Muckleshoot Tribe, and force people living on the plateau to relocate, when</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Plan should consider additional population and traffic growth that will happen in Snohomish, Skagit and Whatcom Counties, particularly as Pierce and King counties get more populated and expensive to live in. Then also consider the surface traffic patterns, that will make getting to Seatac more difficult and time consuming, even it is geographically closer to more population. Also, please consider the scale of the Airport of the Future, where electric airplanes will likely be smaller with less passengers per plane.</p>	<p>No</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>
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they can no longer afford to do so. A site in King County is against the WA Senate bill that created the Commercial Aviation Coordinating Commission – written that way because King County is already impacted too much by urban development, and if a new airport was shoe-horned into King County, the negative impacts would cascade, including gridlock to drive anywhere within 15-30 miles from here (even with major roads expansion). Finally, expansion of existing airfields like Bremerton or Everett Paine Field are much better use of our limited land and taxpayer resources. Further, WHEN the full climate costs are applied to the commercial airline industry, then costs to fly will increase so that demand will decrease, and then a new airport will be a very expensive

and destructive vacant space. We can also look to all the airfields created during WWII and since abandoned or underused, like Grant County Airport/Moses Lake - built for B-52 bombers. Focusing on high-speed rail over/through the mountains to keep the travel time to under 90 minutes. This would be similar solution to that done for Hong Kong Chek Lap Kok or Tokyo-Narita. Further, SE King Enumclaw Plateau are notorious for high wind events (the name Enumclaw means evil wind in the native language). These would be side winds for a N-S runway configuration, so even more difficult to manage. Since the adjacent mountains rise 3000-4000' above the Plateau, it would make an east-west runway configuration unusable. Also consider that the mountains, foothills and

Enumclaw get impacted more often with thick smoke from wildfires than areas closer to the Sound, like Seatac or Bremerton or Everett.

<p>Expand the airports already established. The demand can be distributed among these already existing airports, including those that aren't even on the list.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>No</p>	<p>No</p>
<p>What criteria were used to evaluate the potential greenfield sites? The assignments of red, green and yellow are apparently arbitrary.</p>					
<p>Not only should SE King County have never been considered per legislation, but the evaluation of the site is severely flawed. For example, I'm curious how wetlands is scored as yellow when acres of the proposed area regularly flood during the winter? Not to mention the impact to wildlife, including migrating birds, agriculture, etc. There's a reason there is legislation protecting it from consideration. A independent, unbiased</p>					

environmental impact study (if there is such a thing), would never approve it for consideration.

Destroying a rural, farming community with industrialization is not progress.

Expand current locations that are already industrialized waist lands, with there existing traffic polluting interstates and highways. Leave small town rural America (SE KING County) alone with your nonenvironmentally friendly and destructive airport scheme. The basis of your projected population numbers are over inflated...

Yes

Yes

Yes

Reduce traffic congestion and provide light rail

No

No

Should the state consider Snohomish County Northwest as a location to site a new airport?

Should the state consider Snohomish County Southeast as a location to site a new airport?

Should the state consider East King County as a location to site a new airport?

Should the state consider Pierce County East as a location to site a new airport?

Should the state consider Pierce County Central as a location to site a new airport?

Should the state consider Thurston County Central as a location to site a new airport?

Yes

Yes

No

No

No

No

No	No	No	No	No	No
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No	No	No	No	No	No
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		No	No	No	
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		No			
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No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
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Yes	Yes		Yes	Yes	Yes
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No	No	No	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
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		No	No	No	No
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Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes	Yes	Yes
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated

No

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
No	No	No	No	No	No

No

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
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No

No

No

No

No

No

No

No

No

No

No

No

Should the state consider Thurston County South as a location to site a new airport?	Should the state consider Lewis County as a location to site a new airport?	What is your home zip code?	How old are you?	How do you identify?	What is your race or ethnicity? Please select all that apply.	What was your total household income in 2021 before taxes?
No	Yes	98022	35-44	Female	White;	\$100,000 to \$149,999
Yes	Yes	98321	45-54	Male	White;	\$250,000 or more
No	No	98589	45-54	Female	White;	
		98391	75+	Female	White;	\$250,000 or more
		98022	35-44	Female	White;	\$200,000 to \$249,999
No	No	98003	35-44	Female	White;	\$50,000 to \$74,999
Yes	Yes	98034	55-64	Male	White;	\$100,000 to \$149,999

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	45-54	Female		\$50,000 to \$74,999
No	No	98022	65-74	Male	White;	\$25,000 to \$49,999
Yes	Yes	98022	65-74	Male	White;	\$50,000 to \$74,999
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes	98391	45-54	Female	Citizen of the USA;	
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	55-64	Female	White;	\$200,000 to \$249,999
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98042	65-74	Male	White;	\$100,000 to \$149,999

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated		45-54	Female	American Indian or Alaska Native;	\$25,000 to \$49,999
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	65-74	Female	White;	\$100,000 to \$149,999
Yes	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98051	55-64	Female	White;	
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	55-64			\$75,000 to \$99,999

		98022	55-64	Female	White;	\$50,000 to \$74,999
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			55-64	Female		
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Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes	98022	65-74	Female	White;	\$25,000 to \$49,999
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No	No	98022	65-74	American Indian or Alaska Native;Asia n or Asian American;Bl ack or African American;Hi spanic or Latinx;Middl e Eastern or North African;Nati ve Hawaiian or Pacific Islander;Wh ite;HUMAN;
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98022

65-74

Male

White;

\$75,000 to
\$99,999

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	55-64	Male	White;	\$100,000 to \$149,999
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No	No	98022	45-54	Female	All are created equal - see the Declaration of Independence. Stop asking racist questions;	\$150,000 to \$199,999
No	No	98022	45-54	Male	American Indian or Alaska Native;	\$150,000 to \$199,999

Appendix F: August 31 meeting report

Attendee Report							
Report Generated:	9/1/2022 12:32						
Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	Unique Viewers	Total Users	Max Concurrent Views	Enable Registration
CACC virtual public meeting #2	875 7557 5208	8/31/2022 16:27	133	169	202	0	No
Host Details							
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	Scott Burns (he/him/his) PRR (PRR)	mpomeroy@prrbiz.com	8/31/2022 16:27	8/31/2022 18:40	133	No	United States
Panelist Details							
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	David Fleckenstein	fleckda@wsdot.wa.gov	8/31/2022 16:52	8/31/2022 18:40	108	Yes	United States
Yes	Lynsey Burgess	lburgess@prrbiz.com	8/31/2022 17:04	8/31/2022 18:40	97	Yes	United States
Yes	Robert Hodgman	hodgmar@wsdot.wa.gov	8/31/2022 17:00	8/31/2022 18:40	100	Yes	United States
Yes	Recording Account	sburns@prrbiz.com	8/31/2022 16:27	8/31/2022 18:35	128	No	United States
Yes	Christina Crea	creac@wsdot.wa.gov	8/31/2022 16:56	8/31/2022 18:40	104	Yes	United States
Yes	Keanna Dandridge	kdandridge@prrbiz.com	8/31/2022 16:45	8/31/2022 18:40	116	Yes	United States
Attendee Details							
Attended	User Name (Original Name)	Email	Join Time	Leave Time	Time in Session (minutes)	Is Guest	Country/Region Name
Yes	David Green		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States
Yes	M ED		8/31/2022 18:09	8/31/2022 18:31	23	Yes	United States
Yes	Cheryl Dunning		8/31/2022 17:31	8/31/2022 18:25	55	Yes	United States

Yes	Tamara Lynn		8/31/2022 17:37	8/31/2022 18:20	44	Yes	United States
Yes	Mickey Mouse		8/31/2022 17:33	8/31/2022 18:14	42	Yes	United States
Yes	Dwight Holmes		8/31/2022 18:16	8/31/2022 18:31	15	Yes	United States
Yes	Billy Howard		8/31/2022 18:04	8/31/2022 18:15	12	Yes	United States
Yes	Chris schaller		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	Vincent Nguyen		8/31/2022 17:30	8/31/2022 18:03	34	Yes	United States
Yes	Vincent Nguyen		8/31/2022 18:03	8/31/2022 18:19	16	Yes	United States
Yes	Vincent Nguyen		8/31/2022 18:21	8/31/2022 18:26	6	Yes	United States
Yes	Karen Meador		8/31/2022 17:31	8/31/2022 18:33	62	Yes	United States
Yes	Melinda		8/31/2022 17:34	8/31/2022 17:59	25	Yes	United States
Yes	Kim Case		8/31/2022 18:27	8/31/2022 18:31	4	Yes	United States
Yes	R B		8/31/2022 17:30	8/31/2022 18:34	65	Yes	United States
Yes	Mary B		8/31/2022 17:30	8/31/2022 18:05	36	Yes	United States
Yes	Mary B		8/31/2022 18:05	8/31/2022 18:08	3	Yes	United States
Yes	Mary B		8/31/2022 18:08	8/31/2022 18:34	26	Yes	United States
Yes	Linda deWilde		8/31/2022 17:31	8/31/2022 18:31	60	Yes	United States
Yes	Kathleen Lorence-Flanagan		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Lmdennis427@gmail.com		8/31/2022 17:30	8/31/2022 18:03	34	Yes	United States
Yes	Connie Milliken		8/31/2022 17:32	8/31/2022 18:25	53	Yes	United States
Yes	AAWW		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Stephanie Hodgson		8/31/2022 17:49	8/31/2022 18:32	43	Yes	United States
Yes	Denise Sokol		8/31/2022 17:34	8/31/2022 17:56	22	Yes	United States

Yes	Ryan		8/31/2022 17:30	8/31/2022 18:07	38	Yes	United States
Yes	Carla		8/31/2022 17:34	8/31/2022 18:22	48	Yes	United States
Yes	Ingrid Gaub		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Marla		8/31/2022 17:40	8/31/2022 18:07	28	Yes	United States
Yes	Janice Gangwish Pierce		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States
Yes	Carol		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Jeri Freeburg		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	Bob's Fathom Notetaker		8/31/2022 17:30	8/31/2022 17:40	11	Yes	United States
Yes	Bob's Fathom Notetaker		8/31/2022 17:40	8/31/2022 17:50	10	Yes	United States
Yes	Laura Hofmann# LeadingAge Washington		8/31/2022 17:30	8/31/2022 18:00	31	Yes	United States
Yes	Luke		8/31/2022 17:38	8/31/2022 18:32	54	Yes	United States
Yes	Kelli		8/31/2022 17:32	8/31/2022 18:11	40	Yes	United States
Yes	Neuhausen		8/31/2022 17:36	8/31/2022 18:31	55	Yes	United States
Yes	Mike		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States
Yes	Amanda brown		8/31/2022 17:32	8/31/2022 18:25	53	Yes	United States
Yes	Elaine Arnold		8/31/2022 17:30	8/31/2022 18:07	38	Yes	United States
Yes	kris		8/31/2022 17:36	8/31/2022 18:31	56	Yes	United States
Yes	Terri Wierlo		8/31/2022 17:30	8/31/2022 17:30	1	Yes	United States
Yes	Terri Wierlo		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Jason		8/31/2022 17:31	8/31/2022 18:31	60	Yes	United States
Yes	Jordan F.		8/31/2022 17:32	8/31/2022 18:04	33	Yes	United States

Yes	Melanie McCoury		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Seth Polson		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States
Yes	Julie		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Norma		8/31/2022 17:49	8/31/2022 18:24	36	Yes	United States
Yes	Diane Exeriede		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	skiski1		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Tim		8/31/2022 17:52	8/31/2022 18:10	19	Yes	United States
Yes	Dwight Holmes		8/31/2022 17:56	8/31/2022 18:17	21	Yes	United States
Yes	Kym Anton		8/31/2022 17:30	8/31/2022 18:33	64	Yes	United States
Yes	Nancy Merrill		8/31/2022 17:30	8/31/2022 18:34	64	Yes	United States
Yes	Rich Anton		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States
Yes	Mikala Staples Hughes		8/31/2022 17:30	8/31/2022 18:03	34	Yes	United States
Yes	Mikala Staples Hughes		8/31/2022 18:03	8/31/2022 18:22	20	Yes	United States
Yes	Laurie Sherman		8/31/2022 17:30	8/31/2022 18:34	64	Yes	United States
Yes	PeterC		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Antonia Johnson-Caldwell		8/31/2022 17:30	8/31/2022 18:07	38	Yes	United States
Yes	Antonia Johnson-Caldwell		8/31/2022 18:08	8/31/2022 18:12	5	Yes	United States
Yes	Antonia Johnson-Caldwell		8/31/2022 18:12	8/31/2022 18:17	6	Yes	United States
Yes	Antonia Johnson-Caldwell		8/31/2022 18:17	8/31/2022 18:22	6	Yes	United States
Yes	Antonia Johnson-Caldwell		8/31/2022 18:22	8/31/2022 18:32	10	Yes	United States

Yes	Christy		8/31/2022 17:34	8/31/2022 17:47	14	Yes	United States
Yes	bob meeks		8/31/2022 17:45	8/31/2022 18:31	47	Yes	United States
Yes	Paul G Fesler		8/31/2022 17:30	8/31/2022 18:34	64	Yes	United States
Yes	Gayle Culver		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Kacie Leacy		8/31/2022 17:30	8/31/2022 17:49	19	Yes	United States
Yes	Kacie Leacy		8/31/2022 17:51	8/31/2022 18:05	14	Yes	United States
Yes	TL - Jimmie Mathis		8/31/2022 17:41	8/31/2022 18:34	53	Yes	United States
Yes	Martinell# Jan {PEP}		8/31/2022 18:20	8/31/2022 18:33	13	Yes	United States
Yes	LeAnn		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Kathleen Smith		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Bob M		8/31/2022 17:30	8/31/2022 18:30	61	Yes	United States
Yes	Kate		8/31/2022 17:30	8/31/2022 17:37	8	Yes	United States
Yes	Kate C		8/31/2022 17:37	8/31/2022 18:20	44	Yes	United States
Yes	Kate C		8/31/2022 18:20	8/31/2022 18:32	12	Yes	United States
Yes	Kate Colgan		8/31/2022 18:29	8/31/2022 18:33	4	Yes	United States
Yes	Mike		8/31/2022 17:30	8/31/2022 18:27	57	Yes	United States
Yes	Mike		8/31/2022 18:28	8/31/2022 18:28	1	Yes	United States
Yes	Mike		8/31/2022 18:29	8/31/2022 18:30	1	Yes	United States
Yes	Roger Andrascik		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Laurie Reed		8/31/2022 18:18	8/31/2022 18:26	9	Yes	United States
Yes	Sally		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States
Yes	Angela		8/31/2022 17:31	8/31/2022 18:11	40	Yes	United States
Yes	ariana nicoli		8/31/2022 17:56	8/31/2022 18:31	35	Yes	United States

Yes	Rena Bilodeaiu		8/31/2022 17:30	8/31/2022 18:20	51	Yes	United States
Yes	Rena Bilodeaiu		8/31/2022 18:20	8/31/2022 18:30	10	Yes	United States
Yes	Kenpickard		8/31/2022 17:30	8/31/2022 18:31	62	Yes	Canada
Yes	Ale		8/31/2022 17:30	8/31/2022 18:22	53	Yes	United States
Yes	Louise		8/31/2022 18:08	8/31/2022 18:32	25	Yes	United States
Yes	Linda Huizenga		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Kelly Hickman		8/31/2022 17:30	8/31/2022 18:33	64	Yes	United States
Yes	Alex Bruell		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Annie Martin		8/31/2022 17:30	8/31/2022 18:26	56	Yes	United States
Yes	David Decoteau		8/31/2022 17:31	8/31/2022 18:32	61	Yes	United States
Yes	Anne hendrickson		8/31/2022 17:30	8/31/2022 17:39	10	Yes	United States
Yes	jonc		8/31/2022 17:33	8/31/2022 18:31	58	Yes	United States
Yes	Tony Fantello		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Thad Smith		8/31/2022 17:30	8/31/2022 18:34	64	Yes	United States
Yes	Mike and Barbara Warner		8/31/2022 17:31	8/31/2022 18:30	60	Yes	United States
Yes	Mark Loftis		8/31/2022 17:30	8/31/2022 18:34	64	Yes	United States
Yes	Joel F		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	Derek Juergens		8/31/2022 18:14	8/31/2022 18:21	7	Yes	United States
Yes	Stacey		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	Mabecca		8/31/2022 17:35	8/31/2022 18:04	30	Yes	United States
Yes	Chris		8/31/2022 17:30	8/31/2022 18:26	56	Yes	United States
Yes	Kris Rogers		8/31/2022 17:52	8/31/2022 18:33	42	Yes	United States
Yes	Martha Jordan		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States

Yes	John Freeburg		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	Diane		8/31/2022 17:30	8/31/2022 18:30	61	Yes	United States
Yes	Heather S		8/31/2022 17:30	8/31/2022 18:10	41	Yes	United States
Yes	Sam green		8/31/2022 17:40	8/31/2022 18:27	48	Yes	United States
Yes	Marcia Suhoversnik		8/31/2022 17:33	8/31/2022 18:33	60	Yes	United States
Yes	Nicole Fink		8/31/2022 17:39	8/31/2022 18:30	52	Yes	United States
Yes	Don Armstrong		8/31/2022 17:59	8/31/2022 18:31	33	Yes	United States
Yes	Joan Welsh		8/31/2022 17:30	8/31/2022 18:04	34	Yes	United States
Yes	cathiemckinney		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States
Yes	Susan		8/31/2022 17:40	8/31/2022 18:31	51	Yes	United States
Yes	Bryan		8/31/2022 17:40	8/31/2022 17:44	4	Yes	United States
Yes	Jeffrey Brown		8/31/2022 17:30	8/31/2022 18:14	44	Yes	United States
Yes	Sarah		8/31/2022 17:35	8/31/2022 18:06	31	Yes	United States
Yes	Bernie McKinney		8/31/2022 17:32	8/31/2022 18:32	61	Yes	United States
Yes	Amy Clouse		8/31/2022 17:30	8/31/2022 17:34	4	Yes	United States
Yes	Mike Adams		8/31/2022 17:41	8/31/2022 18:23	43	Yes	United States
Yes	Ralph		8/31/2022 17:36	8/31/2022 18:30	55	Yes	United States
Yes	Libby Reed		8/31/2022 17:30	8/31/2022 18:10	40	Yes	United States
Yes	Branndi		8/31/2022 17:48	8/31/2022 18:31	44	Yes	United States
Yes	Kaitlin Kolke		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	Bob		8/31/2022 17:36	8/31/2022 18:06	31	Yes	United States
Yes	A Somera		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Kate H		8/31/2022 17:30	8/31/2022 18:33	64	Yes	United States

Yes	Patty		8/31/2022 18:03	8/31/2022 18:31	29	Yes	United States
Yes	Matthew Sykora		8/31/2022 17:30	8/31/2022 18:18	48	Yes	United States
Yes	Matthew Sykora		8/31/2022 18:19	8/31/2022 18:31	13	Yes	United States
Yes	Wayne & Leann Geiger		8/31/2022 17:30	8/31/2022 18:20	51	Yes	United States
Yes	Wayne & Leann Geiger		8/31/2022 18:20	8/31/2022 18:34	15	Yes	United States
Yes	Angela Mills		8/31/2022 17:30	8/31/2022 18:07	37	Yes	United States
Yes	Konrad Kurp		8/31/2022 17:34	8/31/2022 18:33	60	Yes	United States
Yes	Shannon Solveg		8/31/2022 17:38	8/31/2022 18:30	52	Yes	United States
Yes	Laurie		8/31/2022 17:50	8/31/2022 18:32	42	Yes	United States
Yes	Thomas Johnson		8/31/2022 17:35	8/31/2022 18:20	46	Yes	United States
Yes	Thomas Johnson		8/31/2022 18:20	8/31/2022 18:31	11	Yes	United States
Yes	Julie Winchell# LWVSC observer		8/31/2022 17:30	8/31/2022 17:45	15	Yes	United States
Yes	Julie Winchell# LWVSC observer		8/31/2022 17:48	8/31/2022 18:31	44	Yes	United States
Yes	Joe Zimmer		8/31/2022 17:32	8/31/2022 18:31	60	Yes	United States
Yes	Tony Wright		8/31/2022 17:31	8/31/2022 18:31	61	Yes	United States
Yes	Val Howard		8/31/2022 17:34	8/31/2022 18:31	58	Yes	United States
Yes	Sandy McMillan		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Klint		8/31/2022 17:46	8/31/2022 18:28	43	Yes	United States
Yes	Jbn		8/31/2022 17:52	8/31/2022 18:30	39	Yes	United States
Yes	Jeg farm		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States

Yes	Patti Dellplain-Jeg		8/31/2022 17:32	8/31/2022 18:31	60	Yes	United States
Yes	Tim Manns		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	DE		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Pete Maxwell		8/31/2022 17:31	8/31/2022 18:34	63	Yes	United States
Yes	nathan		8/31/2022 17:44	8/31/2022 18:18	34	Yes	United States
Yes	Warren Hendrickson		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Correen oleck		8/31/2022 17:46	8/31/2022 17:51	5	Yes	United States
Yes	Sandy		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	Tom Glade		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Bob Green		8/31/2022 17:30	8/31/2022 18:31	61	Yes	United States
Yes	Nickie Lynn		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Allison Quinn		8/31/2022 17:30	8/31/2022 17:52	22	Yes	United States
Yes	Carol Smith		8/31/2022 17:32	8/31/2022 18:32	60	Yes	United States
Yes	Nancy Erickson		8/31/2022 17:35	8/31/2022 18:31	56	Yes	United States
Yes	Karen Johnson		8/31/2022 17:30	8/31/2022 18:32	63	Yes	United States
Yes	seth nelson		8/31/2022 17:38	8/31/2022 18:31	53	Yes	United States
Yes	Chris H		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Linda McAskill		8/31/2022 17:30	8/31/2022 18:34	64	Yes	United States
Yes	Carla Wulfsberg		8/31/2022 17:30	8/31/2022 18:32	62	Yes	United States
Yes	Ender		8/31/2022 17:36	8/31/2022 17:48	12	Yes	United States
Yes	Zoom user		8/31/2022 17:37	8/31/2022 18:33	56	Yes	United States
Yes	Tim OBrien EPCA		8/31/2022 17:39	8/31/2022 17:48	9	Yes	United States
Yes	Tim OBrien EPCA		8/31/2022 17:49	8/31/2022 18:34	46	Yes	United States

Yes	Brian		8/31/2022 17:32	8/31/2022 18:31	60	Yes	United States
Yes	Clint		8/31/2022 17:51	8/31/2022 18:30	39	Yes	United States
Yes	jkrac		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Amy Kasprzyk		8/31/2022 17:58	8/31/2022 18:31	33	Yes	United States
Yes	Kerri		8/31/2022 17:30	8/31/2022 18:33	64	Yes	United States
Yes	kerri		8/31/2022 17:30	8/31/2022 18:20	51	Yes	United States
Yes	kerri		8/31/2022 18:20	8/31/2022 18:32	12	Yes	United States
Yes	Jay Morgan		8/31/2022 17:30	8/31/2022 18:01	31	Yes	United States
Yes	Michelle Green		8/31/2022 17:59	8/31/2022 18:31	32	Yes	United States
Yes	Heather Ashbeck		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Susan Dumontet		8/31/2022 17:30	8/31/2022 18:18	48	Yes	United States
Yes	Vtimko		8/31/2022 17:30	8/31/2022 18:34	65	Yes	United States
Yes	John Parrott		8/31/2022 17:30	8/31/2022 18:31	62	Yes	United States
Yes	Cole hodgson		8/31/2022 17:30	8/31/2022 17:50	20	Yes	United States
Yes	Beth Kissack		8/31/2022 17:31	8/31/2022 18:32	61	Yes	United States
Yes	Jason Hart		8/31/2022 17:30	8/31/2022 18:07	37	Yes	United States
Yes	Ron Olson		8/31/2022 18:15	8/31/2022 18:31	16	Yes	United States

Participants report							
Meeting ID	Topic	Start Time	End Time	User Email	Duration (Minutes)	Participants	
87575575208	CACC virtual public meeting #2	8/31/2022 16:27	8/31/2022 18:40	mpomeroy@prrbiz.com	133	202	
Name (Original Name)	User Email	Join Time	Leave Time	Duration (Minutes)	Guest	Recording Consent	In Waiting Room
Scott Burns (he/him/his) PRR (PRR)	mpomeroy@prrbiz.com	8/31/2022 16:27	8/31/2022 18:40	133	No	Yes	No
Recording Account	sburns@prrbiz.com	8/31/2022 16:27	8/31/2022 18:35	128	No		No
Keanna Dandridge	kdandridge@prrbiz.com	8/31/2022 16:45	8/31/2022 18:40	116	Yes		No
David Fleckenstein	fleckda@wsdot.wa.gov	8/31/2022 16:52	8/31/2022 18:40	108	Yes		No
Christina Crea	creac@wsdot.wa.gov	8/31/2022 16:56	8/31/2022 18:40	104	Yes		No
Robert Hodgman	hodgmar@wsdot.wa.gov	8/31/2022 17:00	8/31/2022 18:40	100	Yes		No
Lynsey Burgess	lburgess@prrbiz.com	8/31/2022 17:04	8/31/2022 18:40	97	Yes		No
jkrc		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Bob's Fathom Notetaker		8/31/2022 17:30	8/31/2022 17:40	11	Yes		No
Terri Wierlo		8/31/2022 17:30	8/31/2022 17:30	1	Yes		No
Kerri		8/31/2022 17:30	8/31/2022 18:33	64	Yes		No
PeterC		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Martha Jordan		8/31/2022 17:30	8/31/2022 18:32	62	Yes		No
Ryan		8/31/2022 17:30	8/31/2022 18:07	38	Yes		No
Bob M		8/31/2022 17:30	8/31/2022 18:30	61	Yes		No
Diane		8/31/2022 17:30	8/31/2022 18:30	61	Yes		No

Melanie McCoury		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Kelly Hickman		8/31/2022 17:30	8/31/2022 18:33	64	Yes		No
R B		8/31/2022 17:30	8/31/2022 18:34	65	Yes		No
Carol		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Karen Johnson		8/31/2022 17:30	8/31/2022 18:32	63	Yes		No
kerri		8/31/2022 17:30	8/31/2022 18:20	51	Yes		No
skiski1		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Sandy		8/31/2022 17:30	8/31/2022 18:32	63	Yes		No
John Parrott		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Rena Bilodeau		8/31/2022 17:30	8/31/2022 18:20	51	Yes		No
Chris schaller		8/31/2022 17:30	8/31/2022 18:32	63	Yes		No
Antonia Johnson-Caldwell		8/31/2022 17:30	8/31/2022 18:07	38	Yes		No
Cole hodgson		8/31/2022 17:30	8/31/2022 17:50	20	Yes		No
DE		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Terri Wierlo		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Lmdennis427@gmail.com		8/31/2022 17:30	8/31/2022 18:03	34	Yes		No
Paul G Fesler		8/31/2022 17:30	8/31/2022 18:34	64	Yes		No
Anne hendrickson		8/31/2022 17:30	8/31/2022 17:39	10	Yes		No
Warren Hendrickson		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Vincent Nguyen		8/31/2022 17:30	8/31/2022 18:03	34	Yes		No
Jay Morgan		8/31/2022 17:30	8/31/2022 18:01	31	Yes	Yes	No
Allison Quinn		8/31/2022 17:30	8/31/2022 17:52	22	Yes		No

Elaine Arnold		8/31/2022 17:30	8/31/2022 18:07	38	Yes		No
Vtimko		8/31/2022 17:30	8/31/2022 18:34	65	Yes		No
Bob Green		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Wayne & Leann Geiger		8/31/2022 17:30	8/31/2022 18:20	51	Yes		No
Diane Exeriede		8/31/2022 17:30	8/31/2022 18:32	63	Yes		No
John Freeburg		8/31/2022 17:30	8/31/2022 18:32	63	Yes		No
Thad Smith		8/31/2022 17:30	8/31/2022 18:34	64	Yes		No
Tim Manns		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Kate H		8/31/2022 17:30	8/31/2022 18:33	64	Yes		No
AAWW		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Nancy Merrill		8/31/2022 17:30	8/31/2022 18:34	64	Yes		No
Chris H		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Sally		8/31/2022 17:30	8/31/2022 18:32	62	Yes	Yes	No
Mary B		8/31/2022 17:30	8/31/2022 18:05	36	Yes		No
Stacey		8/31/2022 17:30	8/31/2022 18:32	63	Yes		No
Janice Gangwish Pierce		8/31/2022 17:30	8/31/2022 18:32	62	Yes		No
Libby Reed		8/31/2022 17:30	8/31/2022 18:10	40	Yes	Yes	No
Mike		8/31/2022 17:30	8/31/2022 18:27	57	Yes		No
Jeffrey Brown		8/31/2022 17:30	8/31/2022 18:14	44	Yes		No
Kate		8/31/2022 17:30	8/31/2022 17:37	8	Yes		No
Gayle Culver		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Kathleen Smith		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No

Mike		8/31/2022 17:30	8/31/2022 18:32	62	Yes		No
Heather Ashbeck		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Mikala Staples Hughes		8/31/2022 17:30	8/31/2022 18:03	34	Yes		No
Kenpickard		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Laura Hofmann# LeadingAge Washington		8/31/2022 17:30	8/31/2022 18:00	31	Yes		No
Roger Andrascik		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
A Somera		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Jeri Freeburg		8/31/2022 17:30	8/31/2022 18:32	63	Yes	Yes	No
Mark Loftis		8/31/2022 17:30	8/31/2022 18:34	64	Yes		No
LeAnn		8/31/2022 17:30	8/31/2022 18:31	61	Yes	Yes	No
Tony Fantello		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Rich Anton		8/31/2022 17:30	8/31/2022 18:32	62	Yes		No
Matthew Sykora		8/31/2022 17:30	8/31/2022 18:18	48	Yes		No
Angela Mills		8/31/2022 17:30	8/31/2022 18:07	37	Yes		No
Kacie Leacy		8/31/2022 17:30	8/31/2022 17:49	19	Yes		No
Ingrid Gaub		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Nickie Lynn		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Kym Anton		8/31/2022 17:30	8/31/2022 18:33	64	Yes	Yes	No
Kaitlin Kolke		8/31/2022 17:30	8/31/2022 18:32	63	Yes		No
Linda Huizenga		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Joan Welsh		8/31/2022 17:30	8/31/2022 18:04	34	Yes		No
Joel F		8/31/2022 17:30	8/31/2022 18:32	63	Yes		No

David Green		8/31/2022 17:30	8/31/2022 18:32	62	Yes		No
Amy Clouse		8/31/2022 17:30	8/31/2022 17:34	4	Yes		No
Alex Bruell		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Ale		8/31/2022 17:30	8/31/2022 18:22	53	Yes		No
Seth Polson		8/31/2022 17:30	8/31/2022 18:32	62	Yes		No
Chris		8/31/2022 17:30	8/31/2022 18:26	56	Yes		No
Heather S		8/31/2022 17:30	8/31/2022 18:10	41	Yes		No
Julie Winchell# LWVSC observer		8/31/2022 17:30	8/31/2022 17:45	15	Yes		No
Carla Wulfsberg		8/31/2022 17:30	8/31/2022 18:32	62	Yes		No
Kathleen Lorence- Flanagan		8/31/2022 17:30	8/31/2022 18:31	62	Yes		No
Julie		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Linda McAskill		8/31/2022 17:30	8/31/2022 18:34	64	Yes		No
Jason Hart		8/31/2022 17:30	8/31/2022 18:07	37	Yes		No
Laurie Sherman		8/31/2022 17:30	8/31/2022 18:34	64	Yes		No
Jeg farm		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Tom Glade		8/31/2022 17:30	8/31/2022 18:31	61	Yes		No
Annie Martin		8/31/2022 17:30	8/31/2022 18:26	56	Yes		No
Susan Dumontet		8/31/2022 17:30	8/31/2022 18:18	48	Yes		No
Sandy McMillan		8/31/2022 17:30	8/31/2022 18:31	61	Yes	Yes	No
cathiemckin ney		8/31/2022 17:30	8/31/2022 18:32	62	Yes		No
Cheryl Dunning		8/31/2022 17:31	8/31/2022 18:25	55	Yes		No
Tony Wright		8/31/2022 17:31	8/31/2022 18:31	61	Yes		No

Angela		8/31/2022 17:31	8/31/2022 18:11	40	Yes		No
Mike and Barbara Warner		8/31/2022 17:31	8/31/2022 18:30	60	Yes		No
Linda deWilde		8/31/2022 17:31	8/31/2022 18:31	60	Yes		No
Beth Kissack		8/31/2022 17:31	8/31/2022 18:32	61	Yes		No
Karen Meador		8/31/2022 17:31	8/31/2022 18:33	62	Yes		No
Pete Maxwell		8/31/2022 17:31	8/31/2022 18:34	63	Yes		No
Jason		8/31/2022 17:31	8/31/2022 18:31	60	Yes		No
David Decoteau		8/31/2022 17:31	8/31/2022 18:32	61	Yes		No
Jordan F.		8/31/2022 17:32	8/31/2022 18:04	33	Yes		No
Brian		8/31/2022 17:32	8/31/2022 18:31	60	Yes		No
Patti Dellplain-Jeg		8/31/2022 17:32	8/31/2022 18:31	60	Yes		No
Bernie McKinney		8/31/2022 17:32	8/31/2022 18:32	61	Yes		No
Carol Smith		8/31/2022 17:32	8/31/2022 18:32	60	Yes		No
Kelli		8/31/2022 17:32	8/31/2022 18:11	40	Yes		No
Joe Zimmer		8/31/2022 17:32	8/31/2022 18:31	60	Yes	Yes	No
Amanda brown		8/31/2022 17:32	8/31/2022 18:25	53	Yes		No
Connie Milliken		8/31/2022 17:32	8/31/2022 18:25	53	Yes		No
Mickey Mouse		8/31/2022 17:33	8/31/2022 18:14	42	Yes		No
Marcia Suhoversnik		8/31/2022 17:33	8/31/2022 18:33	60	Yes		No
jonc		8/31/2022 17:33	8/31/2022 18:31	58	Yes	Yes	No
Christy		8/31/2022 17:34	8/31/2022 17:47	14	Yes		No
Konrad Kurp		8/31/2022 17:34	8/31/2022 18:33	60	Yes		No
Melinda		8/31/2022 17:34	8/31/2022 17:59	25	Yes		No

Val Howard		8/31/2022 17:34	8/31/2022 18:31	58	Yes		No
Denise Sokol		8/31/2022 17:34	8/31/2022 17:56	22	Yes		No
Carla		8/31/2022 17:34	8/31/2022 18:22	48	Yes		No
Thomas Johnson		8/31/2022 17:35	8/31/2022 18:20	46	Yes		No
Mabecca		8/31/2022 17:35	8/31/2022 18:04	30	Yes		No
Sarah		8/31/2022 17:35	8/31/2022 18:06	31	Yes		No
Nancy Erickson		8/31/2022 17:35	8/31/2022 18:31	56	Yes		No
kris		8/31/2022 17:36	8/31/2022 18:31	56	Yes		No
Ralph		8/31/2022 17:36	8/31/2022 18:30	55	Yes		No
Bob		8/31/2022 17:36	8/31/2022 18:06	31	Yes		No
Ender		8/31/2022 17:36	8/31/2022 17:48	12	Yes	Yes	No
Neuhausen		8/31/2022 17:36	8/31/2022 18:31	55	Yes		No
Tamara Lynn		8/31/2022 17:37	8/31/2022 18:20	44	Yes		No
Kate C		8/31/2022 17:37	8/31/2022 18:20	44	Yes		No
Zoom user		8/31/2022 17:37	8/31/2022 18:33	56	Yes		No
seth nelson		8/31/2022 17:38	8/31/2022 18:31	53	Yes		No
Luke		8/31/2022 17:38	8/31/2022 18:32	54	Yes		No
Shannon Solveg		8/31/2022 17:38	8/31/2022 18:30	52	Yes		No
Nicole Fink		8/31/2022 17:39	8/31/2022 18:30	52	Yes		No
Tim OBrien EPCA		8/31/2022 17:39	8/31/2022 17:48	9	Yes		No
Marla		8/31/2022 17:40	8/31/2022 18:07	28	Yes		No
Bryan		8/31/2022 17:40	8/31/2022 17:44	4	Yes		No
Bob's Fathom Notetaker		8/31/2022 17:40	8/31/2022 17:50	10	Yes		No

Sam green		8/31/2022 17:40	8/31/2022 18:27	48	Yes		No
Susan		8/31/2022 17:40	8/31/2022 18:31	51	Yes		No
Mike Adams		8/31/2022 17:41	8/31/2022 18:23	43	Yes		No
TL - Jimmie Mathis		8/31/2022 17:41	8/31/2022 18:34	53	Yes		No
nathan		8/31/2022 17:44	8/31/2022 18:18	34	Yes		No
bob meeks		8/31/2022 17:45	8/31/2022 18:31	47	Yes		No
Klint		8/31/2022 17:46	8/31/2022 18:28	43	Yes		No
Correen oleck		8/31/2022 17:46	8/31/2022 17:51	5	Yes		No
Branndi		8/31/2022 17:48	8/31/2022 18:31	44	Yes		No
Julie Winchell# LWVSC observer		8/31/2022 17:48	8/31/2022 18:31	44	Yes		No
Tim OBrien EPCA		8/31/2022 17:49	8/31/2022 18:34	46	Yes		No
Norma		8/31/2022 17:49	8/31/2022 18:24	36	Yes		No
Stephanie Hodgson		8/31/2022 17:49	8/31/2022 18:32	43	Yes		No
Laurie		8/31/2022 17:50	8/31/2022 18:32	42	Yes		No
Clint		8/31/2022 17:51	8/31/2022 18:30	39	Yes		No
Kacie Leacy		8/31/2022 17:51	8/31/2022 18:05	14	Yes		No
Kris Rogers		8/31/2022 17:52	8/31/2022 18:33	42	Yes		No
Tim		8/31/2022 17:52	8/31/2022 18:10	19	Yes		No
Jbn		8/31/2022 17:52	8/31/2022 18:30	39	Yes		No
Dwight Holmes		8/31/2022 17:56	8/31/2022 18:17	21	Yes		No
ariana nicoli		8/31/2022 17:56	8/31/2022 18:31	35	Yes		No
Amy Kasprzyk		8/31/2022 17:58	8/31/2022 18:31	33	Yes		No

Don Armstrong		8/31/2022 17:59	8/31/2022 18:31	33	Yes		No
Michelle Green		8/31/2022 17:59	8/31/2022 18:31	32	Yes		No
Patty		8/31/2022 18:03	8/31/2022 18:31	29	Yes		No
Mikala Staples Hughes		8/31/2022 18:03	8/31/2022 18:22	20	Yes		No
Vincent Nguyen		8/31/2022 18:03	8/31/2022 18:19	16	Yes		No
Billy Howard		8/31/2022 18:04	8/31/2022 18:15	12	Yes		No
Mary B		8/31/2022 18:05	8/31/2022 18:08	3	Yes		No
Louise		8/31/2022 18:08	8/31/2022 18:32	25	Yes		No
Antonia Johnson-Caldwell		8/31/2022 18:08	8/31/2022 18:12	5	Yes		No
Mary B		8/31/2022 18:08	8/31/2022 18:34	26	Yes		No
M ED		8/31/2022 18:09	8/31/2022 18:31	23	Yes		No
Antonia Johnson-Caldwell		8/31/2022 18:12	8/31/2022 18:17	6	Yes		No
Derek Juergens		8/31/2022 18:14	8/31/2022 18:21	7	Yes		No
Ron Olson		8/31/2022 18:15	8/31/2022 18:31	16	Yes		No
Dwight Holmes		8/31/2022 18:16	8/31/2022 18:31	15	Yes		No
Antonia Johnson-Caldwell		8/31/2022 18:17	8/31/2022 18:22	6	Yes		No
Laurie Reed		8/31/2022 18:18	8/31/2022 18:26	9	Yes		No
Matthew Sykora		8/31/2022 18:19	8/31/2022 18:31	13	Yes		No
Kate C		8/31/2022 18:20	8/31/2022 18:32	12	Yes		No
kerri		8/31/2022 18:20	8/31/2022 18:32	12	Yes		No
Thomas Johnson		8/31/2022 18:20	8/31/2022 18:31	11	Yes		No

Rena Bilodeau		8/31/2022 18:20	8/31/2022 18:30	10	Yes		No
Wayne & Leann Geiger		8/31/2022 18:20	8/31/2022 18:34	15	Yes		No
Martinell# Jan {PEP}		8/31/2022 18:20	8/31/2022 18:33	13	Yes		No
Vincent Nguyen		8/31/2022 18:21	8/31/2022 18:26	6	Yes		No
Antonia Johnson-Caldwell		8/31/2022 18:22	8/31/2022 18:32	10	Yes		No
Kim Case		8/31/2022 18:27	8/31/2022 18:31	4	Yes		No
Mike		8/31/2022 18:28	8/31/2022 18:28	1	Yes		No
Kate Colgan		8/31/2022 18:29	8/31/2022 18:33	4	Yes		No
Mike		8/31/2022 18:29	8/31/2022 18:30	1	Yes		No

Question Report						
Report Generated:	#####					
Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Question		
CACC virtual public meeting #2	875 7557 5208	#####	133	150		
Question Details						
#	Question	Asker Name	Asker Email	Answer	Question Time	Answered Time
1	What does PRR stand for next to Scot Burns name?	Martha Jordan	'-	live answered	##### ##	##### ##
2	What is the definition of a "greenfield site"	Libby Reed	'-	live answered	##### ##	##### ##

3	Has the commission completely ruled out using the two existing airports (Bremerton and Payne Field) solely and therefore using no Greenfield site.	Jeri Freeburg	'-	No, the Commission is still considering both.	##### ##	##### ##
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4	How many times will the CACC be meeting between now and October 15 when the decision is due to the legislature? Will those meetings be open to the public, or is the CACC meeting behind closed doors to narrow it down to the two options they recommend?	Julie Winchell# LWVSC observer	'-	There will be one meeting in late September, the date has not been confirmed. The public is invited as with past commission meetings. It will be online.	##### ##	##### ##
5	What about the cost of infrastructure, road improvement, air traffic so close to Sea tac.	Melinda	'-		##### ##	

6	<p>so why is Auburn airport not on list for GA aircraft?</p> <p>also is state looking Moses lake for freight and if train ran there passenger flight's</p>	Joel F	'-	<p>Auburn is still being considered for GA. It just didn't make the short list of six. Auburn is a vital GA airport in the region.</p>	<p>##### ##</p>	<p>##### ##</p>
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7	<p>Regardless of the recommendation of the consultants, when will the CACC omit Enumclaw (King Co SE) as a possible Greenfield Site? Additionally, how much was spent on the surveying of the location, and were the consultants paid for surveying a site that should have never been considered? (As an additional note, we were told at the last meeting that unanswered questions during the Q&A would be answered via email. Although I asked this question I never received an answer.)</p>	Kate H	'-	live answered	##### ##	##### ##
8	<p>Why use a fluff term instead of saying "new airport"?</p>	Jordan F.	'-	Greenfield is an accepted industry term.	##### ##	##### ##
9	<p>please define "airport sponsor"</p>	John Freeburg	'-	It is normally a public entity; a county, city or Port District.	##### ##	##### ##

10	Will the community affected by the airport placement have a say if they want the economic opportunity CACC is suggesting as a benefit of the airport?	Jeri Freeburg	'-		##### ##	
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11	You mentioned economic benefits will be calculated to offset funding costs. But does the environmental costs also get considered to add to the funding cost equation?	Tim OBrien EPCA	'-		##### ##	
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12	under environmental responsibility are you also considering the impact to the environment of implementing the infrastructure needs and the airport building and runways themselves? It sounded like the main focus was limited to aircraft impacts to the environment.	Susan Dumontet	'-		##### ##	
13	Why was KC included when it was specifically excluded by Legislative directive? NO Enumclaw airport!	Joe Zimmer	'-	live answered	##### ##	##### ##

14	Where can I find the \$3.2 million dollar enviromental assessment done in conjunction with this project in in ? 2018 - 2019?	Diane Exeriede	'-		##### ##	
15	Are the large drones that have been flying grid patterns over the Eumclaw plateau over the past year part of this greenfield study?	Pete Maxwell	'-	live answered	##### ##	##### ##

16	Why was King County/Enumclaw added to the Greenfield sites so late in the process? It appears that it was to limit public comment.	Joe Zimmer	'-	live answered	##### ##	##### ##
17	The speakers have made a “greenfield” option sound like it’s not a big deal. Let’s put the greenfield site in their neighborhood then.	Jordan F.	'-	live answered	##### ##	##### ##

18	<p>How much weight will the Open House (survey) carry in the decision making? How are you promoting the Open House? How will it be representative of all the communities involved?</p>	Carla Wulfsberg	'-	live answered	##### ##	##### ##
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19	Why, when the aviation plan was presented to CACC and it included a greenfield site in King County, CACC didn't screen it out and leave it off the greenfield list, since the legislation states the greenfield site cannot be in King County.	Jeri Freeburg	'-	live answered	##### ##	##### ##
20	Why is farming not listed as incompatible land use?	Linda Huizenga	'-		##### ##	

21	<p>What about the large Eagle population that calls the Enumclaw location home? The bees, the Elk, Cougar, bobcat, coyote, salmon etc call this area home and the residents live cohesively and sustainably with the Environment. There isn't enough roadway to support an airport, so much raw land would be paved over not just to make the runway but to support traffic in and out.</p>	<p>Antonia Johnson-Caldwell</p>	<p>'-</p>		<p>##### ##</p>	
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22	<p>The economics would seem to favor a site closer to I-5 such as Paine Field. The farmland is a treasure I don't understand paving it over.</p> <p>Also the weather, high winds that Enumclaw is known for.</p>	Melinda	'-		##### ##	
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23	You said that the local governments and municipalities need to agree and support the site. If they are not supportive, can the FAA and government go ahead anyway?	cathiemckinney	'-	live answered	##### ##	##### ##
24	Are all 8 factors equal weight?	Chris H	'-		##### ##	

25	<p>you said twice the size of SeaTac, how many acres for SeaTac including the property vacant for noise. ?</p> <p>also for Enumclaw area there is farm Land issues, many archeology sites there, extremely poor road access</p>	Joel F	'-		##### ##	
26	<p>Why is preserving agricultural lands for the entire state of Washington not a priority under consideration?</p>	Jeri Freeburg	'-		##### ##	

27	Can you link or post the name of the report that Robert Hodgman just mentioned?	Kate Colgan	'-	Can you link or post the name of the report that Robert Hodgman just mentioned?	##### ##	##### ##
28	Since CACC shouldn't be considering the south king county location why wouldn't you simply remove the page? If they had added a location east of the cascades that didn't fit your criteria you would have removed it correct? Seems pretty inconsistent and that the south king county site is being pushed by a specific sponsor or commission member(s)	Thad Smith	'-	live answered	##### ##	##### ##

29	The environmental impact is extreme for SE King County Site. Millions of tax dollars have been spent on the Land conservation Initiative. Still other millions are being spent to rebuild our rivers and streams. Will this be a criteria? How can we not consider this investment in our future?	Bernie McKinney	'-		##### ##	
30	why is it included???	Joe Zimmer	'-	live answered	##### ##	##### ##
31	Are the tribes not considered in the "Environmental Justice" score for Southeast King County?	Thad Smith	'-		##### ##	

32	The Flooplain and Wetland impact of the SE King County is not yellow, it is RED and should be updated accordingly.	AAWW	'-		##### ##	
33	what dictates incompatible land use? something in this row in red, probably doesnt indicate a good place to build obviously, right?	Laurie Sherman	'-		##### ##	

34	Why was there no red on southeast king county grid? That area floods in the winter.	jonc	'-		##### ##	
35	Why is the King County Southeast site included if CACC can't consider it?	Jeri Freeburg	'-		##### ##	
36	If environmental issues are what happens to "people" what about the wildlife? This is a defined wildlife corridor. Will it be wiped out?	Bernie McKinney	'-		##### ##	

37	If the CACC cannot consider East King County then who are we to appeal to?	cathiemckinney	'-	live answered	##### ##	##### ##
38	Why even do studies for a southeast king county green field site (and spend money) if it's not being considered? I'm looking for transparency in an answer. It doesn't make sense it keeps getting brought up, but it's not being considered.	Mickey Mouse	'-	live answered	##### ##	##### ##

39	I'm confused. So the se king county site cannot be an option? Is that what he said?	Jordan F.	'-		##### ##	
40	I'm not sure I understand the comment about King County. Is the East King County site under consideration or has it been ruled out?	Karen Johnson	'-	live answered	##### ##	##### ##

41	<p>Would criteria “Incompatible land use” also potentially include potential impacts and public benefit to Mount Rainier National Park, North Cascades National Park and various Wilderness Areas along the west slope of the Cascades. The E/SE King County site just north of Enumclaw would develop a new commercial airport roughly 25 miles from Mount Rainier's northern border. Pierce County South and Pierce County Central proposals are also close to Park. All these sites for an airport could impact the park's soundscape, visitor experience, and wilderness qualities.</p>	Roger Andrascik	'-		##### ##	
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42	Transit and Roadway connections, as one of your criteria is no where near enough for the SE King County site, that should heavily weigh on any consideration or inclusion of that site in any future consideration of the CACC.	AAWW	'-		##### ##	
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43	If you choose two sites and then with more research find that those sights are incompatible, what will the process be to start over with other sites?	Jeri Freeburg	'-		##### ##	
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44	SE King site includes many wetlands and two major river systems. the white and the green. The green Duwamish has been impacted by two major airports and the port of seattle...how could you consider a third one with similar impact to the last green space in King county.	Bernie McKinney	'-		##### ##	
45	if Enumclaw isn't recommended or considered, WHY is is on here?	kerri	'-	if Enumclaw isn't recommended or considered, WHY is is on here?	##### ##	##### ##

46	Why would you put your thumb on the scale and recommend a location that isn't supposed to be on the list?	Thad Smith	'-		##### ##	
47	Please explain why king is under consideration	LeAnn	'-		##### ##	
48	Who are the potential "sponsors" for these potential airport sites?	Diane Exeriede	'-		##### ##	
49	Can you please repeat that about who has the authority to make a decision?	Karen Johnson	'-		##### ##	

50	I'm curious why Enumclaw is green for Environmental Justice when all of the proposed airport footprint is within land that falls under King Counties agricultural protected lands? Aslo, how can this site be considered when the proposed location will force the Muckleshoot tribe to relocated off it's current land?	Pete Maxwell	'-		##### ##	
51	cargo could be done at Moses lake	Joel F	'-		##### ##	

52	I'm not sure why your essential factor is missing the lack of road capacities from I-5? The South King County is too far off the I-5 corridor to handle	Paul G Fesler	'-		##### ##	
53	If the local governments of King County deny the use of the greenfield site in King County, then it cannot be used?	Jeri Freeburg	'-		##### ##	

54	has a wind study been done? the winds on the Enumclaw Plateau get so strong they rip off roofs and siding... How are you going to land a jetliner like that?	Antonia Johnson-Caldwell	'-		##### ##	
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55	<p>So you was to destroy rural life for people that do not want to live in area with an airport flying 24-7 F I wanted to live under an airport I would of bought a house in SeaTac area. You want to ruin the elk herd, farm and dairy farms in the Enumclaw area</p>	Neuhausen	'-		##### ##	
56	How do we stop this?	ariana nicoli	'-		##### ##	

57	If I understand correctly what Robert Hodgman said regarding the South King County site, the commission does not have the authority to consider or recommend this site. Why is the South King County Site listed?	Sandy McMillan	'-		##### ##	
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58	<p>What local governments need to be lobbied to prevent this in SE King County? Just King County, or also PSRC, nearby cities such as Enumclaw, Buckley, Puyallup, etc? Which entitites get a say in this?</p>	<p>Tim OBrien EPCA</p>	'-		<p>##### ##</p>	
59	<p>Was Bellingham considered to accommodate some of the needed capacity?</p>	<p>PeterC</p>	'-		<p>##### ##</p>	

60	Why spend resources and time to include SE King County when this choice is in direct violation State Bill 5370? The Enuclaw Plateau is protected by a Farm Preservation Plan.	kris	'-		##### ##	
61	Can you please talk again about CACC not considering SE KING County. This is a very important subject	John Freeburg	'-		##### ##	

62	Meant to say...The South King County location is to far off the I-5 corridor to support both passenger & truck/trailer cargo.	Paul G Fesler	'-		##### ##	
63	How are the devastating impacts to existing agriculture be addressed at the various "greenfields" sites? Ag will be lost, and the infrastructure that keeps them going may be lost.	Martha Jordan	'-		##### ##	

64	<p>Good evening, thank you for taking the time to talk to us. I have a few questions / concerns / notes that I would like captured for Enumclaw (East King County). One concern is the fact it's a valley, this will create a 1 way in and 1 way out, leading to a reduced arrival and departure capacity.</p>	Stephanie Hodgson	'-		##### ##	
65	<p>SE King County is not the site you are looking for!</p>	Bernie McKinney	'-		##### ##	

66	Please consider splitting north and south - improve Snohomish and Thurston or Pierce to get to the needed MAP. This would help with traffic through Seattle, AND serve the two populations better.	Nancy Merrill	'-		##### ##	
67	Isn't your job to remove the clutter and just present the legislative intent? Regardless of if the analysis was already done?	Thad Smith	'-		##### ##	

68	Why are there only 2 members of the public on the Committee - should it not be an even split public and commercial air interests?	Carla Wulfsberg	'-		##### ##	
69	It is mind boggling, that for the SE KC site, Environmental Justice seems to completely overlook the Muckleshoot Native American Tribe. Not to mention the impact to the Puyallup tribe down stream.	Kathleen Smith	'-		##### ##	

70	We are very dissapointed to see the Auburn-Enumclaw Platuae is being considered as a new airport. Is the commission concerned they would be eliminating prime farmland that has been preserved since the 1970s?	bob meeks	'-		##### ##	
71	L	Zoom user	'-		##### ##	

72	How much do comments carry weight in considerations. My experience in the past with the FAA is community comments are not considered in their decision making	ariana nicoli	'-		##### ##	
73	Don't jet airplanes need to empty their fuel before landing?	Bernie McKinney	'-		##### ##	

74	I'm confused. Last week we were told WSDOT placed the SE King County site on the list but CACC is not considering challenging the legislation that states a King County site cannot be used, but this week we are being told that CACC is the one considering it.	Jeri Freeburg	'-		##### ##	
75	What is the port district for Enumclaw?	Kate H	'-		##### ##	

76	Does Unaccommodated Passenger Demand criteria assume only existing population in proximity to an area? or does it assume passenger willingness to travel to that location, who reside outside that area?	Rich Anton	'-		##### ##	
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77	<p>Not a question, but a comment. Thank you for hosting this meeting. I know that your team has been tasked with a job that won't make anybody happy. BUT, I have a lot of concerns about this airport impacting our small community. We moved to Enumclaw from the city to raise our children in a small, agricultural town. I feel like I would be doing myself, my kids, and my community a disservice if I didn't say that I love my small town and we don't want the airport here.</p>	Annie Martin	'-		##### ##	
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78	<p>How will the various sites located in very active waterfowl flyways and wintering areas be addressed? And the high potential for aircraft impacts in these zones especially in Skagit and Snohomish counties. There are millions of waterfowl - swans, ducks and geese using all these sites at this time. No consideration of this appears to be in your siting criteria. Seems aircraft safety would be a high priority.</p>	Martha Jordan	'-		##### ##	
79	<p>What category should I sign up for Subscription Topics under email??</p>	Roger Andrascik	'-	Please select: CACC	##### ##	##### ##

80	<p>(East King County) - Second Concern is the proximity to Sea Tac and Boeing Field, from an aviation perspective they are pretty close. Which doesn't create a good way to mix the air traffic.. driving the traffic to go in and out at the same time. Which would lead to any gains in efficiency would be lost immediately in the air.</p>	Stephanie Hodgson	'-		##### ##	
81	<p>What are the "local governments" we should contact in King County to express our concerns?</p>	Jeri Freeburg	'-		##### ##	

82	I moved from Seattle to escape health issues due to sea tac pollution impacts. An airport moving into this area is my worst nightmare. Will air quality studies be considered?	ariana nicoli	'-		##### ##	
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83	<p>How would you provide access to sites in Skagit and Whatcom Counties when you can't even move traffic north of Seattle on I 5?</p> <p>How are you factoring in legal resistance which is already forming?</p> <p>We are very effective, having just whooped the Navy at NASWI!</p>	Kenpickard	'-		##### ##	
84	<p>When does construction start on an airport to have it operational in 20 years?</p>	Jeri Freeburg	'-		##### ##	

85	(East King County) - Third Concern high water tables in the surrounding properties to the proposed airport location. While they may address it in the build location, it will cause big impacts to the people that remain and live there along with the livestock and farms.	Stephanie Hodgson	'-		##### ##	
86	What other organizations are on the commission that could consider SE King County as a potential site for an airport?	Kelly Hickman	'-		##### ##	

87	SE KC site is some of the most productive ag land in KC. An airport here would crush production and drive up costs for the people to get fresh produce.	Kathleen Smith	'-		##### ##	
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88	The last untouched part of the Green Duwamish (Seattles only river) critical Chinook Salmon habitat is in the landing zone for the /se /king county site. Will this weigh heavily in your decision?	Bernie McKinney	'-		##### ##	
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89	<p>Seriously while there may seem to be a lot of road infrastructure for SE King County, the roads can't support the kind of traffic - freight, passengers, construction. Now or 20 years from now.</p> <p>Do what you said and just drop it.</p>	Carol Smith	'-		##### ##	
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90	Has anyone looked into the very strong winds that Enumclaw experiences off the Cascades? If so, how would the winds and probable power outages impact flights in & out of a major airport?	Carol	'-		##### ##	
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91	<p>The City of Enumclaw and the City of Bonney Lake have already passed resolutions opposing the airport being sited in SE King County. As well as a joint letter from additional cities in King County to include Auburn, Black Diamond, Covington and Maple Valley.</p> <p>As you receive copies of this letter and resolutions. Will you remove the SE King County site from the presentation? It doesn't make sense to keep presenting the site as a viable option. If no government entities in King County support.</p>	Tony Wright	'-		##### ##	
92	To further clarify: King Co SE will not be recommended by the CACC.	Kate H	'-		##### ##	

93	If the FAA talks about Greener skies as an environmentally firendy program, it's greener skies for some. It is a laser guidance system that allows them to send a plan over your house every 20-30 seconds which means the noise DOES NOT end.	ariana nicoli	'-		##### ##	
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94	(East King County) - Fourth, I would LOVE to know how we won't create another Sea Tac, Seattle dump. How do we keep the area safe? Currently King County isn't nailing it the areas I mentioned, airports don't bring crime, drugs and 24x7 traffic.	Stephanie Hodgson	'-		##### ##	
95	I did!	Kate H	'-		##### ##	
96	my email - nancymerrill@gmail.com	Nancy Merrill	'-		##### ##	

97	Has there been any communication between the CACC and the Port of Seattle? The likely sponsor of a KC based airport.	Joe Zimmer	'-		##### ##	
98	Do you already have "sponsors" for the listed new airport sites?	Connie Milliken	'-	live answered	##### ##	##### ##

99	Were road expansion estimates to get to these greenfield sites considered? Some of these locations would require highway expansion, hence increased traffic and pollution through all the surrounding residential areas. (South King County and Pierce County East.)	Kaitlin Kolke	'-		##### ##	
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100	King County has been purchasing land in the South East under the Farm Preservation act, and now that same land is being considered for an international airport? Tax payers dollars to save farmland and agriculture that could now be wiped out by an illegally chosen greenfield site	Terri Wierlo	'-		##### ##	
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101	Well I feel you do not care what the people in the Enumclaw area. The roads can not hold the traffic in the area now. So you want to take peoples home and lively hood and price people out of the area to afford taxes. I am retired military and this is a complete insult to people that bought their dream home.	Neuhausen	'-		##### ##	
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102	If it takes up two 20 years to build and airport and my land is now part of that process. Are we not in complete limbo. When we we be compensated. We obviously would not be able to sell.	skiski1	'-		##### ##	
103	Is Greener skies part of the plan?	ariana nicoli	'-		##### ##	

104	What percent of people using Seatac airport come from connecting flights? Why are we considering passenger demand from passengers that originate in Seattle and making 90 minutes from Seattle a priority? Wouldn't an airport anywhere in Washington work for all connecting flights?	Jeri Freeburg	'-		##### ##	
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105	<p>Then why didn't you include every site they looked at?</p> <p>You didn't because the others didn't meet the criteria, SE KC doesn't meet the criteria, remove it</p>	Thad Smith	'-	live answered	##### ##	##### ##
106	(East King County) – Fifth, East King County is fed by 3 – 2 lane highways that already have significant traffic issues.	Stephanie Hodgson	'-		##### ##	

107	What happens to all of the Farm Preservation Program parcels and sold Development Rights parcels? If SE King County site is selected?	Bernie McKinney	'-		##### ##	
108	King Co SE should not be recommended by the CACC. It does not have the necessary roads and bridges to support a regional airport.	Susan	'-	live answered	##### ##	##### ##

109	What weight does WASP's work carry in this decision making process? compared to te weight of CACC. That is very confusing	John Freeburg	'-		##### ##	
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110	The Enumclaw Plateau is one of five King County-designated Agricultural Production Districts, as well as the largest at over 20,000 acres. Why is this not considered as an 'Incompatible Land Use'? The Green River Valley Agricultural Production District is adjacent to the the Enumclaw APD. Why have these tremendous impacts to Washington State agriculture not been given due consideration?	Karen Meador	'-		##### ##	
111	Agriculture is a key area in the Enumclaw area as well	LeAnn	'-		##### ##	
112	Kent can be added to my list ;)	Stephanie Hodgson	'-		##### ##	

113	I feel the environmental issue of carbon emissions is of utmost importance. Western Washington already has high levels and adding another major airport will only exacerbate the pollution.	Julie	'-		##### ##	
114	But you are going to choose two sites by Oct. 5th based on this "high level" research.	Jeri Freeburg	'-		##### ##	

115	Is it possible to review the raw data for the color coded evaluations for the greenfield sites?	Diane Exeriede	'-		##### ##	
116	<p>And here on the Plateau has some of the poorest air quality during these 'heat dome' events , which chances are will only increase with time, and with temperature inversions in the winter time. Yes you may have better jet fuel in 20 years, but there is all the construction and traffic to get to the site . SE King County is just not a viable location.</p> <p>Just drop King Co SE off the list.</p>	Carol Smith	'-	live answered	##### ##	##### ##

117	What is the definition of an airport sponsor?	Martha Jordan	'-	live answered	##### ##	##### ##
118	Has the Muckleshoot tribe made an official statement on this?	John Freeburg	'-		##### ##	
119	how many acres will it take for a Greenfield site?	kerri	'-	how many acres will it take for a Greenfield site?	##### ##	##### ##
120	So who are the OTHER entities that need to be aware of the unsuitability of King County SE ? WSDOT is one...	Carol Smith	'-		##### ##	

121	<p>Greenfield spaces being considered are clearly ALL too agricultural, and provide too much wildlife protection - ditch them. What you are doing is trying to create an airport for Airlines and cargo to make more money. In 100 years it will all be lamented. We should not pave extremely valuable limited green space, wildlife corridors, risk exterminating precious creatures our children should all get to witness, and compromise or eliminate the agricultural contributions of these areas simply to provide cheaper airfare</p>	Nancy Merrill	'-		##### ##	
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122	<p>Grant County Airport was considered as a Sea Tac scale Airport location a few years back. With the availability of land, the existing infrastructure, and the addition of new economic opportunities along with the realitive proximity to both the Seattle and Spokane metropolitan areas it makes this location an obvious location that would better serve all the people of Washington. Thanks</p>	jkrac	'-		##### ##	
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123	WSDOT is one vote on the commission. How many votes is there? and how do we reach each person on the commission to voice our concerns?	Terri Wierlo	'-		##### ##	
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124	Thank you, Bob Meeks, for your comments! My husband is a large animal veterinarian caring for many of the production animals living on the Plateau. My family strongly opposes Enumclaw as a site for an airport!!!	Beth Kissack	'-		##### ##	
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125	Does aviation industry have a plan to eliminate the chemical in rubber that kills salmon? I know that there is an industry to remove the burned rubber from runways from landings?	Tim OBrien EPCA	'-		##### ##	
126	Several comments from people. Who speaks for the wildlife? The EIS process does not eliminate a project — it only requires mitigation.	Bernie McKinney	'-		##### ##	

127	No, it was not answered. We were told there are airport sponsors at existing airports. But who are they? What entity: person, corporation, government, what?	Martha Jordan	'-	live answered	##### ##	##### ##
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128	It seem so duplicitous to say the SE KC site won't be recommended, yet it is still included in every presentation and noted it is the most favorable site studied. It feels we are one vote away from the KC site being included.	Melanie McCoury	'-		##### ##	
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129	If the environmental analysis is thorough and technical, why is SE King Co still considered, with no red on the grid? The green and yellow on the grid disqualify your statement.	jonc	'-		##### ##	
130	Can you provide the link for the FAA Master Plan &/or Aviation System Plan?	Julie	'-		##### ##	
131	how do I unmute? don't see option with this version of zoom	Joel F	'-		##### ##	

132	What is the thinking of the Snohomish County locations? Are they still under strong consideration? If so, what makes them so?	Martha Jordan	'-		##### ##	
133	Has there been conversations between the CACC/WADOT and the Muckleshoot Tribe?	Sandy McMillan	'-		##### ##	

134	<p>In addition to agricultural and environmental concerns, the impacts to two King County-designated Heritage Corridors, the Osceola Loop and Green Valley Road Heritage Corridor, should be considered, as well as impacts to many heritage sites. The Enumclaw Plateau is home to many agricultural and other buildings dating to the late 19th and early 20th centuries. Impacts to heritage sites should be given ample consideration, particularly since Washington State, King County and other officials have often stated their concerns for preserving our unique heritage.</p>	Karen Meador	'-		##### ##	
135	<p>how can you recommend two sites w/ so much work left to do?</p>	Thad Smith	'-		##### ##	

136	A one runway airport still has many environmental impacts and destroys agricultural lands and wildlife. Farm livestock is effected by all the impacts created by an airport, not just the actual footprint of the airport.	Jeri Freeburg	'-		##### ##	
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137	Most analysts expect costs for air cargo and passenger flights to greatly increase as the full environmental and climate costs are included. Are their alternative projections for demand for new airports that can also be included before a preliminary decision is offered?	Tim OBrien EPCA	'-		##### ##	
138	What would be the port district for Enumclaw?	Kate H	'-		##### ##	

139	Is Amazon a sponsor for the Bremerton site, since it's right beside it? How much money is Amazon going to contribute to this?	Nancy Merrill	'-		##### ##	
140	So sponsors have public taxing options?	Diane Exeriede	'-		##### ##	
141	Thank you for the sponsor clarity. Much appreciated.	Martha Jordan	'-	live answered	##### ##	##### ##

142	<p>Ref Skagit Flats... I live 3 miles north of this area. This is all prime protected farm lands that feeds the state. This area gets 10's of thousands of fly in migrator birds - Canada and Snow geese. NAS Whidbey is only 10 miles west and they fly this area often and frequent training missions. Skagit Regional Airport is only 5 miles north - this would be too many airports in a ten mile radius. This area is in the flood plane. Skagit Flats area is a really bad idea to even consider.</p>	Dwight Holmes	'-		##### ##	
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143	I feel like the answers to the questions regarding the King County SE site are dancing around a clear transparent answer. It has been stated that WSDOT and CACC are not recommending this site, but you just mentioned “paring down” to a 1 or 2 runway airport in in order to support a greenfield site. Is this site being considered or not? If this greenfield site is NOT being considered, who do we in the area contact to voice our concerns and opinions?	kris	'-		##### ##	
144	Bernie@greenrivercoalition.org	Bernie McKinney	'-		##### ##	
145	freeburgjeric@gmail.com	Jeri Freeburg	'-		##### ##	

146	There is a cacc sponsor supporting southeast king county, they just won't say who	Thad Smith	'-		##### ##	
147	Thanks you.	Pete Maxwell	'-		##### ##	
148	Thank you for your time	Stephanie Hodgson	'-		##### ##	
149	How do we access the survey?	Kaitlin Kolke	'-	It will be there when you exit the meeting.	##### ##	##### ##

150	<p>East King County greenfield site - August 31, 2022</p> <p>Several of the CACC Essential Factors charted for the East King County greenfield site are grossly misrepresented, such as Wetlands Impact, Floodplain Impact, and Incompatible Land Use. A major commercial airport on the Enumclaw Plateau would result in the destruction of Salmon Habitat Restoration programs, the Aquifer, Biodiversity, King County legacy Farmland Preservation programs and Dairy industry, to name a few. Also destroying the vast grasslands and trees would significantly deplete their CO2 reduction properties, contributing to the global warming crisis however in addition to these environmental concerns, the most egregious Essential Factor violation might be Environmental Injustice! The CACC East King County greenfield site encompasses a significant amount of Muckleshoot Tribal Lands. The proposed airport would significantly impact these indigenous people. Some of the Muckleshoot Tribal infrastructure located within the 6-mile radius include:</p>	Kym Anton	'-		##### ##	
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[Christina Crea] 17:31:09

Good afternoon, thank you all for joining today's virtual public meeting for the commercial aviation coordinating Commission.

[Christina Crea] 17:31:15

I'm Christina Crea, with Waz, communications and other speakers today include David Slackenstein, director of Aviation.

[Christina Crea] 17:31:25

Rob Hodgman, Senior Aviation planner with Waza Aviation and our consultants, Lindsey, Burgess, and Scott Burns, are providing assistance with the meeting as well.

[Christina Crea] 17:31:41

Can we go to the next slide first? we're gonna go over a couple of zoom tips before we get started?

[Christina Crea] 17:31:48

Couple of things one. This meeting is being recorded. All participants are muted, and during the Q. A.

[Christina Crea] 17:31:57

You may use the raise hand function, and we will unmute you.

[Christina Crea] 17:32:00

Click the Cc. live Transcript. to turn on captions and use the question and answer Q.

[Christina Crea] 17:32:05

A tool to ask questions or share comments.

[Christina Crea] 17:32:15

And now we will review the agenda first as we did the welcome and introduction.

[Christina Crea] 17:32:23

Then there will be background guiding principles, existing airport locations, Greenfield locations.

[Christina Crea] 17:32:31

And please note, with the Greenfield locations we will include a post meeting survey that asks specific questions about the existing airport and Greenfield sites to match the same poll questions included in the online.

[Christina Crea] 17:32:43

Open house. We will also talk about how to comment and stay involved, and there will be questions and discussions.

[David Fleckenstein] 17:32:50

Now I will turn it over to David. Thanks Christina thanks everyone for joining us.

[David Fleckenstein] 17:32:59

For tonight's webinar and public meeting. So a little bit about the tax charge, and they'll start off by talking about what was Dots role in is in the commercial aviation Query Commissions work So was that is The

[David Fleckenstein] 17:33:15

administrative arm of the Commission. so we kind of carry out what the Commissioners ask us to do, given our work with the aviation system across the State.

[David Fleckenstein] 17:33:25

So you'll see a lot of things that have waz dot tag lines on them.

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[David Fleckenstein] 17:33:30
But it's really was the executing things on behalf of the Commission.

[David Fleckenstein] 17:33:37
I would also point out that we're gonna talk about greenfield options this evening.

[David Fleckenstein] 17:33:42
So these Greenfield options were provided by a planning consultant who's working on aviation system plan.

[David Fleckenstein] 17:33:50
It's a separate but parallel piece of work that's helping inform the Commission's work none of the options that we're going to talk about in terms of Greenfield options have been adapted have been adopted

[David Fleckenstein] 17:34:00
by the Commission at this point, so the Commission is very much still.

[David Fleckenstein] 17:34:04
In a fact, finding mode about those different options that you'll hear about the other thing is in terms of public involvement and staying involved.

[David Fleckenstein] 17:34:14
This is kind of step. one of the process which is we.

[David Fleckenstein] 17:34:17
The Commission will make some recommendations to the legislators.

[David Fleckenstein] 17:34:22
But from that from that point it will go into the legislators, and they'll decide if there's something they need to act on.

[David Fleckenstein] 17:34:30
Then it'll go to the faa for their own due diligence.

[David Fleckenstein] 17:34:36
So during every one of those steps there's opportunities for the public to stand involved.

[David Fleckenstein] 17:34:41
So what's the cap tax? charge? it boils down to the Commission making a recommendation for a preferred location for a new primary aviation facility?

[David Fleckenstein] 17:34:53
And it's really about air passenger and air cargo capacity.

[David Fleckenstein] 17:34:56
But it's also about general aviation capacity needs in the State. that recommendation could be either an existing airports or facilities, and or a Greenfield site as for a new airport somewhere within the puget sound

[David Fleckenstein] 17:35:14
area. So as part of the background the commission spent a lot of time looking at existing airports that could help meet the capacity requirements that that i'll talk about here in just a minute.

[David Fleckenstein] 17:35:29
And now We're kind of into phase 2 so in phase 2. we're looking at the potential for a Greenfield site, or a New airport to meet the capacity requirements out in 2,000.

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[David Fleckenstein] 17:35:42
And 50. So what is that capacity? requirement? look like?

[David Fleckenstein] 17:35:45
It really boils down to does doubling the capacity that Ctac has right now.

[David Fleckenstein] 17:35:54
Or if you look at the the amount of operations conducted at Ctac in 2019 which was the height of their operations, and we're getting close to that again.

[David Fleckenstein] 17:36:05
We may have already exceeded it. post pandemic. we're gonna need double that amount of capacity by 2050, based on the projections. and these projections are based on the population base.

[David Fleckenstein] 17:36:19
And how they believe the population will grow in and around the Seattle area, so that final recommendation will be in June of 2023 in October of this year we need to deliver to the legislators to

[David Fleckenstein] 17:36:38
options could be both existing airports, or could be a combination of existing airports and or Greenfield option.

[David Fleckenstein] 17:36:45
Next, slide, please.

[David Fleckenstein] 17:36:51
On the left hand side i'm not going to go through all these, but these were the existing airports.

[David Fleckenstein] 17:36:58
That could provide some capacity in regards to your passenger service.

[David Fleckenstein] 17:37:04
Their cargo operations or general aviation of that list. of 6, 2 of them, which I'll talk about briefly Brimerton and Pain Field could provide some level of commercial capacity.

[David Fleckenstein] 17:37:19
So we started with that work. we have a kind of a strategy that the Commission adopted, which was we would look at existing airports first, because we know that we're going to need some near term capacity needs as

[David Fleckenstein] 17:37:35
Ctac begins to run out of room essentially and then it may be requirement for a Greenfield site to meet all of that capacity, and that's what people have told us is that we need to look at existing

[David Fleckenstein] 17:37:50
airports before we move to a greenfield site which is indeed, what we've done at the height of the pandemic we paused.

[David Fleckenstein] 17:37:58
Our work. Part of that was because we wanted to make sure we could do the meaningful public engagement that needs to be done as part of this process, which is part of what we're doing right now.

[David Fleckenstein] 17:38:07
The other part of that was we didn't know how business travel was gonna return and and that still remains to be seen in great numbers of how that will occur.

[David Fleckenstein] 17:38:19

But during that time, frame we spent a lot of time receiving presentations on the guiding principles.

[David Fleckenstein] 17:38:27

That i'll talk about and that is leading you know some of these recommendations in the thoughts that commissioners have we host a an open online house, and that was geared towards the 6 sites.

[David Fleckenstein] 17:38:40

That you see of existing site. So we wanted to get people's input on those sites and now we're getting people's inputs on the Greenfield sites next slide. please.

[Christina Crea] 17:38:51

David, we had a quick question. could you define what a green build site is?

[David Fleckenstein] 17:38:57

Sure a a Greenfield side is essentially an unimproved area.

[David Fleckenstein] 17:39:02

Now it that doesn't mean there aren't homes there that doesn't mean there, aren't businesses there it's an air it's an area right now that does not have an existing airport

[David Fleckenstein] 17:39:19

So our guiding principles, and these so the commission is really looking at 2 different things.

[David Fleckenstein] 17:39:24

There's the technical aspects of good airport and that really boils down to.

[David Fleckenstein] 17:39:32

Can you achieve what you want to looking at the different technical requirements for an airport, either in existing airport or at a Greenfield site?

[David Fleckenstein] 17:39:42

And then there are the guiding principles so these guiding principles are aren't binding with the commission members, but we want them to consider these principles when they're making their recommendations, and those are public benefit economic responsibility

[David Fleckenstein] 17:39:56

environmental responsibility, and social equity. so we're going to talk briefly about each one of those

[David Fleckenstein] 17:40:06

So the first is public benefit. it's really looking at the greater good over it.

[David Fleckenstein] 17:40:11

Anyone in one individual or entity and in this phase of work we're in right now, which is phase 2 we're really looking at accessibility to different sites.

[David Fleckenstein] 17:40:20

Passenger, drive time, freight, drive time, and then all of the connections that you would think would come along with an airport being transit roadways, etc.

[David Fleckenstein] 17:40:33

Next slide. Then comes economic feasibility and what this really boils down to is: Can we afford what we're gonna recommend?

[David Fleckenstein] 17:40:44

So it's not only about either increasing the size of an Airport's footprint in its infrastructure.

[David Fleckenstein] 17:40:51

It's also about land acquisition if that's required it's about all of the road networks that would have to come into play.

[David Fleckenstein] 17:40:59

It's about the infrastructure etc. that would need to go into it.

[David Fleckenstein] 17:41:02

So it's it's a very involved process the commission is only going to probably make a rough order of magnitude cost.

[David Fleckenstein] 17:41:11

The rest of that will follow up with airport, sponsor, and faa, as they look into actual projects that would be conducted.

[David Fleckenstein] 17:41:19

And one of the things we want to make sure as a part of this is There's 2 sides of this.

[David Fleckenstein] 17:41:25

There's, the economic cost. but there's also the economic opportunities that come along with the new airport, or increasing the size of an airport.

[David Fleckenstein] 17:41:34

Next one.

[David Fleckenstein] 17:41:40

Environmental responsibility. Well say about environmental responsibility is 2 things: one.

[David Fleckenstein] 17:41:45

The Commission spent a lot of time on receiving presentations, on impacts of aviation on the environment.

[David Fleckenstein] 17:41:54

Early on in the Commission's work, We made 2 recommendations one is, we need to look at Washington's ability to produce and distribute sustainable aviation fuel which could significantly reduce the emissions from

[David Fleckenstein] 17:42:13

aircraft and fine particulate matter that comes along with it So that's one thing.

[David Fleckenstein] 17:42:20

The other thing we looked at is was that has a parallel effort.

[David Fleckenstein] 17:42:22

Looking at all the different emerging technology. So things like electric aircraft, hybrid, electric aircraft, the future of hydrogen propulsion, etc.

[David Fleckenstein] 17:42:31

That work needs to continue, because those things are where we want to move to quicker.

[David Fleckenstein] 17:42:38

Quicker than you know the current technology is out there but It's all technologically based.

[David Fleckenstein] 17:42:45

We have to wait for it to come with parishion.

[David Fleckenstein] 17:42:47
So we continue to work in that space

[David Fleckenstein] 17:42:55
And finally, it's social equity and this is really about the impacts of people.

[David Fleckenstein] 17:42:59
Especially for those that have traditionally been underserved or underrepresented by transportation projects.

[David Fleckenstein] 17:43:07
So we want to make sure that when we look at these different sites, or expanding the existing airport that we think about the impacts on the people

[David Fleckenstein] 17:43:20
Next slide. so 2 existing airports, the first one 2 existing airports that could provide commercial service opportunities.

[David Fleckenstein] 17:43:31
The first one is Brimerton and what i'll say about Brimerton is there?

[David Fleckenstein] 17:43:35
Was There's lukewarm, support at this juncture for support from pay from Brimerton to be able to facilitate air cargo operations, not commercial passenger service, but air cargo operations and that's due to

[David Fleckenstein] 17:43:49
the proximity or the distance, which is greater than 30 miles from the Tacoma area, and the road network that leads to and from Brimerton next slide.

[David Fleckenstein] 17:44:05
So Pain Field is an airport that could provide both air, passenger service, support and air cargo operations.

[David Fleckenstein] 17:44:14
It already has commercial operations taking place. The Commission is looking at their current airport master plan, and what it could support in the future.

[David Fleckenstein] 17:44:24
As part of this solution to help meet the capacity requirements.

[David Fleckenstein] 17:44:28
Next slide. So as we transition what we figured out from these sites that we looked at of the existing sites was with the existing sites.

[David Fleckenstein] 17:44:41
Of those 6 that I just listed, We would not be able to meet all of the capacity requirements.

[David Fleckenstein] 17:44:48
If the legislators choose to meet that capacity requirement, by just utilizing existing airports, So this is why we've now sold it in the work of Greenfield options, which Rob is gonna take over and talk

[Robert Hodgman] 17:45:03
about Rob. Thank you. thanks, David Rob Hodgan on the senior Aviation planner at Wash Dot, the project manager for the aviation system plan and the lead planner for the commercial aviation recording commit first Let me start

[Robert Hodgman] 17:45:14
by saying, thanks for. put your questions in the q and a i've been able to answer a few of them.

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[Robert Hodgman] 17:45:19

A couple of them are a little bit longer answers we're gonna try to get to as many of your questions as we can.

[Robert Hodgman] 17:45:25

But if we don't get to yours please email us and it's on the cake website, and I think we're gonna see that on the slide as well. So Greenfield sites, i'm gonna kinda go through

[Robert Hodgman] 17:45:35

the Greenfield site to have to little groundwork for you a little bit before we start drilling down through the slides.

[Robert Hodgman] 17:45:41

The question about what a Greenfield site is has already been answered.

[Robert Hodgman] 17:45:43

So let me just jump to the next step which is talking about the Washington aviation system plan.

[Robert Hodgman] 17:45:49

So So David kind of mentioned that let me round that out a little bit. The aviation system plan is typically done in Washington State every 5 to 7 years, and it's funded primarily by the Faa.

[Robert Hodgman] 17:46:01

And therefore has to follow federal aviation, administration Protocols requirements.

[Robert Hodgman] 17:46:07

And maybe your system plan typically does things like inventory forecast, statewide.

[Robert Hodgman] 17:46:11

We have a 133 public use airports.

[Robert Hodgman] 17:46:13

So the the mission of a system plan is to look at every single one of those, and their role, whether it's air, passenger service or cargo, or general aviation.

[Robert Hodgman] 17:46:21

And so what you will find is that and specifically as relates to King County on in this presentation the aviation system plan is looking at everything, even if the cac can't consider some of those things.

[Robert Hodgman] 17:46:33

So we had the benefit that the aviation system plan was already planned before we even had an idea that this commission was going to be created.

[Robert Hodgman] 17:46:41

Fortunately the timing of the aviation system, plan lined up very well with the needs of the Commission, and all, although they're not even close to being identical.

[Robert Hodgman] 17:46:50

There are some, some compatibility factors with the system plan and the needs.

[Robert Hodgman] 17:46:55

The technical analysis of the Commission, so we were able to get them to line up.

[Robert Hodgman] 17:46:59

We have a consultant on board doing the in-depth objective technical analysis for the State's system of airports, and then

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providing options as David mentioned to the Commission for their consideration.

[Robert Hodgman] 17:47:10

We recognize that even though it's a statewide focus the preponderance of the demand or the need for air passenger in air cargo is in the greater Puget sound area, So with that in mind the site selection

[Robert Hodgman] 17:47:22

component of the study is looked at the area 100 miles from Seattle and west of the Cascades, and I will show you 10 different locations.

[Robert Hodgman] 17:47:31

10 representative locations we've been asked before Well, is that the exact location, and the answer is, No.

[Robert Hodgman] 17:47:37

It's not the exact location this is the first round of several rounds of screening and increased fidelity to try and 0, in, on which sites are more or less feasible.

[Robert Hodgman] 17:47:48

Using a variety of different factors, and specifically what you're gonna see on these next few slides is the 8 essential factors. there are more than 8, and they're all important.

[Robert Hodgman] 17:47:59

But these 8 were identified as being the most impactful as to whether a site was feasible or not, and I do want to reiterate.

[Robert Hodgman] 17:48:07

What David said is at this point the commission has not adopted any of these 10 Greenfield sites, and there's still a lot of work to be done, and i'll go to that a little bit more This next slide

[Robert Hodgman] 17:48:21

So I mentioned the 8 essential factors and you can see them here on the left. i'm gonna read them just in case there's somebody on the call who doesn't have video capability.

[Robert Hodgman] 17:48:29

So please bear with me. Terrain impact the site too hilly to develop property acquisition.

[Robert Hodgman] 17:48:34

How much property needs to be purchased Environmental justice.

[Robert Hodgman] 17:48:39

With this location disproportionately impact people of color people with low incomes or people who use languages other than English flood plane impact is the site likely to flood in heavy rain events.

[Robert Hodgman] 17:48:51

Wetland impact, what development impacts, wetlands would end development impact wetlands, incompatible land use?

[Robert Hodgman] 17:48:59

Are there land uses, such as residences, schools, or places of worship.

[Robert Hodgman] 17:49:03

Nearby population served. How many people are with a 90 min drive time and then unaccommodated passenger demand how many people would be served from this location, and i'm going to really focus on that last one

[Robert Hodgman] 17:49:15

so with the term technical term for that is 1 million annual passengers, and that's a measure of volume of people being transported by air or map, as is a shortcut before jump to the next slide just want to draw

[Robert Hodgman] 17:49:30
your attention on the right of this slide. you can see in the darker green colors.

[Robert Hodgman] 17:49:33
We've got a couple of columns we got the criteria category, and then the essential factors of which are the same as what I just went through, and you'll see that on each side as we go through So with that

[Robert Hodgman] 17:49:43
next slide.

[Robert Hodgman] 17:49:50
And before I start going down through the list of 11 more factor, one more, one more point to to Orient.

[Robert Hodgman] 17:49:56
You 2 on this slide in addition to the the aspects of the chart that I already explained for the to the right There's a heading of layout, and then there's 3 columns 1 2 and 3 and so those

[Robert Hodgman] 17:50:05
represent the standard templates that were developed by the system Plan consultant for one runway, 2 runway or 3 runway configuration, and the weak reason that we have a distinction is that in some cases the the color

[Robert Hodgman] 17:50:21
coding on the chart changes because as you get from one runway to 2.

[Robert Hodgman] 17:50:27
There's a larger land component and so some of these factors will change on this slide.

[Robert Hodgman] 17:50:31
They're all they all remain the same but you will see on subsequent slides, that, as you go from one to 2 to 3, there will be some changes in the color variations. and Speaking of the color, variations.

[Robert Hodgman] 17:50:41
It's very intuitive. Just what you would think green means go yellow means slow or cautious, and red means stop, Or this is a really critical critical obstacle.

[Robert Hodgman] 17:50:52
That may we may not be able to overcome so with that as I had mentioned the bottom right of the chart the unaccommodated passenger demand that's what i'm gonna kind of highlight throughout and

[Robert Hodgman] 17:51:04
that's that's the map that's main and annual passengers.

[Robert Hodgman] 17:51:07
Now, when we started this this analysis, we were using the results as the future Sound Regional Council Regional aviation baseline study, and they had a forecast for the Corny 50.

[Robert Hodgman] 17:51:17
It's available online. I encourage you to go read read the report it's It's a very interesting report.

[Robert Hodgman] 17:51:22
But The projection was with pretty solid numbers for the amount of passengers that the region would need to

accommodate; that once the system plan consultant was on board, they did some analysis of best practices for

[Robert Hodgman] 17:51:34

airlines and airport procedures, and they able to kind of 0 in on a more precise number, and after a accounting for the maximum amount of passengers, Ctac has in, their master plan and painfield has in their master plan they

[Robert Hodgman] 17:51:52

get that remained was 27 million annual passengers and that's important, because, as I go through each one of these slides, i'm gonna kind of portray for you, what the level of of passenger capacity

[Robert Hodgman] 17:52:05

is likely to be supported at each site and I do want to say we're gonna there's 10 sites.

[Robert Hodgman] 17:52:10

There's no priority i'm gonna be going from north to south.

[Robert Hodgman] 17:52:12

It's worth noting the further you get away from Seattle whether it's to the north or to the South the lower.

[Robert Hodgman] 17:52:19

The passenger served so the lower the map.

[Robert Hodgman] 17:52:23

So with that the first one here the green schedule county northwest, you can see there's a good mix of color here, but on the unaccommodated passenger.

[Robert Hodgman] 17:52:32

Demand it's read, and because at this site it's 4.4 map.

[Robert Hodgman] 17:52:37

And when you compare that to 27 map, it's really not meeting the need for for the region next slide.

[Robert Hodgman] 17:52:47

Okay, So this is now gadget southwest and and again a really good mix of green, yellow and red.

[Robert Hodgman] 17:52:56

We've now jumped in the unaccommodated passenger demand from red to yellow.

[Robert Hodgman] 17:53:00

But we're still in single digits. 6.4 million annual passengers at this gadget site next site

[Robert Hodgman] 17:53:11

Now we're moving south homage county a lot of yellow on this slide.

[Robert Hodgman] 17:53:16

But notice at the bottom. The only culminated passenger demand has now jumped into the green 19.9 million annual passengers accommodated at this site.

[Robert Hodgman] 17:53:29

Next slide, Snow Homage County southeast, a lot less yellow, but quite a bit of red.

[Robert Hodgman] 17:53:35

But the unaccommodated passenger and demand is very green, with 20 point.

[Robert Hodgman] 17:53:41
3 million annual passengers at at this location.

[Robert Hodgman] 17:53:44
Thanks Eastern County. So again, let me let me clarify if there's any any question.

[Robert Hodgman] 17:53:52
This is not a site that the commercial Aviation coordinating Commission can consider.

[Robert Hodgman] 17:53:58
However, this was developed by the system Plan what you will probably immediately notice on this slide is There's no red, and your instincts would be right.

[Robert Hodgman] 17:54:07
This this site does score best. it's also worth noting that this site has the potential for the highest volume of passengers.

[Robert Hodgman] 17:54:15
At 22.2 map. But this is not something that the Commission has the authority to consider what to recommend.

[Robert Hodgman] 17:54:22
Next slide. Now we're moving south out of Kennedy and you could anticipate that the map.

[David Fleckenstein] 17:54:31
Numbers are going to go down lot of yellow lot of red.

[Robert Hodgman] 17:54:35
This is Pierce County, East. The autumn accommodated passenger man is still in the green, but we're now down to 20.8.

[Robert Hodgman] 17:54:41
So previously. A 22 point, 2 and King County now dropping to 20.8 next slide, and Pierce County Central, a little bit less yellow, still still some red, Still some challenges.

[Robert Hodgman] 17:54:57
We've dropped again now to 19 Main annual passengers next Slide, Thurston County Central.

[Robert Hodgman] 17:55:05
A lot of yellow, but the unaccominated passenger demand is now dropped into the yellow category with 7 point.

[Robert Hodgman] 17:55:12
9 million annual passengers. So you see, the further you get from Set Seattle, the less the the passage population for the region is served.

[Robert Hodgman] 17:55:19
Next one Thurston County, South. Okay, really good eclectic mix of colors here.

[Robert Hodgman] 17:55:27
But the accommodated passenger of demand is now dropped into the red with 4.6 million annual passengers potentially served at this location, and the last one in Lewis County

[Robert Hodgman] 17:55:44
Unaccominated passage, your demand in the Red at 1.2 million annual passengers.

[Robert Hodgman] 17:55:49
No I wanna clarify that we've we've only just begun.

[Robert Hodgman] 17:55:53

There's there's still a lot of work to be done these 10 sites.

[Robert Hodgman] 17:55:56

We're going to need to reduce these 2 sites But in addition to that, there are some other really important factors that we really haven't taken a look at for example, airspace.

[Robert Hodgman] 17:56:05

The Seattle terminal area has some very complex airspace and air cargo.

[Robert Hodgman] 17:56:10

There's just short of 800,000 metric tons of air, Carbo.

[Robert Hodgman] 17:56:13

That needs means some kind of capacity we haven't even begun to look at that.

[Robert Hodgman] 17:56:16

Yet that's coming that'll be coming over the next several months.

[Robert Hodgman] 17:56:20

So stay tuned. please follow up with us and and we'll give you some updates on that.

[Robert Hodgman] 17:56:24

But in addition to that, as David mentioned, the commission members will recommend we're not sure what they're gonna recommend. There's still a lot of work to be done. Their recommendation to the legislature.

[Robert Hodgman] 17:56:35

We don't know what the legislature is going to do.

[Robert Hodgman] 17:56:40

It may act on it, it may not act on it, or it may do something completely different.

[Robert Hodgman] 17:56:43

And, as David mentioned, the faa, not only does the faa have legal authority, that by Federal law, to to help guide the development of existence, an existing airport, or the creation of a new airport, but they also provide a

[Robert Hodgman] 17:56:59

substantial amount of the funding well what's what I want to leave you with.

[Robert Hodgman] 17:57:03

Is it because Washington State is a home Rule state all that doesn't matter.

[Robert Hodgman] 17:57:11

If the local government doesn't decide to move on the project local governments, county cities, port, districts, are the ones who are the sponsors of airports and the Washington law, They're the ones that have the authority to make a decision

[Robert Hodgman] 17:57:22

to move forward with an airport or not, and, as David mentioned before, you will have an opportunity to engage with the with with the elected officials, with the appointed officials all along the way to to provide your input so with that let me hand

[Robert Hodgman] 17:57:38

it off to Christina to talk about a little bit more about providing feedback

[Christina Crea] 17:57:47

Thank you, Rob. there are multiple ways to share your thoughts during this meeting.

[Christina Crea] 17:57:52

I know many of you are already using the Q. A.

[Christina Crea] 17:57:55

Tool, or you can raise your hand to speak and to give everyone as much time as possible to share their thoughts. We ask that you limit your verbal comments to 1Â min and the other ways.

[Christina Crea] 17:58:06

You can share your thoughts is, you can submit a comment using the comment form on our online open house.

[Christina Crea] 17:58:13

We'll drop the link in the chat sign up to receive each email from us with news about the project.

[Christina Crea] 17:58:20

We'll also drop that link in the chat as well observe cap meetings.

[Christina Crea] 17:58:24

We'll put the link in, the chat and we'll post a survey at the end of the meeting for you to share your thoughts on the Cap in general, or a specific existing airport of Greenfield location that Survey will also

[Christina Crea] 17:58:35

ask the same questions that are asked in the online open house.

[Christina Crea] 17:58:40

We will now take the slides down and open it up for questions or comments.

[Christina Crea] 17:58:44

We'll take note of any verbal comments we receive and they will be provided in a report to the Legislature along with the comments we received through the post meeting survey and the online open house for those who wish to

[Christina Crea] 17:58:55

share comments or questions allowed in the interest of giving everyone time to speak.

[Christina Crea] 17:59:00

Please again make sure to limit your comments to 1Â min, and you may provide additional comments and writing for the post meeting survey or the online open house

[Christina Crea] 17:59:18

So we are looking through the questions right now, and we are deciding which one to answer.

[Christina Crea] 17:59:33

I see there are a few of you who asked the same question about why is the King County side on there?

[Christina Crea] 17:59:42

Even being considered, if it even if it can't be chosen Rob, can you kind of reiterate any confusion around that?

[David Fleckenstein] 17:59:48

Actually, Christine, let me let me lead off on that. not pass it on So

[David Fleckenstein] 17:59:53

The King County site was an option. And again, these are options that have not been adopted by the Commission.

[David Fleckenstein] 18:00:00

It was an option provided by the consultant working on the aviation system plan, which is a separate piece of work that is not influenced by the Commission.

[David Fleckenstein] 18:00:10

Now walls. Dot does not believe that there is any legislative intent to change the existing language.

[David Fleckenstein] 18:00:20

So as we move forward and was provides input to the process, we will not be recommending to Zoom County southeast, as one of the options that moves forward.

[David Fleckenstein] 18:00:29

We are only one voting member of the Commission. but our recommendation is that we stick with the existing legislative intent.

[Robert Hodgman] 18:00:37

Rob, you want to pick up Sure, the only thing that I I just kind of re iterate what I said which is it's statewide aviation system plan, and the task I mean we're following the advisory circular from the

[Robert Hodgman] 18:00:49

Faa. the the charge is to examine. statewide the need for airpress adjusters air cargo and general aviation, and then it's.

[Robert Hodgman] 18:00:59

If the forecast do the inventory, and then recommendations about how to resolve that.

[Robert Hodgman] 18:01:03

So with that in mind, I mean, this technical analysis is following the the Faa direction

[Christina Crea] 18:01:15

Thank you. let's move on to another question this question asked How much weight will the open house survey carry in the decision making with that?

[David Fleckenstein] 18:01:31

So the the Commission sees all of the comments and all of the information that comes up that's derived from the open house in this meeting as well.

[David Fleckenstein] 18:01:41

So, as we see comments come in through the commission's website we package those up on a regular basis. right now.

[David Fleckenstein] 18:01:50

It's about once a week and we send all those to the Commission members.

[David Fleckenstein] 18:01:55

So if you've made a comment i've probably already read it because i'd look at all the comments myself, and so do other members of the the planning staff within walls and then the Commissioners take a look at that so it

[David Fleckenstein] 18:02:06

does weigh on the the recommendations that are finally made

[Christina Crea] 18:02:15

Thank you, David. there's another question that says you said that the local governments and municipalities need to

agree and support the site. if they are not supportive.

[Christina Crea] 18:02:27

Can the Faa and governments go ahead anyway.

[Robert Hodgman] 18:02:35

It's pretty simple, I mean there has to be an airport sponsor.

[Robert Hodgman] 18:02:39

And typically that is alone washed out does have 15 state managed airports.

[Robert Hodgman] 18:02:45

But this is not really in our our wheelhouse and so it it would really need to be a local sponsor, county, city, or port district.

[David Fleckenstein] 18:02:56

And there's 2 key factors actually that come into play The first is, is Rob suggested that has to be an error sponsor.

[David Fleckenstein] 18:03:05

Then the airlines also have to support the the different locations. It's one of the reasons why there is there are airlines on the Commission.

[David Fleckenstein] 18:03:13

So as we look at individual sites, they can provide input into that process as well

[Christina Crea] 18:03:24

Thank you. let's go to someone who has their hand raised Can we go to Julie?

[Julie] 18:03:34

Yeah. Okay, i'm unmuted I believe can you hear me Okay,

[Julie] 18:03:43

My concern is environmental, and I know you had a few divisions of that and focus.

[Julie] 18:03:49

But with this state's emphasis on clean energy and reducing the greenhouse gases, particularly in the transportation sector, I didn't see much environmental emphasis on how the reduction of

[Julie] 18:04:01

greenhouse gases will apply to another potential airport in Western Washington, and I found a quote at the Governor's office.

[Julie] 18:04:11

It says, Quote our transportation sectors the largest source of greenhouse gas emissions.

[Julie] 18:04:16

Excuse me in Washington State, counting for more than 40% of all emissions.

[Julie] 18:04:23

Close quote. and because of this environmental concern placing another airport in King County or in Western Washington, would seem to go against the Governor's office and forthcoming policies regarding the transportation sectors carbon

[Julie] 18:04:38

emissions. And so with all the new policies coming forth with the climate change, I'm wondering how much that's going to be in all of these studies.

[David Fleckenstein] 18:04:49

Yeah, thanks, Julie, I'll try and answer your question Sorry I got sunlight coming in the back of my window here.

[David Fleckenstein] 18:04:56

So it it it it! It plays a big deal right now.

[David Fleckenstein] 18:05:00

Actually and there's there's 2 things was a few things actually one.

[David Fleckenstein] 18:05:06

We're looking at a facility that with the work that we were doing today.

[David Fleckenstein] 18:05:10

Let's say we were to make a recommendation today, and the the legislators acted on it.

[David Fleckenstein] 18:05:16

It would be probably 20 years before you would see a new airports become operational.

[David Fleckenstein] 18:05:24

So one of the things that we're looking at is and we're actually trying to get a group together right now to look at this is what is the feasibility of employing all of these emerging technologies, such as

[David Fleckenstein] 18:05:35

sustainable aviation, fuel, electrification, etc.

[David Fleckenstein] 18:05:39

Into an airport operation. And what would that impact be?

[David Fleckenstein] 18:05:42

In other words, can we create the airport of the future?

[David Fleckenstein] 18:05:47

Within what state by employing some of these technology, so it will probably be discussed as one of the steps moving forward is, should we base on moving forward as part of the process?

[David Fleckenstein] 18:06:03

In other words, do we want to make sure that we can do these things?

[David Fleckenstein] 18:06:06

Incorporate sustainable innovation. fuel and other things as part of a recommendation.

[David Fleckenstein] 18:06:12

So that is it's definitely being discussed it's definitely gonna be part of the options that the Commission move forward with and rob can you talk a little bit about the faa process and what they do with the environmental

[Robert Hodgman] 18:06:26

process that's exactly. why I came on screen so the faa has a couple of different programs directives that you have to follow

[Robert Hodgman] 18:06:40

And so specifically for creating a new airport it's called an airport master plan.

[Robert Hodgman] 18:06:44

If you want access to that document, you know email the kak and we'll send you a link and you can download it and look at it.

[Robert Hodgman] 18:06:52

It's very, very granular as relates to full development of the airport to include a variety of different environmental components.

[Robert Hodgman] 18:07:04

Also it's worth no as David mentioned in 2021.

[Robert Hodgman] 18:07:08

We had extensive series of webinars on guiding principles, and we had presentation specifically from the Faa and from their environmental office at the Northwest Mountain region.

[David Fleckenstein] 18:07:20

On the environmental process, and the cac was strongly encouraged to not get too granular, because that could unintentionally undermine the faa's process, which is very very thorough.

[Robert Hodgman] 18:07:36

So with that in mind the level of analysis we've had many questions over the last several months about environmental aspects of all kinds.

[Christina Crea] 18:07:48

And you know we're trying to do our due diligence and and identify those things that are significant.

[David Fleckenstein] 18:07:56

But this is meant to be a high-level study.

[Robert Hodgman] 18:08:00

I mean the system plan is a statewide 133 airports, and so the Faa's airport master plan is the mechanism that will go into more depth like David said.

[Robert Hodgman] 18:08:11

There's definitely a lot of support for reducing greenhouse gas emissions and so forth.

[Robert Hodgman] 18:08:17

And there are several programs, as he mentioned and many more in the aerospace industry.

[Robert Hodgman] 18:08:23

There's a lot already happening to reduce emissions and and so forth.

[Robert Hodgman] 18:08:27

So there's there's a lot of work being done in this area.

[Robert Hodgman] 18:08:30

It's It's uncertain when some of these technologies will will come to fruition and and be at scale.

[Robert Hodgman] 18:08:38

So that's what David mentioned. we're trying to get put together a roadmap of how we can get there

[Christina Crea] 18:08:45

Thank you, Rob. I wanted to answer a question. I saw what that got a lot of a thumbs up.

[Christina Crea] 18:08:52

Someone said the last meeting. They said that any unanswered questions during the county would be answered Va.

[Christina Crea] 18:09:00

Email, but they did not get an email that is because the last time we didn't have anyone sign up with their email So there was no way to track where to send those answers.

[Christina Crea] 18:09:10

But we are compiling a document that takes the some of the questions. the main ones we got, and we will put that on our website. but I just wanted to flag back to the person who asked So if you didn't sign up with or log.

[David Fleckenstein] 18:09:23

In with your email didn't tell us your email we can't reach you. But you can always email the cat email with the question that maybe Isn't answered here, and we can answer that for you and along with this question, David rob

[Christina Crea] 18:09:37

could you? kind of reiterate? They said how much was spent on serving?

[Christina Crea] 18:09:42

Okay, the location, and where the consultants paid for serving a site that should never have been considered.

[David Fleckenstein] 18:09:49

This is in reference to the lost. Yeah. So again, the the the Wasp is, or the Washington, Dc. is.

[David Fleckenstein] 18:09:58

The plan is a separate effort. Looking at the aviation system as a whole.

[David Fleckenstein] 18:10:02

It's. it is the the consultants that's working on the aviation system Plan is not under the authority of the Commission, so they have their own direction.

[David Fleckenstein] 18:10:13

Looking at things for a prescribed set of requirements to go into aviation system plan updates.

[David Fleckenstein] 18:10:20

So this is work that's done every 5 years or so they are just as part of their work.

[David Fleckenstein] 18:10:27

They are looking at options for Greenfield. sites that is helping inform the Commission's work.

[Robert Hodgman] 18:10:34

Rob, do you have anything that just that it's a statewide system plan with a 133 airports.

[Robert Hodgman] 18:10:41

So it's it would be impossible to assign a a cost share for how much work was done at a particular airport.

[Robert Hodgman] 18:10:50

It just that kind of data just isn't available we're looking at all the commercial service airports all of the Ga.

[Robert Hodgman] 18:10:55

Airports of various different sizes if you're familiar with the the classification, both the Federal and State classification.

[Robert Hodgman] 18:11:05

It's pretty complex endeavor. so Probably would not be able to give you a specific amount spent on particular report.

[Christina Crea] 18:11:13

Thank you, David Rob, let's go to another hand raise can we go to Ken Pickard

[Kenpickard] 18:11:24

Hey, here, can you hear me? Yeah, Okay, Well, I have serious questions about how you would provide access to the sites and what Kevin's Gadget County?

[Kenpickard] 18:11:38

I live in Bellingham, and the traffic situation on I 5 is completely unbearable.

[David Fleckenstein] 18:11:44

So how would you provide access to these sites so that's part of the analysis that we're actually doing right now.

[] 18:11:52

So we're we're we have discussions going on with both walls, regional planners, and then local planners to talk about things like access, because there's a lot of things that were provided. that high level look

[David Fleckenstein] 18:12:05

at the consultant did so. The road networks and all that stuff gets factored in to how hard is it, or how challenge it would be to cite an airport in.

[David Fleckenstein] 18:12:19

You know some of these places like you. You mentioned gadget, and some of them are substantial, and that that alone, you know, that goes back to the cost factor That goes back to the environmental impacts, etc.

[David Fleckenstein] 18:12:29

So that alone could eliminate a certain site. but we're in the process of the gathering.

[David Fleckenstein] 18:12:35

All that information as well. it's one of the reasons why? Brimerton is looked at as having some, but not a lot of great support for air cargo operations, and it's, because of the road network essentially and the distance from

[David Fleckenstein] 18:12:50

the population base. So it it's definitely a consideration

[Christina Crea] 18:12:58

Thank you David, let's go to the next hand raise Michaela

[Mikala Staples Hughes] 18:13:07

Hi! can you hear me? Yes, great! Good evening, and thank you for the opportunity to provide comment.

[Mikala Staples Hughes] 18:13:14

My name is Michaela's people, I live in Mountburn and Washington as a professional, and the agricultural industry, and the wife of a fourth generation Schedule Valley Farmer.

[Mikala Staples Hughes] 18:13:23

The inclusion of the 2 gadget size is a bit baffling to me.

[Mikala Staples Hughes] 18:13:27

Agriculture is fundamental to the character of Javascript county, and it contributes significantly to our county's economy.

[Mikala Staples Hughes] 18:13:34

The 2 proposed sites are in key agricultural areas, as asked by others in this meetings. Q. A.

[Mikala Staples Hughes] 18:13:41

Why is agricultural use not being considered in the land?

[Mikala Staples Hughes] 18:13:44

Use compatibility. Study Gadgetonians have made it very clear.

[Mikala Staples Hughes] 18:13:48

We do not want this Gadget Valley to become what the Kent Valley now now is.

[Mikala Staples Hughes] 18:13:54

Both of the proposed gadget sites do not have sufficient space between the Mini conservation.

[Mikala Staples Hughes] 18:13:59

Even currently provided. Not only are both gathered sites within the 100 Year club planes, and susceptible to feature sea level rise, but Gadget is also known to be vital to Northwest Washington fish and

[Mikala Staples Hughes] 18:14:12

wildlife habit habits The management and protection of these critical populations is not only a fundamental value to scattered farmers landowners, but also to our local tribes and indigenous population on behalf of my

[David Fleckenstein] 18:14:24

family and the many other Gadget Farm families. I ask the members of the Commission to please, consider the concerns of scheduling, and not consider these 2 scattered sites as viable at Greenfield site So thanks Michaela, so

[David Fleckenstein] 18:14:40

once again, all of that type of input does get provided to the commission members.

[David Fleckenstein] 18:14:46

The consultant that did the work on the aviation system plan.

[David Fleckenstein] 18:14:50

You know they did a high level, technical work and it's. really, that work is centered around is it possible based on certain factors.

[David Fleckenstein] 18:14:57

So is it possible? Yeah, it's possible but that doesn't mean It's a good option at the end of the day when you factor into the things like you're talking about So if a site is selected that type

[David Fleckenstein] 18:15:10

of work, more work will be done to look at those types of things.

[David Fleckenstein] 18:15:14

So, even if it makes it through this next phase.

[David Fleckenstein] 18:15:19

In September. October narrowing down the list. that doesn't mean it's going to stay on it.

[David Fleckenstein] 18:15:23

That just means more in-depth analysis is gonna occur on those areas. Now.

[David Fleckenstein] 18:15:27

Rob talked about 1 million annual passengers the gadget sites while they were looked at, and they were provided as options.

[David Fleckenstein] 18:15:36

They're Not very good options in terms of meeting the capacity requirement, just because they're too far to the north from from the population base.

[Robert Hodgman] 18:15:47

Now I can't defensively. say what the commission will decide. but it's likely they will not make it through this next round, Rob, do you have any input Yeah, So this study is high level as I mentioned.

[Robert Hodgman] 18:16:00

And there's lots of attributes that need to be considered that are beyond the scope of this this statewide system.

[David Fleckenstein] 18:16:07

Plan and then site selection. But, as David said, just as a refresher, the North was scattered.

[Robert Hodgman] 18:16:13

Site is 4 point, 4 million annual passengers in the southwest site is 6 point, 4 million annual passengers.

[Robert Hodgman] 18:16:21

That's now we're close to 27 million in your passengers.

[Christina Crea] 18:16:25

Thank you, Rob. Can we clarify with the role of an airport sponsor is?

[David Fleckenstein] 18:16:32

And if we have any airport sponsors lined up yet, Okay.

[David Fleckenstein] 18:16:37

So the the the way to look at an airport sponsor is the airport owner or the manager.

[David Fleckenstein] 18:16:43

It's just it's a term that's used and it fits in with the way the Federal Government looks at it, and they use the term airport sponsor so and to answer your question.

[David Fleckenstein] 18:16:54

No, no airport sponsors for a Greenfield site have been identified.

[David Fleckenstein] 18:16:58

Obviously existing airports already have airport sponsors.

[Christina Crea] 18:17:03

Thank you David, let's go to a another hand raise Bob Meeks

[bob meeks] 18:17:17

Unmute. Can you hear me now? Yeah, we can hear you, Bob. Okay.

[bob meeks] 18:17:27

I go along with the Auburn Enam Club plateau, and this area is also was saved for agriculture.

[bob meeks] 18:17:39

And many of us moved into this region for just that reason, and have been very productive over the years.

[bob meeks] 18:17:49

And the idea of an airport coming in here and displacing thousands of people that you know potentially providing food and fiber that the State worked on starting in the sixties and the seventies.

[bob meeks] 18:18:09

Doesn't seem like a good idea we understand that it's.

[bob meeks] 18:18:13

It's the 22.2 million passengers could be serve potentially out of here.

[bob meeks] 18:18:19

But we're very concerned. it's just gonna ruin the way of life in our area.

[bob meeks] 18:18:27

Also the environmental factors are going to be significant there's 2 major rivers, the Green and the White River.

[bob meeks] 18:18:35

Both of them salmon had it habitat, fish, hatcheries.

[bob meeks] 18:18:43

The muckle shoots have worked very hard on their fish hatcheries.

[bob meeks] 18:18:49

Washington State has also and we're just really concern this whole whole area is going to be there's gonna be a lot of destruction in disruption, and we don't want it. We just want the due

[bob meeks] 18:19:05

diligence to show on your end that

[David Fleckenstein] 18:19:10

This is not a great site, thank you yeah thank you bob and i'll see.

[David Fleckenstein] 18:19:15

I think you should do a good job and articulating all of the comments that I've seen in regards to

[David Fleckenstein] 18:19:24

The locations next to boonum claw and the the commission. I've read all those comments the commission. I don't know how many commission members have, but that will go into the analysis as part of any recommendation and I will reiterate

[David Fleckenstein] 18:19:39

that was dots read and again we're only one voting member of the Commission was Dots read is that the legislative intent is not to include anything within the in county.

[David Fleckenstein] 18:19:53

So our recommendation will not include the Keynote County southeast cell site

[Christina Crea] 18:20:01

Thanks, David. another question. i'm seeing a lot under environmental responsibility.

[Christina Crea] 18:20:08

Are you also considering the impact of the environment impact to the environment of implementing the infrastructure needs and the airport building and runways themselves?

[Christina Crea] 18:20:19

It sounded like the main focus of limited to aircraft impacts to the environment.

[David Fleckenstein] 18:20:25

No, that that does that does weigh into the the environmental analysis, because you put paper over top of something, or you build a building etc. that has an impact on the environment.

[David Fleckenstein] 18:20:37

Part of that analysis is what we're talking about in regards to what the Faa will do.

[David Fleckenstein] 18:20:43

So Without a doubt the faa will go through the Eis process and will analyze those different factors.

[David Fleckenstein] 18:20:50

So even with our existing airports. that process takes place. Matter of fact.

[David Fleckenstein] 18:20:56

We have limitations of a whole lot of different airports right now, because of endangered species that live on those airports.

[David Fleckenstein] 18:21:04

So the some of those airports are are what they are today, but because of the species that live there, they're kind of limited in what they can actually do to increase their operations.

[Robert Hodgman] 18:21:16

I would add the the environmental analysis is in depth comprehensive.

[Robert Hodgman] 18:21:24

And highly technical, and all those factors anything having to disturb disturbing dirt disturbing the habitat, adding to noise, light admissions.

[Robert Hodgman] 18:21:37

Whether it's during the construction, process, or it whether whether it's once the completed facility is underway, all of that is considered cultural resources, you name it, it it's all part of the process of an import master plan

[Christina Crea] 18:21:55

Thank you, Rob. another question are the large drones that i've been flying grid, plant grid patterns over the Enoclop plateau over the past year.

[Robert Hodgman] 18:22:04

Part of this great field study I think that's that that's totally unassociated.

[David Fleckenstein] 18:22:11

I'm not sure what that is about, but it has nothing to do with the the Commission's work, or the aviation system.

[Robert Hodgman] 18:22:18

Plans work thank you let's go to another hand raise?

[Christina Crea] 18:22:23

Can we go to New hasn't now i'm sorry if I said that incorrect

[David Fleckenstein] 18:22:34

I think you're muted still

[Christina Crea] 18:22:49
Unmute your microphone

[Christina Crea] 18:23:00
Looks like they're experiencing some difficulties let's move on to the next hand.

[Christina Crea] 18:23:14
Raise Joel.

[Christina Crea] 18:23:15
Looks like that one dropped off let's go let's see, Kelly.

[David Fleckenstein] 18:23:31
Kelly, can you try it on? mute

[Kelly Hickman] 18:23:38
Hello! Can you hear me? Yes, we can go ahead. Great My name is Kelly Hickman.

[Kelly Hickman] 18:23:43
I live in the Enum Club, Buckley area. in a call in Southeast Can County is a charming and quaint little country town, built to the brim with magic and wonder.

[Kelly Hickman] 18:23:56
Crystal, clear rivers, mountains, magnificent trees, and wildlife.

[Kelly Hickman] 18:24:02
The foothills are the yellow brick road to one of the most beautiful national parks on the planet.

[Kelly Hickman] 18:24:06
Do you envision an international airport would complement the environment.

[Kelly Hickman] 18:24:13
At the southeast King County location. If yes, how so?

[David Fleckenstein] 18:24:21
Back to my earlier comments. our office that being lost, I is not gonna recommend that the King County southeast site move forward.

[David Fleckenstein] 18:24:30
I will say that for other Greenfield locations.

[David Fleckenstein] 18:24:36
The There are options within those locations to build different runway configurations that Rob talked about either a one runway to runway or 3 runway configuration.

[David Fleckenstein] 18:24:46
It is possible that the deficit of the Delta that Rob talked about that 27 million annual passenger miles could be met with a one to 2 runway configuration.

[David Fleckenstein] 18:24:58
So you would limit the impacts of open what you're speaking to

[Christina Crea] 18:25:07
Thanks, David. I see this quite a few comments about this.

[Christina Crea] 18:25:11

So can we talk about why, the information about the Greenfield sites? we're not provided earlier in the Cas work.

[Christina Crea] 18:25:20

So that so that again, that that work was phase 2, and that work was incumbent upon the aviation system.

[David Fleckenstein] 18:25:30

Plan consultants during the work, and providing those options to the Commission, and the Commission didn't receive those that information until 23 June. so that this we tried to get the information out 23.

[David Fleckenstein] 18:25:45

June was the first time we heard it at the commission meeting.

[David Fleckenstein] 18:25:47

Hence, Then we started setting up meetings like this meeting with planners, etc., and taking a more in-depth.

[David Fleckenstein] 18:25:56

Look about at those different Greenfield sites so essentially that's why we didn't do that work upfront.

[Robert Hodgman] 18:26:00

We just got to that phase of the work, and I would add to that.

[Robert Hodgman] 18:26:04

You know this. This is very much we're talking a lot about airport capacity, but we've also got planning capacity, and we've got pretty good team of consultants across an array of highly skilled

[Robert Hodgman] 18:26:18

expertise But There's only so much bandwidth in you know a work week to analyze various different factors, which is why, up to this point we haven't really looked at air cargo it's.

[Robert Hodgman] 18:26:29

Why we haven't really looked at airspace and there are many other things that still need examination.

[Robert Hodgman] 18:26:35

Those are underway but they take some time and I don't think I don't think we're gonna hear about air cargo this calendar year.

[Robert Hodgman] 18:26:43

I mean it's just there's a lot of work to be done.

[Robert Hodgman] 18:26:45

It's very, very technical. so the the the 6 preliminary sites that you saw in the all of those airports.

[Robert Hodgman] 18:26:51

I think there's a much larger list when we first started That was all done by the washed aviation staff, and we we quickly got to the point that we just didn't have the expertise in house anymore.

[Robert Hodgman] 18:27:06

This kind of technical analysis requires a much higher skill set and access to a lot more more types of information than we have at washed aviation.

[Robert Hodgman] 18:27:14

So we're very fortunate to have the aviation system plan line up with this, and we're very fortunate to have such an

[Robert Hodgman] 18:29:26

Shalan and Iish Land spoken. International is the county of spoken in the city of Spokane.

[Robert Hodgman] 18:29:30

We have some that actually cross over State lines so the Pullman Moscow is Pullman, Washington in Moscow Idaho, and we've got one down on the Oregon coast. So there's there's a few exceptions.

[Robert Hodgman] 18:29:41

Where we have you join operations, but the preponderance is the county, city, or port district.

[David Fleckenstein] 18:29:46

Thanks, Rob. thank you both. We're just about out of time thank you all for joining us.

[Christina Crea] 18:29:56

The cap will give significantly to the public input prior to making any of its recommendation, and we know your time is valuable and we appreciate you sharing all of us.

[Christina Crea] 18:30:07

Now there are quite a few questions we didn't get to and we're happy to answer all of these in the coming days and weeks.

[Christina Crea] 18:30:12

If folks provide their email. And again, we will also be posting a document with some questions from these virtual public meetings.

[Christina Crea] 18:30:22

And again the email is cacc at was dot dot dot com.

[Christina Crea] 18:30:27

If you have any further questions, when you edit the meeting, you should see a pop up with an invitation to take a survey and share your thoughts on the cake in general or specific existing airport, or Greenfield locations that

[Christina Crea] 18:30:40

survey will ask the same questions that are being asked in the online open house.

[Christina Crea] 18:30:44

You can also share additional thoughts. they're all in open house It's still open the link in the chat will be there again.

[Christina Crea] 18:30:50

You can stay up to date on what the cap is doing by signing up for our email lists or listening in on the ca meetings.

[Christina Crea] 18:30:58

We'll put the link for that as well and someone asks What do they choose you when you click the subscription topic?

[Christina Crea] 18:31:05

Just click the one that says, Cap, and thank you all for joining us.

excellent consultant. we're chugging away trying to get this work done But

[David Fleckenstein] 18:27:22

It's gonna take a while yet I would add in regards to the Greenfield options as well when we did the initial surveys about this work that was really detailed around the existing sites.

[David Fleckenstein] 18:27:35

What what people told us was they wanted us to look at existing sites first before we went to look at a New Airport.

[David Fleckenstein] 18:27:45

So that's indeed the the strategy that the commission is followed against why we're doing the work now on the Greenfield options.

[Christina Crea] 18:27:54

Thanks, David. let's It looks like we still need more clarification on airport sponsors.

[Christina Crea] 18:28:03

Can you clarify again what they are, and for give an example of what existing airport sponsors are?

[Christina Crea] 18:28:11

For example. what would be an airport sponsor for sea tack or painfield of Bremerton?

[David Fleckenstein] 18:28:15

Because I see a lot of confusion. Still, Sponsor could be a port.

[David Fleckenstein] 18:28:22

It could be a city, it could be a county it could be a private entity.

[David Fleckenstein] 18:28:28

So there's different configurations for what could be a sponsor.

[David Fleckenstein] 18:28:32

So Let's take ctac so c tax sponsor is the port is Seattle that that's who controls the airport.

[David Fleckenstein] 18:28:42

Let's go to Shalhas Shahalas Sponsor is the city of Shalhas, Lewis county airports.

[David Fleckenstein] 18:28:50

Lewis County airports. Their sponsor is

[David Fleckenstein] 18:28:55

The the county Lewis County. a a mix would be pain field.

[David Fleckenstein] 18:29:00

So Pain Field is sponsored by. They have a private entity that runs the commercial terminal.

[David Fleckenstein] 18:29:08

But the county is the actual sponsor of the airport itself.

[David Fleckenstein] 18:29:14

I hope that kind of clarifies it so there's different configurations that could be put together as a sponsor.

[Robert Hodgman] 18:29:21

There are a few that are joined. So, for example, the Shalan airport is a city.

Appendix G: August 31 survey report

Share your thoughts or ask us a question	Should Bremerton National and nearby infrastructure be improved to help meet air cargo demand?	Should Paine Field and nearby infrastructure be improved to help meet commercial passenger demand?	Should Paine Field and nearby infrastructure be improved to help meet air cargo demand?	If Paine Field were to provide additional passenger and/or air cargo service, are there things the airport should consider when planning for expansion?	Should the state consider Skagit County Northwest as a location to site a new airport?	Should the state consider Skagit County Southwest as a location to site a new airport?
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					No	No
		Yes	Yes			No
	Yes	Yes	Yes	Traffic control	No	No
Thank you for clarifying that WSDOT will not be recommending the SE King County option. I would recommend that the site be completely removed from any future presentations to the public to avoid so much confusion.	Yes	Yes	Yes		Yes	Yes

	Yes	Yes	Yes		No	No
	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated		No	No
Remove kc from the study	Yes	Yes	Yes		No	No
		Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated		No	No
	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Flight path impacts, avian collision and other impacts in the immediate area. Impacts to private aviation in/out of Paine Field and other smaller airports within 30 miles. Impacts from flight paths to migrating waterfowl.	No	No
	No	Yes, but only if environmental impacts, including noise and	Yes, but only if environmental impacts, including noise and		No	No

		emissions, can be mitigated	emissions, can be mitigated			
What legislation is stopping consideration of SE King County site and what is needed to over rule the legislation?	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	infrastructure/acces.	No	No
The mute unmute not working. The inclusion of enumclaw site and it chart not believable for color choice's	Yes	Yes	Yes		Yes	Yes
Enumclaw is a nice rural area to live. My wife and I bought our dream home on a lake and this airport if build in the Enumclaw plateau area will destroy our community.	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Road traffic	No	No

<p>East King County greenfield site - August 31, 2022</p> <p>Several of the CACC Essential Factors charted for the East King County greenfield site are grossly misrepresented, such as Wetlands Impact, Floodplain Impact, and Incompatible Land Use. A major commercial airport on the Enumclaw Plateau would result in the destruction of Salmon Habitat Restoration programs, the Aquifer, Biodiversity, King County legacy Farmland Preservation programs and Dairy industry, to name a few. Also destroying the vast grasslands and trees would significantly deplete their</p>	Yes	Yes	<p>Expansion of existing Paine Field is an obvious choice due to proximity to I5 and light-rail transportation</p>	Yes
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CO2 reduction properties, contributing to the global warming crisis however in addition to these environmental concerns, the most egregious Essential Factor violation might be Environmental Injustice! The CACC East King County greenfield site encompasses a significant amount of Muckleshoot Tribal Lands. The proposed airport would significantly impact these indigenous people. Some of the Muckleshoot Tribal infrastructure located within the 6-mile radius include: Muckleshoot Philip Star Administration Building Muckleshoot Health & Wellness Center, Muckleshoot

White River
Amphitheater
Muckleshoot
Indian College
Muckleshoot
Tribal College
Muckleshoot
Library
Muckleshoot
Indian Shaker
Church
Muckleshoot
Pentecostal
Church

In conclusion,
because of
these
underestimate
d Essential
Factors and
many other
considerations
including the
Enumclaw
violent winds,
and the SB
5370 mandate
prohibiting
King County
due to
population
exceeding 2M;
the East King
County site
should be
removed from
consideration
as a potential
airport
location.

Thank you for
holding this
public
meeting. I
appreciate
your time.

No

No

No

The comments were very informative. I will continue to monitor the commissions progress.	Yes	Yes	Yes		No	No
Hard to answer any of the questions because so many good issues brought up. Clearly no one wants this "in their backyard." One goes back to the quote from Inslee about reducing greenhouse gas emissions. Technology will not entirely solve the problem. We Americans need to use less!	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	All the things mentioned need to be considered...environmental, economic, social equity impacts	No	No
You presented a lot of high level information and talked down to all of us in attendance. It would have been really nice to have this information presented in a way that we could understand.	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated		Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated

Most of us are not involved in this sort of this on the regular so are not privy to your jargon and terms. Next time, speak like one of us and not down to us. We are human and all very concerned with where this state is headed. None of us want poor decisions driven by greed! None of us are interested in living in a big city with no green space and full of high-density housing! Leave Enumclaw/Buckley out of your decision.

If Environmental studies to assess impact on potential sites has not yet been done, how can CACC narrow the list to two recommended sites by October 2022?	Yes	Yes	Yes	Increased passenger traffic to leverage light rail and roads	Yes	Yes
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<p>I just became aware of this issue and have to review all your meeting minutes and supporting documentation. I cannot recall seeing any local media reporting. Have you been issuing press releases to the major outlets?</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Need rapid transit from King to Snohomish</p>	<p>No</p>	<p>No</p>
<p>Thank you for providing information. Confusion factor including Auburn/Enumclaw location when CACC not recommending. Have heard Muckleshoot tribe is against this green site. Would be negative impact to Whiteriver amphitheater and big challenge with current overcrowded, congested 2 lane rd. Access</p>	<p>Yes</p>	<p>Yes</p>	<p>Yes</p>	<p>Improving transportation and freight movement infrastructure.</p>	<p>No</p>	<p>No</p>

<p>Two thoughts: first of all, I would reiterate what many have said regarding the location in east/southeast King County, near Enumclaw. No, no, no, no. Absolutely not. I think the public outcry of opposition speaks for itself. I understand the Commission is not recommending it, but for the legislature, I would like to go on the record as strong opposition.</p> <p>Secondly, as an captain for Alaska Airlines, I would submit this for consideration: Very few folks get to see dozens and dozens of different airports on a regular basis across the country: those with good</p>	Yes	Yes	Yes	Traffic, specifically that of commuters north/south on I-5.	No	No
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infrastructure, planning, and efficiency (think: Denver, CO) versus those with currently horrible versions of those things (think: Newark, NJ or Los Angeles, CA). As a part of this lengthy planning process, perhaps it would be worth including specifically pilots in the process (somehow in conjunction with the airlines' input), since they are some of the only ones with the breadth of personal experience to be able to make certain recommendations?

Thank you.

Are we spinning our wheels, by considering questionable options, which will not make the cut?

No

No

<p>I am very concerned about the enormous impact on the water system for the south King County green space consideration. Water systems are vast and outreaching. There are too many unintended consequences to even list...I.e. wildlife, groundwater, etc. Is there a special, qualified group looking specifically at the impact on the water systems?</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>		<p>No</p>	<p>No</p>
<p>Impacts to agriculture, environmental and heritage need to be considered -- and South King County has borne more than its share of aviation sacrifices.</p>	<p>Yes</p>	<p>Yes</p>	<p>Yes</p>	<p>There should be due consideration for environmental impacts, as well as impacts to the local population.</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>

<p>There should not be airport expansion for any community on this list. Anyone living near an expanded or greenfield airport will suffer. No one should have to bear the results of airport expansion. The environmental and health impacts from planes (noise, jet fuel) are extremely dangerous. Consider the studies of people living near SeaTac. The environmental costs are huge - massive impermeable surfaces required for runways and structures, potential destruction of agricultural land, impacts on habitat, impacts on peoples' lives. No expansion should be a</p>	No	No	No	No	No
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viable option to consider.

Per SSB 5370, counties with a population of 2 million are excluded from potential airport sites, King County has a population of 2.2 million as of 2020. Why did the consultants look at Southeast King County for a site?	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
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What weight does the Farmland Preservation Act carry in making a decision regarding a site for the airport in Southeast King County?

Has the CACC or WSDOT had conversations regarding the potential site for an airport in southeast King County with the Muckleshoot Tribe?

It is interesting that Moses Lake wants the airport per Jeff Bishop Executive Director of the Port of Moses Lake. Why is that location not being considered?

I have been told that property for an airport down near Little Rock, south of Olympia, had previously purchased. Is this true?

Thank-you,
Sandy
McMillan
E-mail:
Enumlewis@a
ol.com

Reasons Against SE King Greenfield Site: Negative impact on rural life Destroys some of last block of farmland in King Co. – protected Environment degradation, habitat destruction for endangered chinook, steelhead Plan not correct for environmental equity/justice on Plateau Destroys some last blocks of farmland in King Co. – protected (KC Farmlands Preservation Program) Expensive and challenging to expand transport infrastructure to site Would greatly limit access to Muckleshoot lands and Mount Rainier National Park Assumptions of "unconstraine	Yes, but only if environm ental impacts, including noise and emissions, can be mitigated	Yes, but only if environm ental impacts, including noise and emissions, can be mitigated	Yes, but only if environm ental impacts, including noise and emissions, can be mitigated	Consider that more people will live north of Seattle in future years, as that is where more space is available for housing and population.	No	Yes, but only if environm ental impacts, including noise and emissions, can be mitigated
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d forecast" of
expected
growth in air
travel. Not
realistic
Site would
violate KCCP
for siting
urban-serving
facilities in the
Rural Area
Incompatible
land use
around airport
site
King County
site choice is
in violation of
State Senate
Bill 5370
which creates
CACC:
"excluding
those located
in a county
with a
population of
two million or
more"
Airspace
constraints
not yet
considered
(per a local
pilot): too
crowded/close
to Seatac; too
close to
mountains to
land directly;
high winds;
closer to
wildfire smoke
events
Undermines
local, state
and federal
efforts, goals

to address
climate
crisis/climate
change

The Pierce
County Central
site seems like
the best
choice, as it
does not
require new
legislature
approval,
serves a high
number of
passengers,
Pierce County
is where
current and
future
population
growth is
trending, and
has more
compatible
land use along
with JBLM.

<p>Why isn't consideration being given to Olympia Regional? It seems that as a Port of Entry for cargo and passengers this would be a highly logical location. It allows for high density traffic with access to both 99 and I-5. It also allows for easier movement of dignitaries. Cargo could potentially also be reduced on already crowded highways in the central Puget Sound region.</p>	Yes	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	Proximity to Sea-Tac and the sound.	No	No
<p>As another point, please don't tell me that cost of the survey nor any other aspect cannot be quantified. It's called Cost Accounting. The fuel, employee time, maintenance, rendering of images,</p>						

assessment of data, etcetera, can always be assessed.

What would be the port district for the King and Pierce Co sites?

While King Co SE isn't being considered by CACC, who is considering this site?

<p>I don't think the Greenfield/So. East. King Co. should be considered for a wide array of reasons. You said that WSDOT will not recommend this site, and I certainly hope this is true. The way of life for humans, wildlife and the natural environment will be severely impacted - all negatively: ->Air quality - this would destroy the air quality which is already impacted by increased local traffic and current air emissions ->Habitats for all creatures, human, animal and birds would suffer. What about the millions of dollars we have spent to secure & preserve these environments ?</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Yes, but only if environmental impacts, including noise and emissions, can be mitigated</p>	<p>Please consider the residents concerns. While I've heard "they" want the expansion, I'm not sure who "they" are, but it makes more sense to improve upon an existing facility than to start from scratch in a space that does NOT want it!</p>	<p>No</p>	<p>No</p>
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->the
incredibly
beautiful and
necessary
State Parks,
Green &
White Rivers,
and Mt.
Rainier
National Park,
would not only
be harder to
reach, but the
quiet will be
ruined by
more aircraft
and traffic,
->the Historic
community of
Enumclaw,
Buckley &
Black Diamond
are all already
bottle-necked
with local and
tourist traffic -
adding an
airport ?!?!?!
There are only
so many ways
to enter
Enumclaw and
trying to catch
a plane in a
timely
manner, will
be dicey at
best! I already
have a hard
time planning
a doctor's
appointment
in any outlying
city (Tacoma,
Federal Way,
etc.)
->Build more
roads?

Seriously?
 Can you widen
 the Green
 River Gorge
 Bridge into
 Enumclaw, or
 the Buckley
 Bridge from
 the other
 direction?
 How about the
 Muckleshoot
 hill? No good
 options as far
 as I know!

My greatest
 concern is that
 this site
 should have
 NEVER been
 considered,
 and yet it has.
 Words are
 only words,
 when it is
 totally
 removed from
 consideration,
 I will be able
 to breathe a
 sigh of relief!!!
 Please keep
 your word and
 do NOT
 submit it for
 further
 investigation!
 Thank you.

	Yes, but only if environmental impacts, including noise and emissions,	Yes, but only if environmental impacts, including noise and emissions,	Yes, but only if environmental impacts, including noise and emissions,		No	No
--	--	--	--	--	----	----

	can be mitigated	can be mitigated	can be mitigated		
I've spent the last week reaching out to my neighbors and community acquaintances regarding the East King County airport site. It is without exception that all were astounded by the commission's decision to include Enumclaw in this study. What would be the destruction of the disappearing open space (agriculture, natural habitat, recreation, etc.) in King County, Enumclaw in the Greenfield group is a travesty. It's time to remove Enumclaw from any	No	No	No	No	No

further consideration.

We do not need another airport in Western Washington. We have Seattle, Bellingham and not far down the road we have Portland.	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	The traffic impact that will happen.	No	No
	No	Yes	Yes		No	No
	No	Yes	Yes		No	No
	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated		No	No
	No	No	No		Yes, but only if environmental impacts, including noise and	Yes, but only if environmental impacts, including noise and

						emissions, can be mitigated	emissions, can be mitigated
--	--	--	--	--	--	-----------------------------	-----------------------------

Should the state consider Snohomish County Northwest as a location to site a new airport?	Should the state consider Snohomish County Southeast as a location to site a new airport?	Should the state consider East King County as a location to site a new airport?	Should the state consider Pierce County East as a location to site a new airport?	Should the state consider Pierce County Central as a location to site a new airport?	Should the state consider Thurston County Central as a location to site a new airport?	Should the state consider Thurston County South as a location to site a new airport?
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No	No	No	No			Yes
Yes	Yes	No	No	No		Yes
Yes	Yes	No	No	No		Yes

No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	No	Yes		Yes
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
Yes	Yes	No	No	Yes		Yes

No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	No	No	No
No	No	No	No	No	No
No	No	No	No	No	No
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes	No	Yes	Yes	Yes
No	No	No	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated

Yes

Yes

No

Yes

Yes

Yes

No

No

No

No

No

No

Yes

No

No

Yes

Yes

No

No

No

No

No

No

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
Yes	Yes	No	Yes	Yes	Yes
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
No	No	No	No	Yes	Yes

No

No

No

No

No

No

No

Yes, but only if environmental impacts, including noise and emissions, can be mitigated

No

Yes, but only if environmental impacts, including noise and emissions, can be mitigated

Yes, but only if environmental impacts, including noise and emissions, can be mitigated

No

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
No	No	No	No	No	No

No

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
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No	No	No	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
----	----	----	----	----	---

No	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
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No	No	No	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
----	----	----	----	----	---

No	No	No	No	No	Yes
----	----	----	----	----	-----

No	No	No	No	No	No
----	----	----	----	----	----

No	No	No	No	No	Yes
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	Yes, but only if environmental impacts, including noise and emissions, can be mitigated	No	No	No	Yes

No	No	No	No	No	No
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No	No	No	No	No	Yes, but only if environmental impacts, including noise and emissions, can be mitigated
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Should the state consider Lewis County as a location to site a new airport?	What is your home zip code?	How old are you?	How do you identify?	What is your race or ethnicity? Please select all that apply.	What was your total household income in 2021 before taxes?
	98257	65-74	Female	White;	
No	98022	45-54	Female	White;	\$200,000 to \$249,999
Yes	98022	35-44	Male	White;	\$200,000 to \$249,999
Yes	98092	45-54	Male	White;	\$100,000 to \$149,999
No	98022	55-64	Female	Hispanic or Latinx;	\$50,000 to \$74,999
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98092	35-44	Male	White;	\$100,000 to \$149,999
No	98092/98022	45-54	Male	White;	\$250,000 or more
No	98273	65-74	Female	White;	\$100,000 to \$149,999

No	98208	65-74	Female	none of your concern;	
No	98092	55-64	Male		
No	98022	55-64	Female	American;	\$75,000 to \$99,999
Yes	98022	55-64	Male	White;	\$75,000 to \$99,999
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	55-64	Male	White;	\$150,000 to \$199,999

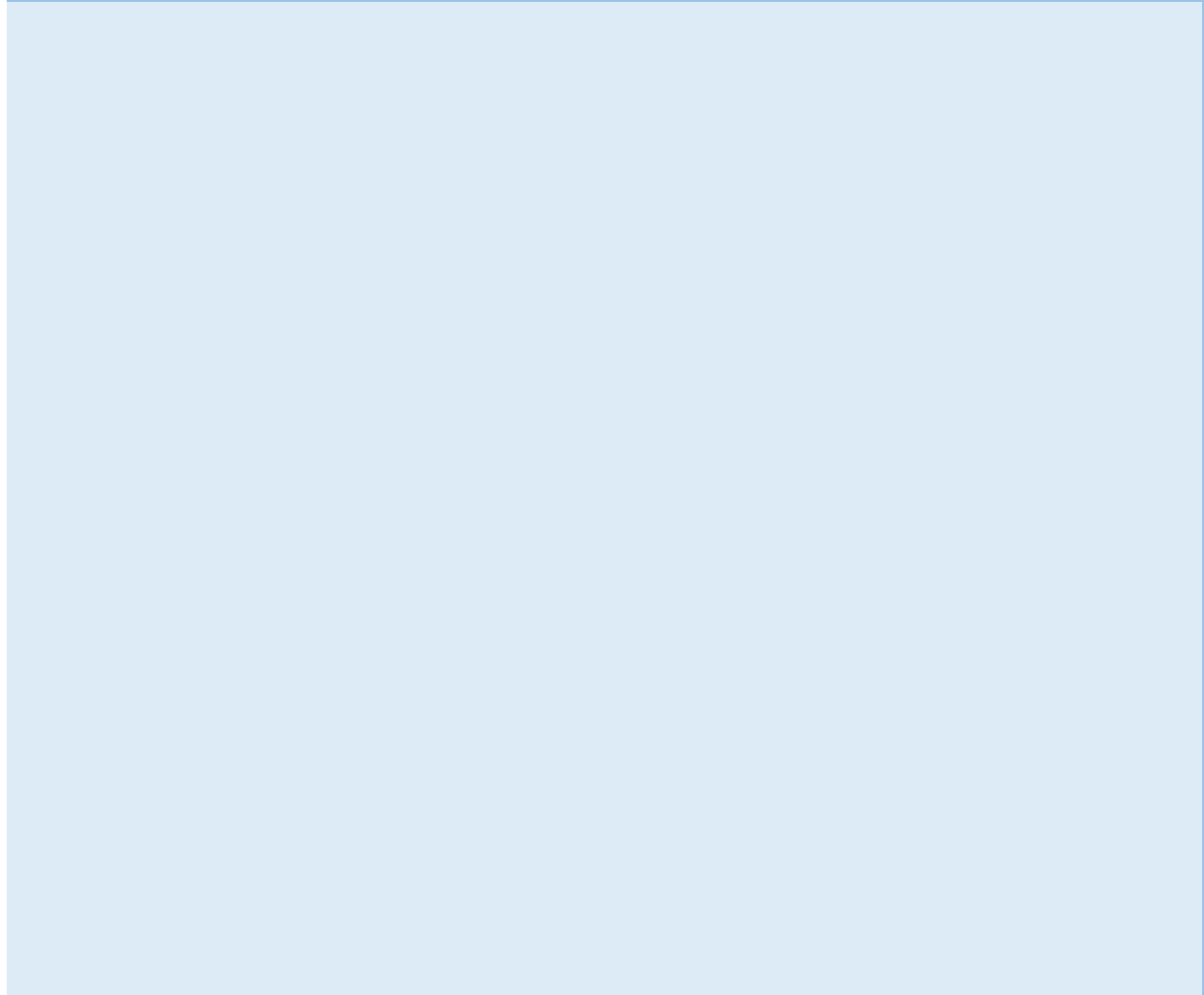
Yes 98022

No	98022	25-34	Female		\$25,000 to \$49,999
No	98321	75+	Male	American;	\$75,000 to \$99,999
No		75+	Female	White;	\$50,000 to \$74,999

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	45-54	Female	White;	
Yes	98022	65-74	Male		
No	98029	75+	Female	White;	\$100,000 to \$149,999
No	98022	65-74	Female	White;	\$75,000 to \$99,999

No	98022	25-34	Male	White;	\$150,000 to \$199,999
	98221	75+	Male	White;	\$50,000 to \$74,999
No	98022	55-64	Female	White;	\$100,000 to \$149,999

Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98092	65-74	Female	White;	\$100,000 to \$149,999
No	98512	65-74	Female	White;	\$50,000 to \$74,999



Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	55-64	Male	White;	\$100,000 to \$149,999
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Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98391	45-54	Female	Human;	\$250,000 or more
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Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98022	65-74	Female	Swedish and Irish;	\$50,000 to \$74,999
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98390	35-44	Female	White;	\$75,000 to \$99,999

Yes	98022	65-74	Male	White;	\$50,000 to \$74,999
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98391	45-54	Female	White;	\$100,000 to \$149,999
No	98321	55-64	Female	White;	\$75,000 to \$99,999
No	98321	65-74	Male	White;	
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98433	45-54	Male	White;	\$75,000 to \$99,999
Yes, but only if environmental impacts, including noise and emissions, can be mitigated	98387	65-74	Male	White;	\$75,000 to \$99,999

Appendix H: Press release

Washington State Department of Transportation – NEWS

Aviation – 7702 Terminal Street - Tumwater, WA 98501 - 360-709-8015

FOR IMMEDIATE RELEASE

Aug. 15, 2022

Contact: [Christina Crea](#), communications, 360-709-8098, 360-810-0902 (mobile)

Addressing aviation needs: public invited to virtual open house and public meetings about the future of aviation

Online open house Aug. 15 - Sept. 9; virtual public meetings planned for Aug. 23 and 31

OLYMPIA – The demand for aviation in Washington state is growing and will soon exceed the capacity of some highly used existing facilities.

Community members are invited to learn more about efforts to address demand through existing airports in the state or a new airport location. People who are interested may provide input through an online open house or two public meetings. The online open house and virtual meetings are being held by the [Commercial Aviation Coordinating Commission](#) to recommend strategies to address growing aviation needs.

Online open house

When: Online open house: Monday, Aug. 15 – Friday, Sept. 9

Where: engage.wsdot.wa.gov/cacc/

Details: In addition to English, the online open house will be available in Amharic, Arabic, Chinese (simplified and traditional), English, French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese

Online virtual public meetings

When: Noon – 1 p.m. Tuesday, Aug. 23
5:30 – 6:30 p.m., Wednesday, Aug. 31

Where: Visit wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission to access the link to the online meetings.

The commission is considering environmental effects, economic and technical criteria, and public feedback and opinion as it develops recommendations to improve Washington’s air

transportation capacity. The input Washington residents share will play an important role in the recommendations the CACC develops.

The CACC is studying both short and long-term strategies to address air passenger service, air cargo operations and general aviation capacity needs. This is an opportunity for the state to consider how to meet capacity limits while also planning for the use of innovative technologies and the concept of an airport of the future within the state's aviation system. Incorporating innovative technologies could result in the increased use of sustainable aviation fuels, clean energy production at airports, and significantly reduced harmful emissions and noise from airplanes while providing additional commercial air service to more airports around the state.

About the Commercial Aviation Coordination Commission

The CACC was [created by the Legislature](#) in 2019 to ensure Washington can meet future commercial aviation demands. The Legislature directed three phases for the commission's work:

- Phase I: develop a short list of six locations.
- Phase II: identify the top two locations.
- Phase III: choose a single preferred location by a 60-percent majority vote.

In December 2020, the CACC released its [Phase I report](#), which listed six preliminary airport sites with potential for expansion to meet both short and long-term aviation needs.

A [February 2022 report](#) provided a final short list of six locations.

Two of the six airport sites are now being studied for expanded service including Bremerton National Airport for air cargo operations and Paine Field in Snohomish County for air cargo and additional passenger service. The CACC is also studying 10 representative sites in the Puget Sound region as an option for a new airport.

The commission will provide a recommendation to the Legislature by June 15, 2023 for a single preferred location to meet the forecast demand for commercial passenger service, air cargo, and general aviation.

The CACC's 15 voting and 11 nonvoting members include representatives from the aviation industry, the public, airport communities, freight industry, state and local agencies and elected officials. WSDOT provides the CACC technical assistance and staff support from its Aviation Division.

Hyperlinks within the release:

- Commercial Aviation Coordinating Commission website: wsdot.wa.gov/aviation/commission/home.htm
- Online open house: engage.wsdot.wa.gov/cacc/
- created by the Legislature: lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/Senate/5370-S.SL.pdf

- Phase I report: wsdot.wa.gov/sites/default/files/2021-10/Commercial-Aviation-Coordinating-Commission-Report-December2020.pdf
- February 2022 report: wsdot.wa.gov/sites/default/files/2022-02/Commercial-Aviation-Coordinating-Commission-Report-February2022.pdf

###

WSDOT keeps people, businesses and the economy moving by operating and improving the state's transportation systems. To learn more about what we're doing, go to www.wsdot.wa.gov/news for pictures, videos, news and blogs. Real time traffic information is available at wsdot.com/traffic or by dialing 511.

To unsubscribe to WSDOT media releases please reply and type REMOVE in the subject line.

Americans with Disabilities Act (ADA) Information

Accommodation requests for people with disabilities can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: It is WSDOT's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his or her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity. For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at 360-705-7090.

Departamento de Transporte del Estado de Washington – NOTICIAS

Aviación – 7702 Terminal Street - Tumwater, WA 98501 - 360-709-8015

PARA PUBLICACIÓN INMEDIATAE

15 de agosto de 2022

Contacto: [Christina Crea](mailto:Christina.Crea@wsdot.wa.gov), comunicaciones, 360-709-8098, 360-810-0902 (móvil)

Abordando las necesidades de la aviación: se invita al público a ofrecer su opinión en una página web interactiva y a participar en reuniones públicas sobre el futuro de la aviación

*Página web interactiva disponible del 15 de agosto al 9 de septiembre;
Reuniones públicas virtuales previstas para el 23 y el 31 de agosto*

OLYMPIA – La demanda de aviación en el estado de Washington está creciendo y pronto superará la capacidad de algunas instalaciones existentes de alto uso.

Se invita a los miembros de la comunidad a informarse sobre los esfuerzos que se están realizando para abordar la demanda a través de los aeropuertos existentes en el estado o de una ubicación para un nuevo aeropuerto. Las personas interesadas tendrán la oportunidad de aportar su opinión a través de una página web interactiva o dos reuniones públicas virtuales. Ambas oportunidades las ofrece [la Comisión Coordinadora de la Aviación Comercial](#) con el fin de recomendar estrategias para hacer frente a las crecientes necesidades de la aviación.

Página web interactiva

Cuándo: Online open house: Monday, Aug. 15 – Friday, Sept. 9

Dónde: engage.wsdot.wa.gov/cacc/

Detalles: Además del inglés, la página web interactiva estará disponible en amárico, árabe, chino (simplificado y tradicional), inglés, francés, japonés, coreano, ruso, somalí, español, tagalo, tailandés, tigrina y vietnamita.

Reuniones públicas virtuales

Cuándo: 12 – 1 p.m. horas martes, 23 de agosto
5:30 – 6:30 p.m., miércoles, 31 de Agosto

Dónde: Visite wsdot.wa.gov/travel/aviation/commercial-aviation-coordinating-commission para acceder al enlace de las reuniones en línea.

La comisión está considerando los efectos medioambientales, los criterios económicos y técnicos, y la opinión del público al elaborar las recomendaciones para mejorar la capacidad de transporte aéreo de Washington. Las opiniones de los residentes de Washington tendrán un papel importante en las recomendaciones que elabore el CACC.

El CACC está estudiando estrategias a corto y largo plazo para abordar el servicio de pasajeros aéreos, las operaciones de carga aérea, y las necesidades de capacidad de la aviación general. Esta es una oportunidad para que el estado considere cómo cumplir con los límites de capacidad, planificando a la vez el uso de tecnologías innovadoras y el concepto de un aeropuerto del futuro dentro del sistema de aviación del estado. La incorporación de tecnologías innovadoras podría dar lugar a un mayor uso de combustibles de aviación sostenibles, a la producción de energía limpia en los aeropuertos, y a una reducción significativa de las emisiones nocivas y el ruido de los aviones, proporcionando a la vez un servicio aéreo comercial adicional a más aeropuertos de todo el estado.

Acerca de la Comisión Coordinadora de la Aviación Comercial

El CACC fue [establecido por la Legislatura](#) en 2019 para garantizar que Washington pueda satisfacer las futuras demandas de la aviación comercial. La Legislatura estableció tres fases para el trabajo de la comisión:

Fase I: elaborar una lista corta de seis ubicaciones.

Fase II: identificar las dos ubicaciones preferidas.

Fase III: elegir una única ubicación preferida por una mayoría del 60% de los votos.

En diciembre de 2020, el CACC publicó su informe de la Fase I, en el que se enumeraban seis sitios aeroportuarios preliminares con potencial de expansión para satisfacer las necesidades de la aviación a corto y largo plazo.

Un [informe de febrero de 2022](#) proporcionó una lista final de seis ubicaciones.

Actualmente se están estudiando dos de los seis sitios aeroportuarios para ampliar el servicio, incluyendo el Aeropuerto Bremerton National para operaciones de carga aérea y Paine Field en el condado de Snohomish para carga aérea y servicio adicional de pasajeros. El CACC también está estudiando 10 sitios representativos de la región de Puget Sound como opción para un nuevo aeropuerto.

La comisión presentará una recomendación a la Legislatura antes del 15 de junio de 2023 sobre una única ubicación preferida para satisfacer la demanda prevista de servicios comerciales de pasajeros, carga aérea y aviación general.

Los 15 miembros con derecho a voto y los 11 sin derecho a voto del CACC incluyen representantes de la industria de la aviación, del público, las comunidades aeroportuarias, la industria del transporte de mercancías, las agencias estatales y locales y los funcionarios electos.

Enlaces dentro del comunicado:

- Página web de la Comisión Coordinadora de la Aviación Comercial: wsdot.wa.gov/aviation/commission/home.htm
- Online open house: engage.wsdot.wa.gov/cacc/
- creado por la Legislatura: lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/Senate/5370-S.SL.pdf
- informe de la Fase I: wsdot.wa.gov/sites/default/files/2021-10/Commercial-Aviation-Coordinating-Commission-Report-December2020.pdf
- Informe de febrero de 2022: wsdot.wa.gov/sites/default/files/2022-02/Commercial-Aviation-Coordinating-Commission-Report-February2022.pdf

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El WSDOT mantiene en movimiento a las personas, a las empresas y a la economía mediante el funcionamiento y la mejora de los sistemas de transporte del estado. Para saber más sobre lo que estamos haciendo, visite www.wsdot.wa.gov/news para ver fotos, videos, noticias y blogs. La información sobre el tráfico en tiempo real está disponible en wsdot.com/traffic o marcando el 511.

Para cancelar la suscripción a los comunicados de prensa del WSDOT, responda y escriba REMOVE en el asunto.

Información sobre la Ley de Estadounidenses con Discapacidades (ADA)

Las solicitudes de adaptación para personas con discapacidades pueden hacerse contactando con el equipo de Asuntos de Diversidad/ADA del WSDOT en <mailto:wsdotada@wsdot.wa.gov> o llamando al

número gratuito 855-362-4ADA (4232). Las personas sordas o con problemas de audición pueden realizar su petición llamando al servicio de retransmisión del estado de Washington al 711.

Aviso del Título VI al público: El Departamento de Transporte del Estado de Washington (WSDOT) tiene como política asegurar que ninguna persona sea excluida de participación o sea negada los beneficios, o sea discriminada bajo cualquiera de sus programas y actividades financiadas con fondos federales por motivos de raza, color, origen nacional o sexo, según el Título VI de la Ley de Derechos Civiles de 1964. Cualquier persona que crea haber visto violada su protección del Título VI, puede presentar una queja ante la Oficina de Igualdad de Oportunidades (OEO, Office of Equal Opportunity) del WSDOT. Para obtener información adicional sobre los procedimientos de quejas del Título VI y/o información con respecto a nuestra obligación de no discriminar, comuníquese con el Coordinador del Título VI de la OEO llamando al (360) 705-7090.

Appendix I: Partner toolkit

Overview of the CACC and online open house

Some ways to use this tool:

- Post text to your Facebook page
- Share text in an email to your members/audience
- Post on your website

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) because of concerns that Seattle-Tacoma International Airport (Sea-Tac) is nearing its capacity limits. This is not only an opportunity for the state to consider how we could meet capacity limits. It is also an opportunity to consider how we can plan for the use of innovated technologies in “airports of the future” that could increase the use of sustainable aviation fuels (SAF), create clean energy and significantly reduce harmful emissions and noise from airplanes while providing additional commercial air service to more airports around the state.

The CACC is mindful of the impact a large new airport, or expanding existing airports, could have on the environment and community. The CACC is considering environmental and economic impacts, technical criteria, and public feedback and opinion as we develop recommendations to improve Washington’s air transportation capacity.

WSDOT wants to hear from you as this work continues! Visit WSDOT’s online open house at engage.wsdot.wa.gov/cacc between August 15 and September 9, 2022, or join a virtual public meeting on August 23 or 31.

Visión general del CACC y página web interactiva

La Legislatura del Estado de Washington creó la Comisión Coordinadora de la Aviación Comercial (CACC) debido a la preocupación de que el Aeropuerto Internacional de Seattle-Tacoma (Sea-Tac) se está acercando a sus límites de capacidad. Esto no es solo una oportunidad para que el Estado considere cómo podríamos satisfacer los límites de capacidad. También es una oportunidad para considerar cómo podemos planificar el uso de tecnologías innovadoras en los "aeropuertos del futuro" que podrían aumentar el uso de combustibles sostenibles para la aviación (SAF), crear energía limpia y reducir significativamente las emisiones nocivas y el ruido de los aviones, proporcionando al mismo tiempo un servicio aéreo comercial adicional a más aeropuertos en todo el estado.

El CACC es consciente del impacto que podría tener en el medio ambiente y en la comunidad un nuevo aeropuerto de grandes dimensiones, o la ampliación de los existentes. El CACC tiene en cuenta las repercusiones medioambientales y económicas, los criterios técnicos y los comentarios y opiniones del público a la hora de elaborar recomendaciones para mejorar la capacidad de transporte aéreo de Washington.

¡El WSDOT necesita su opinión para continuar con este trabajo! Visite la página web interactiva del WSDOT en engage.wsdot.wa.gov/cacc entre el 15 de agosto y el 9 de septiembre de 2022, o participe en una reunión pública virtual el 23 o el 31 de agosto.

Online open house reminder text

Some ways to use this tool:

- Post text to your Facebook page
- Share text in an email to your members/audience
- Post on your website

The Washington State Department of Transportation (WSDOT) wants your feedback as the state's Commercial Aviation Coordinating Commission continues work to plan for the future of aviation in Washington. You can learn more and share your input by visiting the project's online open house at engage.wsdot.wa.gov/cacc between August 15 and September 9, 2022, or join a virtual public meeting on August 23 or 31.

Mensaje de recordatorio sobre la página web interactiva

El Departamento de Transporte del Estado de Washington (WSDOT) quiere conocer su opinión, ya que la Comisión Coordinadora de la Aviación Comercial del Estado sigue trabajando para planificar el futuro de la aviación en Washington. Puede obtener más información y compartir su opinión visitando la página web interactiva del proyecto en engage.wsdot.wa.gov/cacc entre el 15 de agosto y el 9 de septiembre de 2022, o puede participar en una reunión pública virtual el 23 o el 31 de agosto

The Washington State Department of Transportation (WSDOT) wants your feedback as the state's Commercial Aviation Coordinating Commission continues work to plan for the future of aviation in Washington. You can learn more and share your input by visiting the project's online open house at engage.wsdot.wa.gov/cacc between August 15 and September 9, 2022, or join a virtual public meeting on August 23 or 31.

Social media posts

Some ways to use this tool:

- Post this content through your social media channels (recommended dates are included below)
- Re-post WSDOT’s content on August 15, August 23, August 31, and September 7
- Images to go with these posts are attached to the email you received with this toolkit

Date	Topic	Social Media Copy	Content
8/15	CACC OOH announcement	<p>The demand for aviation in Washington is growing! Visit our online open house until September 9 to learn about how we’re planning to shape the aviation system of the future.</p> <p>Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.</p>	<p>Link: engage.wsdot.wa.gov/cacc</p>
		<p>¡La demanda de aviación en Washington está creciendo! Visite nuestra página web interactiva hasta el 9 de septiembre para conocer cómo estamos planeando dar forma al sistema de aviación del futuro.</p>	<p>Link: https://engage.wsdot.wa.gov/cacc-espanol/</p>
8/23	CACC OOH Reminder	<p>Learn about the future of aviation in Washington as it takes on a new shape! Visit engage.wsdot.wa.gov/cacc before September 9 to share your thoughts or register for a virtual public meeting – the first public meeting is today!</p> <p>Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.</p>	<p>Link: engage.wsdot.wa.gov/cacc</p>
		<p>Descubra el futuro de la aviación en Washington a medida que toma una nueva forma. Visite engage.wsdot.wa.gov/cacc hasta el 9 de septiembre para conocer cómo estamos planeando dar forma al sistema de aviación del futuro – ¡la primera reunión pública virtual es hoy!</p>	<p>Link: https://engage.wsdot.wa.gov/cacc-espanol/</p>

8/31	CACC OOH Reminder #2	<p>Join us at a public meeting tonight to learn about the demand for aviation in Washington, and how WSDOT is continuing to plan for the future of our aviation system. Register for the meeting or share your thoughts through our online open house until September 9.</p>	<p>Link: engage.wsdot.wa.gov/cacc</p>
		<p>Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.</p>	
		<p>Acompáñenos en una reunión pública esta tarde para aprender sobre la demanda de la aviación en Washington, y cómo el WSDOT continúa planificando el futuro de nuestro sistema de aviación. Inscribise en la reunión o comparta sus opiniones a través de nuestra página web interactiva hasta el 9 de septiembre.</p>	<p>Link: https://engage.wsdot.wa.gov/cacc-espanol/</p>
9/7	CACC OOH Last Call	<p>Just a few days left to share your thoughts about the future of aviation in Washington, go to → engage.wsdot.wa.gov/cacc to learn more.</p>	<p>Link: engage.wsdot.wa.gov/cacc</p>
		<p>Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.</p>	
		<p>Quedan pocos días para compartir sus ideas sobre el futuro de la aviación en Washington, visite → engage.wsdot.wa.gov/cacc para obtener más información.</p>	<p>Link: https://engage.wsdot.wa.gov/cacc-espanol/</p>



Copy: The demand for aviation in Washington is growing! Visit our online open house until September 9 to learn about how we're planning to shape the aviation system of the future.

Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.



Copy: Learn about the future of aviation in Washington as it takes on a new shape! Visit engage.wsdot.wa.gov/cacc before September 9 to share your thoughts or register for a virtual public meeting – the first public meeting is today!

Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.



Copy: Join us at a public meeting tonight to learn about the demand for aviation in Washington, and how WSDOT is continuing to plan for the future of our aviation system. Register for the meeting or share your thoughts through our online open house until September 9.

Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.



Copy: Just a few days left to share your thoughts about the future of aviation in Washington, go to engage.wsdot.wa.gov/cacc to learn more.

Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.

Toolkit materials: Posters

<h3>Share your thoughts about the future of aviation in Washington!</h3>	<h3>¡Comparta su opinión sobre el futuro de la aviación en Washington!</h3>
<p>As the Puget Sound region grows, demand for air travel is growing with it, and some existing passenger, cargo, and general aviation facilities are running out of space.</p> <p>The Commercial Aviation Coordinating Commission (CACC) is working to identify existing airports or new sites to help solve the aviation capacity problem in Washington.</p>  <p>Questions? Contact: CACC@wsdot.wa.gov</p>	<p>Conforme crece la región de Puget Sound, crece también la demanda de transporte aéreo, y algunas instalaciones existentes de pasajeros, carga y aviación general se están quedando sin espacio.</p> <p>La Comisión Coordinadora de la Aviación Comercial (CACC) busca identificar aeropuertos existentes o nuevos sitios que ayuden a resolver el problema de la capacidad de la aviación en Washington.</p>  <p>¿Preguntas? Contacto: cacc@wsdot.wa.gov</p>
 <p>We want to hear from you! Visit our online open house from August 15 through September 9: engage.wsdot.wa.gov/CACC</p>  <p>Available in Arabic, Arabic, Chinese (simplified and traditional), English, French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tagalog, and Vietnamese.</p> <p>Join a virtual public meeting on August 23 or 31.</p> 	 <p>¡Nos gustaría conocer su opinión! Visite nuestra página web interactiva, disponible del 15 de agosto al 9 de septiembre: engage.wsdot.wa.gov/CACC</p>  <p>Disponible en árabe, árabe, chino (simplificado y tradicional), inglés, francés, japonés, coreano, ruso, somalí, español, tagalo, tailandés, tagalo y vietnamita.</p> <p>Participe en una reunión pública virtual el 23 o el 31 de agosto.</p> 

Toolkit materials: Website update text

As the Puget Sound region grows, demand for air travel is growing with it. Recent studies, such as the Puget Sound Regional Council's Regional Aviation Baseline Study, indicate that even when considering the impacts of the COVID-19 pandemic, regional airports will be out of space in the near future.

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) because of concerns that Seattle-Tacoma International Airport (Sea-Tac) is nearing its capacity limits. This is not only an opportunity for the state to consider how we could meet capacity limits. It is also an opportunity to consider the state's aviation system and how we can plan for the use of innovated technologies in "airports of the future" that could increase the use of sustainable aviation fuels (SAF), create clean energy and significantly reduce harmful emissions and noise from airplanes while providing additional commercial air service to more airports around the state.

The CACC is mindful of the impact a large new airport, or expanding existing airports, could have on the environment and community. Economical and technical criteria as well as environmental impact and public opinion will be considered when the CACC develops recommendations to improve Washington's air capacity.

WSDOT wants to hear from you! Visit the online open house at engage.wsdot.wa.gov/cacc to let WSDOT know what is important to you. The open house is available now and will be open until October 3.

A medida que crece la región de Puget Sound, también crece la demanda de aviación. Estudios recientes como el Estudio Preliminar de Aviación Regional del Consejo Regional de Puget Sound indican que

incluso considerando el impacto de la pandemia de COVID-19, los aeropuertos regionales se quedarán sin espacio en el futuro próximo.

La Legislatura del estado de Washington creó la Comisión Coordinadora de Aviación Comercial (Commercial Aviation Coordinating Commission, CACC) debido a las preocupaciones de que el Aeropuerto Internacional de Seattle-Tacoma (Sea-Tac) está al límite de su capacidad. Esta es no solo una oportunidad para que el estado considere cómo resolver los límites de capacidad. También es una oportunidad para considerar el sistema de aviación del estado y cómo podemos planear el uso de tecnologías innovadoras en los “aeropuertos del futuro” que podrían aumentar el uso de combustibles de aviación sostenibles (sustainable aviation fuels, SAF), crear energía limpia, y reducir significativamente las emisiones perjudiciales y ruido de los aviones además de proveer servicio aéreo comercial adicional en más aeropuertos por todo el estado.

La CACC es consciente del impacto que un nuevo gran aeropuerto, o la expansión de aeropuertos existentes, podría tener en el medioambiente y en la comunidad. La CACC está considerando los impactos medioambientales y económicos, el criterio técnico y la opinión pública para desarrollar las recomendaciones que mejoren la capacidad aérea de Washington.

¡Queremos oír su opinión! Visite nuestra reunión abierta virtual en <https://engage.wsdot.wa.gov/cacc-espanol/> para decirnos lo que es importante para usted. La reunión abierta virtual está disponible hasta el 3 de octubre.

Appendix J: Contact lists

Aviation-focused community-based organizations

These organizations received individual/personalized communications as detailed in the report.

- Community Air Mobility Initiative
- Environmental Justice Beacon Hill
- Federal Way Air Noise Alliance
- Historic Flight Foundation
- Kitsap Environmental Coalition
- Life Flight Network
- National Business Aviation Association
- Northwest American Association of Airport Executives
- Northwest Flight Service
- Quiet Skies Puget Sound
- Quieter Skies Seattle
- Spokane International & Felts Field PIO
- Vashon Island Fair Skies
- Washington Airport Management Association (WAMA)
- Washington Pilots Association
- Washington State Community Airports Association (WSCAA)

Community-based organizations (based on geography)

These organizations received individual/personalized communications as detailed in the report.

- Altrusa International – Gig Harbor
- Arlington Community Resource Center
- Centro Latino in Tacoma
- CIELO Centro Integral Educativo Latino de Olympia
- Community Action Council of Lewis, Mason, and Thurston Counties
- Downtown Everett Association
- Economic Alliance of Snohomish County
- El Centro de la Raza
- Greater Gig Harbor Foundation
- Greater Peninsula Conservancy
- Hilltop Action Coalition
- Kitsap Community Foundation
- Kitsap Community Resources (KCR)
- Kitsap Immigrant Assistance Center
- NAACP Bremerton
- Sound Outreach
- Seattle North Country
- Snohomish County Destination Alliance (overseen by Snohomish County Tourism)
- Snohomish County Sports Commission
- Community Foundation of Snohomish County
- The Community Foundation: South Puget Sound
- The Russell Family Foundation
- WAGRO

Community-based organizations (based on geography, likely organizations with less of an emphasis on this subject matter)

This list of organizations, because they are in the area of the six shortlisted airport sites but less closely tied to the subject matter, received group emails with information about the online open house and ways to participate. They did not receive the full partner toolkit.

- Arc of Snohomish County
- Arc of the Peninsulas
- Arlington Boys & Girls Club
- Association of Washington Businesses
- Association of Washington Cities
- Boys & Girls Club of Chehalis

- Boys & Girls Club of South Puget Sound – Bremerton Branch
- Bremerton Family YMCA
- Chehalis Community Renaissance Team
- Downtown Arlington Business Association
- Downtown Bremerton Association
- Greater Lewis County Habitat for Humanity
- Housing Hope
- Housing Kitsap
- Kitsap Economic Development Association
- Kiwanis Club of Arlington
- Kiwanis Club of Bremerton
- Kiwanis Club of Port Orchard
- Peninsula Services
- Rotary Club of Bremerton
- Rotary Club of Silverdale
- Seattle Southside Regional Tourism Authority
- Society of St. Vincent de Paul Bremerton
- Travel Tacoma + Pierce County
- United Way of Kitsap County
- United Way of Lewis County
- United Way of Pierce County
- United Way of Snohomish County
- Visit Kitsap Peninsula
- Visit Seattle
- Washington Public Ports Association
- YMCA: King, Snohomish counties
- YWCA Kitsap County

WSDOT community-based organization list

WSDOT reached out to a larger list of community-based organizations. This list is maintained by WSDOT's Office of Equal Opportunity.

- Accessible Transportation Coalition /Human Service Council
- Asian Pacific Islander Coalition
- Asian Pacific Islander Coalition
- Benton-Franklin Community Action Committee
- Benton-Franklin Council of Governments (BFCG) TMA, MPO, and Benton-Franklin RTPO
- Blue Mountain Action Council (BMAC)
- Cascade Pacific Action Alliance
- Central Transit City of Ellensburg
- Central Washington Airpporter
- Centro Latino
- Chehalis Confederated Tribes
- Chelan-Douglas Transportation Council (CDTC) MPO and RTPO
- Chinook Nation
- City of Airway Heights
- City of Anacortes
- City of Bellingham
- City of Blaine
- City of Brewster
- City of Chelan
- City of Ellensburg
- City of Kennewick
- City of Longview
- City of Pasco
- City of Richland
- City of Spokane
- City of Twisp
- City of Vancouver Neighborhoods
- City of Wenatchee
- Clallam Transit System
- Clark County Public Transportation Benefit Area Authority (C-TRAN)
- Coastal Community Action
- Coastal Community Action
- Columbia County Public Transportation (CCPT)
- Community Action
- Community Transit

- Confederated Tribes of the Colville Reservation
- Confederated Tribes of the Colville Reservation
- Confederated Tribes of the Yakama Indian Reservation
- Cowlitz Indian Tribe
- Cowlitz- Wahkiakum COG
- C-TRAN
- C-TRAN's Citizen Advisory Committee
- East Central Neighborhood Council
- Eastern Washington University (Outreach & Engagement)
- Economic Development Association of Skagit County (EDASC)
- El Centro De La Raza
- Ellensburg City Council
- Ellensburg Public Transit
- Everett Transit
- Grant Transit
- Grays Harbor Public Health & Social Services Department
- Hispanic Business/Pro. Assoc. Of Spokane
- Human Service Council
- Initiative for Rural Innovation & Stewardship
- Intercity Transit
- Island Airporter
- Island County Assessment and Healthy Communities
- Island Regional Transportation Planning Organization (IRTPO)
- Island Transit
- Island Transit Board of Directors
- Jefferson Transit Authority
- Kalispel Tribe of Indians
- King County Department of Transportation
- King County International Airport Community Coalition
- Kitsap Transit
- Kittitas County Community Development Services
- Klickitat County Senior Services (Mt. Adams Transportation Service)
- League of united Latin American Citizens
- Lewis Mountain Highway Transit
- Lewis-Clark Valley MPO
- Lincoln Heights Neighborhood Council
- Link Transit
- Lower Columbia Community Action Council
- Lummi Indian Business Council
- Makah Tribe
- Mason Transit Authority
- Methow Valley Trails Association
- MLK Spokane
- Moses Lake Trails Planning Team
- NAACP
- Northwest Regional Council
- Okanogan County
- Okanogan County Community Action Council
- Okanogan County Public Health
- Okanogan County Transportation & Nutrition
- Okanogan Housing Authority
- Olympic Community Action Programs
- Pacific Transit
- Palouse RTPO
- Peninsula RTPO (WSDOT)
- Peninsula Trails Coalition
- Pierce Transit
- Puget Sound Regional Council
- Pullman Transit
- Puyallup Tribe
- Quad-County RTPO
- Quinault Indian Nation
- Regional Public Transportation, Inc./SMART Transit
- Regional Transportation Council
- RiverCities Transit
- Shoalwater Bay Tribe

- Southwest Washington Regional Transportation Council (RTC) TMA, MPO, and RTPO I
- Spokane City Council
- Spokane Regional Transportation Council
- Spokane Transit Authority
- Stevens County
- Thurston Regional Planning Council (TRPC) MPO and RTPO
- TranGO
- Transportation Choices Coalition
- Tri-Cities Hispanic Chamber of Commerce
- Tri-Cities Immigrant Coalition
- TwispWorks
- Union Gap Transit
- Urban League of Metropolitan Seattle
- WA Commission on Asian Pacific American Affairs
- WA Gov's Office for Indian Affairs
- WA State Commission on African American Affairs
- Washington State Commission on Hispanic Affairs
- Wenatchee Outdoor
- Yakima County NAACP

CACC members


CACC members received the partner toolkit and a briefing on the online open house, as detailed in the report.




- Andrea Goodpasture, Southwest Airlines
- Arif Ghouse, Paine Field/Snohomish County
- Bryce Yadon, Futurewise
- David Fleckenstein, WSDOT
- Jason Thibedeau, Puget Sound Regional Council
- Jeffrey Brown, Sea-Tac
- Jim Kuntz, Chelan-Douglas Regional Port Authority
- Kerri Woehler, WSDOT
- Larry Krauter, Spokane International Airport, Felts Field, American Association of Airport Executives
- Lois Bollenback, Spokane Regional Transportation Council
- Lorin Carr, American Airlines
- Mark Englizian, eastern Washington
- Representative Tina Orwall, State House
- Representative Tom Dent, State House
- Robert Hodgman, WSDOT
- Robert Rodriguez, Department of Defense
- Robin Toth, Department of Commerce
- Rudy Rudolph, Port of Olympia
- Senator Jim Honeyford, State Senate
- Senator Karen Keiser, State Senate
- Shane Jones, Alaska Airlines
- Steve Edmiston, western Washington
- Stroud Kunkle, Moses Lake
- Tony Bean, Pullman-Moscow International Airport
- Tom Embleton, FedEx Express
- Warren Hendrickson, Port of Bremerton, Washington State Aviation Alliance

Appendix K: Paid (boosted) social media

	Ad Set 1	Ad Set 2	Ad Set 3	Ad Set 4
Ad Set Name	Primary Counties English	Primary Counties Spanish	Statewide English	Statewide Spanish
Traffic	Website	Website	Website	Website
Dynamic Creative	Off	Off	Off	Off
Offer	Off	Off	Off	Off
Budget & Schedule	Lifetime Budget: \$5,600 Start Date: August 15, 2022 End Date: September 9, 2022	Lifetime Budget: \$400 Start Date: August 15, 2022 End Date: September 4, 2022	Lifetime Budget: \$3,500 Start Date: August 15, 2022 End Date: September 9, 2022	Lifetime Budget: \$500 Start Date: August 15, 2022 End Date: September 4, 2022
Audience	Locations: Skagit County, Snohomish County, King County, Pierce County, Thurston County, Lewis County, Kitsap County Age: 18 – 65+ Gender: All genders Languages: Default	Locations: Skagit County, Snohomish County, King County, Pierce County, Thurston County, Lewis County, Kitsap County Age: 18 – 65+ Gender: All genders Languages: Spanish	Locations: Washington State, excluding primary counties Age: 18 – 65+ Gender: All genders Languages: Default	Locations: Washington State, excluding primary counties Age: 18 – 65+ Gender: All genders Languages: Spanish

Ad Design

Asset and Timing	Copy	Headline
Airport  Week 1	We're planning for the future of aviation in Washington! ✈️ Visit our online open house for an update on sites that could be home to a new airport facility. Share your feedback through September 9.	We want your input! 🗣️

<p>Aug. 15 - Sept. 9</p>		
<p>Illustrative</p>  <p>Week 2 Aug. 15 - Sept. 9</p>	<p>We're planning for the future of aviation in Washington! ✈️ Visit our online open house for an update on sites that could be home to a new airport facility. Share your feedback through September 9.</p>	<p>We want your input! 🗣️</p>
<p>Spanish – Plane</p>  <p>Week 1 Aug. 15 - Sept. 9</p>	<p>¡Estamos planificando el futuro de la aviación en Washington! ✈️ Visite nuestra página web interactiva para conocer los lugares que podrían ser sede de una nueva instalación aeroportuaria. Comparta sus comentarios hasta el 9 de septiembre.</p>	<p>¡Nos gustaría conocer su opinión!</p>
<p>Spanish – Illustrative</p>  <p>Week 2 Aug. 15 - Sept. 4</p>	<p>¡Estamos planificando el futuro de la aviación en Washington! ✈️ Visite nuestra página web interactiva para conocer los lugares que podrían ser sede de una nueva instalación aeroportuaria. Comparta sus comentarios hasta el 9 de septiembre.</p>	<p>¡Nos gustaría conocer su opinión!</p>





**¡Comparta su opinión sobre
el futuro de la aviación
en Washington!**



**Share your thoughts about
the future of aviation
in Washington!**





**¡Comparta su opinión sobre
el futuro de la aviación
en Washington!**



Organic social media

Post date	Copy	Graphics (used for post)
8/15/22	<p>The demand for aviation in Washington is growing! Visit our online open house until September 9 to learn about how we’re planning to shape the aviation system of the future.</p> <p>engage.wsdot.wa.gov/cacc</p> <p>Available in Amharic, Arabic, Chinese (simplified and traditional), English, French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.</p>	

Post date	Copy	Graphics (used for post)
8/23/22	<p>Learn about the future of aviation in Washington as it takes on a new shape! Visit engage.wsdot.wa.gov/cacc before September 9 to share your thoughts or register for a virtual public meeting – the first public meeting is today!</p> <p>engage.wsdot.wa.gov/cacc</p> <p>Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.</p>	
8/31/22	<p>Join us at a public meeting tonight to learn about the demand for aviation in Washington, and how WSDOT is continuing to plan for the future of our aviation system. Register for the meeting or share your thoughts through our online open house until September 9.</p> <p>engage.wsdot.wa.gov/cacc</p> <p>Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.</p>	
9/7/22	<p>Just a few days left to share your thoughts about the future of aviation in Washington, go to engage.wsdot.wa.gov/cacc to learn more.</p> <p>Available in Amharic, Arabic, Chinese (simplified and traditional), English French, Japanese, Korean, Russian, Somali, Spanish, Tagalog, Thai, Tigrinya, and Vietnamese.</p>	