

Commercial Aviation Coordinating Commission

Online Open House report

PREPARED DECEMBER 22, 2021

Executive Summary

Overview

Learning more about what is important to communities across Washington state is a crucial step for the CACC. To help CACC members learn about community members' aviation priorities, the CACC held an online open house from September 20, 2021, to December 8, 2021. 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.

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) was created to come up with a plan to address capacity and the future of aviation needs in Washington. We want to learn more about what is important to you!

Visit our online open house and share your opinion
September 20-
October 3, 2021:
engage.wsdot.wa.gov/cacc

Questions?
Contact: cacc@wsdot.wa.gov

Promotion

The primary audience for notification of the online open house was the communities around the six shortlisted airports, with Washington residents west of the Cascades as the secondary audience, and a tertiary statewide audience.

To promote the online open house, WSDOT distributed a press release in English and Spanish to statewide media; distributed partner toolkits to community-based organizations, aviation interest groups, and CACC members; published organic and paid social media posts; and ran a print ad in the Seattle Times.

Input

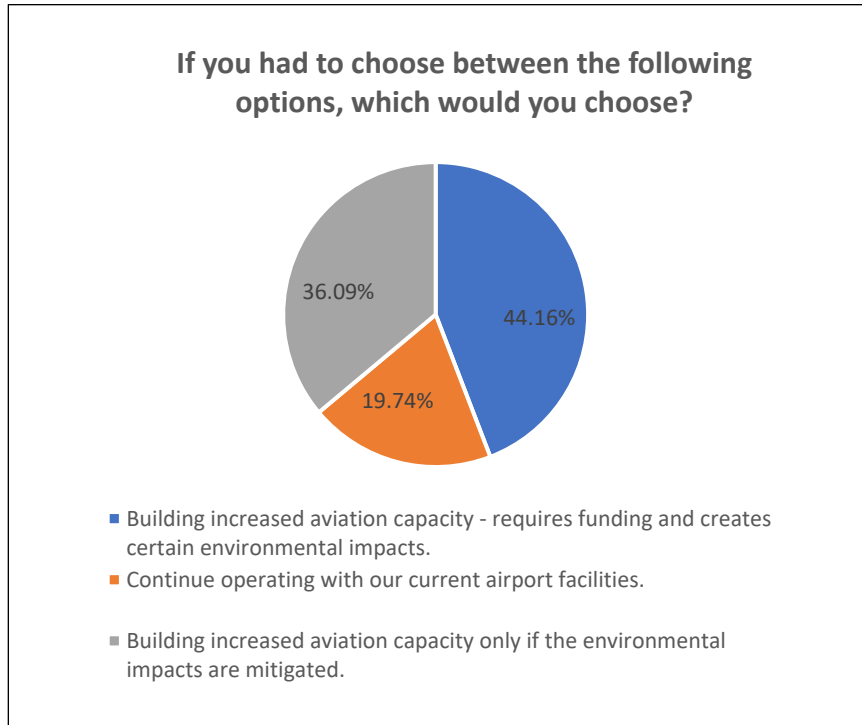
The online open house had 17,098 unique visitors who viewed 28,827 pages. Of those visitors, 1,660 provided their zip codes. Most users were from Washington state, with 23 participants from outside of Washington. The greatest number of participants were from Pierce County (669)

followed by King County (419) and Thurston County (247).

Of the translated pages, the Spanish online open house received the most page views with 2,564 unique page views, followed by Arabic (65), Chinese (traditional) (44), French (44), Japanese (44), Vietnamese (44), Chinese (simplified) (36), Tigrinya (33), Tagalog (32), Amharic (31), Russian (29), Korean (28), Thai (26), and Somali (25).

Users shared input by answering multiple choice and open-ended questions, as well as through a comment form. The users that responded to the online open house questions did so via the English, simplified Chinese (simplified), Japanese, and Spanish versions of the open house.

Most respondents said they understand and agree with the need to expand the state’s aviation system. Most (44.16%) favored building aviation capacity and acknowledged that it requires funding and creates environmental impacts. The next highest (36.09%) supported increased aviation capacity only if the environmental impacts are mitigated. Users also were mostly supportive of the state pursuing the concept of a new green “airport of the future.”



Feedback on six shortlisted airports

Most comments through the comment form (770 out of 1,636 total comments, nearly half) were related to specific airports on the list of six sites being evaluated to potentially take on additional capacity. The vast majority, 558 of the 770 comments, were users urging the state not to expand Tacoma Narrows

Do not expand:	Number	Do expand:	Number
Tacoma Narrows	558	Paine Field	42
South Lewis County	21	Olympia Regional	38
Paine Field	17	Tacoma Narrows	37
Sanderson Field	5	Bremerton National	36
Arlington Municipal	4	Sanderson Field	8
Bremerton National	3	South Lewis County	3
Arlington	1		

Opposition to expanding the system

Outside of feedback on specific airports, the largest common theme was opposition to expanding the aviation system in general due to environmental and climate concerns (225 users). Most of these users expressed that there should be no expansion of aviation, in Washington or elsewhere, until there is a solution that will not have negative impacts on the environment.

Table of Contents

Executive Summary.....	2
Report	5
Background	5
Format and notification	5
Results.....	7
Users	7
Input.....	8
Appendix A: Contact lists	20
Appendix B: Partner toolkit.....	24
Appendix C: Paid Media	32
Appendix D: Paid (boosted) social media	33
Appendix E: Press release	38
Appendix F: Online open house content	43
Appendix G: Online open house traffic data	76
Appendix H: Online open house question responses and comments.....	79
Appendix I: Hotline calls.....	405

Commercial Aviation Coordinating Commission

Online Open House Report

December 2021

Background

As the Puget Sound region grows, demand for air travel is growing with it. Recent aviation forecasts suggest air travel demand will double by the year 2050. 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.

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) because of concerns that Sea-Tac is nearing its capacity limits. 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. The CACC is charged with providing a recommendation to the legislature about the future of aviation in Washington.

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 September 20, 2021, to December 8, 2021.

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 topic overview and project timeline page, a background page with closed- and open-ended questions about aviation and CACC priorities, a current study page that included information about the six sites under consideration for expanded aviation service, a page about emerging technology with closed- and open-ended questions about the future of aviation in Washington, and a stay connected page with an open-ended comment form. See [Appendix F](#) for a copy of the online open house.

The online open house was initially available in English and Spanish languages. On November 15, 2021, WSDOT launched additional translated pages in:

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

On November 23, WSDOT launched 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 13 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. Two people made use of the hotline (both called to ask a question or leave a comment, not because they did not have access to the open house online). Detailed information on the hotline calls is available in [Appendix I](#).

The online open house and telephone hotline closed on December 8, 2021.

Online open house 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 the communities around the six shortlisted airports, with Washington residents west of the Cascades as the secondary audience, and a tertiary statewide audience.

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

- B-Town (Bellingham) Blog
- Washington State Wire
- San Juan Islander
- Chronicle Online
- The Urbanist
- Gig Harbor Patch

On September 8, 2021, the project team contacted individual representatives for 32 community-based organizations (CBOs) by email. The list of organizations contacted is available in [Appendix A](#). The email introduced the aviation project, explained the upcoming online open house, requested the CBOs' assistance in letting their members and/or constituents know about the opportunity to provide feedback, and invited further discussion with the CBOs.

The online open house launched on September 20, 2021. On this date, the project team followed up with CBOs that expressed interest in learning more about the study, including:

- Environmental Justice Beacon Hill
- Federal Way Air Noise Alliance
- Hilltop Action Coalition
- Life Flight Network
- National Business Aviation Association
- Northwest Association of Airport Executives
- Quiet Skies Puget Sound
- Washington Airport Management

PRR provided each of the CBOs listed above with the partner toolkit, which included materials the CBOs could use to promote the online open house to their members and/or constituents, including email text, email reminder text, social media content, website content, and a printable poster. PRR also shared the partner toolkit with the CBOs that did not respond to the initial email. The partner toolkit is available in [Appendix B](#).

Additionally, WSDOT distributed the partner toolkit to all CACC members on September 20.

As a result of the partner toolkit, information about the open house was posted on Facebook pages or blogs for:

- Rep. Adam Smith
- Paine Field Airport
- Cascadia Rail
- Port of Seattle
- Thurston County Progressives
- Support Local Gig Harbor

Environmental Justice [Beacon Hill](#) requested that the CACC extend the period of the online open house and make it available offline and in additional languages. As a result, WSDOT extended the online open house period to December 8, 2021, from its initial planned end date of October 3, 2021; provided a hotline option for people who could not access the open house online; and made the online open house available in additional languages, as listed above.

WSDOT also ran a print ad in the Seattle Times on November 12 (view the ad in [Appendix C](#)), ran social media ads, and posted organic content through its social media channels (view online ads in [Appendix D](#)).

WSDOT posted organic and paid (boosted) Facebook posts on November 23 that had 33,800 impressions (how many people saw the ad), a reach of 30,700 reach (how many times the ad was displayed on a screen), 1,000 engagements (how many people interacted with the post), 238 Facebook likes, 252 Facebook reactions, 22 Facebook comments, 214 link clicks, and 18 shares. For the ads that ran between September 20 and October 3, 390,300 people were reached, the link was clicked 9,900 times, and there were 1,100 impressions. The Facebook posts were the largest driver of users to the online open house, accounting for 45.39 percent of visitors.

Community engagement working group

As a result of discussions with Environmental Justice Beacon Hill and other CBOs, WSDOT convened a community engagement working group to discuss project outreach and engagement, and to brainstorm ideas to most effectively reach audiences that will potentially be impacted by changes to Washington's aviation system.

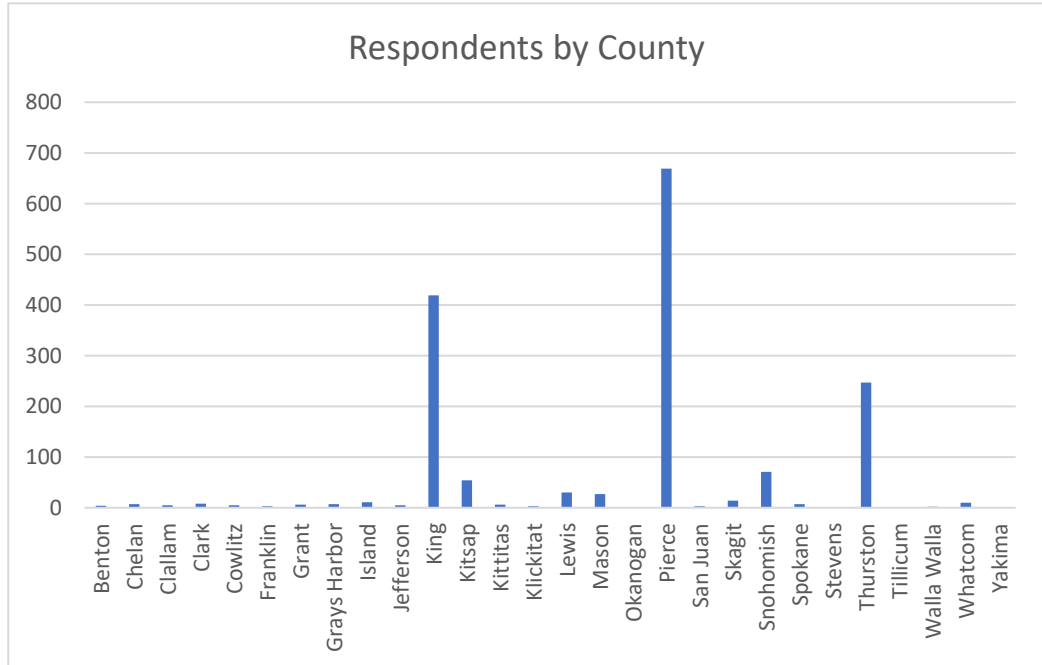
The group held the initial meeting twice to accommodate schedules, covering the same agenda at meetings on November 3 and November 5. Meetings were attended by El Centro de la Raza, Environmental Justice Beacon Hill, and NAACP-Bremerton.

Results

Users

The online open house was available from September 20, 2021, to December 8, 2021. During that time, there were 28,827 page views from 17,098 users. Most page views took place during the initial open house period, September 20 through October 3, with a bump in traffic during the end of November and early December after additional promotional materials were distributed.

Of users, 1,660 provided their zip codes. Most users were from Washington state, with 23 participants from outside of Washington. The greatest number of participants were from Pierce County (669) followed by King County (419) and Thurston County (247).



Of the translated pages, the Spanish online open house received the most page views with 2,564 unique page views, followed by Arabic (65), Chinese (traditional) (44), French (44), Japanese (44), Vietnamese (44), Chinese (simplified) (36), Tigrinya (33), Tagalog (32), Amharic (31), Russian (29), Korean (28), Thai (26), and Somali (25).

View the full online open house traffic report in [Appendix F](#) and responses to questions in [Appendix G](#).

Input

A majority of respondents understand and agree with the need to expand the state’s aviation system, but want to do so in a way that is environmentally responsible. Many respondents had feedback about specific airports on the list of six potential sites.

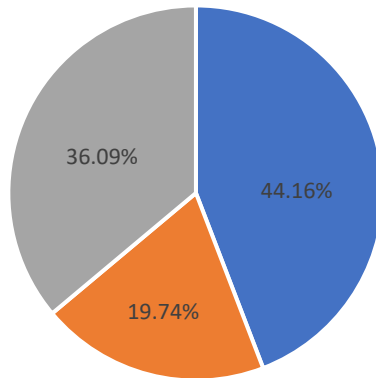
Responses to each online open house question are detailed below.

Background: If you had to choose between the following options, which would you choose?

- Building increased aviation capacity at a new airport or existing airports to meet projected demand, which requires funding and creates certain environmental impacts.
- Continue operating with our current airport facilities; not meeting forecasted demand could create schedule delays for passengers and cargo, limited opportunity for economic growth tied to the aviation industry, and the potential for environmental impacts from planes waiting to land.
- Building increased aviation capacity to meet projected demand, but only doing so if the environmental impacts from aircraft emissions and noise can be significantly mitigated.

1,434 people answered this question. Of the responses, users access the question via the English (1,409), Spanish (23), Japanese (1), and simplified Chinese (1) online open house pages.

**If you had to choose between the following options,
which would you choose?**



- Building increased aviation capacity - requires funding and creates certain environmental impacts.
- Continue operating with our current airport facilities.
- Building increased aviation capacity only if the environmental impacts are mitigated.

Most respondents (44.16%) selected the first option, building increased capacity at a new airport or existing airport to meet projected demand. The next largest group (36.09%) chose the third option, meeting demand only if environmental and noise impacts can be significantly mitigated.

Why do you feel this way?

There were 580 comments submitted in support of the first option, building increased capacity at a new airport or existing airport to meet projected demand. Common themes included economic benefits, notes that growing population will continue to drive demand, and suggestions that using and expanding existing infrastructure are key steps to increasing capacity. Many users suggested building high-speed rail.

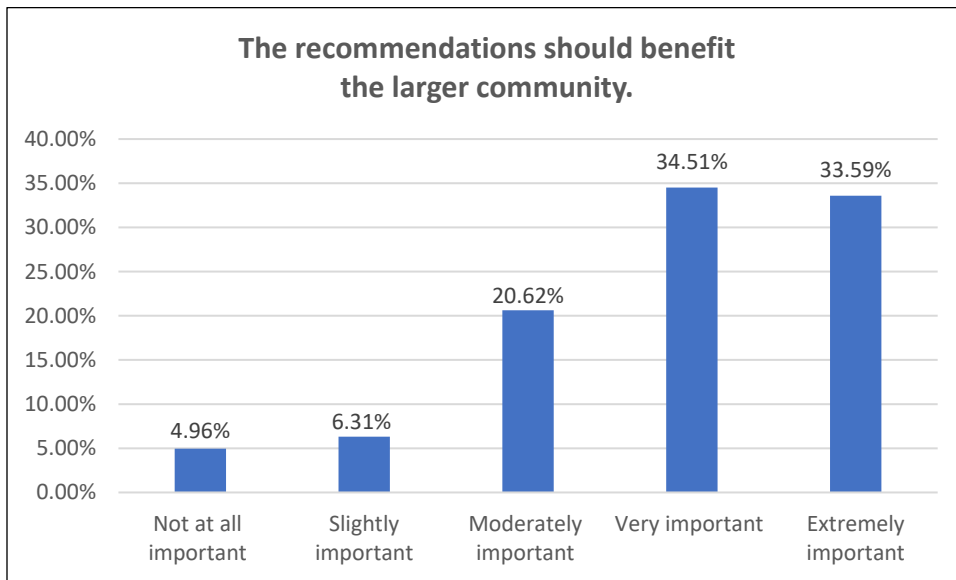
There were 271 comments submitted in support of the second option, continuing operating with our current facilities (do not meet demand). Most comments focused on the impacts of noise and pollution from aviation being detrimental to our way of life, and that additional aviation capacity is incompatible with carbon emissions goals.

There were 481 comments in support of the third option, building increased aviation capacity only if the environmental impacts are mitigated. Commenters noted that the demand for air travel is too great to ignore but environmental concerns need to be considered. Many commenters noted the importance of aviation in terms of economic growth and vitality for the state, but said they believe it can be achieved without the impact of building a new site.

Background: The Commercial Aviation Coordinating Commission (CACC) adopted principles to guide their recommendations to the Legislature. Please indicate how personally important these principles are to you.

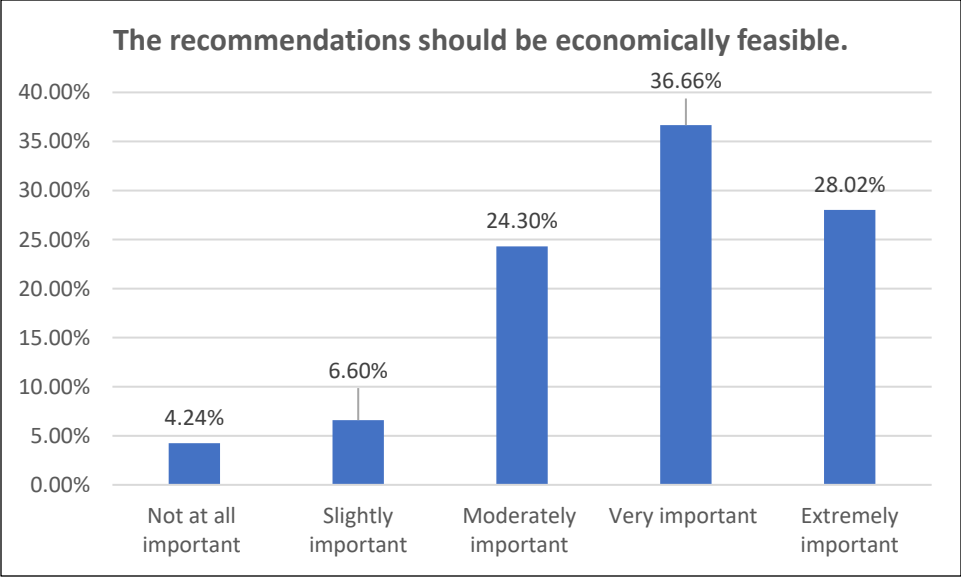
1,427 people responded to this series of questions, via the English (1,402), Spanish (23), simplified Chinese (1), and Japanese (1) online open house pages.

- Recommendations should benefit the larger community.
 - Not at all important
 - Slightly important
 - Moderately important
 - Very important
 - Extremely important



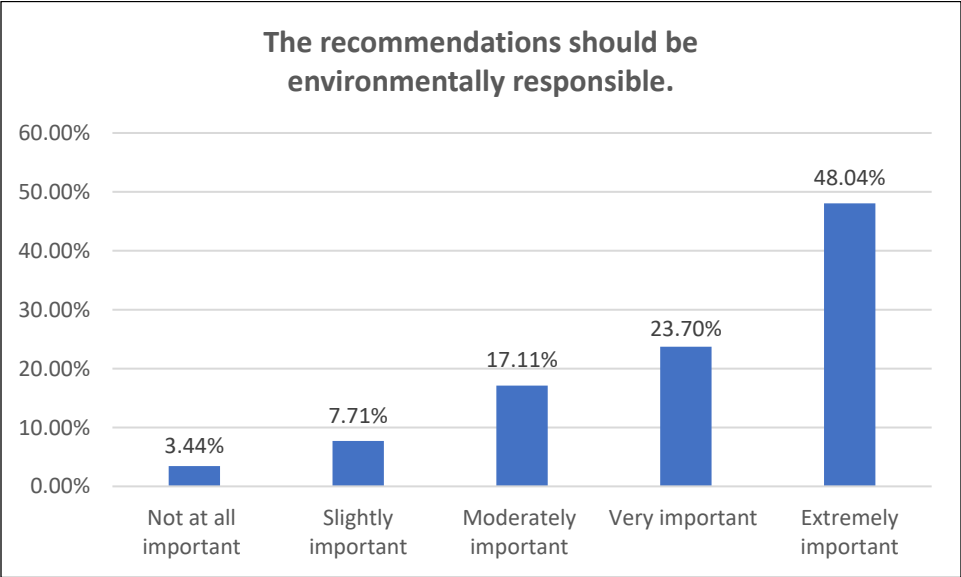
Most respondents said it is extremely important (33.59%) or very important (34.51) that the CACC's recommendations benefit the larger community.

- The recommendations should be economically feasible.
 - Not at all important
 - Slightly important
 - Moderately important
 - Very important
 - Extremely important



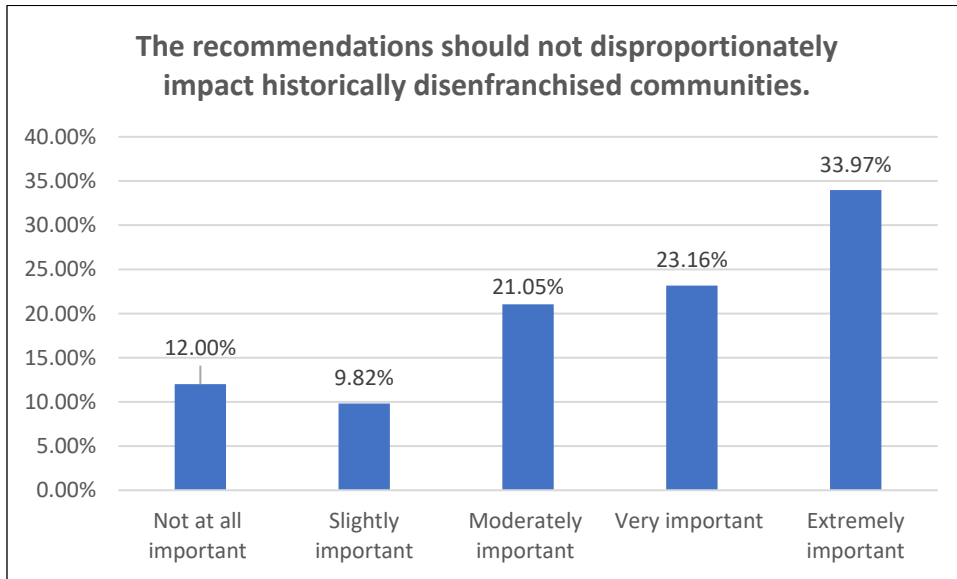
Most respondents said it is very important (36.66%) or extremely important (28.02%) that CACC recommendations be economically feasible.

- The recommendations should be environmentally responsible.
 - Not at all important
 - Slightly important
 - Moderately important
 - Very important
 - Extremely important



Most respondents said it is extremely important (48.04%) that CACC recommendations be environmentally responsible. Of the CACC principles, this principle had the greatest level of agreement about importance.

- The recommendations should not disproportionately impact historically disenfranchised communities.
 - Not at all important
 - Slightly important
 - Moderately important
 - Very important
 - Extremely important

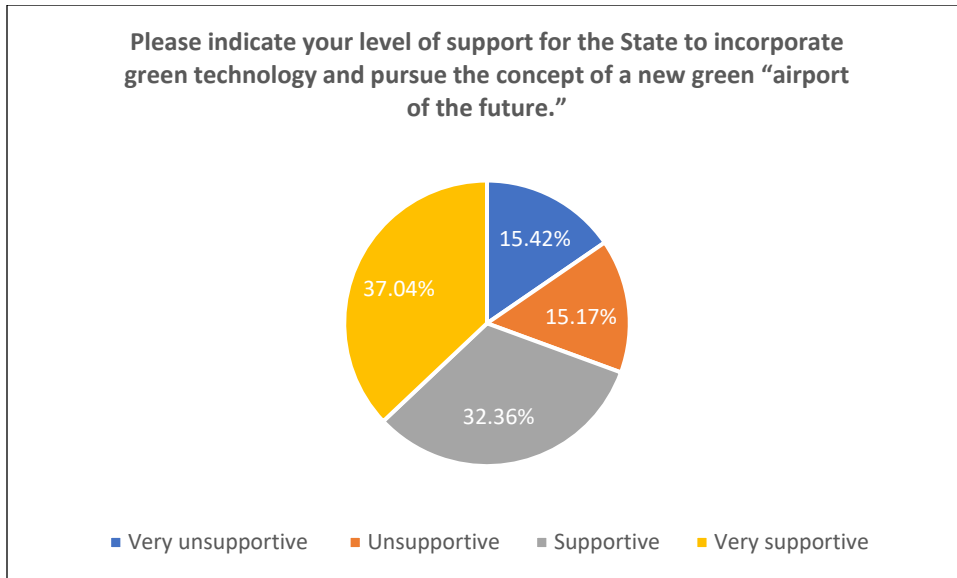


Most respondents said it was extremely important (33.97%) or very important (23.16%) that CACC recommendations not disproportionately impact historically disenfranchised communities. This recommendation also had the largest percentage of respondents (12%) select this principle as not at all important.

Airport of the future: Please indicate your level of support for the State to incorporate green technology and pursue the concept of a new green “airport of the future.”

- Very unsupportive
- Unsupportive
- Supportive
- Very supportive

796 people answered this question, via the English (784) and Spanish (12) pages.



Most respondents were very supportive (37.04%) or supportive (32.36%) of the State pursuing the concept of a new green “airport of the future.”

Why do you feel this way?

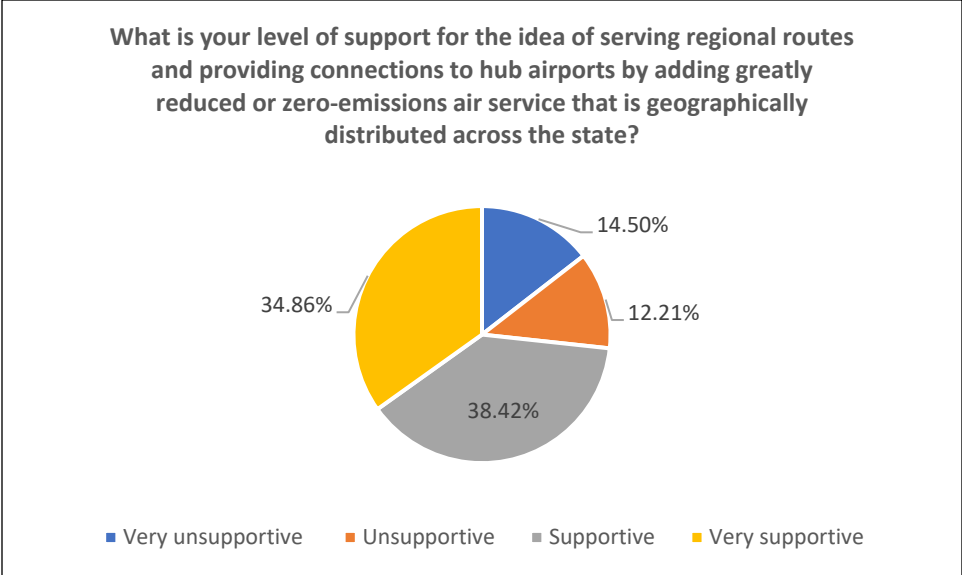
Among very supportive respondents (293 left comments), most said they think a new green airport is critical for the environment, with many respondents citing a green airport as the future of aviation. Among supportive respondents (256 left comments), many also cited the environment and the future of aviation, with a large number of respondents noting that it would be nice to implement but not critical (with some noting that a conventional airport that meets demand is more important than a green airport that does not meet demand) and that they would support it if it is cost effective.

Among respondents who were unsupportive (120 left comments), most said they don’t think it will work to solve the problem or the technology is not viable, with other users saying they are concerned about cost, they would prefer expansion through a conventional airport, or that this option would not do enough in terms environmental impacts. Among respondents who were very unsupportive (122 left comments), most respondents said they are unsupportive because the aviation system should not expand at all, because they don’t think it will work, or because of cost.

Airport of the future: What is your level of support for the idea of serving regional routes and providing connections to hub airports by adding greatly reduced or zero-emissions air service that is geographically distributed across the state?

786 people responded to this question via the English (774) and Spanish (12) pages.

- Very unsupportive
- Unsupportive
- Supportive
- Very supportive

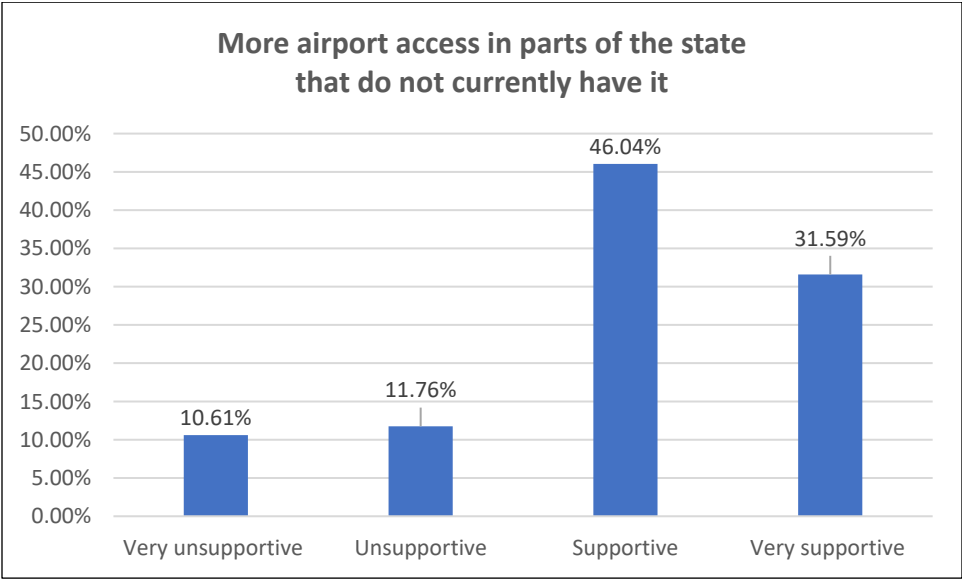


Most respondents were supportive (38.42%) or very supportive (34.86%) of the concept of serving regional routes and providing connections to hub airports.

Airport of the future: Here are some potential outcomes of having more regional service airports distributed throughout Washington State. Please indicate your level of support for the following outcomes:

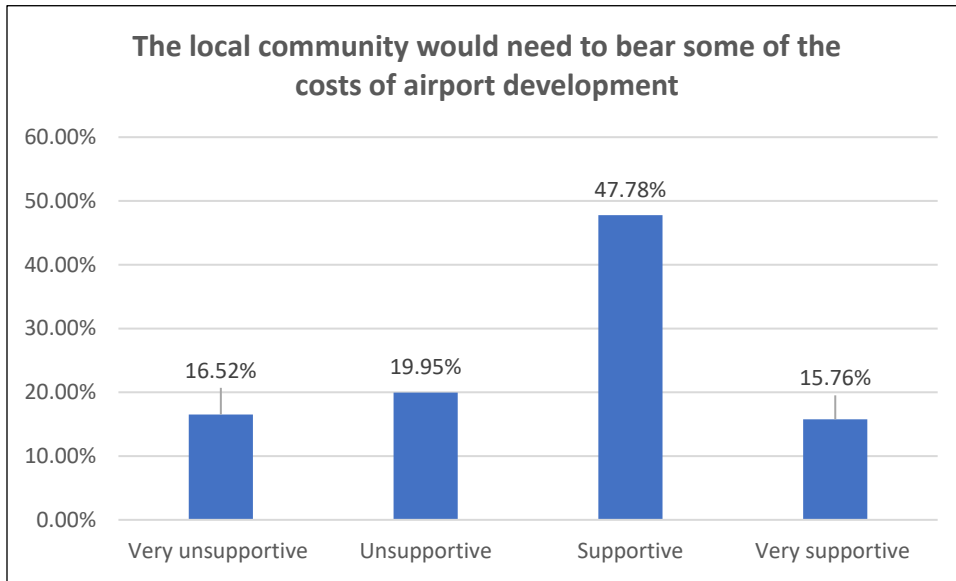
793 people responded to this series of questions via the English (781) and Spanish (12) pages.

- More airport access in parts of the state that do not currently have it
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive



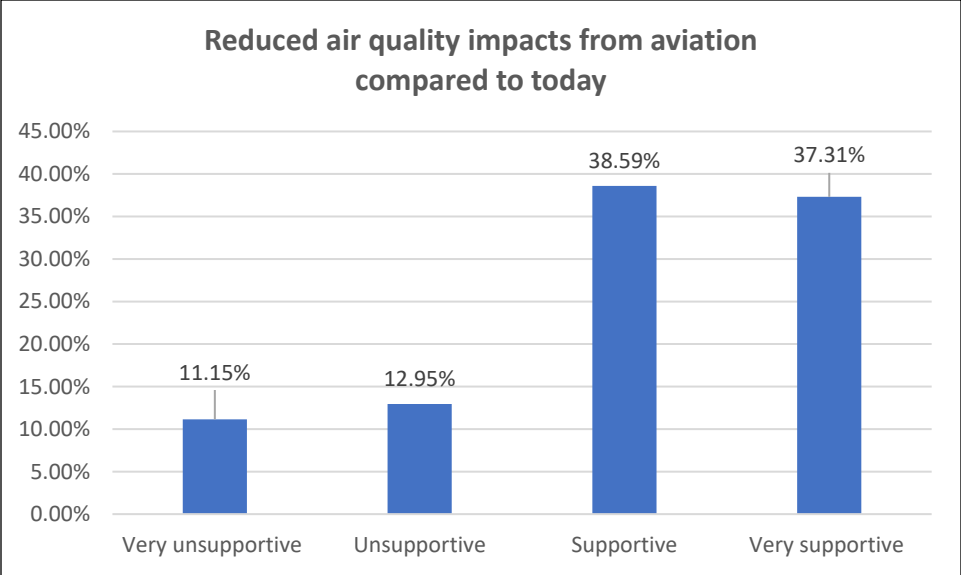
Most people were supportive (46.04%) or very supportive (31.59%) of increasing airport access in parts of the state that do not currently have it.

- The local community would need to bear some of the costs of airport development
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive



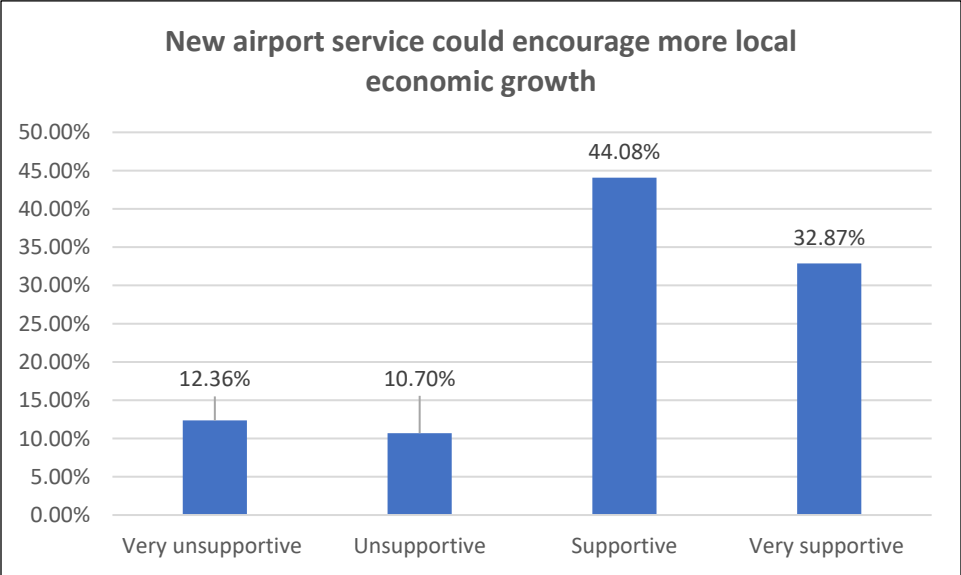
Most people (47.78%) were supportive of the local community bearing some of the costs of airport development.

- Reduced air quality impacts from aviation compared to today
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive



Most people were supportive (38.59%) or very supportive (37.31%) of reduced air quality impacts from aviation.

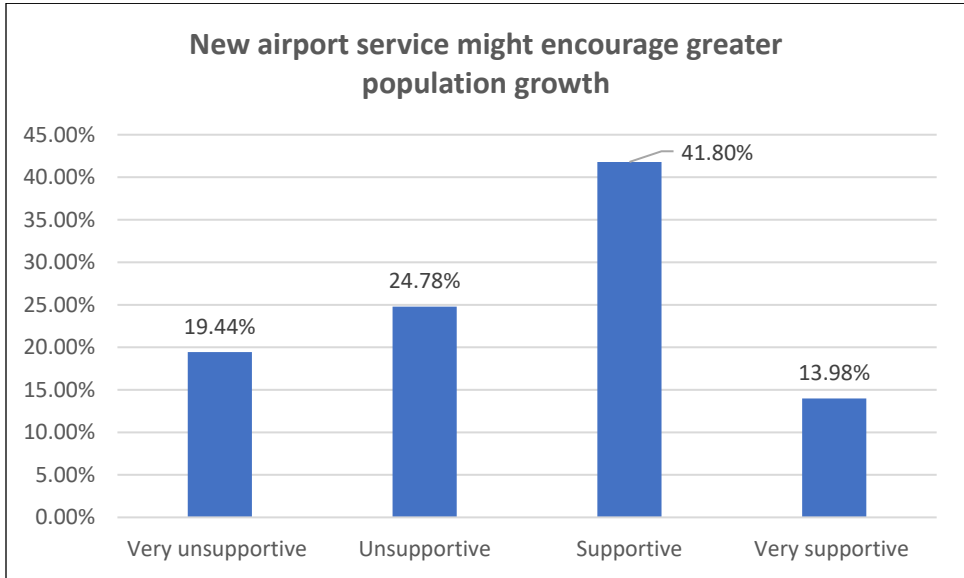
- New airport service could encourage more local economic growth
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive



Most people were supportive (44.08%) or very supportive (32.87%) of new airport service encouraging local economic growth.

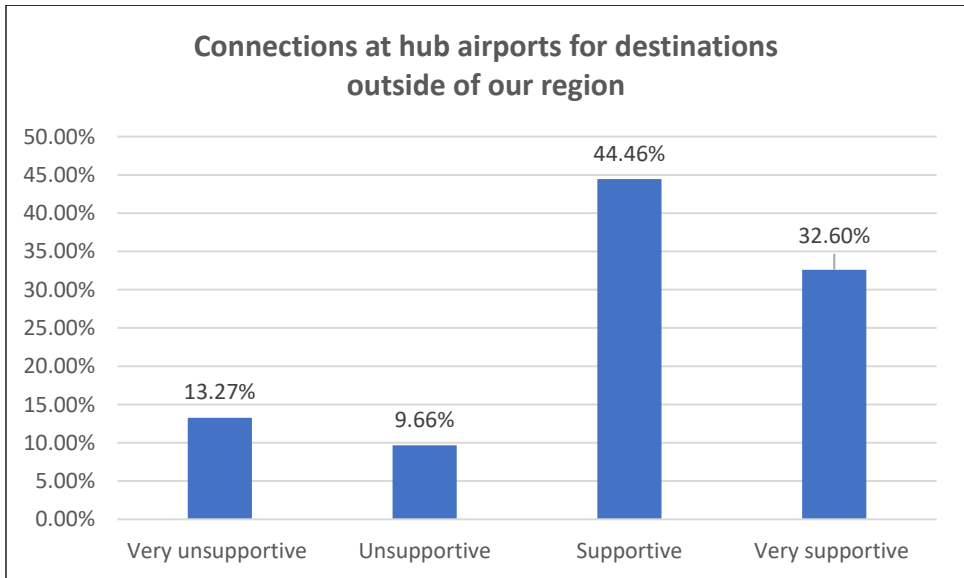
- New airport service might encourage greater population growth
 - Very unsupportive

- Unsupportive
- Supportive
- Very supportive



Respondents were somewhat divided on new airport service encouraging greater population growth, with 41.80% supportive and 24.78% unresponsive.

- Connections at hub airports for destinations outside of our region
 - Very unresponsive
 - Unresponsive
 - Supportive
 - Very supportive



Most respondents were supportive (44.26%) or very supportive (32.60%) of the concept of connections at hub airports for destinations outside the region.

Stay connected: Share your thoughts with us

1,636 respondents left comments in the open-ended comment form (seven comments were in Spanish; no comments were provided in other languages). Those comments were grouped by dominant theme, with 35 categories emerging. Of those categories, 13 were groups of users in support of or opposed to expanding service at specific airports.

The most common theme was opposition to expanding Tacoma Narrows Airport (558 comments) followed by users opposed to expanding the aviation at all due to environmental and climate concerns (225). A large group of users had comments either in opposition to or making suggestions not included in the scope of the CACC’s work, including opposition to expanding Olympia Airport (177 comments), opposition to expanding Sea-Tac (69 comments), or other suggestions such as locations not included in this online open house (such as the airfield at Joint-Base Lewis McChord). A number of users also suggested that WSDOT invest in high-speed rail instead of expanding the aviation system (67 comments).

Theme	Subtheme	Number
Feedback on specific airport	Do not expand Tacoma Narrows Airport	558
	Expand Paine Field	42
	Expand Olympia Regional Airport	38
	Expand Tacoma Narrows Airport	37
	Expand Bremerton National Airport	36
	Do not expand South Lewis County Airport	21
	Do not expand Paine Field	17
	Expand Sanderson Field	8
	Do not expand Sanderson Field	5
	Do not expand Arlington Municipal Airport	4
	Do not expand Bremerton National Airport	3
	Expand South Lewis County Airport	3
	Do not expand Arlington Airport	1
Oppose expanding the aviation system	Oppose any expansion of the aviation system due to environmental and climate concerns	225
	General opposition	19
	Oppose expansion due to noise	22
Comments in opposition to or making suggestions not	Do not expand Olympia Airport	177
	Do not expand Sea-Tac	69
	Other suggestions	69

included in the scope of the CACC’s work	Build high-speed rail instead	67
	Oppose because of taxes	10
Support for expanding the aviation system	Expand with a focus on environment	29
	General support	28
	Focus on constructing a new airport/greenfield site	18
	Focus on expanding with a regional focus	15
	Focus on expanding with a focus on equity	6
Messages of thanks or support for the online open house and/or CACC process		38
Interest in staying involved and/or informed		25
Note that the user had no comment		20
Prioritize general aviation		18
Focus on a cohesive transportation system, including the regional airport system and ground transportation		16
Confusion or critiques of WSDOT involvement in aviation		8
Messages of general interest in the process		7
Comments and suggestions on CACC operations and process		5
Complaints about current conditions at existing airports		4
Comments questioning the accuracy of demand forecasts		3
Questions		3

Appendix A: 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
- League of Quiet Skies Voters
- Life Flight Network
- National Business Aviation Association
- Northwest American Association of Airport Executives
- Northwest Flight Service
- Quiet Skies Coalition
- Quiet Skies Puget Sound
- Quieter Skies Seattle
- Spokane International and Felts Field
- Vashon Island Fair Skies
- Washington Airport Management Association
- Washington Pilots Association
- Washington State Community Airports Association

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
- Greater Gig Harbor Foundation
- Hilltop Action Coalition
- Kitsap Community Foundation
- Kitsap Community Resources
- Kitsap Immigrant Assistance Center
- NAACP Bremerton
- Sound Outreach
- The Community Foundation: South Puget Sound
- The Russell Family Foundation

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
- Snohomish County Tourism Bureau
- Society of St. Vincent de Paul Bremerton
- Travel Tacoma + Pierce County
- United Way of Kitsap County
- United Way of Lewis County
- United Way of Mason County
- United Way of Pierce County
- United Way of Snohomish County
- Visit Kitsap Peninsula
- Visit Seattle
- Washington Public Ports Association
- YMCA: King, Snohomish counties
- YMCA Kitsap County

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
- Joseph Braham, UPS
- Kerri Woehler, WSDOT
- Larry Krauter, Spokane International Airport, Felts Field, American Association of Airport Executives
- Lois Bollenback, Spokane Regional Transportation Council
- Mark Englizian, eastern Washington
- 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 Kim Keiser, State Senate
- Shane Jones, Alaska Airlines
- Spencer Hansen, FedEx
- Steve Edmiston, western Washington
- Stroud Kunkle, Moses Lake
- Tony Bean, Pullman-Moscow International Airport
- Warren Hendrickson, Port of Bremerton, Washington State Aviation Alliance

Additional community-based organizations

After the online open house was extended and additional languages were added, 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 Airporter
- 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

Appendix B: Partner toolkit

Introductory email

Good morning,

My name is Lynsey, and I am reaching out on behalf of the Washington State Department of Transportation (WSDOT) Aviation Division. We are working to build meaningful relationships with community-based organizations in areas that might be most impacted by (and benefit from) our upcoming projects. Community Action Council of Lewis, Mason, and Thurston Counties came up as a key partner given the valuable work you do for your community, and our goal is to keep you informed and be a helpful resource to you as our work moves forward.

As the Puget Sound region grows, demand for air travel is growing with it. Recent forecasts suggest demand will double by 2050. Which means that even with planned expansions at Seattle-Tacoma International Airport and Paine Field, 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.

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) because of concerns that Sea-Tac is nearing its capacity limits. This is an opportunity for the state to consider the future of its aviation system and potentially include innovations such as clean energy production at airports and use of aviation technology that reduces or eliminates emissions and reduces noise from airplanes.

Learning more about what is important to our communities across the state is a crucial next step for us. One way we will do this is with an online open house that will run from September 13 through 26. We know your time is valuable and limited, now more than ever, but because the plans the CACC makes now will impact people across Washington state, we would really appreciate your help are in getting the word out to your community.

Would you be willing to help us share information about the CACC and online open house? We've put together a toolkit of materials to make it easy for you to share with those you serve and represent. I would be happy to have a call to talk more about the CACC's work, the online open house, and the toolkit.

Finally, we would like to invite you to a virtual meeting to talk through any questions or hear your feedback directly. This meeting would be for a small group of representatives from community organizations across the state. Please let us know if you would be interested in participating and, if so, any days of the week or times of day that work best for you.

Sincerely,

LYNSEY BURGESS on behalf of WSDOT (she/her)

PRR

1501 Fourth Avenue, Suite 550

Seattle, WA 98101

prrbiz.com

Make It Meaningful

Connect: [LinkedIn](#) | [Facebook](#)

Toolkit email

Good morning,

The CACC online open house is now live! I am attaching several items in case you would like to share information about the CACC and online open house with people in your community that might be interested:

- Email text announcing the online open house; we would suggest sending this on or around September 20, which is the first date of the online open house
- A reminder email; we would suggest sending this around September 27 when there is about a week left in the online open house
- A social media post announcing the online open house; WSDOT will also post about it on September 20 if it's easier to re-share WSDOT's post!
- A social media reminder post; again, WSDOT will also share a similar post on September 23
- A printable poster (this prints on a standard 8.5x11 piece of paper); we know in-person interactions are becoming more limited, but please feel free to use this if there are any in-person gathering spaces that would be a good fit
- Text you could post to your website or Facebook about the online open house

If you have questions about any of the items attached, please let me know!

Sincerely,

LYNSEY BURGESS (she/her) on behalf of WSDOT

PRR

1501 Fourth Avenue, Suite 550

Seattle, WA 98101

prrbiz.com

Make It Meaningful

Connect: [LinkedIn](#) | [Facebook](#)

Toolkit materials: Email to members and/or constituents

SUBJECT: Visit WSDOT's upcoming online open house and help shape the future of aviation in Washington

Hello [name],

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. 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! 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.

Thank you!

ASUNTO: Visite la próxima reunión abierta virtual de WSDOT y ayude a diseñar el futuro de la aviación en Washington

Hola [nombre],

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), crearenergía 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 del transporte aéreo de Washington.

¡WSDOT quiere oír su opinión! Visite la reunión abierta virtual en <https://engage.wsdot.wa.gov/cacc-espanol/> para que WSDOT sepa lo que es importante para usted. La reunión abierta virtual está disponible hasta el 3 de octubre.

¡Gracias!

Toolkit materials: Email reminder to members and/or constituents

SUBJECT: REMINDER: Visit the Commercial Aviation Coordinating Commission's online open house to help us shape the future of aviation in Washington

Hello [name],

The Commercial Aviation Coordinating Commission (CACC) is holding an online open house to hear from Washington residents as they plan for the future of aviation in Washington state. The demand for aviation is growing, and some of the highly utilized existing passenger, cargo, and general aviation facilities are running out of space.

The CACC, which is staffed by the Washington State Department of Transportation, is planning for ways the state can address the need for critical aviation infrastructure. If local airports are not able to support demand, air transportation will become less predictable and likely result in higher costs to ship goods, and purchase airline tickets. Flight delays will be more frequent, and some airports will be more congested.

However, in making recommendations to meet demand, the Commission must also consider the environmental impacts, economic feasibility, social equity, and public benefit of doing so.

You still have time to let the CACC know what is important to you! Visit WSDOT's online open house at engage.wsdot.wa.gov/cacc until October 3.

Thank you!

Asunto: RECORDATORIO: Visite la reunión abierta virtual de la Comisión Coordinadora de Aviación Comercial y ayúdenos a diseñar al futuro de la aviación en Washington

Hola [nombre],

La Comisión Coordinadora de Aviación Comercial (Commercial Aviation Coordinating Commission, CACC) está celebrando una reunión abierta virtual para oír las opiniones de los residentes de Washington mientras planean el futuro de la aviación en el estado de Washington. La demanda de aviación está creciendo, y algunas de las instalaciones de aviación existentes más utilizadas para pasajeros, carga, y aviación general, están quedándose sin espacio.

La CACC, cuyos empleados trabajan para el Departamento de Transporte del Estado de Washington, está determinando la manera en la que el estado puede hacer frente a la necesidad crítica de infraestructura para la aviación. Si los aeropuertos locales no pueden responder a la demanda, el transporte aéreo será menos predecible y será probablemente más caro enviar mercancías y comprar boletos de aerolínea. Los retrasos de los vuelos serán más frecuentes, y algunos aeropuertos estarán más saturados.

Al hacer recomendaciones para satisfacer las demandas, la Comisión también debe considerar los impactos ambientales, la viabilidad económica, la equidad social y beneficio público de hacerlo.

¡Todavía tiene tiempo de decirle a la CACC lo que es importante para usted! Visite la reunión abierta virtual de WSDOT en <https://engage.wsdot.wa.gov/cacc-espanol/> hasta el 3 de octubre.

¡Gracias!

Toolkit materials: Social media posts



Headline: Help shape the future of aviation in Washington! 📣

Copy: The demand for aviation in Washington is growing! ✈️ Visit WSDOT's online open house until October 3 to learn about the impact of increased demand, current efforts underway to address aviation demand, and opportunities to shape the aviation system of the future.



Headline: Help shape the future of aviation in Washington! 📣

Copy: WSDOT is making plans for the future of aviation across the state, and they want to hear from you! Visit WSDOT's online open house before October 3 to share your thoughts. ✈️

Available in English & Spanish!



Headline: ¡Ayúdenos a diseñar el futuro de la aviación en Washington! 🗣️

Copy: ¡La demanda de aviación en Washington está creciendo! ✈️ Visite la reunión abierta virtual de WSDOT hasta el 3 de octubre para informarse sobre el aumento de la demanda, las actuales medidas para hacer frente a la demanda de aviación, y las oportunidades para diseñar el sistema de aviación del futuro.

¡Disponible en inglés y en español!



Headline: ¡Ayúdenos a diseñar el futuro de la aviación en Washington! 🗣️

Copy: WSDOT está planeando el futuro de la aviación por todo el estado, ¡y quieren saber su opinión! Visite la reunión abierta virtual de WSDOT antes del 3 de octubre para compartir lo que piensa. ✈️

¡Disponible en inglés y en español!

Toolkit materials: Posters

<h2>Help us shape the future of aviation in Washington!</h2>	<h2>¡Ayúdenos a diseñar el futuro de la aviación en Washington!</h2>
<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) was created to come up with a plan to address capacity and the future of aviation needs in Washington. We want to learn more about what is important to you!</p>  <p>Questions? Contact: cacc@wsdot.wa.gov</p>	 <p>Visit our online open house and share your opinion September 20-October 3, 2021: engage.wsdot.wa.gov/cacc</p>  
<p>Según crece la región de Puget Sound, también crece la demanda de viaje aéreo, y algunas de las instalaciones existentes para aviación general, carga, y pasajeros, se están quedando sin espacio.</p> <p>La Comisión Coordinadora de Aviación Comercial (Commercial Aviation Coordinating Commission, CACC) se creó para proponer un plan para hacer frente a la limitación de capacidad y el futuro de las necesidades de aviación en Washington. ¡Queremos saber lo que es importante para usted!</p>  <p>¿Preguntas? Contacto: cacc@wsdot.wa.gov</p>	 <p>Visite nuestra reunión abierta virtual y comparta su opinión, del 20 de septiembre al 3 de octubre de 2021: engage.wsdot.wa.gov/cacc-espanol</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 C: Paid Media

The CACC ran one print advertisement in the Seattle Times on Friday, November 12. The ad was a black-and-white, 3-inch-by-4-inch ad.

A12 Business | The Seattle Times | FRIDAY, NOVEMBER 12, 2021

BUSINESS

Seattle residents charged with theft of \$1 million in jobless benefits, U.S. loans

By DAUL ROBERTS
Seattle Times business reporter

Two Seattle residents have been charged with stealing more than \$1 million in jobless benefits and federal small business loans during the pandemic.

Byron Alan Sparks, 40, and Autumn Gill Luna, 22, were charged Wednesday with stealing at least \$500,000 in jobless benefits from the state Employment Security Department and \$520,000 in Small Business Administration loans, according to a 16-count indictment filed in U.S. District Court.

The jobless benefits charge appears to be the largest amount uncovered so far, in dollar

terms, arising from the \$650 million wave of unemployment fraud that struck Washington last year.

The pair were arrested June 22 in Washington, D.C., with cocaine, heroin and methamphetamine, according to the U.S. Attorney's Office in Seattle.

Prosecutors say that from March 2020 through at least January 2021, the pair used stolen Social Security numbers and other personal information to file fraudulent jobless claims and apply for federal Economic Injury Disaster Loans.

As part of the scheme, Sparks and Luna used more than a dozen cell phones and

addresses in Seattle, Des Moines, Federal Way, Auburn and Lynnwood, among other places, prosecutors said.

Sparks and Luna had proceeds mailed to those addresses or deposited in bank accounts opened using stolen personal information, prosecutors say. Other individuals also may have been involved in the fraud, according to the indictment.

Sparks and Luna are charged with conspiracy, mail fraud, wire fraud and aggravated identity theft. It wasn't clear whether Sparks and Luna had an attorney.

The indictments are the latest in last year's massive fraud, when criminals exploited emergency federal pandemic relief programs.

In September, Reyes De La Cruz III, a former ESD employee, was charged with stealing at least \$760,000 in

jobless benefits. In May, federal investigators charged Abdoel Idrabi, of Lekki, Nigeria, with stealing more than \$350,000 in

benefits. A month later, federal prosecutors charged Chuiwuwemeka Onyegbula, a Nigerian IT engineer, with stealing roughly \$250,000 in

benefits from ESD and from other states.

Paul Roberts
Seattle Times business reporter
Twitter: @PaulRoberts



Advisor Richard Beninger, left, and Starbucks barista Casey Moore, right, arrive inside the movement's headquarters on Thursday in Buffalo.

< Starbucks

FROM A11

President Joe Biden. While the board members didn't halt the mailing of ballots, under agency rules the votes won't be counted until the board members have considered Starbucks' claims that

state-by-state votes are inappropriate. That process could postpone the opening of ballots until sometime after the Dec. 8 deadline for the agency to receive them.

New petitions for elections at three more Starbucks stores filed Tuesday by the union are also pending before the agency, says a com-

plaint the group filed accusing Starbucks of illegal anti-union tactics. Starbucks has already filed motions with the U.S. labor laws.

Starbucks shares fell 1.2% at 10:35 a.m. in New York. They gained 5.9% this year through Wednesday's close, trailing a 24% increase in the S&P 500.

Deaths, Funerals, In Memoriam

Barbara J. FOWLER
Age 92
October 25, 2021
In memory of Barbara J. Fowler
www.funeralhome.com

Louis WEISER
Age 84
November 10, 2021
Funeral Home
www.funeralhome.com

Carolyn LAVOLETTE
Fun. 11:30 - Sun. 10:30
Carolyn Jean Lavolette was born on November 18, 1931, in Seattle, WA. She was the daughter of ...

Lois NICHOLSON
Fun. 11:30 - Sun. 10:30
Lois Nicholson (nee) was born on ...

AMERICAN MEMORIAL Cremation
* Cremation \$597
* Funeral Services & Casket \$1,395
Singing Platform, Sermon with Christian Music
AMERICANMEMORIAL.ORG
1-800-840-4367
Funeral Home
www.funeralhome.com

Honor the memory of your loved one
Make a Death Funeral or Burial Service
Call: 206-461-2039
Email: Lorraine@seattletimes.com
Fax: 206-461-5000
obituaries.seattletimes.com
An obituary or death notice must include address and phone number.

RATES PER INCH
\$442 for the first inch
\$142 for each additional inch
Photos and \$100 and up can be used in ads.
Every obituary includes a complimentary memorial program and bookmark to use as an online funeral and graveyard.
Obituaries that include photos must be submitted by 5 p.m. the day prior to publication. The Sun or Mon publication (except for pre-arranged funerals) will be published before the date listed.
Publication Day: Monday - Tuesday
3-day: \$142
4-day: \$175
5-day: \$210
6-day: \$245
7-day: \$280
8-day: \$315
9-day: \$350
10-day: \$385
11-day: \$420
12-day: \$455
13-day: \$490
14-day: \$525
15-day: \$560
16-day: \$595
17-day: \$630
18-day: \$665
19-day: \$700
20-day: \$735
21-day: \$770
22-day: \$805
23-day: \$840
24-day: \$875
25-day: \$910
26-day: \$945
27-day: \$980
28-day: \$1,015
29-day: \$1,050
30-day: \$1,085
31-day: \$1,120
32-day: \$1,155
33-day: \$1,190
34-day: \$1,225
35-day: \$1,260
36-day: \$1,295
37-day: \$1,330
38-day: \$1,365
39-day: \$1,400
40-day: \$1,435
41-day: \$1,470
42-day: \$1,505
43-day: \$1,540
44-day: \$1,575
45-day: \$1,610
46-day: \$1,645
47-day: \$1,680
48-day: \$1,715
49-day: \$1,750
50-day: \$1,785
51-day: \$1,820
52-day: \$1,855
53-day: \$1,890
54-day: \$1,925
55-day: \$1,960
56-day: \$1,995
57-day: \$2,030
58-day: \$2,065
59-day: \$2,100
60-day: \$2,135
61-day: \$2,170
62-day: \$2,205
63-day: \$2,240
64-day: \$2,275
65-day: \$2,310
66-day: \$2,345
67-day: \$2,380
68-day: \$2,415
69-day: \$2,450
70-day: \$2,485
71-day: \$2,520
72-day: \$2,555
73-day: \$2,590
74-day: \$2,625
75-day: \$2,660
76-day: \$2,695
77-day: \$2,730
78-day: \$2,765
79-day: \$2,800
80-day: \$2,835
81-day: \$2,870
82-day: \$2,905
83-day: \$2,940
84-day: \$2,975
85-day: \$3,010
86-day: \$3,045
87-day: \$3,080
88-day: \$3,115
89-day: \$3,150
90-day: \$3,185
91-day: \$3,220
92-day: \$3,255
93-day: \$3,290
94-day: \$3,325
95-day: \$3,360
96-day: \$3,395
97-day: \$3,430
98-day: \$3,465
99-day: \$3,500
100-day: \$3,535

Help WSDOT shape the future of aviation!

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 was created to come up with a plan to address capacity and the future of aviation needs in Washington. We want to learn more about what is important to you!

Visit our online open house and share your opinion through December 8: engage.wsdot.wa.gov/cacc

Questions? Contact cacc@wsdot.wa.gov

The Seattle Times CLASSIFIEDS

PLACE AN AD 206.424.7355
PLACE A LEGAL NOTICE 206.424.7355
BUSINESS HOURS Monday - Friday 8 a.m. - 5 p.m.

Find new and used cars, trucks, vans, boats, motorcycles, ATVs, RVs, and more. www.seattletimes.com/classifieds

Real estate listings, including homes for sale, rental properties, and more. www.seattletimes.com/classifieds

Automotive services, including car washes, oil changes, and more. www.seattletimes.com/classifieds

Miscellaneous services, including home repairs, cleaning, and more. www.seattletimes.com/classifieds

REAL ESTATE AUTOMOTIVE

Real Estate For Sale
For Sale in Bellevue, Seattle, Kirkland, Redmond, Issaquah, and more. www.seattletimes.com/classifieds

Autos
Looking for 1st and 2nd generation Honda and other great used cars, trucks, vans, motorcycles, boats and more. www.seattletimes.com/classifieds

Miscellaneous Services
WANTED: Great Patient, Class B or C Commercial Driver. www.seattletimes.com/classifieds

Merchandise

Antiques
Wanted: Collectible Items, Books, Records, and more. www.seattletimes.com/classifieds

Collectibles
Wanted: Sports Memorabilia, Comics, and more. www.seattletimes.com/classifieds

PROFESSIONAL SERVICES, TRAINING AND MORE.

To place an ad, please call 206.424.7355

DOMESTIC CARE/SERVICES OFFERED & WANTED

HANDY PERSON **
Yard Work, Tree & Shrub Care, Removal, Painting, Fences, Drywall, Carpentry, etc. www.seattletimes.com/classifieds

LANDSCAPING
Full service yard care, including lawn care, mulch, shrub care, etc. www.seattletimes.com/classifieds

DOMESTIC CARE/SERVICES OFFERED & WANTED

PRESIDENTIAL CARE SERVICES
Provide personalized assistance to individuals with disabilities or illnesses who require help with activities of daily living, including meal preparation, housekeeping, and more. www.seattletimes.com/classifieds

MAKE THE MOST OF YOUR MORNINGS.

Visit www.seattletimes.com/classifieds

Pet City

See pets online at www.seattletimes.com/classifieds. To place your ad, call 206/624-7355

Dogs

AKC Boston Terrier
AKC Boston Terrier puppies available. www.seattletimes.com/classifieds

AKC Boston Terrier
AKC Boston Terrier puppies available. www.seattletimes.com/classifieds

AKC Boston Terrier
AKC Boston Terrier puppies available. www.seattletimes.com/classifieds


Appendix D: Paid (boosted) social media




	Ad Set 1	Ad Set 2	Ad Set 3
Ad Set Name	Statewide – English	Statewide – Spanish	Shortlisted Airport Area Zip Codes
Traffic	Website	Website	Website
Dynamic Creative	Off	Off	Off
Offer	Off	Off	Off
Budget & Schedule	Lifetime Budget: \$3,500 Start Date: September 20, 2021 End Date: October 3, 2021	Lifetime Budget: \$3,500 Start Date: September 20, 2021 End Date: October 3, 2021	Lifetime Budget: \$3,000 Start Date: September 20, 2021 End Date: October 3, 2021
Audience	Locations: Washington Age: 18 – 65+ Gender: All genders Languages: English (all)	Locations: Washington Age: 18 – 65+ Gender: All genders Languages: Spanish	Locations: Zip codes surrounding 6 shortlisted airports Age: 18 – 65+ Gender: All genders Languages: Default

Zip codes surrounding 6 shortlisted airports

Arlington	98223
Bremerton	98312, 98367, 98366, 98528, 98310, 98314, 98337, 98311, 98383
Ed Carlson	98591
Paine	98204, 98275, 98203, 98208, 98012, 98026, 98037, 98087
Shelton	98584
Tacoma Narrows	98335, 98333, 98332, 98402, 98403, 98404, 98405, 98406, 98407, 98408, 98409, 98466, 98467

Ad Design

Asset and Timing	Copy	Headline	Link
 Week 1 Sept. 20-26	The demand for aviation in Washington is growing! ✈️ Visit WSDOT’s online open house until October 3 to learn about the impact of increased demand, current efforts underway to address aviation demand, and	Help shape the future of aviation in Washington! 📣	<p>Display Link: engage.wsdot.wa.gov/cacc Button: Learn more</p> <p>https://engage.wsdot.wa.gov/cacc/</p> <p>Link Description: Share your thoughts by October 3</p>

	<p>opportunities to shape the aviation system of the future.</p> <p>Available in English & Spanish!</p>		
<p>Illustrative</p>  <p>Week 2 Sept. 27-Oct. 3</p>	<p>WSDOT is making plans for the future of aviation across the state, and they want to hear from you! Visit WSDOT's online open house before October 3 to share your thoughts. ✈️</p> <p>Available in English & Spanish!</p>	<p>Help shape the future of aviation in Washington! 📣</p>	<p>Display Link: engage.wsdot.wa.gov/cacc Button: Learn more</p> <p>https://engage.wsdot.wa.gov/cacc/</p> <p>Link Description: Share your thoughts by October 3</p>
<p>Spanish – Plane</p>  <p>Week 1 Sept. 20-26</p>	<p>¡La demanda de aviación en Washington está creciendo! ✈️ Visite la reunión abierta virtual de WSDOT hasta el 3 de octubre para informarse sobre el aumento de la demanda, las actuales medidas para hacer frente a la demanda de aviación, y las oportunidades para diseñar el sistema de aviación del futuro.</p> <p>¡Disponible en inglés y en español!</p>	<p>¡Ayúdenos a diseñar el futuro de la aviación en Washington! 📣</p>	<p>Display Link: engage.wsdot.wa.gov/cacc-espanol/ Button: Aprende más</p> <p>Link Description: Visite nuestra reunión abierta virtual hasta el 3 de octubre</p> <p>https://engage.wsdot.wa.gov/cacc-espanol/</p>
<p>Spanish – Illustrative</p>  <p>Week 2 Sept. 27-Oct. 3</p>	<p>WSDOT está planeando el futuro de la aviación por todo el estado, ¡y quieren saber su opinión! Visite la reunión abierta virtual de WSDOT antes del 3 de octubre para compartir lo que piensa. ✈️</p> <p>¡Disponible en inglés y en español!</p>	<p>¡Ayúdenos a diseñar el futuro de la aviación en Washington! 📣</p>	<p>Display Link: engage.wsdot.wa.gov/cacc-espanol/ Button: Aprende más</p> <p>Link Description: Visite nuestra reunión abierta virtual hasta el 3 de octubre</p> <p>https://engage.wsdot.wa.gov/cacc-espanol/</p>

Help
WSDOT shape
the future
of aviation!



¡Ayúdenos a diseñar
el futuro de la aviación
en Washington!



**Help WSDOT shape
the future of aviation!**

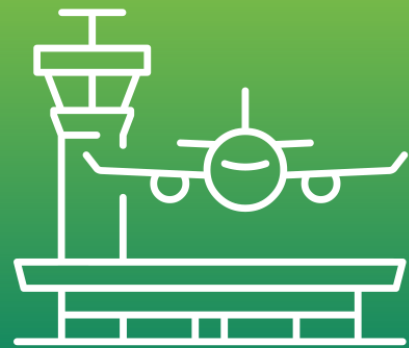


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el futuro de la aviación
en Washington!**



**Help WSDOT shape
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a diseñar
el futuro
de la aviación
en Washington!**



Washington State Department of Transportation – NEWS

Aviation – 7702 Terminal Street - Tumwater, WA 98501 - 360-709-8015

FOR IMMEDIATE RELEASE

Sept. 20, 2021

Contact: [Christina Crea](#), communications, 360-709-8098, 360-810-0902 (mobile)

Public invited to attend CACC virtual open house: Focus is to address demand for aviation in Washington state

OLYMPIA – The demand for aviation in Washington state is growing and will soon exceed the capacity of some highly utilized existing facilities. The [Commercial Aviation Coordinating Commission](#) was created by the Legislature to recommend strategies for addressing the growing demand.

Community members are invited to learn more about the CACC and provide input through an online open house, which starts Sept. 20 and closes Oct. 3. The online open house will be available in both English and Spanish.

Online open house

When: Monday, Sept. 20 – Sunday, Oct. 3.

Where: <https://engage.wsdot.wa.gov/cacc/>

Details: The CACC is considering environmental impacts, 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 through the online open house will play an important role in the recommendations the CACC develops.

The CACC is studying both short-term 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 we could meet capacity limits while also planning for the use of innovative technologies to consider airports of the future within the states aviation system. This could increase the use of sustainable aviation fuels, create clean energy and significantly reduce 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 [Substitute Senate Bill 5370](#) to ensure Washington can meet future commercial aviation demands. In December 2020, the CACC released its [Phase I](#)

[report](#) (pdf 204 KB), which listed six preliminary airport sites with potential for expansion. The report also included a proposal to meet near-term aviation demand at two or more existing airports while the work to locate a new airport continues. The 2021 Legislature approved a proviso extension to the CACC's work to Feb. 15, 2023.

The six preliminary airport sites are: Arlington Municipal Airport, Bremerton National Airport, Paine Field (Snohomish County), Sanderson Field Airport (Shelton), Tacoma Narrows Airport (Gig Harbor), and Ed Carlson Memorial Field (south Lewis County). These airports could meet some of the demand for air passenger service, air cargo operations and/or general aviation.

The Legislature directed three phases for CACC work: Phase I, develop a short list of six airports; Phase II, identify the top two airports; Phase III, choose a single preferred location by a 60-percent majority vote.

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. The Washington State Department of Transportation 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](https://www.wsdot.wa.gov/aviation/commission/home.htm)
- Online open house: <https://engage.wsdot.wa.gov/cacc/>
- Phase I report: [wsdot.wa.gov/sites/default/files/2021/01/12/Commercial-Aviation-Coordinating-Commission-Report-December2020.pdf](https://www.wsdot.wa.gov/sites/default/files/2021/01/12/Commercial-Aviation-Coordinating-Commission-Report-December2020.pdf)
- Substitute Senate Bill 5370: [lawfilesex.leg.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/Senate/5370-S.SL.pdf](https://leg.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/Senate/5370-S.SL.pdf)

###

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Departamento de Transporte del Estado de Washington – NOVEDADES

Aviación – 7702 Terminal Street - Tumwater, WA 98501 - 360-709-8015

PARA PUBLICAR IMMEDIAMENTE

20 de septiembre de 2021

Contacto: [Christina Crea](#), comunicaciones, 360-709-8098, 360-810-0902 (celular)

Invitación pública para atender a la reunión abierta virtual de la Comisión Coordinadora de Aviación Comercial: El objetivo es abordar la demanda de aviación en el estado de Washington

OLYMPIA – La demanda de aviación en el estado de Washington está creciendo y pronto excederá la capacidad de alguna de las instalaciones existentes más utilizadas. La [Comisión Coordinadora de Aviación Comercial](#) fue creada por la Legislatura para recomendar estrategias para hacer frente a la creciente demanda.

Los miembros de la comunidad están invitados a informarse sobre la CACC y dar su opinión mediante la reunión abierta virtual, que comienza el 20 de septiembre y termina el 3 de octubre. La reunión abierta virtual estará disponible en inglés y en español.

Reunión abierta virtual

Cuándo: desde el lunes 20 de septiembre hasta el domingo 3 de octubre.

Dónde: <https://engage.wsdot.wa.gov/cacc-espanol/>

Información: La CACC está considerando el impacto medioambiental y económico, el criterio técnico y la opinión pública en el desarrollo de las recomendaciones para mejorar la capacidad del transporte aéreo de Washington. La opinión que los residentes de Washington compartan tendrán un papel fundamental en las recomendaciones que desarrolle la CACC.

La CACC está estudiando estrategias tanto a corto como a largo plazo para abordar las limitaciones de capacidad de servicio a pasajeros, carga aérea y aviación general. Esta es una oportunidad para que el estado considere cómo hacer frente a los límites de capacidad y planear el uso de tecnologías innovadoras para considerar los aeropuertos del futuro en el sistema de aviación del estado. Este podría aumentar el uso de combustibles de aviación

sostenibles, crear energía limpia, y reducir significativamente las emisiones dañinas y ruido de los aviones además de proveer servicio commercial aéreo a más aeropuertos del estado.

Acerca de la Comisión Coordinadora de Aviación Comercial

La Legislatura creó la CACC en la [Substitute Senate Bill 5370](#) para asegurarse de que Washington pueda hacer frente a la demanda de la aviación comercial en el futuro. En diciembre de 2020, la CACC publicó el informe de la [Fase I](#) (pdf 204 KB), que listaba seis zonas de aeropuerto preliminares con potencial para ser expandidas. El informe también incluía una propuesta para cubrir la demanda de aviación a corto plazo en dos o más aeropuertos existentes mientras continúa el trabajo para localizar nuevos aeropuertos. La Legislatura de 2021 aprobó una extensión condicional del trabajo de la CACC hasta el 15 de febrero de 2023.

Los seis aeropuertos preliminares son: el aeropuerto municipal de Arlington, el aeropuerto nacional de Bremerton, el aeropuerto de Paine Field (condado de Snohomish), el aeropuerto Sanderson Field (Shelton), el aeropuerto Tacoma Narrows (Gig Harbor), y el aeropuerto Ed Carlson Memorial Field (sur del condado de Lewis). Estos aeropuertos podrían hacer frente a parte de la demanda de servicio a pasajeros, carga aérea y/o aviación general.

La Legislatura dirigió tres fases del trabajo de la CACC: Fase I, desarrollar una lista preliminar de seis aeropuertos; Fase II, identificar los dos mejores aeropuertos; Fase III, elegir una única zona preferida por una mayoría del 60% de los votos.

Los 15 miembros votantes y 11 miembros no votantes de la CACC incluyen representantes de la industria de la aviación, los ciudadanos, las comunidades de los aeropuertos, la industria del transporte, agencias estatales y locales, y funcionarios elegidos. El Departamento de Transporte del Estado de Washington proporciona asistencia técnica y personal de apoyo a la CACC desde su División de Aviación.

Enlaces del comunicado de prensa:

- Página web de la Comisión Coordinadora de Aviación Comercial [wsdot.wa.gov/aviation/commission/home.htm](https://www.wsdot.wa.gov/aviation/commission/home.htm)
- Reunión abierta virtual: <https://engage.wsdot.wa.gov/cacc/>
- Informe de la Fase I: [wsdot.wa.gov/sites/default/files/2021/01/12/Commercial-Aviation-Coordinating-Commission-Report-December2020.pdf](https://www.wsdot.wa.gov/sites/default/files/2021/01/12/Commercial-Aviation-Coordinating-Commission-Report-December2020.pdf)
- Substitute Senate Bill 5370: lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/Senate/5370-S.SL.pdf

###

El Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) mantiene a las personas, los negocios, y la economía en movimiento gracias al funcionamiento y la mejora de los sistemas de transporte de estado. Para más información acerca de lo que estamos haciendo, visite www.wsdot.wa.gov/news donde hay videos, fotos, noticias y blogs. La información de tráfico a tiempo real está disponible en [wsdot.com/traffic](https://www.wsdot.com/traffic) o marcando el 511.

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Este material está disponible en un formato alternativo que puede ser solicitado al enviar un correo electrónico a la Oficina de Igualdad de Oportunidades wslotada@wsdot.wa.gov o llamando gratis al siguiente número de teléfono: 855-362-4ADA (4323). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

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Commercial Aviation Coordinating Commission online open house

MENU

Welcome!

English | **Español** (<https://engage.wsdot.wa.gov/cacc-espanol/>) | **አማርኛ** (<https://engage.wsdot.wa.gov/cacc-amharic/>) | **عربي** (<https://engage.wsdot.wa.gov/cacc-arabic/>) | **简体中文** (<https://engage.wsdot.wa.gov/cacc-chinese-simplified/>) | **中國傳統的** (<https://engage.wsdot.wa.gov/cacc-chinese-traditional/>) | **Français** (<https://engage.wsdot.wa.gov/cacc-french/>) | **日本** (<https://engage.wsdot.wa.gov/cacc-japanese/>) | **한국인** (<https://engage.wsdot.wa.gov/cacc-korean/>) | **Русский**

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As the Puget Sound region grows, demand for aviation (air travel) is growing with it. Recent forecasts suggest demand will double by 2050. Which means that even with planned expansion at Seattle-Tacoma International Airport and the potential for Paine Field to grow, there will be an estimated 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.

The Washington State Legislature created the Commercial Aviation Coordinating Commission (CACC) to recommend a

single preferred location for a new commercial service airport by February 15, 2023. You can learn more about the

CACC and its charge on our website

(<https://wsdot.wa.gov/aviation/commission/home.htm>). The

CACC recognizes the need for a system approach and for increased attention on environmental stewardship. Over the past year, the focus has included a broader strategy that:

- Addresses the three different capacity gaps – passenger aviation, air cargo, and general aviation – with solutions that fit their unique needs
- Incorporates recommendations to reduce environmental impacts
- Includes statewide planning to help provide capacity solutions
- Ensures no community is disproportionately impacted



Credit: AP Photo/Elaine Thompson

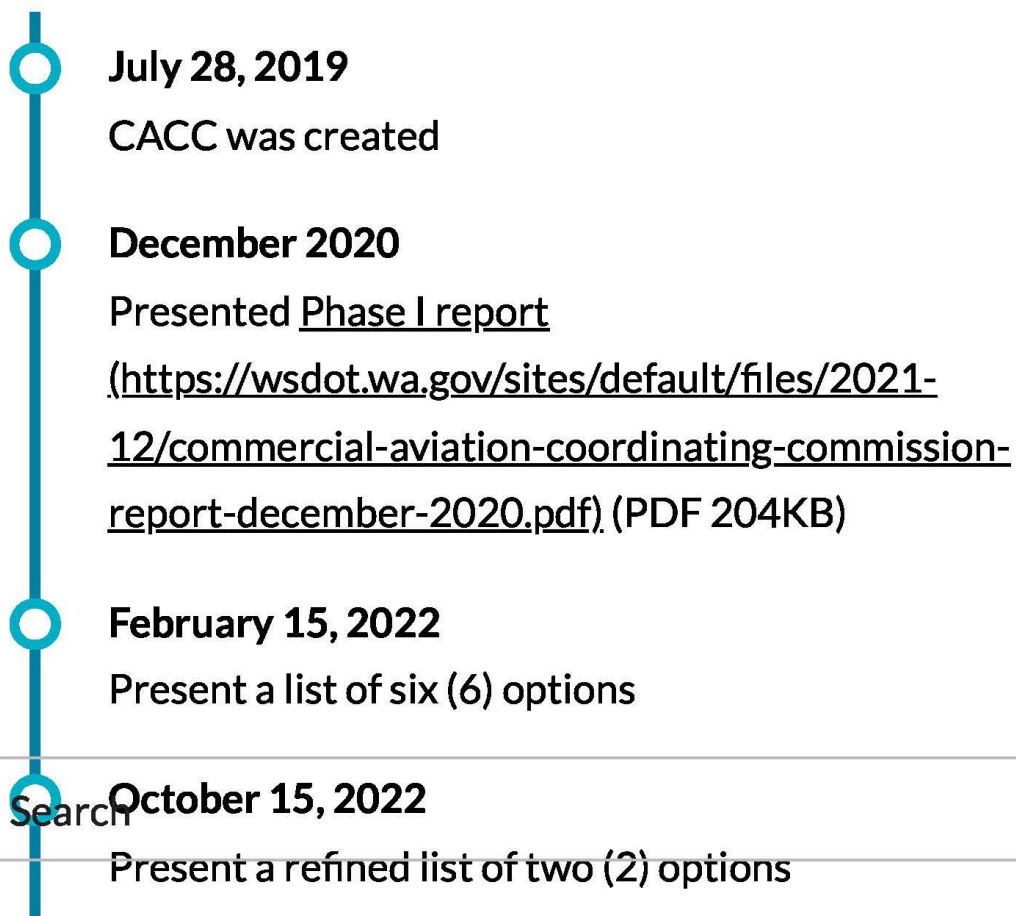
Earlier this year, we heard from community members living in King, Kitsap, Lewis, Mason, Pierce, Skagit, Snohomish and Thurston counties about priorities related to aviation and how the Commission and WSDOT should address the demand. An invitation to take the survey was mailed to a random sample of addresses, and the people who took the survey and the data analysis reflect the demographics of the eight counties we surveyed. This online open house provides an additional source of feedback. Your input is important to us!

The CACC wants public input on the approaches we are studying to best serve the need for passenger, air cargo, and general aviation in Washington.

[Jump straight to the comment page](#)

[\(https://engage.wsdot.wa.gov/cacc/stay-connected/\)](https://engage.wsdot.wa.gov/cacc/stay-connected/)

Project timeline





February 15, 2023

Present a final recommended option to the Washington State Legislature.

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.

NEXT

[HTTPS://ENGAGE.WSDOT.WA.GOV/CACC/BACKGROU](https://engage.wsdot.wa.gov/cacc/background/)

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Commercial Aviation Coordinating Commission online open house – Background

MENU

We realize the pandemic has had dramatic impacts on air travel. Historic data and modeling indicate that the dip in demand for air passenger travel is temporary, and demand will continue to increase over time. Based on current demand and modeling, demand for passenger flights and air cargo will exceed capacity in the near future.



Credit: Port of Seattle

What do you think?

If you had to choose between the following options, which would you choose?

- Building increased aviation capacity at a new airport or existing airports to meet projected demand, which requires funding and creates certain environmental impacts.
- Continue operating with our current airport facilities; not meeting forecasted demand could create schedule delays for passengers and cargo, limited opportunity for economic growth tied to the aviation

industry, and the potential for environmental impacts from planes waiting to land.

- Building increased aviation capacity to meet projected demand, but only doing so if the environmental impacts from aircraft emissions and noise can be significantly mitigated.

Why do you feel this way?

The Commercial Aviation Coordinating Commission (CACC) adopted principles to guide their recommendations to the Legislature. Please indicate how personally important these principles are to you.

- Recommendations should benefit the larger community.
 - Not at all important
 - Slightly important
 - Moderately important
 - Very important
 - Extremely important

Search

- The recommendations should be economically feasible.

- Not at all important
 - Slightly important
 - Moderately important
 - Very important
 - Extremely important
- The recommendations should be environmentally responsible.
 - Not at all important
 - Slightly important
 - Moderately important
 - Very important
 - Extremely important
- The recommendations should not disproportionately impact historically disenfranchised communities.
 - Not at all important
 - Slightly important
 - Moderately important
 - Very important
 - Extremely important

Are you human?
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+ 2 = 5

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Commercial Aviation Coordinating Commission online open house – Current study

MENU

The CACC believes that that no single solution can solve all of Washington’s air capacity needs. We recognize that:

- Solution(s) must be equitable for communities around Washington
- Solutions may benefit from rapidly evolving technology
- We don’t fully understand the longer-term impacts of the COVID-19 pandemic on how people work and live
- We must consider efforts to put solutions into place that minimize or eliminate negative environmental impacts
- Air transportation is an essential part of our economy

Six shortlisted sites

In January 2021, the CACC released a preliminary list of six airport sites with potential to meet some of the demand for passenger service, air cargo or general aviation. Those locations, with some details about each, are listed

below.

Arlington Municipal Airport

Arlington Municipal Airport is a general aviation airport located in northern Snohomish County that is served by one 5,332-foot by 100-foot runway.



Credit: City of Arlington

How it could meet demand

Arlington Municipal Airport could help address demand for general aviation.

There is significant development on both ends of the existing runway, so it's unlikely that the runway could be extended to more than 6,500 feet. That

length would not be long enough to support large passenger service or air cargo planes. The airport sponsor, the City of Arlington, is focused on general aviation service.

Bremerton National Airport

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.



Credit: Port of Bremerton

How it could meet demand

Search

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, but industry partners currently do not share the same perspective because of the airport's distance from dense population centers. Tacoma, the closest population center, is 32 miles away and approximately a 45-minute travel time.

Ed Carlson Memorial Field (South Lewis County Airport)

Located in Toledo, Ed Carlson Memorial Field provides general aviation service on one 4,479-foot by 150-foot runway.

Credit: Jared Wenzelburger/The Chronicle

Search
How it could meet demand

Like Bremerton National, Ed Carlson Memorial Field's distance from population centers mean it is unlikely to support air cargo or passenger service. Toledo is 47 miles to the nearest population center, Olympia, and nearly halfway between Sea-Tac and Portland airports. The airport could expand general aviation aircraft storage capacity. This may serve a limited number of general aviation pilots because of the airport's distance from population centers. The airport sponsor, Lewis County, is focused on general aviation service.

Paine Field (Snohomish County Airport)

Paine Field 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.

Paine Field is currently updating its master plan – you can learn more about that process on the airport's [master plan website](https://www.painefieldmasterplan.com/) (<https://www.painefieldmasterplan.com/>).

Credit: KOMO Photo

How it could meet demand

Paine Field has potential to support air cargo and additional passenger service. Paine Field is currently limited by infrastructure constraints to the number of passengers per day. Air cargo industry partners have indicated that Paine Field is a possibility for air cargo service, and FedEx has indicated intentions to begin operations 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.

Sanderson Field Airport (Shelton)

Sanderson Field is located in Mason County and serves general aviation on a 5,005-foot by 100-foot runway.

Credit: Sanderson Field

How it could meet demand

Sanderson Field Airport is unlikely to support passenger or air cargo service because of its distance from population centers. Shelton is 25 miles from Olympia, the closest population center. The airport could support additional general aviation aircraft storage. The Port of Shelton owns sufficient land to develop significant general aviation aircraft storage. This may serve a limited number of general aviation pilots because of the airport's distance from population centers.

Tacoma Narrows Airport (Gig Harbor)

Located in Pierce County, four miles west of Tacoma, Tacoma Narrows Airport serves general aviation from a 5,002-foot by 100-foot runway. Pierce County is currently making improvements to the airport, as outlined in its ~~2015~~ 2015 master plan.

Credit: Pierce County

How it could meet demand

Tacoma Narrows is unlikely to support passenger or air cargo service because of its runway length. Tacoma Narrows is nine miles from Tacoma and I-5, but requires crossing the Narrows Bridge for many airport users. There is substantial residential development around the airport that would limit expansion. The airport's current runway length of just over 5,000 feet is too short for large passenger and air cargo planes, but is the preferred length for business aviation. The airport could absorb some general aviation aircraft from other airports. The airport sponsor, Pierce County, is focused on

general aviation service.

Search

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Commercial Aviation Coordinating Commission online open house – Airport of the future

MENU

The following sections concern emerging technology. Emerging technology shows great promise in helping meet demand requirements and addressing environmental impacts, but much of the technology remains in development. The Commission continues to study how the technology could help in solving the commercial passenger service, air cargo, and general aviation capacity issues, but much of the technology needs to mature before it will have a large impact on air transportation.

Current aircraft technology, especially for long-distance flights, will remain dependent on fossil fuels and their associated environmental impacts for the foreseeable future – but the use of sustainable aviation fuels (SAF) and emerging aircraft technology shows potential in the future to dramatically

reduce harmful environmental impacts, reduce costs and increase access and convenience, especially for shorter flights. SAF is currently in use in the state but in relatively small amounts

What would an "airport of the future" look like?

It is possible that small zero emissions 9-11 seat aircraft with less noise will be available for commercial use within the next decade. It may also be possible to develop an "airport of the future" incorporating green energy production that could help enable both sustainable ground and air transportation. Because of alternative fuel and advances in aircraft technology, the airport of the future would have fewer noise impacts and zero or near zero aircraft emissions. Although maintenance and operations costs are expected to be lower than for a traditional airport, the upfront costs of developing a green "airport of the future" are expected to be considerable. It should be noted that zero emissions aircraft are unlikely to help meet demand in meaningful ways for some years to come.

What do you think?

Please indicate your level of support for the State to incorporate green technology and pursue the concept of a new green "airport of the future."

- Very unsupportive
- Unsupportive
- Supportive
- Very supportive

Search

Why do you feel this way?

Electric aircraft

One idea for meeting part of future demand for commercial flights would be to increase the ability of smaller airports to offer shorter flights using electric aircraft that would make considerably less noise and no emissions.

Washington state is leading the way in electric aircraft development – the first fully-electric aircraft for commercial flight completed its first test flight in 2019 using an engine created by Everett-based magniX, and several other Washington-based companies are advancing the field of electric aviation.



Credit: magniX

Based on current testing, zero-emissions passenger aircraft could be in service by the mid-2020s or early 2030s. The associated costs for operating and maintaining this type of aircraft would be lower than conventional aircraft, so it could be more widely distributed across multiple airports. However, electric aircraft can only travel a limited distance, which means servicing mostly regional destinations. For longer distance flights, electric aircraft would carry passengers to a hub airport, where they would transfer to their ultimate destination. As noted above, zero emissions aircraft are unlikely to help meet demand in meaningful ways for some years to come.

Search
What do you think?

What is your level of support for the idea of serving regional routes and providing connections to hub airports by adding greatly reduced or zero-emissions air service that is geographically distributed across the state?

- Very unsupportive
- Unsupportive
- Supportive
- Very supportive

Here are some potential outcomes of having more regional service airports distributed throughout Washington State. Please indicate your level of support for the following outcomes:

- More airport access in parts of the state that do not currently have it
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive
- The local community would need to bear some of the costs of airport development
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive

- **Reduced air quality impacts from aviation compared to today**
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive

 - **New airport service could encourage more local economic growth**
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive

 - **New airport service might encourage greater population growth**
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive

 - **Connections at hub airports for destinations outside of our region**
 - Very unsupportive
 - Unsupportive
 - Supportive
 - Very supportive
- Supportive
Search
 Very supportive

Are you human?

 + 2 = 5

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Commercial Aviation Coordinating Commission online open house – Stay connected

MENU

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. You can keep up to date on the work of the CACC by visiting the [CACC website](https://wsdot.wa.gov/aviation/commission/home.htm) (<https://wsdot.wa.gov/aviation/commission/home.htm>).

You are also welcome to observe the meetings of 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 Commission meeting. In addition, meeting information is posted on the CACC website (<https://wsdot.wa.gov/aviation/commission/home.htm>) for all its meetings.

Share your thoughts with us

Name

Email

Message

What is your home ZIP code? This information will help us make sure we are hearing from a representative group of people.

Are you human?

+ 2 = 5

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PREV

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Appendix G: Online open house traffic data

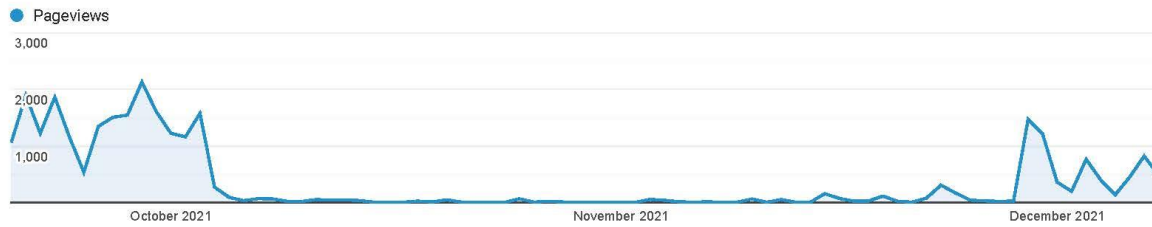
Content Drilldown

ALL » PAGE PATH LEVEL 1: /caacc/

Sep 20, 2021 - Dec 8, 2021

All Users
57.03% Pageviews

Explorer



Page path level 2	Pageviews	Unique Pageviews	Avg. Time on Page	Bounce Rate	% Exit
	28,827 % of Total: 57.03% (50,544)	21,542 % of Total: 58.77% (36,656)	00:01:57 Avg for View: 00:01:38 (19.57%)	58.89% Avg for View: 61.56% (-4.33%)	44.53% Avg for View: 40.63% (9.59%)
1. /stay-connected/	6,059 (21.02%)	3,959 (18.38%)	00:02:48	51.20%	51.13%
2. /background/	4,893 (16.97%)	3,093 (14.36%)	00:02:06	70.70%	28.61%
3. /	4,862 (16.87%)	3,588 (16.66%)	00:01:25	37.85%	33.96%
4. /airport-of-the-future/	2,697 (9.36%)	1,664 (7.72%)	00:01:51	58.82%	20.65%
5. /current-study/	2,389 (8.29%)	2,040 (9.47%)	00:02:00	83.11%	30.05%
6. /?embedded_webview=true	64 (0.22%)	49 (0.23%)	00:01:34	24.49%	32.81%
7. /? fbclid=PAaAZcpmpT1GHUYRew37XzOQ9B0TW5SlJn2lyZ93F4098YDDcBv2pjQLQYCzk_aem_Aefoz9jkTP2X2l3xZY6oh4CiyTsZ8ib37hOR8VY8dMntosOzFY7DPnkQLrhB9bH8hsRAUJmTC90tugESJKisi-dSFTnPHCKsAXCcrh6OQ7AqbCKySAxifgx4RDds3N7ZKT4	18 (0.06%)	17 (0.08%)	00:01:30	88.24%	88.89%
8. /? fbclid=IwAR0FUgg3xack88T4RpFrqQW1RrpdYsRysyNmpkeFx6cJGPMH_pUif8jSIKc_aem_ASvNdPcaPePUMZnReOUgUblLP-ActAeK_LAWaUjd55AC7K3nUeWF2Vo23DUGz42V-qpP4n5jdFF9cDKuYLETsjjFCKbTCQQueYTGApqbjuz0YePF_YZtSudg5Cq--z5zMFQ0	12 (0.04%)	7 (0.03%)	00:00:51	57.14%	41.67%
9. /?fbclid=IwAR1JrZyJ_6bLwk0fCYPooNqXjuMak-_fjr9azUXrNCmz6AM_828ZUeiJV0o_aem_ArdMJT1SzoivLgkww03yRjVj3UoSvTPJmGh-DTxUPP8VDR-15hntILQD-xlxHRkHFvzGZTArvWaoPKkFfm8Hruqv6oABpOWeCJqgBcmW4jUhdSfkJj3r1tAqTLqnKleiMQ	11 (0.04%)	10 (0.05%)	00:04:06	90.00%	90.91%
10. /?fbclid=IwAR2goXiE9IQDD6umtkeqt_GadizcdNKfjOe608_slo8qvD6p_6b2tHebVGE	11 (0.04%)	11 (0.05%)	00:00:00	100.00%	100.00%

Rows 1 - 10 of 6812

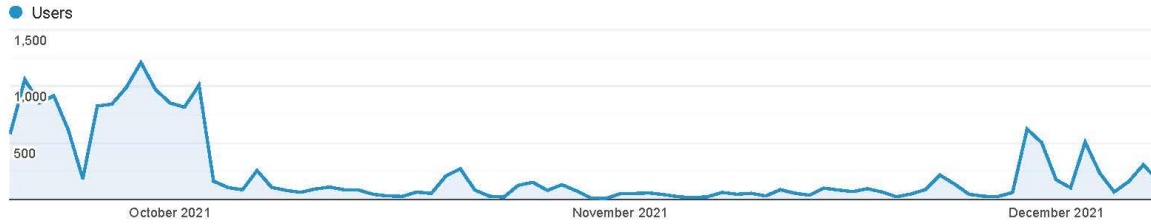
All Traffic

All Users
100.00% Users

Sep 20, 2021 - Dec 8, 2021

Explorer

Summary



Source / Medium	Acquisition			Behavior			Conversions		
	Users	New Users	Sessions	Bounce Rate	Pages / Session	Avg. Session Duration	Goal Conversion Rate	Goal Completions	Goal Value
	17,098 % of Total: 100.00% (17,098)	16,775 % of Total: 100.03% (16,770)	20,536 % of Total: 100.00% (20,536)	61.56% Avg for View: 61.56% (0.00%)	2.46 Avg for View: 2.46 (0.00%)	00:02:23 Avg for View: 00:02:23 (0.00%)	0.00% Avg for View: 0.00% (0.00%)	0 % of Total: 0.00% (0)	\$0.00 % of Total: 0.00% (\$0.00)
1. (direct) / (none)	6,631 (38.12%)	6,408 (38.20%)	8,100 (39.44%)	56.80%	2.50	00:02:36	0.00%	0 (0.00%)	\$0.00 (0.00%)
2. m.facebook.com / referral	4,226 (24.29%)	4,221 (25.16%)	4,414 (21.49%)	68.28%	1.84	00:01:25	0.00%	0 (0.00%)	\$0.00 (0.00%)
3. l.facebook.com / referral	2,274 (13.07%)	2,215 (13.20%)	2,502 (12.18%)	75.18%	1.74	00:01:14	0.00%	0 (0.00%)	\$0.00 (0.00%)
4. lm.facebook.com / referral	1,354 (7.78%)	1,333 (7.95%)	1,438 (7.00%)	65.92%	2.26	00:01:56	0.00%	0 (0.00%)	\$0.00 (0.00%)
5. google / organic	783 (4.50%)	680 (4.05%)	1,275 (6.21%)	51.29%	4.43	00:04:52	0.00%	0 (0.00%)	\$0.00 (0.00%)
6. Inks.gd / referral	499 (2.87%)	439 (2.62%)	697 (3.39%)	54.23%	2.68	00:03:10	0.00%	0 (0.00%)	\$0.00 (0.00%)
7. t.co / referral	427 (2.45%)	397 (2.37%)	526 (2.56%)	59.32%	2.24	00:02:19	0.00%	0 (0.00%)	\$0.00 (0.00%)
8. bing / organic	167 (0.96%)	150 (0.89%)	236 (1.15%)	52.54%	3.15	00:02:20	0.00%	0 (0.00%)	\$0.00 (0.00%)
9. nextdoor.com / referral	144 (0.83%)	140 (0.83%)	160 (0.78%)	43.75%	2.94	00:04:17	0.00%	0 (0.00%)	\$0.00 (0.00%)
10. kitsapsun.com / referral	142 (0.82%)	137 (0.82%)	147 (0.72%)	76.87%	1.79	00:00:51	0.00%	0 (0.00%)	\$0.00 (0.00%)
11. instagram.com / referral	125 (0.72%)	125 (0.75%)	128 (0.62%)	60.16%	2.39	00:01:42	0.00%	0 (0.00%)	\$0.00 (0.00%)
12. msn.com / referral	53 (0.30%)	50 (0.30%)	53 (0.26%)	71.70%	2.17	00:00:44	0.00%	0 (0.00%)	\$0.00 (0.00%)
13. wsdotblog.blogspot.com / referral	48 (0.28%)	35 (0.21%)	119 (0.58%)	23.53%	16.45	00:20:40	0.00%	0 (0.00%)	\$0.00 (0.00%)
14. facebook.com / referral	44 (0.25%)	42 (0.25%)	54 (0.26%)	79.63%	1.59	00:01:32	0.00%	0 (0.00%)	\$0.00 (0.00%)
15. depts.washington.edu / referral	39 (0.22%)	21 (0.13%)	64 (0.31%)	40.62%	4.16	00:02:50	0.00%	0 (0.00%)	\$0.00 (0.00%)
16. govdelivery / email	34 (0.20%)	29 (0.17%)	42 (0.20%)	88.10%	1.71	00:01:05	0.00%	0 (0.00%)	\$0.00 (0.00%)
17. reddit.com / referral	26 (0.15%)	22 (0.13%)	30 (0.15%)	56.67%	2.33	00:03:08	0.00%	0 (0.00%)	\$0.00 (0.00%)
18. duckduckgo / organic	25 (0.14%)	24 (0.14%)	34 (0.17%)	61.76%	2.85	00:02:11	0.00%	0 (0.00%)	\$0.00 (0.00%)
19. ...	24	22	33	54.55%	2.00	00:00:00	0.00%	0	\$0.00

19. cityorgignarbor.net / referral	24 (0.14%)	22 (0.13%)	24 (0.16%)	54.55%	2.36	00:03:06	0.00%	0 (0.00%)	\$0.00 (0.00%)
20. patch.com / referral	24 (0.14%)	22 (0.13%)	24 (0.12%)	29.17%	3.21	00:01:52	0.00%	0 (0.00%)	\$0.00 (0.00%)
21. yahoo / organic	24 (0.14%)	21 (0.13%)	27 (0.13%)	51.85%	2.63	00:03:04	0.00%	0 (0.00%)	\$0.00 (0.00%)
22. kitsapsun-wa.newsmemory.com / referral	22 (0.13%)	20 (0.12%)	23 (0.11%)	69.57%	2.09	00:00:47	0.00%	0 (0.00%)	\$0.00 (0.00%)
23. b-townblog.com / referral	20 (0.11%)	19 (0.11%)	22 (0.11%)	36.36%	4.14	00:03:34	0.00%	0 (0.00%)	\$0.00 (0.00%)
24. gigharbornow.org / referral	20 (0.11%)	18 (0.11%)	21 (0.10%)	19.05%	2.71	00:02:03	0.00%	0 (0.00%)	\$0.00 (0.00%)
25. wta.org / referral	13 (0.07%)	12 (0.07%)	13 (0.06%)	84.62%	1.85	00:01:24	0.00%	0 (0.00%)	\$0.00 (0.00%)

Rows 1 - 25 of 106

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Appendix H: Online open house question responses and comments

Background: If you had to choose between the following options, which would you choose?

Question	Number of responses	Percent of responses
Building increased aviation capacity at a new airport or existing airports to meet projected demand, which requires funding and creates certain environmental impacts.	624	44.16
Continue operating with our current airport facilities; not meeting forecasted demand could create schedule delays for passengers and cargo, limited opportunity for economic growth tied to the aviation industry, and the potential for environmental impacts from planes waiting to land.	279	19.74
Building increased aviation capacity to meet projected demand, but only doing so if the environmental impacts from aircraft emissions and noise can be significantly mitigated.	510	36.09

Why do you feel this way?

1,400 users left comments

These comments are exported from the online open house as entered; no content was edited, with the exception of translating comments provided in languages other than English (those comments are in red).

"Potential environmental impact from idling planes" is a BS excuse. Build HSR so we can stop flying 32 flights between Portland and Seattle every day
"Significantly mitigated" environmental impact is still too much given current climate goals and environmental cost of air travel
10 years ago I would have selected option 1 (not worried about environmental impacts) but it's time to build for the future and that is where we are headed. With noise & emissions lower you will have a greater buy in from locals. When Olympia was on the list of expansion sites there was a local push to block it based solely on those two factors
A big airport could not get past environmental crap anytime soon, so increasing capacity at all the airports would help.
A brand new second commercial airport needs to be built in the greater Puget Sound area, in either Pierce County, or Lewis County. This new airport should have space for at least 3 full size runways. Certain existing airports should also be expanded including Tacoma Narrows, Bremerton National, and Paine Field. Washington state leaders have an obligation to stay ahead of the coming growth in air travel in the state. The greater Puget Sound area has almost 5 million people now, and that number will be much greater in 2030, let alone by 2050 or 2075. SeaTac by itself will be absolutely overwhelmed, unless clear action is taken to site, design, develop, and build a new second large hub airport in the South Puget Sound, along with expansion of some existing airports throughout the Puget Sound region.
A comparable investment in regional freight rail and high-speed passenger rail would meet regional transit and freight demands while reducing demand on airports, freeing up capacity for international and inter-region aviation. The choice presented by WSDOT does not explore rail transport as an option.

A few smaller regional, or air cargo only sites , will help decongest current footprint
A master plan should be developed so that expansion of the existing facilities can be compared by all impacts to building a new facility or a combination of both to meet the upcoming capacity.
A new airport would be less of an impact on already stressed travel routes to existing airports.
a new airport brings in more jobs to the new location, and takes traffic to another area.
A new airport is required for the region. Unfortunately, Sea Tac Airport is unable to sustain the regions growth on its own.
A new airport south of Seattle would benefit all people and would help cut down on traffic
A new airport was built up north just a year or two ago to handle the increase. Expand there if you need to. We get more than enough noise from planes and helicopters flying over our house as it is now. Putting in another airport closer would be unbearable!
A new airport would benefit those south of Seattle to give them easier access to an airport.
A new airport would cut down on pollution due to long drives to SeaTac, coupled with the horrid congestion (traffic jams) at busier times there. A new airport would also create new jobs. For decades, I've been very careful with natural resources, but "environmental impact" studies get carried away at times; plus they often don't factor in the impact of emissions due to, for example, those long trips to SeaTac.
A new airport would destroy the area it is located in. I know I do not want to live near an airport. How about investing in greener and quieter modes of transportation. Also, with modern technology the need for travel is lessened. Technologies like Zoom mean that less business travel is needed.
A new airport would destroy the area it is located in. I know I do not want to live near an airport. How about investing in greener and quieter modes of transportation. Also, with modern technology the need for travel is lessened. Technologies like Zoom mean that less business travel is needed.
A new location would make it possible to fly out of the area north or south of Seattle without first driving from a low population center into a congested area.
A regional airport provides a unique travel option in the region. Showing some mitigation of the environmental and community impacts is important. I understand it likely cannot be all mitigated which probably is fine for this unique needed facility, but some mitigation effort should be required before it's approved.
A second airport in a more southern/eastern direction could reduce traffic towards seattle daily. Reducing commutes for traveling on I-5, 512, and 167 daily.
A second airport outside of town would be ideal.
A third airport provides greater capacity and positive economic impact. Existing airports simply do not have space for additional runways. Need to expand General Aviation capacity as well.
Advocate keeping costs down in a state drowning in debt. Add more direct flights from Paine Field to Dallas/Fort Worth Texas and Florida.
Affordable air travel keeps our region and state vibrant in both the cultural and business senses. If we want to trim emissions, we should do so via reducing the amount of parking and VMT in the state.
After the Pandemic the biggest crisis we have is the environmental impact we're losing the battle. Every project like this should consider that first
Air and noise pollution affect everyone in the community to varying degrees. People will be less NIMBY if progress is evident in reducing pollution while developing necessary service expansion.
Air traffic noise can be bad as it is, I don't want it worse.
Air transit is the worst option for the climate. This funding should go to freight rail, commuter rail, buses, and electric vehicle charging infrastructure. Expanding air capacity is irresponsible and will hurt generations in environmental impact.

Air transport is the lifeblood of this country and an indispensable necessity for any economically thriving region. We cannot afford to fall behind the demand curve for this infrastructure!
Air transportation is vital to our region's economic stability and growth.
Air transportation is vitally important.
Air travel is a huge contributor to green house gas emissions. Any expansion of commercial air travel without significant mitigation measures is irresponsible.
Air travel is a significant contributor to CO2 emissions and not to mention a new airport can be very disruptive to a community. Decision must be made carefully
Air travel is a significant source of pollution. We already have quite busy skies with the commercial, private, and military flights.
Air travel is critical to continued economic development of the area including supporting environmental concerns, other infrastructure, arts and sciences, education; it will require foresight and planning and money.
Air travel is critically important in our state's economy
Air travel is destroying the environment. We need high speed rail. We need electric buses. We need to think very critically about our environment instead of travel.
Air travel is destroying the planet and we don't need to promote it
Air travel is important piece of region development
Air travel is not environmentally friendly; given the climate change crisis, we should not be making it easier and/or encouraging more of it. Particularly with the relatively new focus on remote work & virtual meetings, it seems like the extra capacity is not a top priority right now.
Air Travel is the future
Air travel is very environmentally intensive and there are other modes that can take up slack.
Air travel should be DE-PRIORITIZED. High speed rail should be given 75% allocation of the next 50 years of funding.
Air travel, in many circumstances, is the most time-efficient way for people and cargo to move about the world. Allowing demand to increase past maximum capacity of current infrastructure could create delays that would ultimately erase the time saving benefits.
Expanding current infrastructure and/or building a new airport would have many benefits to local communities including bringing more jobs to the area.
Aircraft emission and noise are the most important factor.
Aircraft emissions are a big contributor to climate change, we should work to mitigate them.
Aircraft emissions are a major contributor to climate change.
Aircraft noise can be mitigated to a small extent, however the design of airport infrastructure has almost no impact on aircraft emissions.
Aircraft noise has become a "background music" to the country, humans are suffering from noise pollution.
Airlines can change aircraft to meet their demands. Get rid of flying 50 seat regional jets 10x a day, and fly 767's twice a day. Also, planes generally don't "wait to land." There's a process called Ground Stops that go into effect delaying aircraft from departing towards airports approaching max volume capacity.
Airlines should be given the option of 2-3 major airports in Washington State. Seatac won't be enough. As for other airports, maybe creating a better infrastructure to meet aviation demand may work.

Airplane noise has a serious effect on the quality of life for those affected. It seems no one wants an airport near them for good and obvious reasons. South Seattle and the South Sound spread have their share of airplane traffic with SeaTac, Boeing Field, Renton Airport, Narrows Airport, McCord Field, and others. I would suggest dramatically increasing the size of Paine Field or find another location north of Seattle to spread out the noise.
Airplane noise literally ruins some people's lives. Hopefully one of the sites will choose the financial benefits over the quality of living of those in the proximity of the new airport. If Tacoma Narrows is selected Gig Harbor and parts of Tacoma will be unlivable for those seeking peace and quiet.
Airport capacity is important but commercial airports can be a nuisance to neighbors. I feel careful planning and locating can over come this.
Airport capacity should not be increased and the potential harmful effects to environment don't need to be increased. Manage the existing plane schedules etc. and wait for better vehicles to be developed with regard to the environment.
airport growth is more important to me than its environmental impact.
Airport noise and poultion are increasing yearly around the airport.
Airports are diruptive to the surrounding community. They disturb the natural wildlife. Expanding or adding airports on the penninsula is especially troubling for this reason. Place them in a more geographically appropriate location and connect to communities via light rail system.
Airports are fossil fuel infrastructure. To transition to a negative carbon future we must shift investment into transportation alternatives that do not induce greenhouse gas emissions. The money spent on airport expansion should be directed towards high speed rail and other carbon neutral transportation alternatives. If you proceed with airport expansions expect to get sued by environmental organizations. It will wind up in courts past your retirement so just give it up already.
Airports have a massive negative environmental and social impact, especially to their adjacent communities.
Instead, build high-speed rail to replace short-haul air travel (e.g. SEA to PDX, YVR, BLI, GEG, YKM, etc).
Airports in the region are universally far away from population centers by time traveled, while still close to these same population centers by distance. The opposite would be ideal, especially for GA and commercial passenger
All future projects should take into account how it will affect the environment. Just don't take 10 years trying to figure it out. Look at what happened with the light rail. We needed that thing finished 10 years ago.
All industries, including aviation, will need to change if we want to support environmental issues like climate change. It is our duty as world citizens to not only think of our local travel and economic needs, but the global environmental impact of more flights.
All major metropolitan areas have multiple major airports and as a shipping/transport and travel hub we need to keep up. Even more so, that we have a major aircraft producer, and are a major port.
All sites need to be considered for their environmental impact.
All society is important
All these questions are worded to produce the outcomes you want.
Use what we have and increase efficiency by eliminating waste in both Everett and SeaTac!

Alleviating the conjugation of traveling is beneficial to both airlines and passenger as well as any support staff, equipment, and logistics
Almost everyone flies or uses products that are flown in. We need to get ahead of the demand. We are already behind and if we play politics we will never succeed.
Already so much noise pollution over the city. Any expansion (and frankly even maintaining current air traffic levels needs to address the constant noise (e.g. alter routes to minimize flight paths over neighborhoods, computer/radar assisted landing to facilitate altered routes)
Alternatives to increasing airplane capacity are not offered. Assumptions are made that demand will increase, despite the impact of the pandemic and how business and personal travel demands have been, and continue to be reduced due to the pandemic and due to climate change. It also does not take into account the effect of more flights on pollution in the neighborhood(s) of the airport(s) involved.
Although a hard choice considering the environmental impacts, the economical impacts for not expanding seems worse.
Another airport and air travel is much more costly than a high speed rail.
Any airport expansion needs to address the significant environmental and noise impacts to the community.
Any flight landing into the area should be required to at minimum offset their emissions flying in.
Any new airport should not be anywhere near residential areas
An airport in Tumwater will significantly negatively impact people for miles around not only Tumwater and nearby residents but also our pristine Thurston county with: Noise pollution, air pollution, traffic congestion, very significant property value reduction. Residents' sleep and health will be negatively impacted, All forms of wildlife will be driven away or severely impacted.
This plan should not ever be adopted.
Any other way is damaging to community
Appropriately planning for necessary infrastructure and taking steps to meet future demand is beyond important to the economic vitality of the region. I personally do not care about NIMBY concerns in this case. Infrastructure in this country has been crippled by caring too much for these attitudes. There is something to be said for sustainability. However, I think it is important to simply consider the best sites overall. ALL potential sites will of course have noise and environmental impacts. Make a plan to mitigate them. But don't let mitigation of these concerns topple the best alternatives.
As a commercial pilot flying into seatac on a regular basis we need more capacity. We receive enroute delays into Seattle often and this occurs in flight causing us to burn significantly more fuel and polluting the skies environmentally. We run out of gate space and have taxing delays to the gate. More fuel burnt and resources wasted on a over capacity seatac. We need another airport in the PNW! San Fran has three airports. Lax has multiple airports too. Everett needs to be built up properly and we could even avoid the bottle neck on I-5 for those north of Seattle. Olympia airport should have been built up years ago but the state messed up with allowing buildings to be built too close.

Bremerton is an option but airspace issues over the navy base could present challenges. Capitalize on Everett. It's the best cost effective airport to be built up. Unless you build up Toledo airport!
As a daily ferry commuter, I have no faith in current State leadership or WSDOT to get anything done affordable or on time. If we load this up with time consuming EIS process, perhaps we can get smarter people elected/appointed in coming years/decades.
As a GA pilot and a commercial passenger, I depend heavily on our airports. They are currently insufficient to meet our needs.
As a pilot I know that our airports big and small are currently over capacity. Aviation is an important part of the economy and provides numerous benefits beyond the financial.
As a pilot, I think it's important that the aviation community is held responsible for their environmental impact while also given the opportunity to grow. I think this will provide an incentive for corporations to be more environmentally conscious
As an aspiring pilot I'd like to see investments into infrastructure that support our future. Environmental impact is important but noise abatement being significantly reduced doesn't sound feasible.
As aviation grows it needs more airports to land at to create a stronger hub and spoke model which can decrease the distance necessary to get to the final destination once on the ground. The environmental impact that comes from expanding and building new airports is nothing compared to the environmental cost of aircraft circling waiting to land. a single 737 needing to circle for 2 minutes will burn ~25 gallons of fuel/release 250 kg of CO2.
As both a hobby pilot but also resident of King County I find that environmental impact and noise of aviation are already extend in our urban areas. It is critically important that we not further increase this in Urban centers and especially not near our many state parks and national forests, national parks etc which should be sanctuaries for people and animals alike.
As population and apparent aviation needs grow this encroaches more and more on the urban, rural, and wildland environments. We can't keep degrading the quality of life and environmental quality of our state. Any aviation related growth must be fundamentally guided by keeping these impacts to a minimum. This includes finding ways to REDUCE greenhouse gas emissions. What about increases in efficiency?
As seattle traffic gets worse, it would be nice to have the option to travel from somewhere else.
As someone that is starting flight school and lives in this area, I think that we have an amazing opportunity to better our air travel system in this state. In my opinion the best option for doing this is expanding Paine Field in Everett. Paine field is perfectly situated in the north sound area to give great increased ability to not only north sound residents, but also allow for Sea-Tac to focus more internationally with some domestic connections and allow Paine Field to be more domestic with international connections to Canada and Mexico.
As someone who has lived with a family on the flight path of Paine Field for over a decade, I am keenly aware of the environmental and noise impacts of air traffic. There are schools, parks and family housing along the flight path and we need to protect the health of children.
As someone who lives almost directly beneath the current flight path I am certainly interested in any plans that could mitigate existing and future noise pollution. At the same time I am not naive enough to think that our city can keep growing without our infrastructure expanding. I think that the expansion can be done intentionally so that those of us living under the current flight path have to bear all of the increased burden.
As the Puget Sound area continues to grow, growing our aviation facilities and capacities is vital. We should already be expanding NOW, not asking these questions.

<p>As the Puget Sound region continues to expand both north and south, a viable southern aviation center to accommodate areas south of SeaTac is becoming more necessary. Traffic impacts traveling north from Olympia continue to grow.</p>
<p>Any attempt to localize aviation options would benefit communities.</p>
<p>As the state continues to grow, we need to develop a Sea-Tac-sized airport in an under-served area that has the ability to grow around the airport.</p>
<p>As time goes on, so does the evolution of technology, as we build new or build out current airports, the technology will also come with it.</p>
<p>As we've seen in the past, the free movement of goods and people can better everyone's lives. Looking ahead, if we ignore the identified limitations to the movement of goods and people, we are doing a disservice to future generations.</p>
<p>Aser mÃ¡s rutas mÃ¡s cortas y tener mÃ¡s flujo de aviones y tener extras operadores o vuelos continentales en diferentes como cortos en Everett</p> <p>Have shorter routes and a steady flow of airplanes and have extra pilots or continental flights in airports close by like Everett.</p>
<p>At least in Snohomish County, our natural environment is being severely negatively impacted already by the population growth here. Preventing environmental impacts is my number one priority! I used to live and teach near an airport. I do not want to live with that noise again...ever!</p>
<p>Aviation capacity equals economic viability for the region. While aviation does have an environmental impact, it is small considered to other sectors of transportation while closing the distance between cities, businesses and individuals. The aviation industry is a time machine and an economic driver.</p>
<p>Aviation capacity expansion should be done in a responsible way, minimizing the traffic, noise, and emissions impact to nearby residents. Those residents will have to deal with those impacts on a daily basis, so their concerns should be acknowledged and mitigated.</p>
<p>Aviation capacity is essential.</p>
<p>Aviation capacity is key to sustaining economic growth in the Puget Sound region and increasing the overall quality of life.</p>
<p>Aviation capacity solutions must be taken within the context of the climate crisis .We must look for options which consider "carbon costs"; i.e. a new greenfield airport means 4600 acres of rural land be cleared at a huge carbon cost. Construction work and materials add more carbon ,not to mention the negative environmental impact in an area which was a carbon sink. We must come up with innovative solutions and use existing facilities to the maximum. Moses Lake is an underused facility. A passenger "check in" terminal could be built in the Sound area with a bullet train connector to Moses Lake. Why not take advantage of existing possibilities and looking at them in new ways? New technology is coming, but planes manufactured today will still be in service 20-30yrs. from now, and negatively impacting the environment . Aviation is a dirty and polluting mode of transportation. Perhaps we should spend time considering additional ways of moving goods and people rather than encouraging another airport and the further expansion of aviation which will only contribute to the climate emergency. We should focus on solutions which will benefit the greater community, planet Earth.</p>
<p>Aviation connects Seattle to the world. If we don't build the capacity, other cities will.</p>
<p>Aviation demand great in long-term for economic growth but still critical to reduce emissions and noise levels.</p>
<p>Aviation if critical to the economy. We should mitigate impacts as much as possible.</p>

Aviation in general has significant environmental impacts; I realize that it's important for both commerce and travel but I also believe that mitigation efforts are required.
Aviation infrastructure has been lagging for decades, and should be a top priority.
Aviation is a key driver of our economy. There are other ways to address emissions other than slowing down capacity increasing projects.
Aviation is a massive economic powerhouse in Washington state and we need to support that. The benefits of commercial aviation greatly outweigh the majority of drawbacks.
Aviation is an important component of the regions economic development. If we want to continue to grow and be a leader in any industry we need the transportation facilities to connect Seattle with the world.
Aviation is an important part of Washingtons economy and the epicenter of aircraft manufacturing.
Aviation is awesome!
Aviation is central to economic growth but economic growth is not relevant if there isnâ€™t a community to support it.
Aviation is critical to the region and keeping society moving. Not funding it or curtailing based on noise which has existed for literally a hundred years at this point is insanity.
Aviation is essential to our economy and modern world. Aircraft noise is getting better every decade and aircraft emissions too, these are not tied to avoiding increased aviation capacity and can be tackled in parallel.
Aviation is highly polluting and younger generations will travel less, so the new capacity will not be fully utilized.
Aviation is important for the growth of our region.
Aviation is inherently adverse to the environment. Current ST3 plans do not link existing commercial services from terminal to terminal with ability to maximize ridership at these location.
Aviation is only gonna grow and the Seattle area is currently undersized for air capacity
Aviation is so much faster than ground travel and only involves maintaining airports. DOT has not kept up state wide on the infrastructure - roads, bridges etc maintenance.
Aviation is the future. We will be left behind if we stick our heads in the sand and pretend away the problem. Having one major airport serve nearly the entire west side of our state is just bad business, and it disadvantages other communities. Tacoma or Olympia needs essential air service now! One year of subsidies would kickstart an entire economy built around aviation outside Seatac. A better option might be to clear the way for a private business, like Propeller at PAE, to open a terminal south of Seatac.
Aviation is too important to nearly all parts of the economy to let it linger in its current state
Aviation needs to step up in research new fuels to be up to date with environmental impacts. If consumers and law donâ€™t push them to do so, they will never move towards innovation.
Aviation represents a small percentage of greenhouse emissions and air transport is a critical part of the northwest economy.
Avuation enthusiast. And love to fly.
Balance
Balanced approach to growth keeping in mind environmental needs.
Barring some unanticipated technological development, the geographic confines of the Puget Sound probably establishes a natural cap on air transportation growth here.

The only really workable mechanism for expanding passenger/freight capacity is to milk that capacity out of these existing facilities: KBLI, KPAE, KSEA, KTCM.
Based on current population and motor vehicle traffic congestion, it makes sense to decentralize the current airport system.
Based on the information provided here, it sounds like this is an important thing to do in order to keep up with air travel demand in the future. Plus, I live on the flight path into Paine Field, and I like watching the planes land and take off. I wouldn't complain about more air traffic, though I know some might.
Be proactive instead of reactive.
Because
Because
because
Because affected communities quality of life, health and lifestyle are negatively impacted daily by noise, air pollution and increased traffic. If the airport continues to expand it becomes the reason for the town's existence with the busses, rental cars, hotels, shuttles, parking garages, restaurants and casinos bringing more noise and air pollution. Island County/Skagit Counties are now experiencing this by the commercial flights from Paine Field.
Because having one airport creates congestion on so many levels. Puget Sound is urban and the population has dramatically increased to over 7 million people. We definitely need another airport that can help ease congestion
Because I agree with this statement more than the others.
Because I do
Because I do not fly. Because we moved from an area with aviation noise pollution to this beautiful quiet region to escape the noise and traffic. North Mason County, WA. is currently unmolested by commercial aviation.
Because I don't want another airport
Because I live directly under the third runway landing path and I hear an airplane over my head every minute and 30 seconds! That means the noise of the last plane hasn't even subsided when the noise of the next one begins! SEATAC IS AT CAPACITY NOW! I can't even enjoy my own property and getting ready to sell because IVE HAD ENOUGH!!!
Because I live in the Mukiteo community and am very concerned about airplane/airport noise and emissions. Also the impact of 24hr a/day flight schedule. Lastly the impact of value of my property.
Because I live near one of the airports being considered, I am not happy with the incredible population and industrial growth in my community
Because I smell
Jet fuel in the air when I plane is coming in to land at Payne field.
Because I want to continue to travel and I don't want to have to go far to do it
Because I would really appreciate a west or south sound airport for easier access.
because I'm a greenie
Because is the right approach.
Because it takes a hour to drive to SeaTac from where we live.

Because it's my opinion and I shouldn't have to justify it
Because it's the best way to manage growth. No matter where you put more planes, they're going to cause an impact. The larger picture is to mitigate the traffic flow to and from the airport with easy access to I-5
Because living under the third runway when it was opened for full time usage was noisy! Even with the airport package on my home.
Because more airports at different locations will help everyone
Because of pollution and noise, use a different airport like centralia!!
Because of the reduced property cost of building in lower income areas, historically under served communities often feel the greatest impacts of this type of project. Studies of communities with high train traffic have shown extensive impacts on sleep patterns, learning proficiency, and concentration. These impacts all contribute to continuing cycles of generational poverty, and are an unfair burden to impose on the next generation of children who live in areas most likely to be developed.
Because of the way you worded the possible options. Seems like every other poll I've looked at, all options point to what DOT would prefer.
because of the way you worded the questions in such a leading fashion
Because our environment is key to our continued existence
Because the best option to increase operational capability is McChord AFB, which is grossly underutilized, already has a very capable infrastructure in the main runway, and is perfectly located to serve as an auxiliary airport.
In addition, the options you present ignore the possibility of building a truly modern high-speed rail link to the corridor from Vancouver to LA, which could massively reduce the demand on air services for passenger traffic.
Because the economy depends on robust aviation options. Even if it is not ideal for all and may have a negative impact on some. It's for the greater good.
Because there is a definite need for increased infrastructure, the issue is the only place to expand to is the Kitsap/Olympic peninsulas.
Because this option suggests that will benefit Washingtonians economically and the environmental impact can be controlled and / or mitigated. However, it didn't explain how..
Because traffic is horrible on Seattle. Rather have an airport close to home.
Because Washington should work with what we already have and make it better rather than resorting to building a new airport. However if an additional airport was needed it should be an efficient and smart set up that takes off the strain on SEATAC.
Because we are in a climate crisis that is only getting worse. Its about time to wake up and start acting like it as we plan and build for the future instead of continuing on with the status quo.
Because we need the infrastructure to support economic growth and development. SeaTac is already beyond capacity and a new regional airport will help ease congestion at and to SeaTac
Because we need to have fit our needs
because we shouldn't do anything more to this poor planet - but that isn't realistic - so significant mitigation whenever possible is the only human centered thing to do
Because we're kind of destroying the planet, and aircraft emissions have a huge impact on the environment.
Because what you want is not sustainable.

Best choice
Better location
Better to spread impact, potentially serve those not currently served, and mitigate for adverse weather impacts. A new airport will best accomplish these goals
Big fan of aviation and all the benefits that come along with it, but we are in a climate emergency and that reality must be reflected in all new infrastructure.
Both of my choice are airports with room to grow. Bremerton and Tumwater have room to grow, now. Hope it will not take 5 years and money wasted.
Bremerton would be a great option for those of us on this side of the Sound. That being said, I would think there would be an offset of cars going to SeaTac via roads and/or ferry if there were a closer airport option.
Bremerton, Olympia, Paine Field and Arlington have the room to grow and are already serving the areas. Yes, increased use will add a burden to infrastructure, but it will be easier to upgrade the existing airports and the supporting infrastructure, than it will be to start new.
Build a high speed rail station at SeaTac. That will solve a big chunk of these problems.
Build an airport on mercer island
Build high speed rail instead.
Build high speed rail instead. It reduces the carbon footprint of travel
Build high speed rail to serve the corridor and the present airports. Rail has greater capacity to move people at environmental and financial costs.
Build HIGH SPEED RAIL!!!!!!
Build high-speed rail instead.
Build highspeed rail! Highspeed rail would improve human and cargo transit, and help cut carbon emissions.
Build HSR instead
Build it and they will come. Seriously, providing aviation routes is dynamic. Capitol improvements cannot hope to be as flexible as where the current demand is coming from. In the case of KBLI, demand fluctuates with the border and CAD-USD exchange rate. The infrastructure needs to be first. It is also an opportunity for the community to control where this growth occurs. If we decide that, say, KBLI is the hub, airlines will invest there rather than more ad hoc growth at, say, KBVS.
Build out Olympia airport for air travel, subsidize and lower the cost at Paine field.
Building a new airport doesn't necessarily have to be in a highly populated area where there will be more pollution. Take for instance Central or Eastern Washington where there's more land and lots of room for expansion, and probably less complaints about pollution. This would serve as a boost for economy, infrastructure, jobs etc in Eastern and Central Washington. Expansion or new build doe6have to be west of the cascades.
Building a new airport facility in Olympia Washington would be my recommendation. The area is underserved and would be a good location for a new airport. It has plenty of space for an airport and being the capitol of Washington state makes it even more an obvious site. Also, a rapid rail connection between Olympia and Seattle is long overdue.
Building a new airport will help relieve congestion both on the roads and in the sky.
Building additional aviation capacity will negatively impact surrounding communities.
Building additional capacity at an existing facility will be less cost to start. Environmental impact is inevitable. Add on to one of the airports on the west side of the mountains to add convenience to those who live there and lessen the influx to seatac. spread the load. SeaTac is the biggest and yet still

the worst to move through. Lousy planning! Bham or Everett for me every time now. Adding capacity to a smaller airport will create job opportunities as well.
Building another airport encourages more flights and more carbon emissions as a result. Invest in high speed rail instead and eliminate local flights (eg: SEA to PDX, SEA to YVR)
Building capacity (i.e. a new airport) will induce demand and increase carbon emissions. Demand (commercial and cargo) can be mitigated through other options (rail, for example) that have a smaller environmental footprint. In addition, demand for travel, specifically business travel, is very uncertain given the effect of the pandemic.
Building high speed rail instead is a faster, more equitable solution to transporting people and is better for the environment
Building increased air travel capacity for passenger service, cargo, and general aviation, is critical to economic growth, safety, and quality of life in the greater Puget Sound area, with continued population growth, and economic expansion and growth. The Puget Sound area needs a new second large hub commercial airport, for passenger service, with at least 3 full sized runways. This airport should be built on a green site with large acreage in either Pierce County, or Lewis County. In addition, runways should also be added for passenger service at both Tacoma Narrows, and Arlington Municipal airports. SeaTac and Boeing Field expansions, and improvements should also continue.
Building new airports based solely on WSDOT projected demand“which is often wrong and used to justify expensive mega projects (see new Hwy 99 tunnel)“and without mitigating environmental impacts is unwise and would contribute to climate change. Mitigation of impacts should include holistic look at transportation modes, especially high speed rail. How many trips are Seattle to Vancouver BC or Seattle to PDX?
Building new airports have to meet environmental constraints. SEA has no additional runway construction. I imagine expanding PAE and MWH make the most sense.
Building new aviation capacity should be WELL PLANNED and decision making be VERY transparent, unlike the changes at Paine Field, which citizens were told in the County documents, that it would never be turned into a commercial aviation center!
During this prolonged pandemic, increasing noise, traffic, and other environmental pollutions will increase citizens overall stresses which have been pushed beyond their capacity to cope for the overwhelming majority of the population!
Building new facilities makes the most sense to meet increased capacity, rather than degrading services at existing facilities.
Building options to reduce aircraft emissions and noise should be designed in any new facility. (and at existing facilities as they upgrade)
Business Travel is not going to bounce back. Freight should travel by ship or train.
Business travel will be reduced dramatically. I personally have reduced my travel by 90%. Can“t see it changing after Covid is over. Discovering Zoom for meetings has changed my business life, and I believe a large percentage of other business travelers.
Buying land for a new airport seems cost prohibitive.
Capacity and existing infrastructure around existing airfields is critical
Capacity at SeaTac would be improved with investments in rail to replace flights.
Capacity is important, but flight is a major contributor to carbon emissions so expansion should only occur if environmental costs can be minimized.
Capacity is needed and it is unclear impacts can be eliminated with current technologies
Carbon emissions per capita continue to decline and our economy will grow more globalized

<p>Cause we need more capacity. Could use Boeing field for commercial flights or Olympia for some regional ones</p>
<p>Certain environmental impacts are unacceptable. We missed out on taking action 50 years ago and so now we have to stop flying unless someone comes up with a low carbon flight. Rich countries are sucking up resources and we all need to fly less. Rapid rail and get rid of all short flights = more capacity at existing site. The "larger community" represents the entire world population. Most of whom will suffer more than we will from climate devastation.</p>
<p>Choices can be made that will have smaller impacts BUT are never palatable as they would create competition and or extra cost. This is a problem of political will and not ability. In this "questionnaire" False choices are being presented as the only choices.</p>
<p>Choosing to not meet the ever increasing needs of air traffic will result in delays, increased cost for reduced capacity and would hurt the local economy, costing jobs.</p>
<p>Climate change</p>
<p>Climate change is a clear and present danger to your environment and civilization. The projections for future "aviation" demand do not account for Paris-treaty compliant changes in policy and practice regarding aviation, and are therefore not relevant for decision making. We build infrastructure for the society that we want - and we need to urgently shift any from fossil-fueled aviation, and direct our investments elsewhere.</p>
<p>Climate change is a crisis and it must take priority. But we also just meet demand. These things should not be mutually exclusive.</p>
<p>Climate change is a thing</p>
<p>Climate change is an existential threat. We cannot build additional facilities for our most carbon intensive form of transportation without taking a climate first approach.</p>
<p>Climate change is by far the biggest issue humanity has ever faced. If we don't solve that problem, airport capacity will be the least of our worries. Our current airport can meet our needs if we get serious about meeting or exceeding climate change goals.</p>
<p>People need to fly less, attend business meetings and conferences virtually, and vacation closer to home. In addition, products shipped by air should be limited to truly essential time sensitive items.</p>
<p>In addition, the environmental and noise pollution impacts of adding a new airport in our already overpopulated, formerly rural State are not acceptable.</p>
<p>In particular, as a resident of Thurston County I strongly oppose building a new airport here or expansion of our existing small rural airport.</p>
<p>If the climate is to remain even marginally livable for humanity, the future of transportation must transition quickly to land-based renewable energy electrified transport by rail, by ev car and by ev semi truck.</p>

Building a new airport, with all the carbon releasing consequences of construction and operation, is not only unnecessary but also counterproductive to a livable future.

Climate change is important

Climate change is real and we need to Reduce and remove short-haul flying as much as possible. Cutting down on short haul flights and investing in better transit options would do a massive amount to cut down on our carbon foot print and open up more slots and space for long haul aircraft.

Climate change is real, so limiting capacity increases and constraining economic growth somewhat are acceptable tradeoffs without completely curtailing capacity increases. Also, GA is negatively impacted wherever commercial capacity is increased - Paine Field is a good example of this.

Climate change is upon us.

Climate change must be a major decision element, also conservation of natural resources and pollution control. The full carbon footprint has to be looked at.

Climate change, the health of citizens and the environment has to be made a priority at some point. Now would be the best time.

Climate change.

Climate crisis forces big redesign of transport. We should invest in other modes of moving cargo and passengers. Ditch just-in-time models and revive rail service (e.g., renewable "solutionary rail"); move to telecommunication; and move away from the cheap-air-travel mode of tourism, which is not environmentally sustainable.

Climate crisis

No confidence in 3rd option provided

Climate issue considerations and noise pollution.

Commerce is important, but the environment should take priority as well as people's well-being. Also don't build it in Thurston county.

Commercial air travel is highly polluting and I'd like to preserve what rural land that remains.

Commercial aviation needs to scale back if we are to meet climate change goals and save the planet.

Common sense

Communities around airports are often crummy. I would like that avoided.

Communities will more likely embrace an airport expansion if extra effort is made to minimize disruption. Quality of life is affected by airport noise and emissions. Working with the community to honor that is critical.
Compared to the East coast we are remote from major cities. IS is a joke and is over capacity. Public transportation is a disaster. Let's get airport capacity right
Concerned about highway inability to handle more traffic and noise
Conformed al crecimiento de la poblacion ,Los aeropuerto se deben ir ampliando y modernizando o creando Nuevos Para satisfacer las necesidades actuales y futuras.
Airports need to be expanded and modernized or new ones should be built to meet current and future needs in accordance with the growth of the population.
Congestion at the airport is already a big problem, and needs to be addressed
Considering the demands on the west side of the state, it makes sense to build increased aviation capacity. However, any expansion needs to consider environmental impact. Any threat to our environment is not worth the expansion. I'll suffer wait times at SeaTac or drive to PDX.
Considero de suma importancia respetar el medioambiente. El impacto del crecimiento de la civilizaci3n estÃ afectando de manera significativa la flora y fauna de la regi3n. Debemos pensar en las generaciones futuras. El ruido tambi3n es importante. Como pasajero prefiero tener mÃs tiempo de espera en un aeropuerto que escuchar mÃs aviones pasar sobre mi casa.
I consider it very important to respect the environment. The impact of the growth of civilization is significantly affecting the flora and fauna of the region. We must think about future generations. Noise is also important. As a passenger, I'd rather have more waiting time at an airport than listen to more planes pass over my house.
Constructing a new terminal will enable continued growth of the Puget Sound region through expanded access for passenger and freight traffic. This will encourage tourism and business investment in the region. Not expanding air traffic capabilities will cause an other-avoidable bottleneck on economic growth and quality of life in the region.
Continue using our current facilities. If expansion is absolutely necessary, then expanding Sea-Tac and/or Paine Field seems the most economical and efficient solution. It would utilize existing infrastructure and limit impact on the environment and communities.
convenience of aviation capacity comes second to environmental impacts at this point
Convenience of trace is important to me
correct legacy inadequate planning and infrastructure
cost effectiveness and least disruptive
Creating economies in different areas is a larger benefit to the communities impacted rather than congestion in existing communities.
Creating more wide spread environmentsl damage would severely affect the already diminished wiality of life in Western Washington.
Critical to success of region
Current aircraft emissions are at a destructive level for pollutants. I feel the airline industry must clean up emissions and find alternative fuel sources concurrently as Washington State explores expanding capacity.
Current airports already negatively impacting traffic & residential jareas.
Current increased capacity is already an environmental challenge particularly in/near local communities that had be promised years ago that the local airport would not be expanded. We have

a lot of current open space in Washington that should be considered and as people move in to those areas they would know what they would be dealing with.
Current levels of air travel are environmentally unsustainable.
Currently Paine field is under utilized by the airlines using it. It and Bellingham airport should be more convenient for travellers in the Puget Sound before adding more air hubs.
Currently we have to drive a long time through horrible traffic from Thurston County to SeaTac while getting to the Olympia airport would be much easier. Planes can cut back engines over populated areas so they are quieter. However the Cascadia Fast Rail would replace a lot of air traffic. I would like to hear more about a regional airport and be on a notification list. Some people on the Port of Olympia and City of Tumwater boards supported the Panattoni mega warehouse disaster because it would bring in some cash. A regional airport would bring a lot more cash to the region.
Currently we only have one option, SEAtac and it's a joke trying to drive to and from no matter what time of day. That environmental impact of increased use of automobiles is detrimental. Would be much safer, more convenient and less stressful if we had flights leaving from our area.
Damage to the environment cannot be undone and impacts quality of life.
Deforestation and elimination of green space should be avoided at all cost
Demand doesn't depend on space. It depends on economic growth. You can't force demand nor can you slow it. To have to adapt to it.
Demands need to be met with a focus on general overall impact in my opinion.
Dev test
Dev test
Development in Puget Sounds is having a significant negative impact on our environment
Distribute the flow of people and having more options when traveling.
Distribute the ground and air traffic impacts, positive and negative. Create a dedicated cargo facility. Provide high-speed rail linkage between facilities, benefits in-between municipalities.
Do not build an airport for passengers far outside the city like some places have done. If another airport has to be built outside the metro area, let it be for cargo only. We don't have people to have to drive an hour or more to get to their flight. It will be very inconvenient and create more traffic.
Do not consider the Tumwater option. There would be significant impact to some of the last Prairie habitat in Puget Sound.
Do not expand in the Olympia airport please. Our community does not need or want the additional environmental impact, noise and traffic.
Do not extend this airport!
Do what is right for the greater good of everyone and the environment that we live in.
Doing anything else would be short-sighted and unwise.
Don't want planes circling over communities dumping emissions and particulates. But need to increase access.
Don't want to ruin place we just moved to
Don't expand at the expense of the environment.

Due to climate change with the need to cut back on emissions and continued problems with Covid will cause airline use to reduce. Stopping climate change is more important than travel.
Due to projections and increases in passenger and cargo.
Due to the climate crisis we need to do everything possible to reduce carbon emission from air traffic. No taxpayer dollar should go to extending airport capacity. Instead, we need to invest in high speed trains or other means of transportation that can run on electricity.
Duh.
Easier
Easier to stay with existing facilities and not tax drivers to death. No pay by mile.
Economic activity fuels growth and prosperity. Environmental impacts are moot if there is no prosperity for Washingtonians.
Given our onerous EIS-es, I find it hard to believe that there is any actual tradeoff.
Economic growth always requires infrastructure investments, even if it requires significant debt.
Economic growth and services provided to the residents of the greater Seattle area is very important, but one of the things that differentiate this area from the rest of the country is the quality of life, which is highly impacted by the environment. If we can't find a sustainable way to continue growing without sacrificing the environment (the reason why a lot of people want to live here), then the growth is not worth it.
Economic growth creates higher budget for expenditures, employment, population growth, updating infrastructure to current standards and specifications. Itâ€™s all of our money, put that shit to work and pay employees their worth and more.
Economic growth is the lesser of the evils. Over this Ling term horizon, technology will continue to mitigate the environmental effects
Eeee
Efficient and effective transportation of people, goods and supplies is essential to keep up with the growth of the community. Airports are necessary and must be created in consonance with the safety of the people and environment.
El aeropuerto de SEA estÃ¡ completamente saturado, inclusive saliendo de la pandemia necesitan mejores instalaciones y mejor mantenimiento en general
The SEA airport is completely saturated, even after the pandemic they need better facilities and better maintenance in general
El crecimiento empuja a una mehora de los servicios de transporte en general, asi como el de AviaciÃ³n, pero debe de hacerse, coordinadamente para evitar el daÃ±o ambiental y retraso o falta de servicio en la oferta existente .
In general, growth pushes for improvement in transport services, as well as in Aviation. But it must be done in a coordinated way to avoid environmental damage and delays in current services or lack of services altogether.
El impacto economicoque puede provocar cualquier acciÃ³n es importante pero mucho mÃ¡s el impacto, medio ambiental, lo mejor serÃ¡a balancear para que ninguna de las dos cosas sea afectada.
The economic impact any action can cause is important, but the environmental impact is much more important, the best thing would be to find a balance so neither of the two things are affected.
El impacto economicoque puede provocar cualquier acciÃ³n es importante pero mucho mÃ¡s el impacto, medio ambiental, lo mejor serÃ¡a balancear para que ninguna de las dos cosas sea afectada.

<p>El sistema de transporte por avión es necesario para seguir creciendo económicamente y tener acceso a comunidades que necesitan vuelos a sus áreas locales</p> <p>The air transport system is necessary to continue growing economically and to have access to communities that need flights to their local areas.</p>
<p>Emissions and noise must be controlled, economic needs must be met, the process is so lengthy that we have time to develop new technologies</p>
<p>Environmental factors are not the most important consideration.</p>
<p>Environmental impact must be king. It then has to be affordable to the taxpayer, THEN you'll know what to build.</p>
<p>Environmental impact reviews are time consuming and has so much red tape. This is a need we need NOW.</p>
<p>Environmental impact should not be overlooked. We need to plan and build for the future, which includes the future of our planet. Otherwise we will end up spending more money down the road.</p>
<p>Environmental impacts are becoming increasingly more important!</p>
<p>Environmental impacts are having a drastically effect on us just as we have a significant impact on them.</p>
<p>Environmental impacts can be mitigated.</p>
<p>Environmental impacts must be primary consideration. Personally, I do not care to live in a community that continues to expand to meet demand at the expense of quality of life.</p>
<p>Environmental impacts of any new growth need to be the highest priority.</p>
<p>Environmental issue are the biggest challenge for the foreseeable future. The aviation industry is a big contributor to these issues. Increased demand should be handled by improving other forms of mass transportation (trains).</p>
<p>Increasing capacity would only be acceptable if the environmental impacts can be demonstrated to be lower than not increasing capacity.</p>
<p>Environmental reasons. Saying that not building an airport will cause greater environmental impact is dishonest.</p>
<p>Es importante</p> <p>It is important</p>
<p>Essential for eco development</p>
<p>Essential Public Facility</p>
<p>Essential to grow.</p>
<p>Established support businesses and infrastructure already exist at current airports, no need to duplicate these things ie hotel, taxi, parking, shuttles, gas stations Etc. Noise issues are already in place at current airports, just keep and expand current facilities.</p>
<p>Establishing a quality Regional high speed rail network would alleviate demand from hundreds of passengers every day that currently have to fly on SeaTac to reach nearby destinations like BC, Portland and Spokane. I have tried riding Amtrak both north and south out of Seattle and decided I would never again (because the freight traffic delays are extremely difficult to plan around). HSR would be a great way for business travelers to have work time while traveling comfortably and allow tourists to relax and converse with their party in spacious reliable transport. We all know that airport security and tight spaces are less than desirable so why not allow travelers to have options when commuting out of King County?</p>

Even as a pilot I feel this way. Given the massive environmental impact of commercial aviation I believe letting delays and price hikes with lowered supply into the region reduce demand is preferable over increased carbon emissions and noise and community impacts
Even with expansion at Sea-Tac and Paine, there will not be enough space. Another option could be an expansion at Bellingham and a bullet train to connect the cities.
Everett is under utilized and could service major population centers which create the most demand. Could continue operating with current facilities such as SEA if airlines were required to modify schedules to utilize periods during the day which have very low traffic volumes. Ration prime arrival/departure times across airlines.
Every thing I see and here is predicated on a small group making large amounts of Money and the majority getting nothing except noise, air pollution, and a devalued standard of living. I suggest you seriously consider the lightly used Shelton Airport.
Everything needs to be balanced as we deal with an impending climate crisis. Growth for the sake of growth is no longer sustainable”so we need alternative, safe transportation to the airports; airlines to commit to alternative fuel types; and airports to be neutral in emissions.
Existing airport expansion is preferable. Everett or Olympia. While enviro and noise are important considerations, we shouldn’t be accommodating a very small % of whiners. Just issues that have a broader % of the population.
Existing airport expansion. The roads, hotels, etc are already structured to handle the volume. Also the surrounding area I already effected with the noise and air pollution.
Existing and new airport are very necessary
Existing area airports can be expanded to meet the growing demand
Existing capacity is concentrated in a geographic area that is heavily gridlocked, limiting passenger access and air freight in particular. Other options need to be considered for the state to continue to remain competitive economically.
Existing facilities that are able to and willing to expand already have the core infrastructure in place. Paine Field has the ability, is in the perfect location with direct access from I-5, the Peninsula, I-405 and in the middle of Snohomish County's metropolis.
Expand commercial activity to regional and local airports like Olympia, Bremerton, Bellingham, IMPROVE existing capacity for GA at existing airports and create new airports for GA. Explore electric aircraft flights from regionals to SeaTac as necessary for connecting flights.
Expand current airports
Expand existing air transportation facilities. Limited modifications to existing infrastructure would be needed to handle increased traffic. Building a new airport would be costly, environmentally unsound and substantially increase traffic and significant infrastructure improvements would be required.
Expand Paine Field - there is no other option
Expand Spokane, Bellingham, and PaineField commercial operations. And consider one on the coast near forks.
Expand the new Everett Field to take the load off SEATAC. Gives the North end a convenient alternative.
Expand within current airports and lease McChord. Do not place near residential areas.
Expanded capacity is necessary, and I think Bremerton is a good location both population wise and lower impact wise
Expanding aviation capability in the region will improve overall economic strength, which will allow for more significant investments into environmental improvements. The net benefit to the environment in the region will be improved by focusing on economic growth.

Expanding Bremerton airport for increased commercial traffic is essential. This will cut down on surface traffic traveling to SEATAC while making travel and cargo movement much more efficient for the peninsula. I am a retired Delta Captain and currently flight instruct at Bremerton. This airport could facilitate huge economic growth as well as having a net positive environmental impact on the Puget Sound area.
Expanding current airport would solve the problem temporarily however I am concerned about traffic. Continuing without change is not an option! Please consider a south sound airport, Tacoma or Gig Harbor!
Expanding domestic commercial capacity is a form of climate denial. We need to invest high speed passenger and freight rail like the rest of the industrialized world. There will still be a place for international and domestic islands commercial aviation but if it is in continental North, Central or South America we need to invest in next generation technology.
Expanding existing airports seems more cost-effective than building new airports.
Expanding SeaTac, will only create more delays due to congestion, both on the ground and in the air. Developing another regional airport such as Olympia, or Centralia, would be a much better idea.
Expansion of aviation based on different types (passenger vs cargo) at locations that better coincide with interfacing transportation methods reduces long term impacts. I.e. cargo planes with direct access to ships, rail, and tractor trailers will reduce intermediate transportation.
Expansion of the toledo location would bring loads of money into a area that has great potential for Expansion. Building here wouldn't only meet demand but build up a community.
Experience flying
Feel that the region needs to expand beyond the currently congested locations.
Fill the need.
Finding new location with the least impact will be difficult. Existing locations have infrastructure and existing flight paths with least impact.
First let's compare apples to oranges. The inability and lack of foresight into the growth of the Seattle area over the last 10+ years has left ground transportation options lagging, and has led to increased congestion in every direction. Failing to prepare now for expansion would lead to further delays, increased expenses, and possibly fallout for potential economic growth in the further due to less demand driven by overcapacity and inability to support growth.
First of all your questions are poorly worded and biased. If you really wanted an accurate sample you'd change the wording here. Secondly, expand on the west side of SeaTac. Build an APM under the runways" a la Atlanta.
First there needs to be a holistic approach, e.g. can rail, shipping and trucking account sufficiently for goods and people movement. Has WSDOT addressed "possible potential" needs from that standpoint? Second no airport operation nor expansion has ever effectively addressed noise and environmental impacts from those who experience it. This includes expanded operation and changing of flight patterns.
First, I would like to point out that your three choices are obviously written with the assumption that air travel infrastructure neither can nor should act to constrain the growth of air travel.
With currently available technology, air travel presents a serious threat to efforts to meet climate goals. Air travel will not increase forever, and the more it increases in the near term, the sooner it will stop altogether: a system that is not sustainable is a system that will crash.
Fix our damn roads first. Some if the streets in Spokane are almost impassable.
Focus on building a more robust rail system to displace high-pollution air traffic. Benefits both individuals and businesses and moves us into the future without the environmental and noise costs.

Focus on existing airports like SEA and PAE, they're already established and can accommodate increased operations. SEA for example, has a cemetery next to it which should be relocated so the airport can use the space to expand. Also SEA has purposefully restricted and non-efficient airspace. Redesigning the airspace to make it more efficient will greatly increase SEA's operational capacity.
For those of us living on the Kitsap and Olympic Peninsulas, the lack of certain services makes life much more difficult already, and hinders growth. A nearby commercial airport would improve our lives.
For Washington and Seattle in particular to continue to prosper people need to get in and out of the state easily. The most effective way to do that is to fly. So continuing to expand Seatac is the most efficient way.
Forecasts are pessimistic resulting in decisions tailored to spend state revenue. Focus on ground transportation for the coming decade.
Fossil fuel emissions in the upper atmosphere are not ecologically justifiable. The price we are going to have to pay is to be innovative and less Boeingcentric. I don't want our taxes spent on a technology that is over 100 years old.
Freight and passengers have to get to the Airport. Most existing airports have reasonable roads already.
The existing Airport in Moses Lake is Prime for more traffic. I 90 is close, Rail is close and with improvement to both, Moses Lake becomes a valuable asset to air service.
Moses lake airport is larger than any current ar facility west of the Mississippi.
Any traffic, especially freight going to Moses Lake is removed from the Seattle, Tacoma, Everett traffic. Light rail and rail Freight could really reduce impact on I90.
This a solution that deserves study as a long term benefit for western Washi gton..
From the information provided it sounds like this option is the only way to meet the needs that are anticipated.
Funding is available, given the surplus in the state treasury. Also, the environmental impact from aircraft exhaust emissions is minuscule in the grand scheme of things.
Future need may well be less, rather than more, given environmental constraints and greater emphasis on sustainable practices.
G
Get ahead of the problem, it is going to cost money, budget and save for it. Stop ridiculous spending on other things.
Getting to SeaTac from outlying areas has become increasingly more difficult in the last years. It would be wonderful to have flights available closer, without having to travel from Portland airport as it is easier to get to than SeaTac
Gig Harbor needs more air traffic!
Global warming
Go Cougs!
Good
Grant County International, located in Moses Lake Washington is literally the perfect airport for this expansion project. The major infrastructure is already in place!

Great need not to have to Drive
1.5 hrs to air port & that's on a good
Day.
Greater demand necessitates greater capacity.
Ground transport is full. We need to expand water and air modes for moving people and goods.
Growing air traffic to our region is good! We can improve the efficiency of the airline industry in parallel with improving our local economy.
Growth as state affects all sectors; we cannot ignore aviation in the same way that we cannot ignore other critical infrastructure.
Growth can happen, but it needs to be sustainable
Growth denial has never worked in the past, in any of the 3 states I have lived.
Responsible planning is a must!
Growth for growth's sake degrades the environment. Washington has already overgrown its capacity for housing all its citizens and expanding air capacity will just bring in more people driving the cost of housing further out of reach for more.
Growth for growth's sake is ruining Washington. The price of housing is driving homelessness. More growth will make it worse.
Growth is essential. We either expand or contract and expansion is preferable.
Growth is good
Growth is important.
Growth is inevitable in our area and we need to plan now for what we will need in the next decade. We're required to consider environmental impact and mitigate sound so those will be part of any plan. Luckily technology is constantly improving our lives and it will enable us to meet the needs of the future.
Growth toward the future is always going to be important.
Hate driving over to seatac so make the Bremerton larger
Have we studied how to reduce the air travel demand? High speed rail connections could reduce some amount of shorter flights. Transportation is responsible for half of WA states green house gasses - need to consider that.
Have you idiots heard of climate change?
Also, holy leading question Batman! #2 is not objective at all!!!!!!
Having a good aviation infrastructure benefits the communities and citizens in very many ways and is an important part of future growth and development
Having an the two existing airports on the west side plus one on the east side will reduce personal commutes reducing freeway travelers. Having an airport on tge east side will help with that plus reduce trucking on our freeways. A new airport on tge east side will fulfill one if the goals of the 3rd runway activists: build an airport away from a populated area with zoning to prevent close in residential zoning while allowing commercial zoning. Such a system would be both economically and environmentally sound.

Having been a professional pilot for 30 years I have seen the impact of poor or lack of planning from elected officials that have very little to no understanding of aviation.
Having effective, efficient and sufficient air transportation capacity is essential for the region. It must be accommodated and prioritized, while mitigating environmental impact to the greatest extent feasible.
Having lived near or under SeaTac flight paths all my life, noise and jet engine emissions are health hazards to residents living in close proximity. We should not expand airport capacity at the cost of our citizens health and well being.
Having lived next to the airport the noise is out of control I can't think of a worse location for an airport. All airports should be in a low population area period. Every 3 to 5 minutes we have to stop talking to wait for a plane to pass before continuing a conversation and we are 5 miles north of SeaTac. It also kills surrounding property values and no compensation is given to surrounding homeowners after 40 years of this I think reparations are due in the billions to all that have lived and suffered from the overhead noise and pollution!!!
Having one airport to support the population in WWA not only puts an environmental strain from plane congestion but also road and green house gas emissions from cars traveling/sitting in traffic to get to Seatac airport. Washington has not invested in our aviation travel that way that it should have.
Having only one major airport in a region that could suffer catastrophic events is not a good idea
Having recently traveled through SEA while it was extremely crowded, seeing parking lots full and long lines for arrival pickup, it was clear that the region is already far behind where it should be regarding ability of residents to access aviation. Expansion of capacity is necessary.
Having worked in aviation for almost a decade, I have seen the current availability and what it has to offer. There are long wait times, major delays and congestion on the ramp due to insufficient gate areas and terminal capacity
health impacts are known - why would we knowingly increase health risk for people near airports
Help reduce traffic in and out of Seattle, create come competitive flights, more availability of flights.
High speed rail can replace short haul flights for less money and environmental impact.
High speed rail could alleviate air and cargo constraints while preventing noise and environmental impact from increased air traffic.
High speed rail could greatly alleviate airborne traffic bound to CA with overall less environmental impact and with a similar travel time when the 2 hr rule is taken into consideration
High Speed Rail is a much more environmentally friendly way to increase travel capacity in the region. HSR could replace every flight pair between Portland, Seattle, Bellingham, and Vancouver, and do so while making the trip faster than flying. This would create space at our existing airports for longer range flights which are not feasible to be replaced by rail. Building a brand new airport or expanding SEA/PAE will have massive environmental impacts no matter what we do to mitigate them. HSR can fulfill the capacity of 91 airport gates, 2 airport runways, and 6 lanes of highway (per Cascadia Rail), and is the only way to ensure we meet travel needs in an environmentally friendly way.
High speed rail is the best way to decarbonize. We need to lower emissions, so any funding for air travel should be focused on climate justice. Honestly, I think the only way we can justify increasing the amount of flights is if we have something like hydrogen fuel cell planes or the like
High speed rail should be a solution. The anticipated increase in air travel uses pre COVID predictions. Companies, who represent a large % of SeaTac passenger revenue have made commitments to reduce their travel emissions by at least 55%, SAF, hydrogen, electric will not enable this by 2030.
High-speed rail is cheaper and more efficient and better for the environment. Do that instead. We don't have space or money for another airport to be a priority right now.

Honestly we should not be expanding aviation and should put this money into high speed rail instead to offset the stated capacity issues. SeaTac pollutes enough now and creates constant noise over my neighborhood in Seattle. Mitigation is not enough, we need to reduce the noise and pollution. Adding more planes will always just make it worse.
Honestly, we should operate at a much lower capacity. Climate change demands it.
How about if we think out of the box and look at high speed rail and other transportation options
How else would we meet demand
HSR is much more environmentally friendly and would grow our economy more.
I
I agree that long range planning for a new regional airport should commence. But we should also plan for High speed Trains to replace trips up to 400 miles. This will greatly reduce environmental impact.
I agree that the population is growing and commerce as well. Personally expanding the Tacoma Narrows would adversely affect my family and community. The amount of residential building alone in the last 8 years is drastic and is overtaxing the infrastructure. If the airport were expanded here it would crush the local infrastructure. The bridge, highways, and housing immediately around the Tacoma Narrows airport are not well suited for major expansion.
I already hear a lot of noise from air traffic and environmental damage cannot be overlooked. If the flight paths and noise would go over the prisonâ€¦'
I am a Part 135 charter airline owner. I've read through your questions. Each of them can be interpreted in different ways. Are they designed for you to be able to justify your program any way you please, so you can say the " this is what you asked for" . Combine this with WSDOT' s track recordI am NOT impressed
I am a pilot, and fly out of KOLM quite a bit.
Olympia Municipal, in my professional opinion, has significant capacity for a terminal or two. Please do not expand the footprint of the airport. Just develop the existing land.
I am an air traffic controller and the current location of SeaTac creates complex traffic because of proximity to other airports. A new location would dramatically improve congestion.
I am only for this option if your build out capacity at the airports closest to population centers FIRST!!!
This means max out Boeing Field, Paine Field, Renton Municipal BEFORE going farther out.
Of the six airports on the possible expansion list only Paine Field makes sense. Expansion at the rest doesnâ€™t make sense, as they are too far from population centers and would require too much investment in transportation infrastructure, especially when you have the better options I listed above.
I am opposed to expanding anywhere accept SeaTac or Boeing Field. Do not come to Tacoma Narrows!
I am particularly concerned with potential impacts to general/private aviation operations. Specifically that, increases in commercial/business aviation activities at existing airports without investments for appropriate increases in airport infrastructure has a tendency to push aside general/private aviation operations, e.g., reductions in space for aircraft tie downs/hangar space and for small aircraft support business/facilities. Small aircraft operations/operators need space to safely conduct operations without unduly impacting commercial/business aviation interests. This is very important for the future of aviation in the United States of America.
I am tired of being a resident of Thurston County for over 50 years and Washington State is only interested in doing the developers' bidding. Not one time have the long time residents concerns been

taken into account. There are way too many people and commercial interests in Washington now. Thurston County now has the same unsolvable problems as Seattle, like homelessness. Don't accommodate more growth, as a long term resident, my quality of life has steadily and rapidly decreased in the last 20 years.

I am VERY concerned about environmental and noise impacts. I live under one flight path and next to another. I know there have to be ways to decrease noise and keep toxins out of our homes and yards. Build a small fee into every boarding pass to pay for it. And do not raze trees and parks to create parking lots. Also, buy me and others out of our properties at fair market value plus relocation costs to create more room. Build sound-safe multi-unit residences on properties such as mine which is spitting distance from the airport under the flight path.

I believe air travel has been impacted mostly due to the restrictions placed on travelers. Everyone I hear stating they want to fly but are not allowed. This has been throughout all but the first couple of months. Once the restrictions are lifted air travel will be difficult due to lack of availability to flights and not lack of desire. We personally have a number of trips planned along with our family in Germany, Spain, Brazil, and Columbia wanting to come here. Being separated from family for so long takes a toll and we all want to make up for lost time.

It would be very beneficial to also help smaller private airports become more useful to commercial use as well. This has been an on going need that has not lessened over the covid time. The cost to make needed repairs has drastically increased. These smaller airports keep the communities they are near from being so isolated. These private and smaller local airports need attention as well.

I believe it is wiser to mitigate the impact on community prior to building another airport. The current one is over loaded as is.

I believe much of the regional demand for cargo and passenger movement could and should be met with more space-efficient, environmentally-friendly alternatives like rail. States like Virginia have shown that investment in existing rail corridors can help offset the need for the expansion/construction of airports and highways. I believe Amtrak Cascades expansion across the Pacific Northwest region, combined with potential future high-speed rail, should be considered as a way to offset some of the demand for regional air transportation. Cascades and HSR expansion could also better connect existing and underutilized regional airports (Bellingham, Olympia, etc.) that could potentially handle some of the demand that is being envisioned by CACC.

I believe our region is too big for only one large commercial airport. It is time to either increase the size and capacity at Paine Field or add another large commercial facility in the south sound or central Washington.

I believe that SEA is maxed out and there is genuinely a lack of space to further expand. South region and north region of the sound could use an airport. Like PAE.

I believe the industry is trending toward cleaner more renewable sources so we need to work on expanding capacity because the demand is coming no matter what.

<p>I believe there a few imperatives here:</p> <ol style="list-style-type: none"> 1) Allow and encourage economic growth related to aviation in the region 2) Reduce environmental impacts of aviation, working to eliminate the aviation industry's contributions towards global warming and climate change 3) Ensure that local communities, particularly those that have historically been left out of decision-making processes while bearing the brunt of policy consequences, have a voice in deciding what's best for their residents. Often, these communities are for the reduction of aviation-related noise. <p>Thus, the above selection is the only path forward that meets these imperatives.</p>
<p>I believe we can develop the technology to control the impact , if we have to.</p>
<p>I believe with Paine Field operating fully there will be plenty of capacity. There is no need for another large airport on the west side. Lets work on making Seatac run more efficiently first. If and when that is maxed out, Boeing Field could begin some service.</p>
<p>I care strongly about the environment.</p>
<p>I choose this one because impacts are mitigated I feel in some cases are loosely goosed to satisfy the mitigation process for the developers, the people who are profiting and I don't want to see how the failure of past culverts affected fish passages to swaddle the future with fixing unintended consequences. I want it to look at how 7 seven generations are affected for all.</p>
<p>I choose to use Portland airport whenever possible to avoid the horrendous traffic along the SeaTac freeway exit, cell phone lot, and terminal/departure feeder lanes"however, solutions must be found that reduce noise, pollution emissions, and other environmental concerns.</p>
<p>I completely understand the desire and need to make changes to meet projected demand, but I think a balance must be struck between increasing aviation capacity, reducing noise and pollution impacts to neighborhoods near airports, and protecting the environment. Increased capacity should NOT come at the expense of people's health and quality of life.</p>
<p>I currently live in Lake Forest Park and am TIRED of listening to low flying planes overhead. Takeoff and landing routes need to be moved over water, not over densely populated areas.</p>
<p>I did not purchase my home to be in the line of airport flights. I know no matter what is done it will be excessively loud.</p>
<p>I do</p>
<p>I do not feel that it is reasonable to assume that air travel will continue growing as it currently has been; with the impact of climate change coming into full force, it is likely we will have to nearly completely cut off air travel compared to now, and use trains and the like to move shorter distances.</p>
<p>I do not want a airport in lewis county. Build one in Seattle or Tacoma. Or even Olympia. Stay up there and out of our small towns</p>
<p>I do not want the natural parts of the PNW distorted by noise and air pollution, but I do understand and welcome the need for economic growth.</p>
<p>I don't believe air transportation will be desirable except for cargo in the future because of environmental considerations . Also telecommuting is becoming the norm for business. Travel can be done virtually as well.</p>
<p>I don't feel the need for expansion is necessary or a high priority, but given the choices above, I would prefer the path of least destruction.</p>

I don't feel, I know it is needed in this area.
I don't support endless growth of the Puget Sound region.
I don't think an airport or any expansion should be housed in the Gig Harbor area. I fully support this effort within the City of Bremerton.
I don't think it is wise to expand capacity of air travel considering the dire circumstances surrounding climate change. Similar to how widening highways only induces more demand for driving, I feel adding or expanding capacity for air travel will have the same effect. I also believe that airlines should do their part by reducing the frequency of flights that are not full and unnecessary. In addition, it's possible that the effects of the pandemic will not subside entirely, reducing demand for air travel longer term than expected.
I don't think it's possible to ignore the need for increased capacity but I find it hard to believe air transportation can't be improved by having that industry take steps to mitigate environmental problems and reducing noise. I would also like to see that alternatives to air transportation are considered, specifically things like bullet trains.
I don't think we should sacrifice the environment for growth
I don't trust that the Port and State would actually have environmental concerns at hand if capacity was expanded, based on their qualification of environmental impact when it comes to our roadways now.
I don't want the same problem they have at SFO with planes delayed in feeder cities and airplanes having to remain in the air in a holding pattern for a landing slot
I don't want to live next to an international airport, converting a small municipal airport would ruin residential values
I don't advocate replacing SEA TAC. I would suggest find/create another secondary facility in the South Sound similar to Paine Field. The other options are delaying the inevitable need of the facilities based on growth projections.
I don't believe the current facilities are fully being utilized, we do not need additional facilities. Those we have should be modified to meet expectations while we are in a lull of usage. Additionally, we should be looking into alternatives such as high speed rail.
I don't believe the desire for additional infrastructure is warranted. We are one of the best served regions in the country.
I don't like the forced choice in this question. It compares apples and oranges and pencils. Answers 1 and 3 are essentially the same.
I DON'T live near an airport, and yet, i can hear commercial planes go by, WHILE IN MY HOME and all the windows closed. I can only imagine what it is like for animals and humans closer to.
I don't think new capacity will be added if impacts are *significantly* mitigated. In our current political atmosphere, "significantly mitigated" means "no impact whatsoever" which is obviously unobtainable.
I don't think the demand will go the way you think it will
I don't want an airport I live next to to grow in size. No way!
I don't want planes flying over my house cargo or passenger
I feel aviation has a huge negative impact on the environment as it is, I feel less air traffic would be best. Commercial airlines have significantly increased cost and have lessened what they give.
Commercial airlines do not care about people's wants or needs, all they care about is selling a seat at astronomical prices so I could care less if they succeed in screwing people over
I feel like High Speed rail should be considered before extra aviation measures.

I feel like this will be the simplest and quickest way to meet demands and create revenue.
I feel SeaTac is in a great location and has light rail that is already expanding.
I feel that Bellingham International and Everett could be scaled up significantly to meet passenger demand
I feel that having an airport in the south sound region, such as in Tenino, would be an excellent location considering the growth in industry and how air cargo transport could be beneficial in that region. The region would also benefit being located nearly halfway between SeaTac International and Portland International airports. I feel it would be harmful to our natural national forests and parks located in the Olympic range to expand the airports located in Bremerton and Gig Harbor. This would cause unnecessary noise pollution and interference with the natural areas and parks in the mountains. Locating the new improved airport location in the Tenino area would also provide the local area with additional opportunities for economic growth by providing jobs and opportunities for more businesses to locate in the region making improvements to an area where many living there are disenfranchised because of lack of industry jobs and employment.
I feel that if we do the following we will be able to expand with minimal impact to communities with what we have. While utilizing existing and already planned infrastructure. Expand Boeing Field to accommodate all Air Cargo only flights, overflow domestic flights and commuter air traffic while maintaining private use. Sea Tac Build an international terminal on the West side of the airport to bring more space to the existing terminal facilities for domestic flights. **Light Rail Paine Field Coordinate with Boeing to expand by adding another runway for bringing more domestic flights some international flights, commuter air traffic and private Aircraft. ** Light Rail Bellingham Expand Bellingham for both cargo and passenger, commuter & private air traffic.

** Rail Service

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Light Rail and Sounder Rail have a powerful position and the ability to play a key roll in moving passengers and commuters.

With the planned light rail going to Paine Field and on to Everett

Passengers can either take Light Rail north to Everett station to take Sounder Rail to Bellingham

Or passengers can hop an express Rail with stop in Seattle then to Sea Tac

Boeing Field; add a light rail spur to Service Boeing Field to interconnect Sea Tac, Boeing Field and Paine Field

I feel that PAE or Arlington should be expanded.

I feel that the transit options in the area will make access to sea-tac more reliable in the next few years. The 3rd runway was built there to handle future traffic, So we are covered there. I'd support adding gates, and hiring more TSA so the security flows faster.

I feel that way because most people feel that way- desire a balance- what we call smart growth. If the existing infrastructure cannot support the desired increase in capacity, then it is either not the right spot, or significant investment must be made to put the required infrastructure in place. That requires tax payer support. If you do not have that piece of stakeholder buy-in, but insist on doing it anyway, everyone will end up unhappy and it will not make money. If the impact to the environment or the quality of life is too great, you will also destroy what created the need for greater capacity.

I feel the aviation Community has disrupted enough of our environment and our neighborhoods. Just with making paine field commercial my once peaceful country living is now disrupted by airplanes flying over all hours of the day. The horrible loud noise of jets flying extremely low is not anything I signed up for. Nobody should have to have their peaceful living disrupted and ruined by the horrible noise pollution.

Use what you have existing. You should have planned better for the long term not just the right now.

It is always poor planning and developing from the wsdot. Figure things out already.

I feel the environment is important. The location should be in Bremerton, as the west side doesn't have any great airport options. And it would benefit the base community.

I feel the impacts on local communities and tribal populations would be devastating if a regional expanded airport was to be placed in the toledo Washington region of South Lewis county .the impacts on the environmental and cultural communities would be so drastic that the life people have built and protected for generations would be obliterated. This is a quiet and beautiful area .people have moved here due to its beauty and outdoor activities. Speaking as a one with over forty years of community leadership I can assure you any large expansion including jet traffic into toledo would be strongly resisted by 98% of the population as well as the cowlitz tribe .

A commercial expansion into toledo is not a good fit for our area .when people say you can't stop progress why is it that only the money interest get to define progress .since our county has asked to be removed from consideration please remove us from consideration ! The prospect of jets overhead and SeaTac traffic in our area is peril not progress for us thank you

I feel this region does not to chase growth. Set limits on the amount of air travel coming into the region and live with it.

I feel this way because I consider public health and environmental sustainability, including issue of climate change, to be highest priorities.

Also, regarding the following questions (which offer only multiple choice answers and have no block for comments), the response options do not include my preference, which is that highest benefits be to the environment and to public health.

Public health should certainly be included as an environmental consideration in guiding principles and mission of the CACC.

Regarding mitigation, the option I favor is to curtail /discourage aviation growth / flying until AFTER technology (such as electric aircraft) has advanced and is implemented to the point of resulting a significant and immediate reduction in aviation adverse impacts.

Economic considerations should include cost of addressing adverse impacts on health and environment of aviation as well cost to individuals living in airport communities of diminished property value.

I feel this way because I think it's important to make sure all infrastructure is strong in Washington. I am not concerned with the impacts to the environment, I'm sure there will be advancements by the time this comes to fruition.
I feel this way because I travel and want to ensure our region is able to accommodate business and tourism.
I feel this way because if Seattle wants to grow so does its transit. Not only does our local transit need to be improved upon further so do our airports and long-distance services.
I feel this way because we only have 1 planet, that seems pretty clear. My family lives west of Sea-Tac and I hate to say this but I would expand Sea-Tac. Hopefully technology will reduce emissions (electric planes?) and noise. Expanding west and possibly south seems to be the only option for SeaTac. Otherwise you run into freeways. SeaTac is also serviced by Light Rail, a cheap and less than 20 minute ride to downtown.
I feel what we have is working well enough.
I have lived near airports and know how the noise can interfere with daily life.
I have travelled regularly by air and would appreciate more options and availability to travel in the future. Environmental and noise impacts would of course would be great to avoid as well, but hopefully improvements in the airplanes themselves (higher efficiency, electric power) could help mitigate this as time goes on.
I just do
I just feel this is the best course of action. Augmenting existing infrastructure and creating a new facility are both key steps to ultimately increasing capacity to meet demand potential.
I know there are no perfect solutions. But we have already seen the negative impacts of airports on the quality of life for nearby humans and on the environment. Expansion of facilities leads to expansion of use, leading to expansion of facilities. It becomes a never ending cycle"like a cancer that does not know when to stop.
I like aviation and support making areas of our state accessible to all without having to depend on SeaTac as our main option. Airplane noise does not bother me. Would love to see the airport for Skagit County expanded.
I like the peaceful area we live in and enjoy our cool clear water to drink.
I live by Paine field and am suffering the noise and environmental impact of the commercial flights. The noise abatement and environmental standards used by Paine field do not even come close to meeting what is needed for those of us who live near the airport. Only the economic effects of new airlines and cargo companies matter to the authorities. Nothing that was supposedly done by Paine field for noise and the environment can be noticed by those of us who live near the airport. Noise and environmental standards favor the airlines and commercial interests and no one cares about the people who live near the airports. I hope you find a new location for the regional airport besides Paine field to put a new airport and come up with new environmental and noise standards that will be good enough for the people who live near the airport. Your goal should be to have noise standards so I don't even notice the airplane noise if I live near the airport and the impact to the environment should be minimal. The infrastructure needed like roads, buildings, amenities, etc. would also be easier to do with a new airport. Thank you for letting me tell you my thoughts on this issue.
I live close to Paine Field and dread expansion in this already congested area. There are more suitable areas (north everett near I-5 that are not in the middle of residential areas.
I live if Federal Way and over the years, we've already been seeing a significant increase in aircraft traffic over our homes. I think it is too much to ask of selected communities to bare a burden of increasing traffic on their own. The environmental impact and noise mitigation haven't really been implemented to date to help our communities.

I live in a rural community for a reason-- private aircraft interfere with the peace and quiet I came here for. (Eastern LC) I also care more about the environment than I do about convenience for air travelers or cargo. Inconvenience can be easily mitigated-- old growth forests, salmon-spawning creeks and wildlife habitats can take generations to recover--if they even can.
I live in an area that is significantly impacted by airplane and Helicopter noise. Keep in mind that I have always been interested in airplanes but only see out of one eye, so was unable to fly.
I live in an area where property values will be impacted negatively by noise and traffic. We are Not even keeping up with current road traffic. Building more will make our homes worthless.
I live in Gig Harbor and do NOT want more air traffic than we already have. We have a lot more air traffic as it is over the last several years along with increased military air traffic. We moved years ago away from the area near Sea-Tac Airport because it had detrimental health affects. PLEASE do not expand the airport in Gig Harbor.
I live in Gig Harbor, and would move if a commercial airport was created there. With Paine field, Boeing Field and Seatac, I think there is enough room to accommodate future growth.
I live in S. Thurston County, and have had to do a great deal of air travel for my work. However, I CHOSE to live in a semi-rural environment that still have me reasonable access to the air services I needed. I can easily (in my opinion) access either SEA or PDX. I am increasingly very unhappy with the aggressive push to take our rural land/lifestyle for commercial ventures. We all try to balance our lives, and assuming any land that does not have tremendous population density is yours for taking (eminent domain if necessary!) is simply wrong. If profit is the motive, which it usually is, then fill your wallet somewhere else, and not at the expense of our currently robust CSA and local farmland, and the mental health of those of us who donâ€™t want to live on top of each other! Finally. my property taxes have grown exponentially in the last few years, and while I have always felt that I get good benefit for my taxes, Iâ€™m beginning to feel abused here; I sincerely hope this is not some underhanded scheme to so you can price us out of our homes so your project can buy them for a song and leave us destitute! I have not typically been a suspicious community memberâ€™; ..please donâ€™t give me yet more reasons to become one! Leave rural Thurston County alone!
I live in SE Olympia and flight traffic (planes and helicopters) noise has increased dramatically already. I truly donâ€™t want ANY more blacktop, any more noise. I prefer us to invest in local, sustainable products and commerce. And I question the phrasing that â€œnot meeting demandâ€• would inevitably cause more planes to circle. Perhaps there are ways to have a healthy economy and environment without the increase in port traffic
I live in SeaTac and watch the planes landing and taking off every day. I enjoy it and I choose to live here. It is rare that the noise becomes truly bothersome. I do have concerns about the environmental degradation and the air quality. I understand that airlines are pulling out of flying into and out of Paine Field. that should be the first priority - use that facility to its highest potential. Building a new facility would seem the best option. I do not know where the needs are, however, I would anticipate that it should be located near access to I-5 or I-90 for transportation/cargo purposes. I would not support further expansion of SeaTac.
I live in the flight path of a regional airport.
I live near an airport, which I am ok with and can deal with the traffic, but if service were to expand Iâ€™d prefer if environmental and noise concerns were considered. For example strict enforcement of flight curfews and noise abatement takeoff procedures (such as at John Wayne airport).
I live near one of the proposed sites and vehemently oppose expansion as it is located in dense residential population.

I live near Paine field and the noise level at time during the day is really bad. It is unhealthy. So I don't want more traffic but I don't like getting buzzed when planes are waiting to land either.
I live on mid Beacon Hill And have for 31 years. And I am fed up with the airplanes from SeaTac flying over my neighborhood all day and night. I can hear them when I am in bed like 2am in the morning. Why not build another airport south or north of SeaTac to take the traffic that will undoubtedly happen without another airport. People who have visited my house have expressed their annoyance with the noise over my house. Enough is enough the noise has to lowered it is not healthful for people who live in the flight path of these large planes with their noise.
I live right under the flight path, when I am outside or visiting with neighbors outside it is very difficult to hear with the planes going overhead every few minutes!!! The noise needs to be mitigated!
I live under SeaTac flight path
I live under the flight path of SeaTac, as do a lot of other people in the Puget Sound area, and can live with the noise but not with the pollution to the environment. Mitigating aircraft emissions is paramount to keeping our environment safe for the next generations.
I live within two miles of SeaTac airport. The (quite loud) sound of jets coming and going is near-constant. Larger jets rattle my house. I worry about air quality. Obviously I don't want more of this.
I lived beneath the landing flight path of SeaTac in South Seattle for two years. I listened to jets just over my apartment at all times of the day and night, except when I slept. I made sure I purchased a home in Gig Harbor to get away from that constant noise! I would NEVER purchase a home in the zip code of 98168 and Sea Tac, WA. If you want our property values to drop, then allow such a monstrosity to come to Gig Harbor. I just hope all of our Gig Harbor officials spend one or two nights in South Seattle beneath the flight path of SeaTac airport, and you'll get an excellent idea what it's like. My vote is to expand SeaTac or maybe consider an airport in our state capital, Olympia. Although, I fear those citizens won't like that move either.
I love less than a mile from an airport that could be chosen and worry that such an expansion could be a cause of noise pollution, increased emissions from the planes and cause my property value to be negatively impacted.
I love to travel and do so several times a year. I would love more options and fewer hassles, but I care about my community as well.
I moved to Lacey from a suburb near Houston Hobby Airport. The planes there were so loud you couldn't have conversations with people sitting next to you when they flew by. I know that being that close to an airport and being victim to that much noise pollution caused our property values to decrease. I moved away from that for a reason, and I'll move again if it becomes a problem here in the future. Depending on where you put the air space, you could be driving people from their homes.
I need to get away every couple months
I need to know when the forecast reaches current capacity. Some delays could be tolerated. The other two statements are distractions: I am not opposed to limited growth or beholding to the aviation industry, and the environmental impacts can be managed through proper scheduling (more planes also means more environmental impact). the third option is unrealistic.
I personally have experienced no issues with travel with the current airport facilities we have. Putting an airport in Gig Harbor would ruin the peaceful environment we moved here from Orange County CA for. This is not the place for a new airport.

<p>I prefer a new airport be built on the east side. Expanding SEA or PAE would negatively impact the surrounding communities, whereas a third option between the two would lessen the traffic burden for both current locations, especially from passengers coming from east of I-405. Although every option will have an environmental impact a third airport will reduce travel time to an airport and make public transportation a more viable option for everyone.</p>
<p>I see tree cuttings and new growth all over and some buildings sitting still unused. Too much going on in rural or urban areas. Wildlife need their space too. I like the quietness where I live in littlerock and it needs to stay that way we are running out of rural areas.</p>
<p>I spend a lot of time in the Bay Area and it is just so nice to have 3 international airports to fly in and out of as to not put too much strain on the highway system or require people to drive too far to catch a flight.</p>
<p>I strongly believe that this study is being done in a very backwards fashion. The real question should be how we transport goods and people to meet the demand. High speed rail could meet this need regionally and dramatically reduce the need for airport expansion.</p>
<p>I strongly feel expanding the current International freight airport at Moses Lake is the most logical and economical way to expand. First let me say that 10 years ago we moved to Central WA. Travel for me (and all in central WA) for my work added an extra day, something I never thought about as a King County resident.</p> <p>Boeing currently is running storage & delivery operations out of Moses. They have already retrofit a hanger, improved the runway and with the college having an A&P degree, a ready made work force. It is geographically ideal to serve the entire state and if we could ever improve commuting over the pass, the Puget Sound rail link could be expanded to serve more of the state besides King Co. There is plenty of room for a 30 year expansion and the people of Moses Lake embrace aviation and all it brings. There were some 436 737MAX aircraft stored on the flightline. We were the first Boeing family to get to Moses Lake, reassigned from Zhoushan China where Boeing is in a joint venture with the Chinese. (which I gave my own personal opinions of the wisdom of that decision)</p> <p>Hundreds of us travel very long distances just to get to an airport. We are an aviation state! Let's make Moses Lake the next International passenger airport. Just give our cute little airport a make over!</p>
<p>I support airport expansion with as little environmental destruction as possible</p>
<p>I support good transportation for people and cargo. It may make sense to increase the capacity of regional airports such as Bremerton, Shelton or Everett than to build a new airport though I would support a new airport as well.</p>
<p>I think a new airport in the area is imperative to growth of the area</p>
<p>I think generally expanding existing airports is a good idea as there is supporting infrastructure.</p>
<p>I think I feel this way because I'm a pilot, therefore I'm likely biased.</p>
<p>I think it's important that added capacity positively impacts the community it happens in rather than degrading the local environment and possibly home values.</p>
<p>I think it's most cost and environmental effective.</p>
<p>I think it's important to reduce the number of vehicles (passenger and truck) that all need to access one regional airport. It makes sense to me to spread some of the capacity throughout the region and make passenger air service and cargo air service more available to more people and businesses.</p>
<p>I think minimizing and mitigating our environmental impacts is the highest priority and a requirement if we continue to develop airport facilities within the region. And I recognize not planning for</p>

increased demand has indirect effects to development and the environment that need to be considered.
I think that as hard as it may be to please everyone, it is our duty to have due diligence when it comes to construction and its environmental impact.
I think that congestion on I-5 and I-405 is maxed, we have cars and trucks carrying cargo competing for space. Growing Paine field is an ootio. Bit Everett also has congestion issues.
I think having an airport either south in Centralia or Chehalis could take passengers traveling to and from JBLM, Tacoma, Olympia and SW Washington as well as move cargo from planes.
I think that mitigating environmental impacts and aircraft emissions speak to maintaining a high quality of life--- that we who live in this area expect. And especially noise mitigation must be significantly addressed to ensure our high quality of life can be enjoyed by all. I grew up in the shadow of Sea-Tac\'s flight pattern that caused many a conversation to be paused as an airplane was overhead, many a family outside dinner to be interrupted, many neighborly talk shortened. as the amount of noise generated was truly ear shattering and very difficult to hear over. Providing environmental safe guards and noise limiting rules/ laws into effect now for future airport expansion are common sense and pertinent.
I think the aviation industry has an obligation to address climate change and mitigate CO2 emissions. Including unleaded fuel.
I think the best way to reduce demand for air travel is to keep our current capacity and not to pre-build to meet "predicted increased capacity"
I think we can continue to expand capacity in a way thatâ€™s balanced with impact
I think we could better serve that capacity with fewer emissions with a high-speed rail network.
I think we should increased the number of flights and airlines flying out of painfield to balance the demand between tacoma seattle airport and everett and northern area of the west washington
I think where there is a will there is a way. Emissions, noise and environmental impact can and must be mitigated.
I thinking building on an existing municipal airport such as the one in Olympia will help cover the people who are between SeaTac and the Portland Airports.
I travel for business and the wait to take off after the plane leaves the gate is getting longer and longer. Soon it will be
Unacceptable so planning is needed now for future growth
I travel for work and pleasure, I order things that get flown here, I'm also a general aviation pilot. The reality is we are already struggling with capacity with the existing airports. Something has to be done.
I travel often and will continue to do so. Demand is here, we need capacity.
I understand the need for access to air travel/cargo, but it needs to be tempered with environmental impact mitigations. Construction and more air travel will negatively impact air quality, sound pollution, and more in the PNW. The middle option presented is some great wordsmithing to scare people into not choosing and argues that planes circling, waiting to land will add to pollution. Newflashes- planes landing/taking off will too. If this plan moves forward (and I assume it will because of a bureaucratic momentum), a TON of work has to be put into mitigating impacts, including quality of life impacts on surrounding neighborhoods.

I used to live 2 miles from Love Field in Dallas. The noise was miserable, you had to stop your conversation every one minute and 45 seconds. Yes I timed it. And I don't want it to be in Gig Harbor at all, it's too close to the Narrows and the water and all the pollution will run into there.
I want Belfair to remain a small town. Our traffic in Belfair is beyond ridiculous! And this is before the new development behind McDonald's. I moved here for the small town "feel" and now Amazon is here and the new development with 700 units being built.....no more!! We're at full capacity!!
I want more airports!
I want more option for commercial aviation in western Washington. In eastern Washington you can get on a plane on over 6 different airports. 2 in western Washington.
I want to keep Thurston County rural. You will have cargo planes flying over Millersylvania Park and others, and the increased traffic and pollution will cause much more cancers. I love the rural nature of Thurston County and larger airport and "green fields" will destroy that and our health as well.
I work at bowers field ellensburg would like to see 7/25 open for commuter turbo props
I work in aviation and it really needs to be expanded.
I work in the aviation industry and see how the airports in this region- and the infrastructure that support them- are either underutilized or inadequate altogether.
Moses Lake, Grant County Airport [KMWH] , is an example of an airport that could be used to relieve air traffic congestion in the Northwest region. How? Instead of creating a mass transportation [Light Rail] project for a few Western Washington counties, there should have been a mass transportation project that linked fast trains [Bullet Trains] between major cities in Washington to Grant County Airport. An hour ride from Granty County to Seattle, or half an hour to Spokane, would be a major benefit to Washington State, this would lead to new economic opportunities- statewide- that would garner support- not just from Western Washington residents- but Washington residents as a whole.
There are new ways to really solve problems and have it benefit the general public at the same time. As the ol' Washington Lottery commercial used to say- " from the department of imagination" - and imaginative ideas and solutions are what Washingtonians need from their government.
I work in the Beacon Hill community in Seattle. I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state: take off SeaTac Airport from the list of airports being considered locate the new airport where no one lives so nobody's health suffers If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act. Our communities have been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.
I would actually choose option 4: We must first recognize that in order to mitigate global climate breakdown and leave our our children and grandchildren with a reasonable quality of life we need to

make significant adjustments to our lifestyle. This includes decreasing air travel and air transport, at least until such time as we have the technology to do so without burning fossil fuels or otherwise causing significant irreparable environmental harm. I know that this feels hard to some people but the pandemic taught us that it is possible for us to live with decreased air travel.
I would find it convenient To fly commercially out of local airports like Tacoma narrows.
I would like demand to be met, more jobs to be created and more economic growth. I also donâ€™t want Earth to die because we arenâ€™t caring for the environment.
I would like to see if WA can promote a destination/hub for electrified aircraft.
I would like to see reduced noise and environmental impact within reason.
I would like to see the Bellingham and Everett airports expanded, if possible factoring in some environmental aspects, solar panels at the very least.
On the other hand why are we looking to expand in aviation when I-5 and other state highways are in such disrepair. And for the love of tax payer money do not chip seal the highways it does not hold up.
I would love to see commercial aviation located in the south Sound specifically Gig Harbor. Thinking on level of Horizon regional jets
I would prioritize utilizing existing infrastructure and adding enhancements to create efficiencies and capacity over building new airports.
I would support configuring JBLM for commercial air traffic for cargo and passengers in lieu of expanding any local small airports. With the future expansion of the light rail LINK into Pierce County, I believe that commuting to SEATAC is very feasible without any additional or increased environmental impacts.
I-5 corridor is at capacity
Iâ€™d love to have flights in snohomish county, but donâ€™t want the noise in the area to increase significantly
Iâ€™d rather drive farther to an airport than have aircraft flying over my house every 15 minutes
Iâ€™d really like to see a second or third regional airport for the additional resiliency it could provide. I would expect cost benefits for consumers as well.
I am extremely concerned about environmental impacts. But we shouldnâ€™t let that prevent us from modernizing. Modernizing should come with efficiency & resiliency benefits - capacity isnâ€™t the only issue.
Iâ€™m in aviation and we need to grow
Iâ€™ve lived for 50 years in an urban area which i consider pollution and noise free. i hate it when i hear a planeor helicopter at night. we get enough noise from fort lewis. a new airport should be built in the country away from homes
IF - big IF - increased capacity is needed, then WA state should increase capacity. But I believe that business travel will remain much lower than before COVID, for a long long time. People have learned to "meet" with Zoom and similar technologies. Many of us work from home full-time or much of the time. So I believe that historical data CANNOT model or accurately predict the future of business travel.
If any more land is taken from the communities around SeaTac, we can expect there will be negative impacts in the form of community violence toward community members as well as corporate and governmental agencies. Currently the cheapest housing in King County surrounds the airport because of its noise impacts, and the FAA's Part 150 studies intentionally understate the impacts of noise by,

<p>for example, equating the effects of being wakened once per night with the effects of being wakened 6 or more times per night. Interrupted sleep has been shown to have significant negative health impacts (see the book Why We Sleep by Matthew Walker). The World Health Organization has classified nighttime shift work as a carcinogen; disrupted sleep increases mortality from all causes, including cancer and heart disease. I am leary of choosing to allow the construction of ANY increased aviation capacity because "only if the environmental impacts can be significantly mitigated" (choice #3) has at least twice in the past of SeaTac (2nd runway and 3rd runway construction) meant that the research and numbers can be twisted to give a rationale that impacts are "mitigated" while in fact mitigation is minimal. As well, what does "significant" mean? A 10% reduction? A 50% reduction? A 90% reduction? We should be using trains, which use about 1/40th of the energy per pound-mile traveled, and which can be run on electricity, instead of cooking ourselves in CO2 from fossil-fuel-burning aircraft, for ALL freight movement, and for all non-emergency human travel shorter than 1,000 miles. Just say NO to cooking the planet.</p>
<p>If emissions & noise can be "significantly" mitigated, why would we want to stand in the way of economic growth?</p>
<p>If growth is indeed forecast, the region should step up to accommodate it. The aviation industry will probably go where they are welcome. If not here, growth will go where it's welcomed.</p>
<p>If its existing airport the cost shouldn't be as much and people are already use to having planes fly in and out.</p>
<p>If land is available east of Bellevue or maybe in Tacoma, maybe you could have a third airport. It would reduce traffic on the highway. But I think population should shrink because real estate is only affordable to the rich or overworked. Maybe stop letting foreign investors buy property in Seattle, or discourage investors who buy houses just to rent them and rob people of the American dream and people will come back to the region.</p>
<p>If one says we must make no environmental impact, then nothing will happen.</p>
<p>If Seattle wants to grow as a major airport we need another location, such as Vashon Island. All major airport are huge compared to ours and can handle many more passengers and cargo than the current airport could ever handle. PAE included.</p>
<p>If we don't fix this now and have a plan to implement, it will only get worse with time</p>
<p>If we don't start now, then when!</p>
<p>If we need more supply build! Simple. The current locations already have the impact and a little.or a lot of growth wont really change that. We arent tearing down forests to do this!</p>
<p>If we need to reduce fossil fuel usage rapidly over the next decade, spending a lot of money to build out new carbon-intensive infrastructure seems irresponsible.</p>
<p>If we want to meet our carbon goals we should build (or not build) with that in mind. Build HSR (east and N-S) to offset need for regional flights and give those slots to longer range flights.</p>
<p>If we want to survive as a species we need to significantly reduce our carbon output. Building an airport takes us in the exact opposite direction of the way we need to go.</p>
<p>If you build it, they will come. This is an opportunity to help curb uncontrolled regional growth. Do not build new facilities to deter the influx of new residents.</p>
<p>If you don't plan for it, you'll be forced to try to do everything and everything will get worse. The demand is here and more is coming. Do something more than status quo and passing the buck to the next person.</p>
<p>Ignoring the future demand will likely lead to increased cost down the road.</p>
<p>i'm a GA pilot</p>
<p>I'm Ed Kenney, the president of the Nisqually Delta Association. We have not had a board meeting since this plan was announced but I am urging all board members to say no to it. Thurston County is a</p>

wonderful place to live right now and we could not maintain this high quality mix of urban and rural life with a busy airport nearby.
I'm going to go with stop expansion into areas that would be severely impact both wildlife as well as human quality of life. It's a hard NO. We can do better with what we have and we need to increase production of goods and services in the US, instead of depending on foreign countries.
Im human.
I'm inclined to lean towards minimizing impacts regardless of airport expansions or new airports entirely. Obviously this takes a lot of planning from a number of factors, but environmental impacts should be heavily considered in the planning process.
I'm tired of all the past building projects that have caused more issues than anticipated. Poor planning of SATSUP and West Seattle bridge to nowhere are examples.
Impacts are negligible and there is plenty of space south of Olympia to consider without interference with KSEA airspace
Impacts must be mitigated, but airports are essential public facilities. Noise and technological limitations make emissions and noise hard to mitigate. Locations away from population centers may be preferable from a cost and impact standpoint.
Important to balance economic interests with maintaining the region's natural environment which is one of it's biggest attractions.
Important to grow the economy.
Impossible to have no environmental impact.
Improve existing capacity and throughput instead of building more. Especially in a climate crisis.
Improve on what we are doing and using now.
Improved rail service, both high speed and conventional, can eliminate the need for additional aviation capacity. HSR could eliminate flights to YVR and PDX, opening the needed capacity at Sea Tac. Get the airlines involved so that they're not inclined to lobby against it.
Improvement in design and technology will enhance safety and efficiency at both older and newly constructed terminals. There is no reason not to take full note of environmental issues in new or redesigned projects, and we sorely need the increased capacity to meet our social and economic needs.
Improvements in the Environmental and Noise impacts of aviation are quickly being developed and will benefit all locations new and old. Capacity development needs to occur sooner than waiting for them. Plus the time to complete such large scale infrastructure projects will allow for the advances to develop in tandem.
In 1966 my family moved to south Tumwater. We were shocked to learn we on the flight path to and from Olympia Airport. We lived there until1999 We were glad to get to a much quieter place in Olympia. Eleanor Van
In a nutshell, it is what is needed in our region.
In order for our region to stay competitive in the country and the world we should meet aviation demand and build new airports
In order to best meet the climate change crisis, society should work toward reducing the demand for air travel and all of the associated impacts, including infrastructure and land travel. In addition, noise pollution from aircraft of various types (civilian and military) is already very disturbing.
In order to remain economically competitive we need to have capacity. I also want to continue to live an an area that is beautiful and protects natural resources.
In the past, the environmental impacts have been glossed over. There are lots of promises of what will eventually happen, but it never does. So I select the third option.

Increase traffic at paine field
Increased air traffic would ruin Gig Harbor as a residential refuge. I object strongly
Increased airport capacity will help the local economy immensely.
Increased aviation capacity in Puget sound while also mitigating noise and environmental impact is within reach and should be pursued.
Increased capacity for the Seattle-Tacoma metro area is extremely important to keep the region growing and connected. However, analyzing and working to mitigate our impact on not only our local, but global climate is just as important.
Increased capacity is a necessity given the constant population growth in the I-5 corridor. However, significant efforts need to be made to continue protecting our beautiful environment. And mistakes of the past where properties are devalued can be mitigated by reducing environmental and noise impacts.
Increased capacity is essential and modern aircraft are not as noisy
Increased capacity is essential as is environmental impacts for sustainability, noise impact is critical to overall livability
Increased Capacity is needed
Increased capacity is needed, and since there is no more room to expand reasonably at SeaTac, the logical solution would be to build a new airport, hopefully within 25 miles or so. This happened in the Denver area, and it met with a LOT of pushback, but they went forward with it and got the job done. There will always be an environmental impact with any project.
Increased capacity is required; however, the Tacoma Narrows Airport area is not a suitable option. Noise and emissions aside, the surrounding area can not support the necessary infrastructure expansion or traffic that would be generated.
Increasing aviation capacity is needed now or at least start to plan for it. Just building another large airport may not be the answer. Arlington should be expanded to accommodate commercial passenger and cargo flights. Boeing Field should have passenger flights, and Paine Field should also increase their number of passenger flights. Getting more passenger flights to Paine Field may prove difficult. Olympia airport should be looked at for cargo flights and regional passenger service before sending cargo flights to Spokane. Bremerton airport will probably only be good for cargo flights since getting to the airport except for Kitsap residents, will be a hindrance. Unless hovercraft will be running from Bremerton harbor to Des Moines with a transit link to Sea-Tac, or Seattle, adding a 1-hr ferry ride to/from Bremerton at this time would make passenger service unattractive. Expanding Tacoma Narrows, while desired, will be physically difficult. If there was a way to expand Tacoma Narrows, it would move to the top of the list for a larger airport. Lastly, why was Renton not included?
Inflation
Infrastructure does not support increased capacity at SeaTac. Noise is becoming a problem to communities that have never been impacted before. It's silly not to have regional airport service.
Infrastructure drives wealth. We need to increase our Infrastructure in order to create new economic opportunities.
Infrastructure is important for modern society, but it should NOT come at the cost of loss of quality of life or impact on the environment.
Infrastructure needs to support the demand from growth, not be the bottleneck.
Instead of a new airport, we could build high speed rail which could help offset the demand of the current airport by replacing local flights.

<p>Instead of an airport, we need High-speed Rail. A single HSR station at SeaTac Airport can accommodate growth projections. HSR provides the same capacity as 91 airport gates, 2 airport runways, and six lanes of highway.</p>
<p>Investing in airports is not a good long term investment</p>
<p>Investing in high speed rail south to Portland/Eugene, north to Vancouver BC, and east to Spokane instead of new airport facilities can eliminate the environmental impacts of much of regional air travel and free up airport capacity for increased international demand.</p>
<p>Is rather have this option than having another airport located in Gig Harbor</p>
<p>It affects property values and local infrastructure. Build them away from neighborhoods</p>
<p>It benefits everyone</p>
<p>It can have such a huge impact on the residential neighborhoods. My home in Gig Harbor has been impacted by the increase in training classes. On a sunny day I have small planes circling my house for 12 hrs constantly. It has a huge impact on my state of well being</p>
<p>It is a balancing act. We need to minimize impacts on the environment and keep noise down as much as able but realistically there may be some impact with increasing demand and needs.</p>
<p>It is better to growth to pay for growth and establish new facilities that confirm to the best practices for airport planning and environmental regulations.</p>
<p>It is clear that existing airports, even if expanded (like Paine field, etc), would not meet the regional needs. A new north Puget sound hub would create thousands of jobs in the area and meet the regional needs for capacity.</p>
<p>It is critical to build a second large major commercial airport in the greater Puget Sound area. This airport should be built in either Pierce County, or Lewis County. It should be built on a green site with sufficient acreage to build at least 3 runways, with each runway being a minimum of 9000 feet long, as well as ample space for large airport facilities, and terminals, parking and transportation, and sufficient buffering. SeaTac should continue to be expanded and improved to the extent possible. Arlington, Paine Field, Bremerton National, and Ed Carlson Memorial, all have some potential for expansion. However, SeaTac, and other existing regional airports will not have the capacity to handle the growth in commercial passenger service, air cargo, and general aviation in the coming decades in the Greater Puget Sound area. Now is the time to find a new site for a second major airport, and being planning, development, and construction, so that the Puget Sound Metro area, and the state of Washington have the infrastructure and capacity to handle air travel growth that is coming in 2040, 2050 and 2075.</p>
<p>It is essential that a second major large hub airport in the Puget Sound area be built on a new site, in either Pierce County or Lewis County. This new airport should be built on sufficient acreage for at least 3 runways, each a minimum of 9000 feet in length, along with room for spacious terminals, ample parking, and sufficient buffer zones. A second major commercial airport in the South Puget Sound is important to maintain robust, safe, vibrant, and affordable air travel for passengers, and cargo in the greater Puget Sound Area. SeaTac airport and Boeing field should continue to be improved and expanded as well. There is also potential for some expansion at Paine Field, Arlington Municipal, Bremerton National, and Ed Carlson Memorial. However, the top priority should be finding a site for a full sized second major commercial airport in Pierce County, or Lewis County. SeaTac, Paine Field and other existing regional airfields will simply not have even close to the capacity to meet the coming growth in passenger air travel, and cargo air travel in the greater Puget Sound region in the coming decades. Now is the time for the state of Washington to take decisive action to find a site, and start development, planning, and construction on a second commercial airport in the Greater Puget Sound area. It is important to seek input from the citizens of Washington State. At the same time, there will always be someone who opposes any type of new airport construction, or</p>

expansion, no matter the location in the state. That is not an excuse not to act. The continued population growth of the greater Puget Sound area is a positive thing. However, whether someone agrees it is positive or not, it is coming either way. Washington State leaders need to respond, and make sure that the air travel infrastructure is in place to stay ahead, for passenger air travel, cargo air travel, and general aviation.
It is important that we society moving.
It is important to consider the environment and current communities. Minimal impact.
It is important to expand aviation and make travel easier.
It is important to make room for growth but also to expand existing infrastructure where it is if feasible.
It is important to minimize the negative health impacts of airports on their surrounding communities, in addition to the additional emissions-related environmental damage that is caused by commercial aviation. However, on balance, abandoning airport expansion entirely is not acceptable to the greater region either.
It is important to protect what we have
It is important to reduce delays and increase infrastructure, but the environment is always #1.
It is important to support growth and access in the region.
It is impossible to predict technical advances over any 20 year period so meeting expected demand should be primary.
It is like the freeways, you can't build your way out of capacity. Look at alternative like rapid rail to reduce the need for air travel and the excessive environmental cost.
It is mind-boggling that the State is discussing expanding airport facilities, which are harmful both to the environment as well as the health of local communities, while we are in a climate crisis and have very little carbon budget left before warming is locked in. Furthermore, airport travel primarily benefits wealthy, Western individuals who have the ability to pay for air travel. Airport expansion is just another way for wealthy people and the government to ignore the environmental crisis for the sake of economic growth.
It is needed to keep the region growing and thriving. The south sound need the airport to help mitigate traffic going in to seatac
It is realistic choice.
It is the only feasible way to keep up with the continue demand for air traffic
It is time for our country to stop using fossil fuels. It is hard and will take a lot of money, but it is catastrophic for the planet to continue. The cost of climate change is too often left out of the calculations for economic feasibility.
It is time to address the environmental and climate change impacts of aviation rather than simply increasing capacity to meet an expected level of demand.
It is very difficult to fly in and out of SeaTac. It is a long commute and It takes us almost two hours to get there. The traffic is always terrible. We live in north mason county.
It is vitally important we curtail the usage of fossil fuels. This means we must foster a society with less air travel in general and certainly limit access to SEATAC, which is already running over capacity. It would be my wish for air travel to become a rare and VERY expensive form of travel, subsidized for emergency situations (death of family member, medical need...etc.)
It matters how we move forward and I would want it to be fiscally responsible and environmentally sound.
It may impact the environment in a little but in the long run it will help expand and develop jobs and the community in a whole

It needs to happen unless we ban all people from moving to the state.
It seems like the logical way to proceed
It seems shortsighted to only consider aviation capacity. Given the massive carbon emissions of current aviation, WSDOT should consider building out high speed rail infrastructure. "Compared with highways, high-speed rail lines are a bargain. According to a study by the Washington State Department of Transportation, a proposed high-speed rail line between Eugene, Oregon, and Vancouver, Canada, would cost \$42 billion while generating \$355 billion in economic benefits â€” a nearly 10-to-1 return on investment." (Source - this op-ed by three former US Transportation Secretaries. https://ncfo.org/hsrwforum/)
It seems that the impact of carbon emissions has received a lot of public attention in regard to energy use (electricity and natural gas) and transportation via cars. There are similar concerns with aviation but fewer options to prevent the continued use of fossil fuel derived carbon. Being smart about economic growth and putting in the planning ahead of time to facilitate that growth is important, but shouldn't ignore the impacts that business as usual will have on the lives of our children and future generations. Further, it seems unlikely that the impacts of climate change will be pass over the aviation industry. Continued use of fossil fuels undermines the long term viability and success of the project currently in planning. The environmental impacts need to be a driving priority if this is going to be a complete review of the options.
Noise is certainly also an issue, if not as critical as emissions. Current noise and scheduling restrictions don't seem to be consistently enforced, or I am unclear on what the actual restrictions are. Either way, the lack of transparency and seeming lack of accountability for low flying planes builds a lack of trust in the overall system. That lack of trust is a roadblock to the economic growth this expansion is supposed to bring.
It was explained to me by a Kent police officer who's Grandad was WW2vet that JBLM was the original public airport, yet swapped to SeaTac for military reasons SeaTac serviced 948 passengers upon opening. In 2018, it was the 9th largest airport in the world servicing 48mill. annually. With orchestration and planning it will meet future goals In it's present location.
Joe Lochr
It will be important to study the full impact to a new, proposed area.
It will reduce travel time to the airport. Vehicle traffic continues to build also. What takes 1.5 hrs to travel today will take 2.5 in 10 years.
It would be better to build High Speed Rail and remove flights that are between Portland and Vancouver
It would be better to increase capacity now on a phased basis than to not do anything and then have to panic-build better facilities when the traffic becomes an overwhelming burden.
It would be nice to keep any new airports and flight plans away from or near water. Pretty disgusting to see flights over the beautiful Seattle skyline too. The current airports, Renton, Boeing, Paine and Seatac should not be expanded. It would be nice to build a huge new airport in a much needed community like Covington, create jobs and revenue.
Itâ€™s bad enough that we are drowning in traffic in our area and we donâ€™t need another airport want to be at Tacoma narrows. This will disrupt our daily lives with traffic, noise and crowding, not to mention the impact on the environment.
Itâ€™s cheaper to expand already existing facilities

It's important that we take into account environmental impact
It's important to keep up with the demands of a growing population but it should be balanced with the environmental safety of the area and health issues brought about from such developments. Progress must be in harmony with the land and people.
It's important to make sure we meet our needs. Mitigating environmental impacts is important, but as long as it's not a significant environmental disruption or displacing endangered species, mitigation should be sufficient.
It's inconvenient to drive almost 90 miles to Seattle or Portland. Environmental issues can be mitigated with careful planning, and lessen carbon footprint for people who have to travel longer distances to Seattle or Portland for flights.
It's not fair to the residents near the proposed new airports. Folks have moved to most of those regions to get away from the noise and traffic. Sea-Tac can be expanded and Everett already has a small terminal which could be expanded further.
It's not only Puget Sound. The rest of the state needs improvement
It's only a matter of time before the region should add another airport which should serve the demands of the growing South Sound.
It's the best option if the three, as I think environmental impact is going to be inevitable and the lowest priority when choosing an airport.
It's the sensible way forward
It's a problem that needs to be solved. Let's not study it forever.
It's better to be prepared for future demand -- and we shouldn't pretend that responsible growth is possible without some environmental costs and financial resources.
It's hard to make an informed decision without first knowing what regions and the percentage of travel to those regions. Is air travel the most sensible option for a lot of the projected travel locations? I would like WSDOT to explore other options for transportation outside of aviation like high speed rail. I understand that it's hard for WSDOT to consider a high speed rail system that would connect outside of the state, given it would take the cooperation of other states. Still, it's an option I would like explored.
It's important to balance the impact to the environment and to people when growing aviation capacity.
It's important to consider the area in which an airport is located, like farmland (rural) and whether or not the infrastructure and environment and community can support it. Toledo was an AWFUL suggestion!!
It's not easy getting to Seatac.
It's the 21st century, we have a moral and legal responsibility to current and future generations to mitigate for any and all known impacts. of any project, especially a large project like a new airport.
It's wildly irresponsible to just build more airport capacity without putting big-picture long-term environmental impacts first.
I've lived across the river from Portland Airport in the past. The noise and air pollution was detrimental to our area. I fear the same would be true if the Olympia Airport was expanded. It is a big no to me. It would impact a lot of residents and also the prairie lands in the area, affecting several species.
Jobs. If people don't have jobs you can't fix anything.
Just build it away from seatac
Just do it from the beginning. Half baked ideas and work around s always cost more, take more time, and don't live up to expectations

Leave the "air" alone, fix roads first
Let's not increase aviation activity at our smaller airports; they serve a function in the community already. Wiser to take away some of JBLM acreage or look to areas south of Olympia and north of Portland.
Let's be smart about global warming. Build what we need, the right way
Lewis county is a great spot.
Like the idea of flying from smaller airport in kitsap county around the country not make it big.
Lived in Des Moines for a year and air quality/noise from planes impacted quality of life.
Living in Des Moines basically under the flight path is extremely noisy. Being outside or with windows open you must stop speaking until the plane has gone by. Don't wish that on others!
Living in Gig Harbor, we see significant air travel from SeaTac, JBLM & Tacoma Narrows Airport. It would be more damaging to our area to add more. Spread out the air traffic either north or south as to lessen the impact on us.
Living near Paine Field, our communities are significantly impacted by potential growth of scheduled airline service to include noise, emissions, and unwanted growth to include development and road traffic surrounding Paine Field. Snohomish County unilaterally abandoned their mediated role determination resolution that had been in place since 1978 and was a material consideration for many of us who purchased property here. The environmental assessment that was performed to authorize scheduled airline service at Paine Field was a short cut in lieu of a full environmental impact statement and did not realistically address potential growth of scheduled airline service as CACC could recommend.
I agree that COVID has impacted demand and/or growth of scheduled service but that this is a temporary condition. Demand and/or growth almost certainly will accelerate again as we recover from the pandemic and COVID is more reliably managed like the common flu.
Considering expansion of scheduled service at Paine Field would require a more rigorous and realistic analysis of growth impact than was performed by the previous environmental assessment.
As a general aviation pilot at Paine Field, another concern is impact to general aviation activity. Growth capacity at Paine Field is currently limited and could encroach on general aviation facilities and activities. GA hangar availability and tenant vehicle parking are especially limited. Though this could change in the future if Boeing yields space as existing aircraft production programs in Everett are terminated.
Living under the flight pattern is already bad with the din of aircraft. Increased air traffic would be unbearable.
Local airlines can easily up gauge their flights to popular destinations.
Local airports may reduce congestion on roadways, commute time. More efficient for government in-state travel.
Logic dictates.

Looking at other major metropolitan areas as an example—specifically the Bay Area where similar problem was taken care of by two international airport.
Looking at other metro areas in the United States, we need more options of airports. Population continues to increase and auto traffic is tough. Having another airport, maybe south puget sound area (since Paine Field can cover the North) would benefit the region
Los tiempos cambian aumenta la poblaci3n y tomar en cuenta el medio ambiente muy importante para un nuevo aeropuerto
Times change, population increases, keeping in mind the environment very important for a new airport
Loud planes over my house already.
I don't want more. They can be mitigated with some extra money from airlines.
Make better use of airfields around,
Make do with existing, no need for 3rd location. Keep updating SeaTac and Paine Field. Portland Intl is also another option for rest of SW part of state.
Makes better sense to spread out locations so it's not all bottled up in Seattle/SeaTac.
Makes sense to me
Many existing airports are under utilized and could be expanded to handle commercial traffic ie. Tacoma Narrows business airport
Many flights currently served at SeaTac are serving the northwest corridor. Capacity concerns can and should be mitigated with high speed rail from Portland to Vancouver.
Many individuals moved to an area knowing there was limited private flights in the area. Expanding in an area is disrespectful to those that live here. If this somehow happens, significant noise mitigation, pollution mitigation should be heavily funded for all homeowners in the area of the airport.
Many of the planning timelines are too far out to be interesting. I favor expanding an existing large airport (Bremerton, Paine, Olympia) if you must rather than allocating additional land for a new operation.
Maximizing growth and aviation demand in the region is not a top priority for me. Let's improve what we have. Environmental impacts from noise and emissions will never be sufficiently mitigated.
Maybe you can expand the airport that already exists. Building a new airport even a smaller one will be extremely inconvenient for travelers who must make another connection. That could take maybe up to even three or four hours to complete. It's ridiculous to add that amount of time for a connection. Instead, see tax should be expanded by one more runway, and to accommodate travel in Vancouver to Seattle to Portland corridor, the funds that would otherwise be used to build a second airport of similar magnitude to SeaTac should be used to build high-speed rail
Me and many other aircraft owners and pilots at Paine Field use our airplane for both business and travel, and we need PAE to remain a GA airport--there's also a VERY long waiting list for GA hangers at PAE, too. The CACC absolutely cannot ignore GA at Paine Field. So many times, commercial air (generally for convince and airline inefficiency), takes over viable and vibrant GA airports and then pushes-off GA in the process (John Wayne is a perfect example). Paine Field was designated by the FAA in 1979 to be the primary Puget Sound GA reliever airport after moving GA off of SeaTac. We and 1000's of other GA aircraft owners and pilots don't want to see more commercial air at PAE. Clearly, SeaTac is not being used efficiently by Alaska and Delta Airlines, and both are importing vast numbers of passengers from PDX into SEA, using Portland like a "regional airport", which is completely wrong

<p>given the size and capacity of PDX itself. Also, too many low capacity regional flights are coming into SEA from smaller highly distant regional airport. Simply put, Alaska and Delta Airlines are exploiting SeaTac and overloading it, especially at peak times. In addition, half of SeaTac is being used for cargo, even with BFI so nearby and capable--why? Moving cargo from SEA to BFI and possibly another regional airport, would greatly free SeaTac's resources for passenger flights. Finally, with the advent of ZOOM Meetings, business travel has fundamentally and indefinitely been decreased by a large amount, reducing business costs in a big way! All of these factors must be taken into account by the CACC, and not allow Alaska and Delta to continue exploring SeaTac as they are now! And, please include PDX and GEG (Spokane) as other potential alternates (i.e. send distant regional flights to PDX and GEG--not SEA, and add more direct Alaska and Delta flights form these two airports). Keep SEA for Puget Sound travelers--not PDX and GEG travelers. Alaska and Delta need to utilize other hub airports for the non Puget Sound travelers!</p>
<p>Meet demand</p>
<p>Meeting aviation demand is a critical way to keep our geographically isolated state connected to the rest of the country. Our local economy also has an outsized dependence on both trade with Asia and production of aircraft, and we would be at risk of losing both without functioning airport infrastructure.</p>
<p>Meeting demand is inevitable. We should build the proper facilities now instead of playing catch-up. As for the environmental impacts, future aviation doesn't necessarily have to be fossil fuel based.</p>
<p>Meeting demand is the minimum expectation. We should be planning for excess capacity to digest growth in a sustainable way. The environmental impact is already being mitigated with improving technology and likely will take care of itself as time progresses.</p>
<p>Meeting demand will improve the local area</p>
<p>minimizing environmental impacts should be priority</p>
<p>Money doesn't need to be spent on this. We have a homeless crisis that is going unfunded.</p>
<p>Money would be better spent on expanding high speed rail in the near term throughout the state than airport capacity</p>
<p>More airports, more convenience</p>
<p>More jobs.</p>
<p>More people will be here and they have to get around somehow.</p>
<p>Moses Lake makes perfect sense as it's already an international airport for freight. TSA is there and the current runway is longer than SeaTac as it was an old B52 base at one time.</p>
<p>Most practical</p>
<p>Move airfreight from Sea-Tac to Boeing Field Seattle or Everett. Even use Moses Lake as an Air Freight hub and then truck or train it to Seattle area.</p>
<p>Use freight area at Sea-Tac as new passenger flight terminals. Also add another runway.</p>
<p>Move money to fund high-speed rail to meet demand for regional travel while also limiting aviation environmental impacts.</p>
<p>Moving forward and being environmentally friendly should not be mutually exclusive.</p>
<p>Multiple options for flying around is good for overall well being of the community</p>
<p>Must balance economic health and environmental health. We should protect property value and noise impact on all local home owners. Passenger flight should be a for special occasions and not a</p>

way of life. We do not need cheap passenger flights. People should buy local, we don't need thoughtless imports of cheap poor quality and even dangerous goods from Asia.
My home is directly in line with the center runway. The Port installed the noise abatement and it is sufficient and I'm used to the noise outside. I wouldn't wish this on another neighborhood. Expanded Sea Tac is a better option.
My support for this option is minimal as I anticipate a reduction in air traffic as the climate crisis deepens. That said, those of us impacted by noise and pollution from SeaTac need some relief. I don't trust that current community needs and issues of noise and air pollution are being centered in this decision-making. I fear that in the end there will simply be a push to increase capacity at SeaTac and Boeing Field. The mention of using Boeing Field for additional cargo flights, while buried deep in the report, makes it clear this option is being considered. As with the third runway, we may be told this is an emergency measure, only to see it become business as usual.
Nature is more important than people have their vacation
Nature space is hard to come by and planes are a source of so many kinds of pollution.
Need different locations to fly out of.
Need more capacity at reasonable
Costs.
Need more options
Need more, smaller airports to cover the NW.
Need must be met.
need oversight on all projected demand versus significant emissions/noise environmental impact to protect community and demographic living areas.
Need to Address climate impacts
Need to be proactive about meeting the future demand. I think environmental impacts should be minimized, but cannot be completely mitigated in a practical way.
Need to build other transit options instead of expanding and inducing demand for the most environmentally destructive method.
Need to care more about the environment
Need to control flight path disruption
Need to expand responsibly
Need to fill the need. The economic and Moncton of airports is huge. Keep them strong. Use existing airports and road infrastructure to increase capacity. Keep corporate, general and military aviation strong. The local community will benefit. But make it happen with updated environmental controls both noise and environmentally. Keep in mind the road infrastructure and safety of local communities from increased auto traffic.
Need to have more options for travel from Paine Field and Bellingham airport to more destinations.
Need to increase capacity and keep up with demand.
Need to meet the needs of future generations economically and with as little environmental impact as possible.

<p>Need to protect Millersylvania and surrounding sensitive environments, no to the expansion of the Olympia Airport, keep Tumwater safe and clean for humans and wildlife!</p>
<p>"NO" to developing a greenfield airport being consider for the area SW of Tumwater, I did not buy a home in Tumwater so I could live on a SeaTac strip full of crime and wildlife replaced by cement. Please stop!!!! Td</p>
<p>Need to push electric planes for short range routes and biofuels for long range ones if air travel is to continue increasing</p>
<p>Need to support growth in region. That being said we need high speed rail to the airport. This is super important. Get HSR to Vancouver and Portland.</p>
<p>Need to</p>
<p>Build before the demand</p>
<p>New airport. The state needs to share aviation burden</p>
<p>New airports are not needed especially if you're planning to destroy more nature to do so.</p>
<p>New airports will cause current home values to plummet in the new area and will impact those that need to sell. The environmental impact is huge for our young children and we picked a place to live based off this aspect.</p>
<p>New capacity is necessary ASAP. From Olympia, due to congested traffic on I-5, it is often easier to drive to Portland instead of Sea-Tac to connect with a flight. Years ago, commuter airlines flew out of Olympia to many cities throughout the Northwest, enabling the traveler to easily make connections at major airports to continue travels. Additional airport hubs, or increased commuter airline choices, are needed to improve access and help reduce traffic on I-5. Regional hubs, similar to those currently operating at Bellingham and Everett, would help distribute the passenger load for the benefit of all. The southern Puget Sound Region, including Olympia, Lacey, Tumwater, Shelton, Centralia and Chehalis are poorly served.</p>
<p>New capacity is needed. If it is not created as part of a plan, it will happen anyway in an unplanned fashion as the market improvises.</p>
<p>None of this operates in a vaccum. So all aspects need to be considered.</p>
<p>Have you looked at building up Moses Lake?</p>
<p>No answer</p>
<p>No comment</p>
<p>No comment</p>
<p>No growth</p>
<p>No me.guSta tener escalas muy largas y tampoco pagar pecho por los boletos, cuando se que podrÃan ser mÃis baratos no me gusta que la demanda dw</p>
<p>Viajes demanda el</p>

Precio de los boletos
I don't like having very long layovers and paying high prices for tickets, when I know they could be cheaper. I don't like that travel demands determine ticket prices.
No more growth. Kills the environment and hurts wild spaces. Too many people.
No one wants an airport in their neighborhood. Expansion will require the best mitigation that is available.
No project is free or without environment impact. Increase in capacity and tax base will offset the costs. Reasonable steps should be take to offset environmental impact.
no to expanding oly airport
No to Gig Harbor area. No good vehicle access and noise pollution with location too close to Puget Sound and natural habitats. Too close to SeaTac for that large an airport.
No to increase noise and air pollution and heavy environmental impact.
No to the expansion of the Olympia Airport
"NO" to developing a greenfield airport being consider for the area SW of Tumwater
This will ruin the value of our home and peacefulness of our community.
No, just no! We have enough traffic and pollution in the greater Olympia area already. I don't see a benefit to doing an Olympia airport expansion or to building another huge airport in our area.
Nobody wants to live close to an airport! I live in Kent which is close enough that I would want the least possible impact to the environment and increase in noise for any airport capacity expansion.
Noise and air pollution are significant issues
Noise and emissions are both negative environmental issues. If no solution then no increased capacity. Isn't it a good time to plan a bigger airport at least 40-60 miles away from communities?
Noise and pollution should be major factors in deciding where to open a new airport. It is impossible to believe that the new should be proposed to be built in a dense urban environment where it would have huge negative impacts, traffic, noise, pollution, and crashing home values, on the local community.
Noise can impact existing neighborhoods.
Noise doesn't bother me, I think that has already been successfully mitigated. Environmental impacts from expansion can be significant including emissions from aircraft, these need to be carefully considered.
Noise from aircraft in seattle is completely intolerable, and no one in either Washington seems to care because it impacts primarily communities of color.
Noise from aircrafts are miserable to have to hear if they go above or around your house too often.
Climate change is very real and emission elimination needs to be on the fore front of everyone's mind.
Noise is an important issue for everyone.
Noise is greatly increase over our house already

Noise is not the only concern. Traffic impacts, transportation options to location, parking for those without access to other options. Environmental for people and animals and birds. Choices shouldn't be made by money (in the pocket to do others wants) but with brains and logic
Noise is the biggest concern. It's hard to find a neighborhood around Seattle metro that doesn't have jet noise. Looking at flight paths, only Mercer island and west Seattle rarely hear loud jet noise.
It'd be nice to see noise abatement procedures similar to Orange County (SNA) to help with the jet noise around SEATAC. Especially as it grows and increases in frequency of aircrafts
Noise mitigation is already terrible with SEA TAC airport for northern Seattle. No efforts are made today to eliminate low flying airplanes over Ballard/Whittier Heights/Crown Hill despite being 20 miles away. Planes need to be higher in sky until closer to airport and/or follow the water ways
Noise pollution is a huge problem already. Adding more is not acceptable.
Noise pollution is terrible on Whidbey Island now with Payne Field.
None of the above - current aviation capacity such a Paine Field was built anyway after promising the communities there would be no expanded aviation. We should build additional resources where the community supports it or away from highly populated areas.
None of the above are ok. If we build, we must do NO harm to the environment. I would check that box. Building only if ALL environmental impacts are negligible. Everything we do now needs to enhance our environment.! This includes saving green acreage, rural lands, wildlife, trees, streams, etc. Protect green! Of utmost importance is our environment. We can't keep destroying our environment. We must protect it.
None of the above because siteing ie everything.
None of the above. We need to step back and consider not only the environmental impacts but the impacts on health to any community close to the airport. We need to sit down and rethink where we are headed or we will bean unlivable area
None of the above. You need to explore all alternatives neighbors/HOA's et al presented at meeting a few years again. Have you read those minutes and so you understand the position of homeowners et al in this area that were presented to various Pierce County agencies/Committees/Commissions/Council and staff? All this was reported it the FAA and the above in various studies they performed.
None of the potential airport sites with expansion potential are near enough to urban or industrial hubs. This will only result in increased sprawl and ground transportation impacts to reach these far off locations. Instead we should be looking at cost efficient substitutes to aviation like increased or new rail capacity (including high speed rail).
Not a robot
Not building the infrastructure ahead of time historically has always led to more expensive projects in the future, and usually the worst options are all that is available. As the area continues to grow the need will be there, however the area needed to make changes will just keep dwindling and the costs will just keep rising. Imagine if they actually built a subway system I. Seattle back the the 60s and 70s instead of waiting for the oughts
Not building to meet demand will be inequitable because it will me ticket prices will increase an make it impossible for people in lower income brackets to fly to visit family, attend school or have access to many other benefits associated with air travel. Air travel will only be accessible to the wealthy if we artificially restrict access. Also doing nothing will likely mean more growth will be required at Sea-Tac.

Not doing so would constrain economic growth in the state. Airlines and aviation fuel companies are already working on developing renewable fuel options, and will necessarily continue doing so. It is quite a way from Seattle, but Moses Lake Airport already exists, has plenty of land around it, would have limited weather disruptions, etc.
Not expanding capacity creates unacceptable economic constraints. We should expand capacity with climate impacts in mind - climate impacts are a greater threat to well-being than economic constraints.
Not in Thurston County PLEASE. One of the worst high traffic freeways already, too many homes negatively impacted, protected areas impacted. We are trying so hard to keep rural areas pleasant to preserve calm quiet lifestyle, people's lives much more important. Doesn't matter if cargo has to move an extra few hundred miles.
Not interested in the increased noise and pollution in Thurston County.
Not meeting demand will guarantee economic stagnation. Note: the four questions below are all worded in a leading way. How could they not be "extremely important" as worded? Not a good way to judge public opinion on inevitable tradeoffs.
Nothing
Nothing will ever get done if we wait for environmental compliance.
Obvious on the way the questions are worded. Need to do work to meet the demand. Poor planning has historically created infrastructure messes around WA state particularly around Seattle and Tacoma where growth has been explosive.
Obviously we need a airport
Of all the activities we humans do, air travel has some of the least potential to mitigate its tremendous environmental harms. Airports are some of the biggest concentrated sources of noise and pollution in any city. We should follow the lead of our peer countries -- whether considering these as rich countries or large countries -- and develop better ground transportation that could well serve all but the longest trips.
Of the three, the last is the only practical solution given economic pressures and the environmental awareness of the region.
Olympia needs a larger airport we are growing fast
One can not make accurate predictions of what will happen in 25 years. It's not clear that the current locations would not meet needs.
Only a new airport will meet future capacity needs.
'only' is key in this answer, and I suspect that will get overlooked when calculating responses.
If we can't transition off of burning carbon for flight, we should then invest in greatly expanded high speed rail to soak up regional travel and freight demand
Oof this is a tough one since it's getting busier but in terms of an airport in GH, yikes! Having lived in the city, there is nothing worse than traffic to and from the surrounding airport & plane noise - I can see there is a need but maybe Bremerton would make more sense due to the ferry connection. Or branching out directly from SeaTac - traffic in GH would also be slammed which is already an issue. We all know that these things happen and all the environmental issues are overlooked & ignored - Please no.
Opportunity for economic growth for sw Washington counties like cowlitz or thurston.
Option 3 is the only win-win scenario. It balances need with environmental implications.

Options are too limited in the answers here. Projections are projections and could fall short.
Otro Aeropuerto Internacional rn otro Punto estrategico ayudaria mucho en en flujo Aero.
Another International Airport in another strategic point would help a lot in air traffic flow.
Our area is growing and it is already too busy at Sea-Tac and Paine field does not go to the airports I want.
Our current facilities would be more than adequate if we invested in high-speed rail for regional trips.
Our current highways and small community roads would not be able to support additional traffic in Gig Harbor.
Our environment is dying.
Our environment is more important to me than the need to create more ways to increase revenue or tourism. I love watching the miracle of flight, but I also know that both the noise pollution and the not insignificant carbon footprint is damaging to the native wildlife and humans. Once gone, we cannot get it back.
Our environment is paramount.
Our forests are disappearing too quickly.
Our planet will not survive unless we find ways to maintain or enhance infrastructure while also mitigating environmental impacts.
Our region's economic success and growth depends on reliable aviation.
Our region's population would support another regional airport with more capacity than Paine Field. Why not use McChord's old facilities?
Our roadways and infrastructure cannot handle anymore increased traffic.
Our state has been and will continue to lead the way in climate change response and preparedness - to not continue mitigating and preventing environmental impacts would be disastrous, and not very foresighted. Noise mitigation also impacts communities, and should be planned for - it is particularly inequitable (noise pollution) when you consider the communities that usually surround airports.
Our state leads environmental standards and is consciously working to be a leader in the all fields. I think we should become the gold standard and show that modest or major improvements can and should be done in a way that is environmentally friendly.
Our tax dollars continue to be collected and rarely if ever used to upgrade our freeways and infrastructure. You haven't touched I-167 or 405 where needed; only partial upgrades. And you have embarrassed yourselves on I-5. You've collected hundreds of millions. The ROI has been dismally evident. You think your doing a thing but what you have done has been of little benefit to the people. No more tax payer money.
Overcrowding at airports is the biggest issue risked with not sizable upgrades.
Paine Field and Arlington Airport have been underutilized for years, and the improved access for North Sound customers would be great! Sick of having to drive through Seattle and sit in lines in the SEATAC terminal
Paine Field and Bellingham are underused. They need direct flights from each of them rather than throw more money at yet another airport which is underused. It would be more cost efficient to simply expand current services to already established airports.
Paine Field going commercial was not wanted by surrounding property owners. Now my dream retirement home is significantly impacted. The small airplane traffic in the summer makes being outside or on the lake very uncomfortable and bbqing with friends, impossible. The big aircraft wakes me at night and early morning - all the time.

Whereever you decide, please be kind to nearby property owners. This has changed my life.
Paine Field promises not kept
Paine field seems like the logical place to put effort and energy. They aren't even operating at the level that they intended when opening so it makes sense to enhance its capacity before looking for a new airport elsewhere.
Passenger air travel has significant negative environmental effects.
Passenger flights are ruining our ecology. Every flight over land should be replaced with a electric high speed train trip. We need to stop burning shit to power our lives and it will be some time before planes can find a practical dense energy source that is close to sustainable. Also, the footprints of these facilities damage the lives of historically marginalized populations any place that it is cheap enough to build them.
Payne field is there and under used. Boeing is down sizing so use the airport!!!
People already have established home and communities. These are involve significant financial investment and have created communities ties. Airports need to be located away from where people live, learn, and play. Health impacts are too important to locate an airport where significant people live. Whether this is noise, air pollution, or traffic all impact lives. A new airport in an area of few homes with fast rail service to it would be ideal.
People are going to fly regardless. Better to have the infrastructure in place to make it happen
People are going to travel regardless; it's just a question of to where. If we build infrastructure here for it we can benefit and still have some control of the environmental impacts.
People are still going to fly. Please God make this airport in Lewis County so people don't have to drive i-5 north
People have no inherent right to cheap airfares and shipping rates that come at the expense of the lives of those who live near airports.
Perhaps aviation is increased and projects or programs that offset those impacts are put in place, such as more transit to the airport, less surface lots, or more EV car rentals. Green building requirements near airports.
Personally having an airport closer would be more convenient., but I would not want to deal with noise and potential property value decline.
Plane noise is detrimental to both human and animal life.
Plane travel reduces travel time
Planes too noisy
Planet needs attention and we need to trend towards sustainability.
Planning for regional growth includes air travel and air cargo. Mitigating doesn't mean _eliminating_ impacts.
Please do not build an airport in South Thurston County.
Please build high speed rail, not more airport capacity!
Please do not build an airport in South Thurston county. A better location would be north of castle rock. Building one in that area would provide growth to that area and there would be less people displaced as that area is much less populated.

Please do not over look or sell short VETOL. It could increase current capability of existing facilities and increase capabilities of future facilities.
New facilities need to be plans for and financed.
Please leave the Narrows alone.
Please not in Kitsap county
Please remove Thurston County from your list! The impact of an larger airport in Thurston County would endanger the wild life, the environment and create a chaos for the community!
Please take climate change seriously. We should be building high speed rail in this state to reduce air travel.
Plenty of regulations already. Keep aviation concentrated to current areas but with expansions.
Podemos crecer pero sin daÑar tanto el medio ambiente
We can grow but without damaging the environment so much
Population is increasing in WA. SeaTac is nearing capacity. Edmonds should be used more. Olympia would be a good choice. Tacoma is not a good choice as it already has SeaTac and Tacoma Narrows traffic.
Por que creo que mas opci3n arropuertuaria en una misma zona facilitar3a la tarea de despegue y aterrizaje, mayores destinos mejor precis3 a los clientes mejor servicio, sin esperas no cola no atrasos. Contribuir3a a mayores oportunidades de puestos de trabajo. Y ser3a un alivio en caso de emergencia un nuevo puerto de viajes a3reos.
Because I think more airport options in the same area would facilitate take-offs and landings, increase destinations that are accurate. To customers there would be better service, no waiting, no queue, no delays. It would contribute to greater job opportunities. And it would be a new port for air travel in case it was need as emergency relief.
Porque el dise±o de un aeropuerto tan importante para le regi3n deber3a basarse m3is que nada en la eficiencia aeron3utica y no tanto en el impacto ambiental, los aviones que operan ahora las aerol3neas no afectan al medio ambiente comparado con otros medios de transporte.
Because the design of such an important airport for the region should be based more than anything on aeronautical efficiency and not so much on environmental impact, the current planes that airlines operate do not affect the environment compared to other means of transportation.
Porque el impacto ambiental es importante
Because environmental impact is important
Porque nos estamos acabando nuestro planeta
Because we're using up our planet
porque para mantener y complementar la demanda
To maintain and complement the demand
Pq retrasar los vuelos oh x cosa a trada a uno con los planes uno tiene q ver soluciones y satisfacer al cliente q va a volar es prioridad.
Why delay the flights or be bound up with the plans? One must see solutions and satisfy the customer who is going to fly, it is a priority.
Prepararse para el futuro. Analisis organizacion y ejecucion
Prepare for the future. Organization and execution analysis

Present general aviation creates enough noise pollution. We should not have to endure more
Prioritize high speed rail. All trips along the west coast should be achieved via rail if we're serious about fighting climate change.
Progress
Protect quality of life while meeting demand.
Protect the environment and public health. Invest in rail for both passenger and freight transport.
Public already knows where existing airports are and that the airports were there first. Second, this is more cost effective than a new airport.
Public input will be a guide that ensures the selected site is where the most people want it.
Puget Sound communities have to invest in all modes of travel for the benefit of all - planes, ferries, BRT, city busses, light rail, inter-city rail, and bikes. Maintaining the status quo is not viable.
Push poll much
Put cargo at a different airport that is east or closer to truck terminals.
Put it in Bremerton. Gig Harbor is far too small, with no proper infrastructure, or roads for people to come clog up our little community. Our traffic, and crime rate will increase greatly. It is absolutely not the appropriate location for an airport.
Put the money into public transportation that works. Don't permit cars to drive up to the airport to drop off people. Make the airlines pay for infrastructure. The real cost of air travel is not covered by people or industry. We have many more options today and industry is lagging behind.
Put the money towards high speed rail
Quality of life is important.
Quality of life would deteriorate living next to an airport
Realistic and responsible choice
Reasonable budget process.
reduce focus on aviation and the "aviation industry", and put more funding into rail, bus and ferry transportation.
Reduce landing spots for Business Jets who carry very few people. Focus on commercial aviation.
Reducing carbon footprint is critical as we address demand. E.g., building capacity to use short-range electric aircraft as these are developed, to operate as feeders to SEA, PAE and BLI.
Reducing climate change is key.
Reducing the car travel to the airport by creating regional air hubs will reduce carbon emissions.
Refusing to invest in infrastructure will stall economic growth and these industries will eventually move somewhere else.
Regional growth and access is important for the future of the Seattle area.
Regional growth is important without causing more airplane noise over SeaTac and West Seattle
Remote tools, video conference and teleworking is improving faster and will reduce business trips in the near future so demand will reduce
Repurpose Grant County Airport and link it with high speed rail
Residents of communities near airports should receive assistance to mitigate noise impacts in their homes.
Responsibility to the environment and people are critical. This in turn affects animals, our health, food resources, and overall local quality of life.
Rural airports don't see any funding or improvements
Save the trees, quit cutting them down we need oxygen to breathe

SEA current facilities are uncomfortably crowded and traffic congestion is terrible. We're already well over capacity and as a business person that travels weekly, three Seattle region does not offer a positive, modern, or efficient travel experience compared to similar size airports. Funding these projects will bring many economic benefits to the community.
SEA is an extremely constricted airport already which cannot be expanded much. Furthermore, the south sound has limited access to the airport. With current population growth figures, we will have no choice but to build a new airport.
SEA is over capacity and needs a realized like BFI or RNT. Be it even just cargo, corporate or drastic airport design changes.
SEA needs to step up and become a world class airport. While there may be a lot of international traffic and home to two airline hubs, it looks very regional, and pieced together as an after thought.
SEA TAC airport is dated, need upgrade or open up new airports.
Sea Tac is horribly overcrowded but I don't want a big airport in Olympia.
Sea Tac is too small and has become a nightmare to travel from/to. Too few security check points. Needs at least one more terminal.
Seatac airport can not continue to expand to meet the future needs of the greater Seattle are.
SeaTac airport, the Port of Seattle, and the airlines are all consistently working towards aircraft emissions and noise mitigation, so these issues are already baked in so to speak. Expanding operations at SeaTac is limited ultimately, as there's not much space to expand into.
SeaTac has no room for growth and is build up on terminal that were adquate for operations in the 1980s but have fallen far behind.
Seatac is a massive airport, but with the growth in washington state we need an additional airport to service the 7.5 million plus citizens. In Western Washington alone there at over 6 million people, so having almost all go to one single airport creates issues and a chokepoint for air travel as we have very limited options. Ideally, it would be nice to have an International airport south of Seattle in Lakewood, Olympia, or Tacoma area.
Seatac is a MESS, traffic getting there and leaving is horrible (I-5)
SeaTac is already congested beyond capacity and there's no building ou way out of that, Also our area's transportation infrastructure is alos overtaxed. Making folks travel from Stanwood to Seatac to catch a flight doesn't make sense. An airport 1/2 way between SeaTac and Bellingham makes siting sense, perhaps in the Silvana Valley? But General Aviation is being pushed out of many places by commerccial (PAE) and Whidbey NAS traffic is a complication. How about we get the Navy to give over Whidbey NAS to commercial? Our the Coupleville strip? Already partially-developed airport infrastructure.
SeaTac is already too small. In between Pierce and Thurston County
SEATAC is at max capacity. Shift any cargo flying to Paine or McChord field. That will increase capacity. That will help in the short term. Long term we need to invest in those fields. We have world class companies with a airport infrastructure that would've been good for the 1970's.
SeaTac is centrally located but there is really no room to expand. Paine Field expansion can serve the North Puget Sound area. An additional airport in South Puget Sound would help alleviate SeaTac but with great care when it comes to the environment as it pertains to noise and air pollution.
Sea-Tac is falling behind.
SeaTac is great but it's in a bad location for folks north of Seattle. I'd rather skip out on driving south while we don't have full transit options.
SeaTac is not expandable there is not enough land to grow the footprint. The airport has not aged well the concourses are narrow and crowded. The south satellite has not changed in 25 years. It is embarrassing for a high tech city to have such a poor airport.

Seatac is out of space. Start planning new facilities now.
SeaTac is overcrowded as it is and something needs to happen to make it work.
SeaTac is swamped. We need access to affordable flights that don't involve Seattle.
Seatac is too crowded and hard to get to
Seatac is too crowded
Seatac is way too busy. Neighboring communities have put up with increased use...and LIED TO BY PORT OF SEATTLE about the third runway use. It was to be an auxiliary bad weather runway yet has morphed into its current use as the PRIMARY LANDING RUNWAY. Every flight from the south comes over my house destined for the third runway...and statements by an Alaskan pilot are that Alaska owns the third runway. From observation I see that as true. Port of Seattle has scammed the neighbors with outrageous lies and a botched noise mitigation program, where 20 years later, I'm still finding shortcuts and shoddy work from the mitigation contractor I was forced to use by the Port. QUESTIONS BELOW ARE VAGUE! DEFINE LARGER COMMUNITY. The surrounding community is already impacted and the rest of the region has a NIMBY outlook!
SeaTac no longer meets the needs
SeaTac too full
Seattle has the potential to become a large hub airport the size of Denver, Dallas/Fort Worth, Chicago O'Hare etc. Building a single new bigger airport is the most effective method to increasing capacity significantly. More capacity means more competition and options which benefits the consumer greatly. Snohomish County has not been receptive to turning Paine Field into a secondary airport in Puget Sound so it's time to look elsewhere to a single new airport option.
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Seattle needs to grow
Seattle will continue to grow. Not improving aviation capacity is unrealistic. Improving capacity without consideration to the environment is foolish.
Seattle will lose its leadership if we don't make travel easy for business.
Seattle y la ciudadades de al rededor, se merecen un Gran Aeropuerto , es un estado que estÃ¡ en crecimiento y con mucha diversidad de personas de muchas partes del mundo. Es increÃ­ble lo pequeÃ±o de lo que tenemos ahora. Si miramos otra ciudades con Los Ãngeles, es increÃ­ble lo inmenso que es y lo cÃ³modo que es pasar por un gran aeropuerto. Agradezco vuestra iniciativa
Seattle and the cities around it deserve a great airport, This is a growing state with a lot of diverse people from many parts of the world. It's amazing how small we are now. If we look at other cities like Los Angeles, it is incredible how immense it is and how comfortable it is to pass by a large airport. I appreciate your initiative
Seattle's consistent growth demands for better airport facilities and growth. However our environment should not be overlooked when expanding and creating more ways. If London Heathrow Terminal 5 was able to do it, so can we. Make it happen, but do it in ways that will not harm our

surroundings. Aviation success is crucial for the success of our local economy. Seatac is by far one of the most boring airports in the world. We need expansion.
Seems efficient. Expand regional airports that already live airplane noise:)
Serious consideration needs to be given to high speed rail to eliminate regional trips by air.
Should be an airport south like Olympia in addition to Everett. Travel and cost to SeaTac are expensive. Gets people off I 5 in piglet sound
Should be balanced between economic benefits and environmental impact
Since climate change, I feel like we could "make more" than we could "save more."
Since they opened Paine Field, the noise from airplanes has gotten so bad we can't even enjoy our backyard.
So we dont get backups
Society has failed miserably at mitigating climate change and we should grow responsibly with environmental impacts as a leading priority.
Solutions that negatively impact our environment will have adverse effects on the health of people, animals, and the planet. Growing economically while harming the world in which we live is not progress. It is suicide.
Sometimes we just can't be perfect environmentalists. This is something we need to do yesterday and we can't be picky.
Soon, oil will not be the viable denominator for fuel.
Do not increase footprint at SeaTac-as noise and chemicals in the air have proven detrimental to all life surrounding airports.
Recall ~Lesser Seattle~ days and dont assume and promote growth.
The mtn ranges and the Sound and coast line create limited space.
Limit growth.
This questionnaire is inappropriate since the region has too many humans already.
When a tsunami or earthquake occurs, few will be able to exit.
Seattle is building up but you are not understanding the impacts of additional waste, traffic, etc.
You should be downsizing.
Sorry, but we need to phase out all but necessary air travel in order to mitigate the effects of climate change. The era of cheap air travel for everyone is over.
Sounds like we need more aviation capacity. Another airport in a different location would allow greater access to a greater number of people in our growing community.
South Puget sound is neglected when it comes to air travel, having to commute an hour or more to get to a major airport, fighting traffic and congestion constantly.
Spending is out of control
Spread out the aviation load away from SeaTac hub.

Spreading out the opportunity to fly into and out of more locations in Washington would also increase the opportunity for more people to fly. And also create less stress on the current system. I personally would love to not have to fight terrible traffic to be able to fly to locations.

Starting from scratch is costly and virtually impossible. and regional is way to go, see Everett.

Strong aviation infrastructure is critical to the economy and good-paying jobs.

Study how adding a high speed rail station at SeaTac can address growth projections and reduce need for building additional airport(s). Coordinate a 2040 solution with WSDOT Ultra High Speed Ground Transportation project, which is on a similar timeline: <https://wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study>

High speed rail has the same capacity as 91 airport gates, 2 airport runways, and 6 highway lanes. It uses less land and costs less than building a new airport (\$24-42B for rail system, compared to \$37B-100B for airport.)

Source:

<https://www.gao.gov/assets/gao-17-504t.pdf>

<https://wsdot.wa.gov/planning/studies/ultra-high-speed-travel/2019-business-case-analysis>

WSDOT Secretary Millar has championed high speed rail as a "game-changing investment as highway expansion will not keep up with growth"; just as airport expansion has struggled to keep up with aviation growth since the 1990s

Suficiente infraestructura de aviación para satisfacer la demanda es necesaria para el continuo crecimiento de la economía del estado de Washington.

For the continued growth of the Washington state economy, it is necessary to have sufficient aviation infrastructure to meet the demand.

Support GA facilities by upgrading to develop increase capacity.

T

Technology is changing with shifts to smaller, air taxi-type operations which will allow better use of existing infrastructure. Advances in engine technology will reduce engine noise and emissions. SeaTac may be locked into current size, but could be quickly connected via bus or rapid rail to Renton or Boeing Field. This would also potentially protect the area if Boeing decided to consolidate facilities at Everett. The light rail system is already tied into SeaTac, so leaving SeaTac for another facility that would not be tied in creates another hurdle for transportation.

Thank you Karen for working on this. We need another airport. The state has no problem spending too much on sound transit Choo choo train which does not go enough places and is always going to be over budget. The state should be able to do another airport to support our growing population. North of Seattle would be the best area for another airport and I am sick of people saying not in my neighborhood. I have SeaTac in my neighborhood. SeaTac has no more room to expand and it already can't handle the traffic. Thank you again this is very important. Helen Weise
hweise230@comcast.net

Thanks.
That should be obvious.
the "environmental impact" let's say carbon footprint of circling planes is a footnote compared to the carbon footprint of the full capacity of a new airport. future projections are usually unscientific and nonsensical. the level of carbon cuts we need to make to avoid a civilization-ending climate change does not have room for another airport or for the growth that is projected. we need to fund basic rail infrastructure instead - there are tons of places to make improvements and electrification outlay which is far more aligned with the future we need to avoid your children and grandchildren suffering barbarism - directly - for their food and water
The absolute #1 priority must be noise, traffic and environmental impact and protecting the interests of the residents of this state who are impacted by increased air traffic. This is infinitely more important than the needs of more travelers or the airlines. The people who live here should always be top priority. Our life quality should not go down to accommodate increased air traffic. Period. Less air traffic and better life quality is better than accommodating increased demand for more air travel at the expense of quality of life.
The airport can't be the reason to stop growing.
The airport facilities at SeaTac seem to be at their maximum capacity as well as the related noise and environmental negative impacts.
The airport is already overcrowded.
The area is growing and aviation is an important part of the PNW along with fostering industry.
The area is growing really fast. Traffic on freeways is making getting to current airports even longer. Could be less driving/car pollution with a new airport.
The areas around airports usually affect the people living there
The aviation industry is virtual to a successful economy.
The balance of environmental impact should certainly be considered, but I don't feel that we should disproportionately put effort into this if it compromises the consensus of capacity needs.
The CACC has not actually assessed the impacts to urban areas due to noise pollution and increased road traffic, nor the climate impacts of expanding air travel, in the first and third options first and third options. The study is far too narrow, limited to commercial air for passenger and freight transport rather than less climate intensive modes such as high speed rail. Until the State takes a hard look at all transportation options and their air pollution, noise pollution, and climate impacts I have to object to expanding air capacity at this time. While Covid is still reducing passenger demand at airports, the State should review alternative regional transportation options including encouraging electric vehicle uptake and high speed regional rail connections. Existing airport capacity will be enough through 2023 or 2024 as indicated by your own information.
Due to the climate crisis and the possibility of better-coordinated transportation planning, I propose option #2. Continue operating with current airport facilities.
The city of Sea-Tac has been overly burdened with continued airport expansion it is time to relieve the situation. Additionally from areas west of JBLM Sea-Tac is an inconvenient place to fly in/out of due to high levels of traffic congestion on I-5. You cannot get to or from Sea-Tac with ease or reliability. A facility that is closer to coastal and Olympic communities is necessary. There are many functioning regional airports in eastern WA we should have some in western WA.
The climate crisis is paramount above economic growth. There will be no economy if the planet doesn't support humans

The climate crisis is too dire to be ignored. We need to make adjustments to the way we currently operate now. This includes aviation.
The climate crisis should be our biggest concern right now. We cannot go on with business as usual, so everything needs to be done with the environmental impacts at the forefront of our decision making.
The climate crisis. We need planes, but we also need to reduce ghg emissions.
The climate impacts of more airports and increased flying are too great. Spend the money on high speed rail.
The climate is getting worse and worse. Building high speed rail would be more efficient.
The community is struggling with our current system/infrastructure.
The cost of renting a hanger is becoming more and more unlikely for small aviation when hanger costs exceed \$300 a month It becomes less likely to rent, tea hangers should cost below \$250 per month and go up from there!
The current structure in the Seattle metro area will not support additional growth. Using a Dallas-Fort Worth model with a new airport serving a Seattle-Portland Metro area linked with high speed rail as used in Amsterdam, Paris, Frankfurt et al could reduce the four hour delay and still meet or improve environmental effects.
The demand for new airport facilities should be met in order for the Region to continue economic growth.
The demand forecast is conservative in my opinion. The big problem is generating the capacity needed, especially by building new airports is a decades-long action. We need to get ahead now in order to deal with the future demand.
The demand is too great, to not meet it, and the economic vitality of the region depends on the ability to move passengers and cargo through the area.
The drive across the Narrows from Kitsap is a pain. I-5 is a mess and not at all driver friendly.
The drive to SeaTac is brutal at 6am.
The earth has value. Projects which expand capabilities at the expense of nature do not take into account that value. A carbon tax should be added to account for the damage and through market forces limit it. Electric aviation projects should be given preference and subsidized by projects which damage nature.
The economic benefits to the region justify the impacts.
The economic impact of future gains would be positive for the Gig Harbor community and surrounding communities. To also include all the Kitsap county and more. A collection of major airports for east and west boundaries would be Spokane, Tricities, Seattle, and gig harbor. What a spread for population and demographics.
Location. Location, location.
The economic viability of the Puget Sound region and its citizens depend on this approach.
The economy needs to move forward. Aircraft emissions and noise will continue to get better over time, but let's not roadblock dealing with a capacity problem on that.
The environment can't support the growth.
The environment can't be put ahead of commerce. Plus we live here. It impacts our quality of life.
The environment is getting the short end of the stick these days. Can't be replaced that easily if at all.

The environment is increasingly more vulnerable and we need to respect it and our neighbors around the airport. Usually homes around an airport are economically challenged areas.
The environment is more important than travel
The environment needs to be preserved more than the profit potential of items or people being able to commute slightly faster.
The environment surrounding the Olympia Airport is too fragile to support increased air traffic. Please take it off the list of considered sites.
The environmental impacts must be adequately mitigated through the NEPA and permitting processes. Noise should be mitigated as practicable, but should not be a basis for dismissing a specific site.
The existing SeaTac Airport cannot grow to meet the capacity without additional noise and negative health impacts harming our communities. We need a new airport in a less populated area.
The fact that this project has existed since 2019 and I've just now heard about it is ridiculous. People have been getting paid to work this project for two years and are just now getting a survey about what they want? Do you guys even read these surveys? I'm in the business of leisure flying as well as military aviation with strong ties to commercial aviation and haven't heard one word about this until now. Make the airlines pay for the project instead of the taxpayers.
The first and third option don't seem that different. I think if at all possible, expansion should occur at existing airports with significant mitigation of noise. I'm wondering if the group is considering cooperation with Portland to accommodate some of the expansion needs of the larger area.
The funds necessary to complete this project are desperately needed in other areas, such as upgrading public transportation and repairing existing roads and bridges. If the aviation industry needs additional infrastructure in order to grow their business, they should foot the bill themselves. Washington taxpayers should not be expected to subsidize the growth of private industry, especially when that same growth is actively driving up the cost of living for residents.
The future growth of the Puget Sound area needs a airport facility which can accommodate the demand growth.
The future of air travel is uncertain and the idea that it will continue to increase with no peak is an over optimistic viewpoint. Although airports need to grow, it can be done without the impact of a new building site, and instead continue to refine and improve the existing sites.
The great good of society must trump the whining of NIMBYs.
If you bought a house near an airport, you knew that would have airplane noise. Deal with it.
The health of the people and our environment must be the top consideration.
The Hoquiam airport needs to have commercial service. To drive 3 hours to an airport is crazy. Grays Harbor County is one of the poorest countys because it is ignored
The impact to current airports is at capacity. There was never a plan to build commercial air service at these locations. Start from scratch and add infrastructure correctly instead of mitigating the nearby areas which were never designed for this type of flying.
The impacts on the environment are bound to happen with industrial growth. It is the developers responsibility to reach for their growth in an eco-responsible manner. Risks can be mitigated but not removed altogether. Because of this, I believe that building with the future growth in mind, to begin with, is the more responsible avenue to take. Not developing to the projected growths impact, would cause more damage in the end due to needing to create an expansion project later on. I believe it would create less risk and less environmental impact to expand/develop initially at the projected amounts versus taking smaller steps to reach the same development later.

The impacts to population and the environment are already being recognized at existing facilities, with increased operation thevaddituon impact is low. Adding additional requirements and mitigation only bootstraps tge growth with increased expense with little benefit.
The impacts to the environment and quality of life in the Puget Sound if an additional airport is added are not worth the added convenience. Portland International Airport is a short drive for 1/4 of the state and is under utilized.
The importance of supply/demand and being able to safely mitigate transportation of both cargo and passenger is crucial. It can not undermine the local communities in which it is a part of with shortcuts and careless behavior that jeopardizes the citizens and the environment within which it is being contained.
The increase in noise and traffic would adversely affect the quality of life for everyone.
The increased demand for commercial aviation needs to continue to be aware of the growth of the area and provide options for air travel
The increased demand will continue to make ground transportation to and from SeaTac airport even worse than it is currently. Hopefully more people will start using Light Rail as it expands but that is still years away. I suspect much more could be done with the Moses Lake airport especially for commercial shipping but potentially also adding some passenger flights with high speed rail connecting to the light rail in the Puget Sound Area.
The industry has been allowed to expand without managing its environmental impacts for far too long. Noise and emissions studies need to be at the core of existing and future operations.
The infrastructure needs to be created, conservation technology will catch up.
The lack of regional domestic airports has caused this issue.
Olympia, Tacoma and Everett all should have domestic based airport accessibility leaving Sea-Tac for intl. travel. (e.g.. California)
The location in Mason County would benefit the county and give relief to Sea-Tac and has lots of space to expand.
The long term effects of our environment effects future economic viability. It needs to be a factor. The unique environment and geography of Seattle creates even more reason to consider alternatives to transportation. Iâ€™m not sure SEA-TAC can expland enough to accommodate the projected growth given its existing limitations. It needs better transportation infrastructure for both passenger and cargo- especially for regional expansion as described. It take me 2 hours to drive to SeaTac in morning rush hour and Iâ€™m adding to congestion . Public transportation would take three hours and doesnâ€™t feel safe.
The longer we wait the more expensive it will get. Better to try to be ahead of the curve and create jobs in the process.
The majority of our residents purchased their homes after seatac was opened. It was clear that Seattle would be growing and so would the community, needing the airport to grow and expand:
The need for air expansion is necessary as SeaTac is land locked and Will difficult to expand to more terminal and runways. A 2nd international airport with a minimum of 3 runways is necessary soon
The needs for air traffic and freight is just growing greater and greater. Do something before Seatac becomes deadly.
The needs of the state need to be met
The negative impacts of unchecked growth in aircraft use must be taken seriously. If a new airport is deemed necessary it should be in a location that directly affects as few neighborhoods as possible, even if this means it harder to access.

The noise factor here in Mukilteo is awful. They are supposed to operate between certain hours - that is a laugh! Huge aviation noise is around us, surrounding us before seven AM and no limit at night., even after the tower is closed- so then it is all their visual to take off! It isn't safe!

I don't need clocks any more, with every take off one knows the exact time of day! They are soooo noisy!!! As you hear them grind and struggle to get airborne with their noise thrusters. It is beyond acceptable!! I hear most every takeoff!!

The landings aren't as bad, but you have the fuel exhaust to consider know matter what. Now that Boing has sub - let their lease to UPS we have more BIG LOUD noise. We were misled from the beginning how many take offs and landings every day and more flights just keep getting added!! I feel like I am living on a runway at the airport.

One can not go to a city meeting or gathering, where the noise isn't an issue!!it blows my mind, none of the impact statements thought there would be impactful to our city! Are they crazy or

it's to their advantage to provide a better report.

It has impacted us in many ways. More traffic more noise, exhaust fumes, much more airplanes

Flying over head with the potential risk of a crash, crash landing or a plane flying into a structure.

This new airport is the talk of the town, but not in a good way! I have lived here for over 30 years.

Most of the reasons my late husband and I settled here are dwindling! Pretty soon we will have Sea Tac North; with all of the problems that come with urbanization!!! Our quaint, one in a million town is leaving and the wonder life style is going with it!! It is the issue I hear mentioned by the candidates this year, as something needing to be resolved! !! I personally have called the noise line to lodge my complaint!

I have given the number out to anyone who has an issue.

The people I talk to say nothing will ever happen to make it any better, because it is a government

Operation!! Please make me wrong and make it so we are to cohabitate wit this huge commercial

enterprise sitting in the middle of our laps!!

The noise from aircraft isn't any more of an issue than the hot rods cars and motorcycles racing down the street at all hours of the night.

The noise impacts to several neighborhoods in the area are already too high.

The north west is unique because the environment is something we treasure. We can't make the mistakes of so many other airports/cities and loose what makes us us!

<p>The only viable option I see is to expand Sea-Tac Airport.</p> <p>Expanding any of the local small airports will have major and lasting negative impact on their community. My example is the Gig Harbor Airport. When we first moved here 20 years ago it was a small airport with only small planes flying in/out. Since they expanded the runway now we have private jets and helicopters flying in/out. The noise and increased traffic is unbearable at times. Our a quiet neighborhood, has increased in noise and traffic. The flight patterns have also changed and now planes fly directly over our home. If our airport were to expand again, many of us would see a decrease in the value of our homes and many of us would have to leave.</p>
<p>The other alternatives are fantasy</p>
<p>The other options are plans to fail. We need a plan to succeed. Environmental and social impacts can be responsibly managed inside a plan to succeed</p>
<p>The people want it so we need to meet that need.</p>
<p>The planet is melting. Everything we do must be oriented to mitigate that</p>
<p>The population is increasing.</p>
<p>The population is rising faster then the infrastructure can meet the demands, should look at continuing the expansion along the i5 corridor expanding Paine field, Bellingham, and try to expand Olympia as an option</p>
<p>The population of the region continues to grow, and the traffic going into the Seattle area grows with it. Having another passenger terminal south of Seattle would not only reduce congestion, but would lower emissions from traffic. McChord field has a Class Delta towered airport with a 10,000 foot runway which already handles aircraft of all sizes. Making McChord a mixed use airport with a passenger terminal on the east side would reduce costs, and would not impact sensitive environmental areas, as it is already a large airport.</p>
<p>The Puget Sound area is becoming grossly over developed and the development sprawl needs to stop. The only thing that you get when increasing the capacity is increased development because it becomes economically viable. We need to stop the development sprawl before it completely destroys the reasons that make the area livable. We do not need more transportation, we do not need to destroy the ecosystem, what we need is fewer people moving here.</p>
<p>The Puget Sound needs a new airport at any cost.</p>
<p>The Puget Sound region deserves another world class airport to serve all of our future needs and growth.</p>
<p>The Puget Sound region needs a new second large airport, along with expansion and improvements to existing airports. This is necessary to meet, and stay ahead of, projected increases in passenger air travel, cargo air travel, and general aviation in the state of Washington over the next 30-75 years.</p>
<p>The Puget Sound region needs the infrastructure in order to complete well economically with other areas around the world.</p>
<p>The reason Sea-Tac airport has delays is that it has been attempted to be fixed with less than adequate band-aids that when implemented are way over budget and too little and too late. The solution is not to spill over onto, and wreck great small General Aviation airports, it's to appropriately FIX the one we have.</p>
<p>The region continues to grow, aviation capacity must be included in infrastructure development to meet growing population.</p>

The region needs another commercial airport, but only if it is designed with funded transit connections as part of the project. No new airport, or upgrades to an existing civil aviation airport, should take place without robust transit funded via state and/or federal dollars.

WSDOT should also explore options to increase efficiency and capacity of Amtrak or high speed rail to address regional travel, reduce need for regional commercial travel and improve airport capacity.

The region will continue to grow and be visited from all over the world. The airport must keep capacity growing, while respecting local communities on noise and emissions.

Economic interests are primary and equity considerations are important. Nimbys need to be heard but not given a disproportionate voice over growth.

The region will continue to grow significantly. If capacity is not expanded, then flight prices will rise and profits will accrue to airline operators due to their ability to extract rents from a fixed supply.

The report in the last CACC meeting that Logan International's jet traffic accounted for the equivalent of 25% of all pollutants in the rest of the Boston area. That is of significant concern to me. Of course, the increased demand for air travel in and of itself results in more pollution from the traffic to and fro. The airport capacity needs to be shared by the region, not just centralized at Sea-Tac!

The roads around the airport are already over congested and it's not worth the taxpayers money to re-invent the wheel.

The SeaTac airport during peak operation times is a mess and pouring more money into the airport will not cure the operation.

A new airport built from scratch in the Arlington area would serve

the growing area of Bellevue, Redmond, Everett, and would help with

traffic congestion off I 5 & 405 and stop the increase in noise pollution for families west of SeaTac.

A new airport with enough land for future growth and expansion

would serve the western Washington for years to come.

The SeaTac airport has already been expanded and I don't see where a new airport serving Seattle could be built. We also have two other airports that are not utilized for cargo and airline operations BFI and Renton

The Seattle area continues to grow and property values continue to rise. As upper-middle income folks move south and north into what were more working class or rural areas to find homes to purchase, lower income folks are being pushed further and further out. Underdeveloped areas have a habit of becoming new neighborhoods and aging neighborhoods like those in Burien, Tukwila, White Center, Columbia City, etc. become concentrated with first time homebuyers as long time residents move on into senior housing or pass away. Any new airport project has to assume that it will grow in all directions and that neighboring land that is now deemed mixed use or undeveloped could become residential in only a few years. As we've seen with Sea-Tac and its surrounding communities, folks with lower incomes are often exposed to the detriments of expanded airport operations. As a region, we need to ensure that the health and safety of our fellow residents. Zoning is less important than actively designing airports and airport operations that have a minimal impact on the vicinity.

The second option is not economically feasible. The third is dependent on on technological improvements that have not been developed.
The shelton air port would be a good place to build take hwy 101 and build a tunnel so the airport runway can be exstended out to give the air field longer runway
The size of the area would benefit from other options
The small Gig Harbor community would be negatively impacted
Near Bremerton would be better
The south sounds needs an airport
The speculative scaremongering risks listed for this option aren't balanced by positive opportunities for technological innovation and development of alternative national and regional cargo and passenger transportation infrastructure in the intervening decades. Waiting to act until more data are available will certainly save money in the short term, and will allow WA to site any additional aviation capacity with more knowledge about current unknowns such as fuel technology, climate change impacts, future regulation of the cruise industry, high-speed rail and other transportation options, not to mention post-pandemic travel patterns.
The state already has established infrastructure in place, we just need to expand/adapt what we have.
The state has an obligation to curtail supply chain disruptions. in our state requiring environmental approval is the same thing as no change
The state should focus on high speed rail across the state instead of increasing regional air capacity.
The success of our communities depend on the continued economic opportunities for all. That will require appropriate funding.
While the environment is very important, the environmental impact has become so abused and exaggerated by political special interests that those reports and complaints are untrustworthy and should be ignored.
The survey is biased. This area of PS cannot tolerate the infrastructure propped. Move on.
The third choice should be incorporated into the first. There is no way we can meet the demand without a new airport, but that is 29 years away. So something has to be done to mitigate the environmental impacts in the existing airport airport communities. This includes increasing capacity at the existing smaller airports. They go hand in hand.
The third choice sounded good, but it is obvious that "If you build it, they will come," with more aircraft emissions, which is incompatible with international, national, state, and county goals (TCMP) to reduce carbon emissions to net-zeros (or close to zero-fossil fuels). COVID and Zoom has shown we can reduce business travel and carbon emissions. You should have given a 4th choice: survival of our grandchildren is more important than a booming economy. DO NOT BUILD a new airport in Thurston/Lewis county, or expand the current one.
The traffic to SeaTac is horrible and very time consuming, taking up to much traveling time. We need more options north of Seattle.
The unions are going toget thier way any way
The use of and expansion of existing airport locations should be the focus of any future increased airport capacity. Additional communities should not be impacted by aircraft emissions, noise, and ground transportation infrastructure. A new airport will not be able to mitiagate these impacts. You cannot mitigate the emissions or noise from a 777 or 747 on takeoff or landing.

The way the questions are written, there's a bias to make question 3 seem like the responsible answer even though you will still need funding and environmental tradeoffs. Please have an impartial POV.
The west side by Bremerton would be best
The world is changing and we need to be ready before it's too late, increasing airports we already have is a good idea. Even though there will be environmental impact but there are ways for us to do as little or no impact at all. Aircrafts are getting better very time and now aircrafts are very fuel efficient and produce less noise. I think we should be ready for the growing demand before its too late and will cost much more.
The world is changing. Can't stay static.
There are a few regional airports that could sure expand and meet our growing needs. Bremerton National Airport is one that could meet the south sound growth without the need to expand or deal with I-5 southbound. Yes, there would need to be improvements to Bremerton National Airport.
There are additional airports in the region such as Olympia, and Thun Field that could add passenger terminals an cargo facilities with minimal environmental impact. This would create long lasting jobs and reduce the burden on SeaTac.
There are better avenues we can explore involving developing higher capacity for transporting goods and people from existing airports via railways. If those channels don't exist, we can develop them similar to Light Rail developments already in commission with less environmental impact.
There are other systems we have not funded that could relieve some if this demand; our rail system should shoulder more of this burden.
There are other, more environmentally sustainable methods of moving cargo.
There are several airports in the Luger sound region that could handle small commuter aircraft and smaller point to point carriers with increases to their passenger handling capabilities. Investing in the infrastructure of existing airports can push the airport into the future through green energy investments. Increasing the capability of airports can bring new business to those areas which can improve the overall economy. Building new airports will be overly costly due to high land costs in the region and be restrictive to operators due to most communities sustain for airport noise. Reference the issues seen in Orange County.
There are several airports in the state large enough to handle commercial overloads.
Why not utilize Olympia or Burlington?
There are several rural areas for example Lewis county that would be favorable for an new airport.
There are tons of existing airports that could be upgraded to accommodate more capacity. These existing airports should be utilized. By the time these airports would be operational at fuller capacity, would electric planes be available? I know there are companies that have been working on that for years already.
There are way too many planes flying low over Des Moines and on certain days the air quality is repulsive to my lungs!
There is a need for more aviation capacity in the area. Having the services available closer to people reduces the demand and impacts on the existing roadway system along with providing more access for people in the region.
There is a need for those south in Thurston, Mason, Lewis, Grays Harbor, and Pacific counties for an airport that avoids the congestion of the I-5 corridor north through Tacoma and Seattle.
There is already grid lock at SEA-TAC sometimes waiting 30 minutes waiting for clearance to get a slot. Then on arrival many times waiting 15-30 minutes to get to the gate. Addition of added capacity at another location will help and environmental factors can be addressed just as at existing airports.

There is already too much noise pollution from air travel in the Puget Sound region, from existing airports, bases, personal aircraft and drones. Add larger airport in eastern Washington.
There is already too many planes that fly over the cities of Burien, SeaTac and Des Moines....don't add any more flights that would impact residential area in south King County!
There is always an environmental impact and hopefully it can be minimized. New sites, away from Seattle, need to be sought to service more communities that are rural.
There is currently no way to do sufficient mitigation to the environmental impact of flying.
There is little benefit to having this increased capacity if the impact of human caused climate change isn't addressed.
There is no reason to up the amount of air capacity. Peak oil has happened or will soon, so not a good idea to use more while having many impacts on people and the environment.
There is significant need for another means of travel that does not involve traveling to the population center of Seattle/Tacoma/Everett to get there. The South Sound region in particular would benefit from increased service out of the area as the inconvenience of traveling to SeaTac is often greater than the time spent driving to Portland. Having a local option could boost the economy and minimize the impact of folks traveling from the South Sound/peninsular areas to SeaTac.
There is too much air travel currently. Creates pollution of the air, noise pollution and jet fuel pollution.
There must be balance.
There needs to be a balance between increasing capacity and the impact it has on people who live here.
There needs to be an option between Seattle and Portland. The increase in cargo traffic will boost the economy of Thurston County.
There needs to be more than two major airports in the state of Washington (excluding Paine field).
There should be a Major International Airport North of Seatac and if needed one South of Seatac
There should be accountability while still meeting demands.
There should be airport in Olympia. This is the Capitol and SeaTac is not cutting it
To fly in and still have a couple hours to commute is crazy in a State this size
There were options years ago which you refused to consider!!!!
There's no doubt that environmental deficiencies are showing and appearing right in front of our faces, for example more constant haze, forest fires, hotter summers, water reservoirs not producing water, more wild animals losing homes etc. But I truly believe in advancing aerospace and work out a plan to help maintain the environment even if that becomes the responsibility of the community or else we will have ugly polluted airports with passengers' experiences being poor and poor services. We must always think in the future, not the present, because this will be our next generation's world and they will see what we did and didn't do.
These are loaded questions. I don't trust that it's significantly mitigated. I don't want it in my community in Toledo.
These choices omit important effects of air shipping and travel, including environmental impacts on the ground where facilities are developed and economical impacts inherent in supply chain systems such as outsourcing jobs and reliance on an unstable chain subject to political and natural disasters
Think Monopoly, once you build the hotel it is done. To preserve the lifestyle we enjoy here we do not need more trees cut down, more parking lots built, more retail sitting empty, and lastly not a bigger airport at Tacoma Narrows.

This airport would only bring increased traffic, noise, crime and pollution to a beautiful area. We already have plenty of air traffic noise due to JBLM and their training.
This could benefit other communities further from SeaTac and would greatly alleviate traffic at SeaTac Airport which is already at capacity. I believe making the Narrows airport a commercial airport would hugely benefit those in Pierce and Kitsap Counties.
This is a horrible leading question. We are a small community and there is no need for expansion.
This is a loaded question saying that if you choose this option, bad things will happen. They will not happen if we find other ways to responsibly transport and if we reduce the need for flying by asking users to pay the actual costs of the pollution created. If you build it, they will come. And come. And come. Where does it stop? It does not. We need a new paradigm which #3 could start to address, but is only hand-waving.
This is a need as our region grows.
This is a no-win question. There should be an option for no expansion, or decreased use of, SeaTac airport and development of other airport facilities. "Share the wealth" of air/sound pollution and negative environmental and human impacts with other communities in the Puget sound region.
This is a step backwards towards a greener future. Flying is one of the worst ways to travel and impacts more harm than good. We need to protect our environment, not profit off it. Please reconsider. Work on other ways of transportation and make what we have now efficient and net zero.
This is an incomplete list of options. We could meet rising demand and environmental imperatives with a holistic solution including better high-speed train connections across the region and optimizing SEA, PAE, PDX, and YVR.
This is most important to me.
This is one of the actual functions of government, building out the infrastructure to meet increased population growth. When there is a limit on the number of people who can come into an area, then you can stop accommodating growth.
This is the best way to meet future demand and allows for great economic opportunities for the region.
This is the only responsible way to vet expansions of existing airfields.
This issue needs to be addressed
This nonsense has been going on for 40 years. A new airport between Portland and Sea Tac must be built. Enough of the destruction of South King County. Grays Harbor Lewis Coury anf others NEED THE economic development and jobs. Kng County and the Poert of Seattle must stand down and share the economic benefits with other parts of this State. High speed rail from Vancouver to Vancouver would service all our northwest city and county jurisdictions.
This option takes the environment into consideration more than the other too
This question is designed to discourage people from picking #2, which means the outcome of this survey is suspect. I think we should build for better, more environmentally efficient ground transport like high speed rail and bolster cargo rail infrastructure instead of increased reliance on planes.
This seems sensible
This state has been behind the curve for decades; get with it! Promote growth, get rid of the liberals that are stifling our economy and do it efficiently!!!
This will meet demand and increase jobs which will boost the economy. Environmental impact measures will always be a part of new building to mitigate any harm to the environment.
This will take away from local farms and increase home values to where current residents can no longer afford to live here
This works but only on airline runs that don't need connections.

Time to build an additional airport!
Tired of this state trying to change everything and then having to raise taxes
To ease air traffic at SeaTac Airport and offer alternative passenger and cargo air travel on the west side of the Narrows Bridge.
To grow the puget sound area.
To help lesson some of the airplane traffic over Des Moines
To meet increased demand and assure continued economic growth it is important to make sure we have the infrastructure
To meet increased demand and keep our area competitive.
To meet the necessary emission targets for human civilization to (literally!) survive, air travel will have to be significantly curtailed, and on the timeline of this proposed aviation capacity expansion. Expansion of capacity for this sector, when it will face necessary downsizing, is foolhardy, and an absolute abdication of responsibility to future generations, both fiscally, and environmentally.
To protect communities and any financial burdens
Too much traffic around the airports
Traffic congestion creates another form of pollution. Unless highway construction is tied to the project, that pollution will be created. As it is, building projects have not been held responsible for developing new or widened roads, which has created terrible traffic congestion.
Traffic is already a problem, so a new location could be planned with a transportation plan and preferably drawing traffic out of the I5 and 405 corridor.
Residential areas near both SeaTac and Paine field were established with current (or lesser) noise. We've already seen flight paths adjusted to pick winners and losers in real estate values.
Transportation especially air travel is important to the long term viability of our region.
Travel to and from SeaTac is becoming impossible. Expanding service responsibly would allow for greater service closer to home.
Travel is vital to the economy but so is the environment. I know WSU is working on environmentally friendly jet fuels so there is progress and hope.
Tried to sit in my yard on Capitol Hill this morning and the noise was never ending. It affects not just me but many many people
Ultimately a new airport with sufficient footprint and supporting infrastructure will be needed along with all the built in mitigation measures associated with significant new projects as required by NEPA and SEPA. Incrementally adding capacity to existing airports such as Paine Field will by definition increase impacts to the surrounding communities (it isn't just one community). This would include but not be limited to the 8,500 acres that were rezoned to residential from industrial based on a defined role of the airport which focused on aerospace manufacturing (Boeing and support industries) and general aviation. Expanding commercial service is viewed as death by a thousand cuts to those living in impacted areas. Whereas, a new airport in a new location similar to the Denver airport would require impact identification and mitigation measures including but not limited to emissions and noise such as traffic, impacts to schools and residential areas, changes in home ownership versus rentals, land use, zoning impacts and so on. The same mitigation measures cannot be successfully applied in already developed areas. Such areas deserve certainty around the scale and scope of operations, impacts and mitigation and grow increasingly frustrated when officials move the goal posts. Regional service was recently introduced at Paine Field after decades of public policy decisions and community opposition with arguments well documented in the record. The relatively new two gate terminal is considered a huge threat not because of the level of activity of a two gate terminal

<p>but that it represents an entry point to pressure, push and advocate for significant if not maximum expansion. Now, concerns about starting air cargo operations are being realized even though such concerns have been repeatedly dismissed over the years. Public confidence will continue to erode as pressure builds to significantly transition Paine Field into a smaller one runway version of SeaTac north – a description schedule commercial service advocates have dismissed for decades.</p>
<p>Un nuevo aeropuerto abrirá la opción de vuelos a bajo costo conectando el noroeste a más destinos nacionales e internacionales. Everett Payne Field queda al Norte y un nuevo aeropuerto idealmente al sur conectar a Pierce, Kitsap y Thurston county a los afueras sin tener que viajar hasta SeaTac o Everett</p> <p>A new airport will bring the option of low-cost flights connecting the Northwest to more national and international destinations. Paine Field in Everett is to the north and a new airport ideally to the south would connect Pierce, Kitsap and Thurston County in the outskirts, without having to travel to SeaTac or Everett</p>
<p>Understanding that we are outgrowing our current airport, it certainly seems realistic to look at another option taking into consideration both economic and environmental factors</p>
<p>Unfortunately many airports that were closed in the past, such as Issaquah, would have been helpful as relief airports today. New airports and finding ways to increase capacity at existing ones would be great.</p>
<p>Unmitigated growth without infrastructure (which history has proven will NOT be added) is a recipe for disaster</p>
<p>Until carbon emissions and other pollutants can be mitigated completely with established and scalable technologies (e.g. carbon capture, hydrogen fuels sourced from non-carbon sources), I find it woefully irresponsible to invest so heavily in a form of transportation knowing that it ultimately be a detriment to Washington's long-term wellbeing.</p>
<p>Upgrade in facilities and attracting more economic growth opportunities is why the expansion in SeaTac should be continued and conducted elsewhere.</p>
<p>Use and improve what has been built versus building new.</p>
<p>Use existing airport at Paine Field and Boeing Field for expanded commercial flights.</p>
<p>Use existing airports - expand Paine field operations!</p>
<p>Use existing airports in the Seattle area because we have Boeing Field and SEA TAC already in use.</p>
<p>Use McChord Field as a joint use field! Just like in Charleston, SC. Share the cost with the military. The runways is built. I-5 and 512 access already exists. Plenty of open area for a terminal on the east side of the runway.</p>
<p>This is the obvious answer for another airport. There are multiple examples of this already.</p>
<p>Use Moses lake, it already expensive exists, plenty long, mid state</p>
<p>Use what is in place more effectively and efficiently enlarging existing facilities and processes. Which is in the Long run is less impactful environmently and populationary.</p>
<p>Utilize and grow the economy at an existing location.</p>
<p>Utilizing or expanding existing air fields positioned in separate areas of the region will mitigate the local traffic impacts in getting to those facilities.</p>
<p>Very concerned about noise</p>

Want to meet increasing demand. Want to ensure neighbors are taken care of with noise and emissions mitigation.
Washington has quite a few airports and those airports are distributed fairly well geographically but capacity is not well distributed with respect to population. For instance, the east side of Lake Washington (Bellevue, Redmond, Issaquah) has a significant population but no airport. The closest airports are BFI RNT, and PAE. RNT and BFI have been increasingly hostile to GA and are not generally options for basing an aircraft. Paine has been much friendlier, but increasing commercial service has already made it less desirable for basing an aircraft. Unfortunately there is no acceptable alternative to Paine for anyone who lives between Renton and Everett. Paine is the only airport within reasonable driving distance. Either BFI and RNT need to become much more GA friendly, Paine needs to stop becoming less friendly, or new airports need to be built that can serve Seattle and Eastside GA.
Washington is growing at an increased rate and needs to keep up with the times. Or the already over populated areas will end up being more populated.
Washington is growing too fast as it is and cannot keep up with traffic demands.
Washington most move forward and get over the "not in my backyard" mentality.
Washington needs high speed rail
Washington needs to find other ways to move people and cargo that are not so damaging to the climate. High speed rail trips between Seattle, Portland, Vancouver BC, Spokane, Tri-Cities, etc. with stops at Seatac Airport would do more to free up capacity at Seatac without the extremely negative climate and community impacts of air travel.
Washington should be a climate leader, not a climate delayer. Washington should be focusing on building out transit and high-speed rail instead of wasting money on planes.
Washington State is growing, and it will continue to grow. Air travel is essential for business growth and personal travel.
Washington State should be a leader in showing how you can both increase access and decrease environmental impacts. This is important for protecting the health of our communities and the future of the planet.
Washington state should focus on environmental preservation than accommodating to peoples vacacional demands.
WDOT stay out of aviation!!!!!!! Port authorities invest in airport capacities not DOT. All you will do is raise taxes with very little return . Fix the roads!
We all benefit from a good accessible airport system.
We already have a traffic problem due to uncontrolled building in Gig Harbor. Do not add to the traffic congestion PLEASE.
we already have an airport, give us more light rail transporation
We already have an issue with the level of noise pollution our aviation facilities create. This doesn't give any option to take into account various other avenues to meet demand such as high speed rail with less environmental and noise impact that disproportionately damages marginalized and historically disenfranchised communities.
We already have enough environmental stuff stacked against us
We already have enough noise and environmental impact between Sea-Tac and the military base in Tacoma. Also traffic is already horrible without adding even more due to another airport. Any choices needs to be considered wisely based on all factors and impacts to the surrounding areas.
We already have too much air traffic flying over our home from the Tacoma Narrows airport along with the air traffic from JBLM. Adding more air traffic would make Fox Island unlivable.

We also should consider larger scale regional rail systems that help eliminate unnecessary short flights from nearby areas.
We always continue to expand. Its America
We are a vital port in the Global economic system.
We are already in a climate crisis so any future transportation plans should try to mitigate or eliminate emissions and other climate impacts. Something else to consider would be high speed rail in the Cascadia region to greatly reduce or eliminate the very short flights and free up gates and airport capacity for longer flights.
We are an urban area of about 4 million people. I believe in great modern efficient infrastructure.
We are at a turning point in aviation. Local aviation industry routinely develops products and services to meet OEM bottomline approach and its run its course.
We are growing and need this to meet future demands good or bad it is a necessary evil
We are in a climate crisis. There are more sustainable ways to handle increased transportation demands than increased flights. I do not want to see more airports until we have high speed rail.
I work in the aviation industry, so I realize restricting aviation growth hurts my job, but I care more about a sustainable future for my children.
We are in a climate emergency and should not be dedicating legislature energy and taxpayer money toward worsening the current crisis we are in. We need to be decreasing our airline use, not increasing it.
We are in need of another airport in our region that is easier accessed. Not in Seattle but perhaps Gig Harbor or Bremerton
We are one of the few state capitol with no air service. As the seat of state government we need passenger service in Olympia, it can take 2 to 3 hours to get to and from Seatac.
We aren't a big enough city to justify more air travel. Reduce domestic regional trips to rail and air demand will decrease and allow the planes to operate as they should: cross country and global flights. We don't need to add another multi-billion dollar publicly funded airport just to fly more people to Vancouver, Spokane and Portland.
We can alleviate demand in other ways like replacing regional and certain short-haul flights (i.e. Vancouver, Portland, Spokane) with faster or high speed rail and shift the capacity used for those flights to other uses that cannot be replaced by passenger rail. Expanding airport facilities during a climate crisis is irresponsible.
We can do a better job utilizing the airports we already have. There is room for expansion at existing airports, which already have infrastructures in place. This will be more cost-effective and have less negative environmental impact.
We can do a better job utilizing the airports we already have. There is room for expansion at existing airports, which already have infrastructures in place. This will be more cost-effective and have less negative environmental impact.
We can no longer ignore environmental impacts of commerce and travel. The environment is going to DEMAND our attention, one way or another. It will be to our benefit to be proactive, even this late in the game.
We can't ignore climate change. And we must consider the environmental factors of traveling to and from the airport
We can't operate in 2050 without taking our environmental impact into consideration.

We cannot afford to keep making decisions to grow or do more without understanding and consideration for the risks. We will never be able to fully reverse the environmental damage we have done. We can't keep adding fuel to the fire.
We cannot and should not continue to expand and grow. Our environment is already beyond capacity. Improvements in efficiency within our existing footprint are great, but the last thing our region needs is to encourage unabated growth.
We cannot ignore the need for greater aviation capacity, for obvious economic reasons. Expanding or building new will both impact the environment in some way. That's unfortunate but also unavoidable. So we need to do the utmost to mitigate that impact.
We cannot impact small towns/communities with commercial air traffic, i.e., Tacoma Narrows and Gig Harbor. This would destroy Gig Harbor and have a significant impact on HWY 16 traffic. We enjoy the new bridge, only because it helped alleviate the congestion issues prior to it opening in 2007. An airport here would take us back 20-years in infrastructure.
We cannot meet our emissions reduction goals as a state, nation or species while continuing to expand air travel, which has no realistic no-carbon or low-carbon future. I would actually encourage including options for zero or negative growth in air travel in this assessment.
We can't ignore infrastructure needs. And we can do so in a way that minimizes impacts to people and the environment.
We can't keep increasing capacity at major airport. More airports are needed to help serve the growing population.
We can't keep spending by making money we don't have. We are being taxed to death now.
We certainly need increased capacity for transportation in our region, but we need to balance it out with the environmental impacts it will create. We cannot ignore either
We clearly have the opportunity to capitalize on the projected increase in aviation demand in the area and should do so. However, we should not overlook the environmental impact of doing so and look for ways to mitigate it (e.g. improve mass transit options throughout the region in concert).
We could open up significant capacity by replacing passenger flights over land with high speed rail trips. Flight from SEA to PDX or YVR should be illegal. Why the hell aren't we acting like this is a climate crisis? Use eminent domain to build 200+ mph rail up and down the pacific coast through Oregon and California and then subsidize projects in central and South America. This is my moderate solution.
We currently have 3 big Airports along the I-5 corridor, Seatac, Boeing field, and Paine Field. Can these sustain significant expansion upgrades since they are currently setup for large aircraft?
We definitely need a commercial airport on the western side of Puget Sound, but it's extremely important that it doesn't negatively impact the environment.
We do not need the noise, traffic and negative environmental impact. I want my grandkids to be able to live in a livable Olympia.
We do not want our peninsula destroyed
We don't need more airports.
We don't need new airports
We don't need new airports, expand and develop current structures to accommodate the growth
We don't need you building up our hometowns. You will ruin Toledo
We have a need that is critical to commerce and public travel.
We have enough air ports and should invest in alternative transportation and infrastructure.
We have existing airports we can build growth on. Build up paine field for more flights and bigger planes

<p>We have lived in peaceful, healthy Olympia for 48 yrs. We do not want a new or expanded air here causing more air pollution, noise and air traffic. Cut back on current number of flights that are scheduled each day at SeaTac. Passenger & cargo.</p>
<p>Please define who is "Larger Community". Economically feasible for who?"</p>
<p>We have moral & ethical duty to mitigate potential harm for present and future inhabitants. We should be mindful of not destroying our environment.</p>
<p>we have no choice</p>
<p>We have not invested in rail to meet WA current population or projected growth. Rail is a more efficient and cost effective form of transportation than both private auto and short domestic flights.</p> <p>It's important to plan air travel for future growth as well, as long as it does not come at the expense of rail, and as long as the planning complements rail and not private automobile travel. It ought to pair with bicycle traffic to accommodate shorter more local trips. Only then can the environmental effects begin to be justified.</p>
<p>We have other priorities that need attention</p>
<p>We have several large existing airfields that support operations in Western Washington. Expand the capabilities at existing airports that have commercial airline operations (SEATAC, Boeing Field, Paine Field, Bellingham). Explore feasibility of joint operations at Lewis-McChord facilities. Possibly expand operations at Spokane or Fairchild Joint operations.</p>
<p>We have to address this issue but it must be a balanced response.</p>
<p>We have to do something. SeaTac doesn't have much land left to develop</p>
<p>We have to expect that aircraft will become more and more efficient. It is counterproductive to limit our region's access to the world. Failing to meet on the ground capacity will increase ticket prices and prevent more people from travel. Regional flights are the only ones that ought to be limited.</p>
<p>We have to meet the demands of a growing population</p>
<p>We have to plan ahead to make enough capacity for the future. Not doing so is irresponsible for our region in the future.</p>
<p>We have to protect the environment for future generations.</p>
<p>We have two major airports both within two hours of Olympia. We have I-5 which is another major traffic concern. If another airport is to be built - it should not be built on this side of the mountains. Build one on the other side where there is more land and less impact to current residents and reduces the traffic coming from the east side</p>
<p>We have way too many aircraft's dumping fuel into our air over and around our communities already. We need to decrease this waste and hazardous issue not increase it.</p>
<p>We just bought a home off of 93rd, directly south of the Olympia airport in the take off and landing path, the smaller planes and low traffic are doable. If traffic grew and larger planes flew over it would have a significant negative impact on our lives and home.</p>
<p>We live across the inlet of the flight path of Sanderson Field and the personal aircraft and helicopters already shake our home. Adding large aircraft to the mix would make life unbearable in Mason county.</p>
<p>We live in a beautiful part of the world, we need to keep it as beautiful as we can. Noise is ugly to anyone who has to deal with it every day.</p>
<p>We live in Shelton and have been living in the flight patterns of the military air traffic, primarily helicopters. At times it is terrible and if we are expanding air traffic growth for the future, environmental impact is a must.</p>

We live near the Paine north flight path and really can't tolerate more burdens.
We live next to Arlington airport. 172nd Street and Smokey Point has too much traffic congestion and is expected to get worse. It's getting louder with all the aircraft and would be unbearable with large passenger planes. Please leave this airport as is.
We live on a time of great environmental damage already. Transportation authorities should be looking for alternatives to expansion. No one wants commercial Jets roaring over their heads. Jets use enormous quantities of fossil fuel which we had been a major factor in the climate crisis we are seeing now.
We might as well embrace new technologies since their availability will follow new demand
We moved to this area to get away from an airport. The noise, pollution, traffic and everything else that comes with an airport in our seat are not necessary. Make SeaTac bigger.
We must be future-thinking about Climate Change impacts for all projects.
We must be pragmatic about meeting the needs of a growing population
We must be tenants of the land we're on. Aviation projects tend to adversely impact low income communities more significantly and benefit high income communities. Mitigating noise and sound impacts are essential to protect these communities.
We must begin to operate within the earth's capacity. It is time to make do with what we have. All other alternatives push the problems onto future generations. Increased aviation capacity will be a nightmare for the environment. Buy local. Connect by video conferencing. Upgrade rail travel.
We must fly
We must have the added capacity south of SeaTac. Requiring less travel to get to an airport will reduce car traffic and take capacity off of the highways.
We must improve the way we plan and design our infrastructure. Using the same dump-it-on-the-poor-neighborhood thinking from the past needs to be rethought.
We must pay the true costs of economic growth. This includes environmental harm and public health.
We must save our planet from climate change. Build high speed trains.
We must stop burning fossil fuels to power our planes and buildings. Invest in hybrid airplanes and create green airports that use solar and geothermal energies with rain gardens and green roofs and blend in with and protect their ecological surroundings.
We must transition away from fossil fuels and focus on clean energy.
We need a livable solution
We need additional capacity. I think it would be beneficial for an international airport to be located on Olympia. This would serve Washington's population growth for the future. This would also be strategically located between Seattle and Portland.
We need alternative forms of transit, not just more planes. We have plenty of air capacity, with high speed rail to connect us it would be so much better
We need an airport in Tacoma/Olympia. An airport in Tacoma would service the void between SeaTac and PDX it would be good for the economy and it would be good for the environment because people would be able to fly without traveling on ground transportation as far.
We need an airport near Olympia!
Seattle airport too far from here!
We need another airport
We need another airport in eastern WA
We need another airport to reduce the load of SEA

We need another airport, but I prefer we make SEA bigger and better yet. World Class Plus (we are World Class now). I travel over 150,000 miles a year and commute in from Cle Elum to SEA. Geographically Central Washington (Kittitas, Grant, and other counties besides Yakima) is where growth is happening. The CWU has a great aviation department too! But there just isn't capacity to support an east of the mountains airport, even though not worrying about winter pass closures would be nice. How many of me do this commute? The problem is a new airport takes away resources from SEA. Airlines might drop service and SEA lose routes.
We need another passenger terminal south of SeaTac. Between SeaTac and Portland
We need better territorial coverage for both the flying public and freight. Current layout of airports is more focused on Seattle and North portion of Puget Sound.
We need easier access to air service throughout the Kitsap Peninsula.
We need high speed rail between Seattle portland Vancouver bc and spokane. Its far greener, easier and better for local travel than another stupid airport I can't afford to fly anywhere from.
We need increased capacity in the north sound area. Existing airports already have environmental precautions that can be improved with the expansion.
We need less air travel and transport
We need less air travel, not more community ruining carbon spewing airports. Build rail instead
We need more air ports to make it easier for people to travel.
We need more airport access
We need more airport options to take the load off of KSEA
We need more aviation capacity!
We need more capacity
We need more capacity at SeaTac and Paine Field to accommodate growth. They're existing airfields that are convenient to the general population.
we need more capacity but must expand responsibly
We need more capacity, but we are in a climate crisis and must take steps to minimize any impacts of any new developments.
We need more locations, not just creating more crowding in the same old locations. Like a passenger airport in North Spokane.
We need more options than just SeaTac and Paine Field.
We need new facilities to handle the growing need for aviation.
We need new regional locations to access commercial aviation. Sea Tac is no longer an efficient accessible airport due to traffic.
The exception to this would be high speed trains to get to central airports.
We need options, preferably South Sound area, North has paine field n bellingham
We need to address climate change.
We need to address our capacity issue. No one wants an airport in their backyard but unfortunately everyone wants to travel. So the need out weighs the want.
We need to adjust to growing demand. But we need to do it in a sustainable way!
We need to be building for the future.
We need to be environmentally conscious of the fact we have a problem
We need to be environmentally conscious. We cant keep adding capacity/ flights without thinking of the environment. We also need to ensure that the surrounding areas arent put at a higher risk due to increased capacity/ flights.

We need to be environmentally responsible with or future plans
We need to be realistic. The need is there. Noise and emissions are a normal part of transportation. This is all being addressed throughout the world through ICAO standards. Let's let those standards continue to lower both noise and emissions over time. The longer we wait to create the infrastructure, the more it'll cost, and the harder it'll be to get it done. Inaction is the wrong action.
We need to be responsible to our environment
We need to build high speed rail and completely stop using fossil fuel based transportation
We need to care for the environment so we can breathe.
We need to consider the environment in all future decisions. Let's not destroy the environment any more than we already have.
We need to consider the true cost of increased air travel caused by negative environmental externalities.
We need to continue to grow as region and not fall behind.
We need to continue to invest in infrastructure for a growing state, however, we have far dismissed the real dangers of climate change. We have to grow responsibly for the foreseeable future even if that limits the extent our infrastructure can grow.
We need to continue to provide reliable air options for the region.
We need to diversify our transportation options. If we improve regional rail capacity for passengers and freight, much of the demand for planes can be mitigated. This will simultaneously take strain off of I-5 and 90 so those routes will also not need expansion. If we assume we no longer have the ability to expand facilities, then we face the same decisions our European and Japanese peers reached decades ago. They invested in rail to increase capacity, which is also more environmentally friendly. We can and should do this also.
We need to drastically reduce CO2 emissions. Eliminate unnecessary trips with zoom meetings.
We need to end globalization-driven immigration, which is the TRUE driver of this insane growth. We need to employ Americans and live within our current infrastructure.
We need to ensure our live ability is not jeopardized for the ease of travelers and commerce
We need to expand airport access to communities outside of the King County area.
We need to expand aviation capacity, but do it in an environmentally responsible way.
We need to expand our current airports and find a location to build a new larger airport
We need to expand PAE to meet the local demand so we don't have to drive to SeaTac.
We need to extremely limit the environmental impact humans make on this planet. Air travel is still important to society and SEA (and PAE) no longer supports the area effectively. Other modes of transportation (i.e. train, future technologies) should complement (provide an alternative) air travel choices.
We need to find modern economical solutions to air transportation. Simply adding another airport does not accomplish this goal.
We need to grow bigger. We need a bigger footprint than what seatac offers. And it need to be majorly updated.
We need to grow responsibly
We need to grow responsibly
We need to increase capacity in Western Washington.
We need to increase connectivity and improve existing facilities. Better mass transit options to the terminals (light rail) would take pressure off traffic.
We need to invest in high-speed rail, regional transit, electric buses, and other alternatives before expanding transportation options like aviation and single-occupancy vehicles that rely on fossil fuels.

Rather than building new aviation capacity we can reduce demand for it by providing greener alternatives. As long as folks are flying from Seattle to Portland, Spokane, Vancouver, Boise, etc., then you're doing something wrong. It should be high-speed rail. Climate change is a disaster for future generations and more aviation ensures it.
We need to invest in making air travel less impactful to the environment. We also need to invest in infrastructure. People have to change their habits if we are to have a planet worth living on.
We need to keep balanced priorities
We need to keep up with the demand or else it will hurt larger community in the long run.
We need to keep up with the demands, however, our taxes should not be raised because if this
We need to look to the future and make our ability to receive and send passengers easier and not be thought of in a negative way.
We need to meet demand and while environmental and noise issues are important to mitigate, in our region it will be hard to completely eliminate these issues.
We need to meet demand to avoid disruptions in trade. Also we want to maintain same or better level of comfort for leisure and business travel. Too much demand and not enough supply will artificially raise prices which will limit movement of people and goods.
We need to meet the demand but also need to do it responsibly and protect the environment. It's such a fragile resource.
We need to meet the demand. Noise isn't a big issue to me.
We need to meet the increased demand by planning early and making proper investments.
We need to meet the perceived demand while being very concerned about the environment and the traffic impact.
We need to plan for the future needs of our community.
We need to prioritize decreasing green house gas emissions. I would like to choose the option "build required capacity if environmental impacts can be acceptably mitigated", but right now there is no acceptable mitigation for the quantity of GHGs that airlines emit. I propose funding a lot of research to figure out how to reduce emissions, and postponing the construction of a new airport. The capacity issues that will arise are not ideal, but the alternative is increased GHG emissions that will lead to more famines, and catastrophic flooding, heat waves, and fires, and kill millions of people a year. I can deal with the inconvenience of getting goods later and flying less if it saves millions of lives.
We need to push industry to move to cleaner transport vessels and propulsion systems.
We need to reduce aviation and switch to high speed trains.
We need to reduce aviation and switch to high speed trains.
We need to reduce reliance on flights for travel and instead invest that money in high speed ground transit options or technology that reduces the need for travel,
We need to reduce the admissions from these aircraft as it polluting our environment.
We need to seriously start making efforts to preserve this planet for future generations. As much as I would hate to be further inconvenienced from a maxed out airport, I cannot in good conscience ask for new airports while adding to emissions and noise.
We need to serve the needs of the community.
We need to spread out air travel not increase one areas traffic
We need to stay competitive with the rest of the country. Region is growing and we should meet demand and become bigger hub.
We need to stay on top of our aviation needs
We need to stop using aviation...and much transportation...in the face of climate change that is not only impending but is present now. It is shortsighted to spend more on modes of transportation that

<p>will need to be limited. We don't need same day amazon service; we don't need to go fly wherever we want whenever we want. We need to focus on the greater good. We need an economy based on sustainability for energy, climate change, habitat and lifestyle. How recommendations impact the larger community depends on definitions. In SW Tumwater area and all of Thurston County, we have been working to preserve habitat and our climate. This is necessary for our quality of life--for all those who live here, including the non-humans.</p>
<p>We need to take in to account the environmental impacts as well as emission and noise if a new airport is built while population increases.</p>
<p>We needed a new airport yesterday. Seattle will take a bigger bite from global trade. We are 10 hrs away from europe asia and south america. Our airport is a bottle neck.</p>
<p>We now know airports can have serious environmental impacts, so any new airport or expanded airport should significantly mitigate those impacts</p>
<p>We only have this one planet. It's already messed up too much.</p>
<p>We really NEED to be looking at methods of moving people and cargo that are more environmentally friendly. Building additional airports only adds to the harmful emissions and noise. There are currently existing and newly developed electric and low emissions semi-trucks, busses and rail options that can efficiently move passengers and cargo. We do not need to increase aviation capacity and the associated emissions and other associated environmental impacts. I believe if the existing aviation systems are used more efficiently, that would be most beneficial. In order to combat the existing global warming crisis, we will all, at the very least, need to move around less, move more efficiently, and shop for products produced locally. I fully support electric rail options, electric cars and semi-trucks and increased electric public transportation. I absolutely oppose the thought of building any new aviation facilities. The existing aviation facilities facilities are sufficient if we plan properly for the future and make the best use of the lower impact electric and low emissions ground options including better investment in low or no cost public transportation bus and rail options to significantly reduce private vehicle use.</p>
<p>We should always consider and work around environmental impacts not only because we should respect the environment, but also because our doing so is a major part of what is causing this growth. We live in a beautiful, attractive part of the world, let's keep it that way.</p>
<p>We should be able to build new projects and mitigate the negative effects.</p>
<p>We should endeavor to expand SEA-TAC. The Burien/Highline community is very old and run down. Buy up (at FAIR MARKET!) prices the surrounding areas to enable expansion, and employ the most advanced tech in existence to mitigate and offset the VERY negative, and destructive impact of airport operations.</p>
<p>We should focus on improving existing facilities and offering better alternatives to flight. High speed rail could reduce flights between Portland and Seattle or Seattle and Spokane, for instance. Whatever we do should be within a robust transit system.</p>
<p>We should increase the capacity at existing airports but also build a strong rail link between both SeaTac, Paine Field locally and extending this to Vancouver and Portland regionally to absorb the demand that could be better met with low emission alternatives.</p>
<p>We should look for alternatives to short-distance air travel like High Speed Rail</p>
<p>We should look for ways to mitigate demand. Climate change will not solve itself and consistently only looking to meet demand instead of taking a look at changing behaviors will only exacerbate the climate crisis.</p>
<p>We should look out of the pugget sound for growth. Moses Lake has a great airfield. Connect it to Seattle with a high speed rail. Tunnel through Snoqualmie pass.</p>

We should not expand capacities for carbon emitting modes of transportation while we are trying to solve a climate crisis.
We should not limit Seattle's future capacity to compete with other cities.
We should try to avoid expansions of our transportation capacity at the expense our environment.
We will need a new airport to meet future demands or the area will be left behind financially. Construction of a new airport will impact the environment and its operation will also create environmental issues, but unfortunately that is the price of progress.
Weâ€™re Washingtonians we lead the country in protecting our green spaces while being one of 7 states without an income tax. It is our obligation to meet this challenge with our values.
We're already behind and losing ground.
What about a satellite hub for Sea-Tac much like Phoenix has? Super easy to come and go from with their tram system. Expanding Paine Field makes sense. After that, Moses Lake? Some where in Eastern WA.
What we have is OK. Airplanes cause horrible emissions. This is bad for the environment, bad for humans. The noise is awful. The traffic is awful. Go to high speed trains!
When you say â€œat a new airport or existing airportsâ€ I am trusting that that you mean â€œat a possible new airport in addition to existing airportsâ€•. I certainly hope you do not plan on building a super-airport at the expense of the existing airports. Would it be that difficult to have one airport for travelers and one airport for commercial use? I am certain you will manage to find funding and solve the environmental impact issues.
While being restricted with land use, I think building at existing airports would be more beneficial due to the environment already being accumulated to airplane noise and pollution. Weâ€™d spend similar amounts of money purchasing new land elsewhere and building from the ground up as we would if we purchased lots around the existing airports to add terminal and runway space.
While environmental and community impacts must be mitigated at all possible, Washington State needs to increase its aviation capacity not only in the Puget Sound region, but in Central, South, and Eastern Washington. This will fuel further economic growth and support the increased demands on the our aviation system.
While Iâ€™m greatly concerned about environmental concerns, I do not put them on the same level as noise concerns (which this question puts as equals). Given the choice, I choose expansion, but strongly encourage significant environmental mitigation
While meeting demand is important, sacrificing our home and environment would not help if it sickened and and endangered us,the plant life and animals who live here. There must be a healthy balance to sustain us. What is the use of an airport, or other new infrastructure if we're all sick or the earth too damaged to use it?
While the long term effects of the pandemic may lead to a decrease in passenger air travel, demand for air cargo is only going to increase, especially as Amazon sets the standard for one day delivery. Therefore, more capacity is needed in that arena, at a minimum.

<p>While there may be a need for increased passenger and cargo flights, any attempts to meet this demand need to be heavily weighed against the impact that it has on those living next to the potential locations. A number of the proposed locations are in rural areas and the addition of commercial flights would drastically change the community. As an individual who lives directly below the flight path of Sanderson field having large commercial airplanes would wreak havoc on this rural location. From noise pollution, to air pollution, to increased road traffic the Shelton community would be negatively impacted by having these types of commercial flights.</p>
<p>While there may be environmental impacts, new buildings and newer aircraft can help reduce emissions and noise. For example, more gates could allow for more opportunities for smaller aircraft. Better connections from light rail to gates can encourage more light rail use.</p>
<p>While Washington has many airports, supporting a large number of larger jets is reaching capacity, we should look to create another large airport. Though the location is difficult, western WA doesn't have much room & the current class B airspace is a huge disruption to smaller traffic, a second class B in the area would make it worse & limit GA access to many of the local airports along the coast. Routes through the B or additional controllers to allow GA traffic safe passage are ways to minimize this impact.</p>
<p>While we need more air travel ability we need to consider the environmental and emotional needs of the state and its residents. Placing a new airport anywhere but Snohomish county seems unnecessary. Enlarging some of the existing airports like Payne and Boeing Field seems like the least expensive way to go and they have already had Ecological studies done to help save money for the taxpayer. If there is an airport nearer Olympia that might also be an option for the same reasons.</p>
<p>Who wrote this survey? It's not very well done.</p>
<p>Why are we given only these three choices? With climate change at Code Red stage, why aren't we talking seriously about REDUCING air travel, which is a major polluter?</p>
<p>Why are we investing in more aviation travel, when increasingly dire climate reports have shown we need a paradigm shift and how we approach investment in transportation infrastructure? We should be investing in high speed rail, and reduce the burden on existing aviation infrastructure by curtailing short haul flights. Investing in high speed rail would create enormous economic opportunity, and the physical infrastructure would improve surrounding property values and encourage development. This is contrary to expanding airport infrastructure, which brings significant air pollution, noise pollution, and impervious surfaces into the built environment.</p>
<p>Why is high speed rail not being considered as an alternative to an airport?</p>
<p>Why not consider a high speed rail addition to Sea Tac Airport</p>
<p>Why would we want our property to decrease in value, do too noise pollution. Also wild animals are constantly being pushed out of habitat do to commercial and private growth.</p>
<p>Will make expansion more acceptable/tolerable in expansion locations.</p>
<p>With a lack of high speed ground transportation, we have no other real option.</p>

<p>With billions invested, Sea-Tac should not be closed as was done with airports in Houston, Hong Kong and Denver.</p>
<p>Yet the same challenges exist in that essential air services will be impacted because Sea-Tac alone can not handle the load much longer into the future.</p>
<p>Nonetheless future sites must be more carefully assessed than was done when Sea-Tac in the 1930's was situated in a low population area. Planners at the time and subsequently did not appreciate the profound changes in population, economic growth, and changing air transportation facility needs as flight technology evolved.</p>
<p>Sea-Tac can continue to serve the public well, but future needs should be planned with the understanding that economic and population growth are more significant planning factors than recognized in the past.</p>
<p>The plan should also take into account the likelihood of generational changes in flight technology, and those could significantly increase or decrease facility footprints.</p>
<p>With the rapid growth around the Seattle area, we need to stay ahead of the growth and not let our airport bottleneck Seattle's rise to a big city or isolate Seattle from the rest of the US.</p>
<p>With unmet demand we'd be back to the stone age</p>
<p>Without meeting demand the economy suffers, and growth in our region suffers. Building at existing airports and expanding the supporting infrastructure has less impact in the end than building new airports and then adding supporting/inter-dependent infrastructure.</p>
<p>Without protecting the environment we'll soon have no need for aviation.</p>
<p>Won't answer because the way we have been living is unsustainable. It is so unpleasant to be an airline passenger. I don't want to fly anymore. I have not visited family across the USA because flying is so unpleasant. Look at the way passengers behave, it's disgusting.</p>
<p>Worried about environmental impact on Puget Sound and prices of homes in Gig Harbor</p>
<p>Would like to have the option of not having to drive into busy SeaTac or Payne field (further north). Something to serve the south Puget Sound area, ie: Bremerton NA.</p>
<p>WSDOT needs to invest a lot more in intercity transit and rail before they consider building another airport. The current transit system for reaching most cities outside Snohomish/King/Pierce counties is a joke. Please invest a lot more in ground based, low carbon use transportation before we build any more carbon intense air travel capacity.</p>
<p>WSDOT should focus on improved surface connections (specifically rail and other mass transit) within Washington and to other locations in the PNW. Adding airport capacity will lock in a huge amount of carbon dioxide emissions, as well as particulate and other emissions. Reducing the demand for air travel by limiting flights to only serve locations that can't be served via greener transport methods is critical.</p>
<p>Yes, we need additional capacity, but not at the expense of the environmental impacts. We have limited access for direct flights to many overseas locations and need to continue expansion for domestic and international flights.</p>
<p>You are proposing to significantly disrupt the homes and lives of people near the purposed sites, as well as significant impacts to the environment. These things need to be significantly mitigated.</p>
<p>You can't add capacity without increased emissions</p>

You destroy wildlife environments. You remove folks from their homes and property. You destroy natural resources. You pollute the environment. You tax folks who do not want to be part of your visions for growth. You do not want your home and property taken . Do unto others as you would have them do unto you.
You have destroyed what your current supposed paid to run, leave well enough alone, you can't handle your current tasks!!
You have enough airport capacity if Boeing Field, Paine Field and Renton Municipal are used to capacity
Your questions are super confusing so I think the answers would also be misleading. My wish would be to keep aviation traffic centralized in its current areas so noise and traffic are contained to existing areas. Funding can then be focused on environmental controls and maximizing transportation efficiency with mass transit, also noise pollution can affect as few residents as possible. If we pollute the beauty of this area with noise pollution it will affect the economic base and quality of life.
Your questions are very bias, they are worded as though you have already decided what you want to do and you are trying to get people to answer how you want them to. Absolutely we need to expand at current airports, more so at Paine field for passengers and Bellingham for cargo. Environmental impacts CAN be mitigated and you CAN do it within your budget.

Background: The Commercial Aviation Coordinating Commission (CACC) adopted principles to guide their recommendations to the Legislature. Please indicate how personally important these principles are to you.

Question	Response options	Number of responses	Percent of responses
Recommendations should benefit the larger community.	Not at all important	70	4.96
	Slightly important	89	6.31
	Moderately important	291	20.62
	Very important	487	34.51
	Extremely important	474	33.59
The recommendations should be economically feasible.	Not at all important	63	4.24
	Slightly important	94	6.60
	Moderately important	346	24.30
	Very important	522	36.66
	Extremely important	399	28.02
The recommendations should be environmentally responsible.	Not at all important	49	3.44
	Slightly important	110	7.71
	Moderately important	244	17.11
	Very important	338	23.70
	Extremely important	685	48.04
The recommendations should not disproportionately impact historically disenfranchised communities.	Not at all important	170	12.00
	Slightly important	139	9.82
	Moderately important	298	21.05
	Very important	328	23.16
	Extremely important	481	33.97

Airport of the future: Please indicate your level of support for the State to incorporate green technology and pursue the concept of a new green "airport of the future."

Response option	Number of responses	Percent of responses
Very unsupportive	122	15.42
Unsupportive	120	15.17
Supportive	256	32.36
Very supportive	293	37.04

Why do you feel this way?

774 users left comments

"green" aviation fuel isn't actually that green.
"Green" technology should become the "Standard" technology. The last one hundred years of ignoring environmental impacts of human development has led to a global crisis of climate change, poverty, water shortage, soil degradation, species extinctions, and numerous forms of pollution. A whole new mindset is urgently needed.
9-11 seat aircraft will never meet the demand of the state. Focusing on reducing the impact of the airport servicing passengers through better commute options should be prioritized.
9-11 seat electric/hydrogen aircraft are not likely to make a dent in air travel demand; when they do, it will be more a substitute for car/train/ferry travel, driving net growth to aviation rather than replacing turboprops and regional jets, at least thru 2030
A brand new airport or airport expansion should incorporate the newest technologies
A genuine "airport of the future" looks like AMS, with a direct connection to a comprehensive rail network that serves all trips that are practical to do at ground level.
A green alternative is getting more people to share in air transportation, not less. I don't understand how small planes can be the solution for anything bu replacing cars.
A healthy environment is crucial to all life on earth and the puget sound.
A lot of green technology actually does more harm to the environment than the technology that is replacing at its current level
a new "green airport" would have too many restrictions on it to ever be feasible , it would be a forever "study" with nothing ever coming from it. A new airport takes action, not an endless amount of high cost studies.
A short response is that your conception of green hub airports is akin to municipal bus service, not one can maintain operational cost from ridership. Taxes go up to meet the shortfall and then becomes a self feeding boondoggle that becomes "too big to fail"
On the East Coast they use rail service to feed the hub airport, with multi use ground transportation fo commuters to jobs as well. Seems to make more sense.
A waste of money in at least the next 20 or 30 years. We are talking about how to handle the capacity of thousands of jet aircraft -- not a small number of "10 seat" planes for short hops.
"Green" is a subjective, unquantifiable term. Quit praying on people's fears of the earth ending. Build responsible infrastructure that will meet the needs of the consumer.
Additional airports are needed to expand services long before the time when green technology will be a reality. The cost is not justified until that technology is closer to reality.

Adoption and expansion of green airports requires investment in the technology and practices. Many people also have 'see it to believe it' before they are willing to support some of these ideas.
Air quality and global warming. It is eastern WA that needs airport expansion
Air travel involves a lot of pollution and air quality in the PNW is only getting worse (thanks climate change). If we're expanding air travel and by extension pollutants in the air, this new airport ABSOLUTELY has to take that into account, be built to mitigate impacts, and use green technology wherever possible.
Air travel is mostly a profligate waste of energy.
Aircraft have become extremely efficient and significantly cleaner in regards to emissions in the last 50 years. Let the industry find ways to increase in efficiency, don't force them to do so. That would only inhibit the major vet all goal.
Aircraft vehicles are becoming more green. Airports should follow suit.
Airlines need to fly higher capacity aircraft (lower fuel burn per-seat-mile) in order to reduce ATC and airport overloading. Low capacity aircraft are not going to help reduce SeaTac congestions--right?
Airplanes run on fossil fuels. That's not going to change anytime soon. Advances to efficiency will be driven by manufacturers.
Airports and planes are highly pollutant and everything that can be done to reduce this should be implemented.
Airports are notorious polluters and making them greener would only help the world, and it would be better that an airport near me not give off as much pollution lol
Airports are terrible for the environment, but air travel is important. Making the move to a "green" airport could help alleviate those environmental impacts.
Airports contribute significantly to environmental degradation, and greener practices should always be sought.
Airports generate too much pollution.
Airways are already crowded with 200 to 500 seat aircraft. Adding more aircraft with a 9 to 11 seat capacity, 20 to 50 times the number of aircraft is not the solution.
All alternatives should be on the table.
ALL fossil fuel-based aircraft should be BANNED from Washington State air space by 2025.
All talk
All transportation modes must reduce reliance on fossil fuels as soon as possible.
already answered this
Alternative Methods of transportation of the future will erase the need for green airport.
Alternatively powered aircraft are coming. We should be ready for them.
Although I believe that we should be focusing on rail infrastructure as a way of meeting our climate goals, it is unlikely that air travel will go away completely. As a result, I believe we should be working on making our airport infrastructure as green as possible.
An incremental change will become obsolete before completed. Long-term sustainable designs are cost-effective for long-term economic concerns.
Any advancement in technology that assists with preserving our natural resources and helps us be more responsible with the resources we have and those we get to leave to the next generation should be entertained.
Any decisions now must be future proof and need to account for an unpredictable future. Ensuring the possibility for AVTOL, SAF, or Hydrogen aircraft should be a priority.
Any effort to reduce the use of fossil fuels is very smart thinking when it comes to the future of our region and planet.

Any idea that cost significantly more than others should be deleted for that reason alone. We are being taxed to death as it is. Any airport idea must be cost effective to succeed. The Green idea has a negative connotation, do to socialist ties also.
Any proposed airport should have zero carbon emissions.
Anything we can do for the environment is important.
As a homeowner who lives near an airport, environmental impacts of scheduled air service are extremely important to me. Mitigating technology for aircraft and airports makes the most sense.
As I said, the health and environmental impact must be considered as our planet and home's health must be sustained in order to make this worth it.
As indicated by current R & D in aviation, the future will be "green". It would make economic sense to move in this direction as the industry clearly is.
As long as 85% energy in US grid comes from fossil fuel, charging electric airplanes and cars, it's not zero emission
As long as government doesn't mandate green, let private providers develop green flying and reduce government interference
As long as it fiscally responsible too
As long as these new emerging technologies are proven safe and reliable it makes a lot of sense. I can envision the Everett Paine field airport being a regional transportation hub, however, the question in my mind is if the 2X the demand will be in regional travel or longer cross country distances / international travel? If you take the capacity at Paine field with green energy regional flights, where will the expansion take place?
As our times are moving forward and the younger generation is starting to become the lead "œbacks" at this time. They look for greener ways of life.
At this point, you haven't presented enough information to encourage me to support the airport of the future. Nor have you provided enough information regarding potential cost. I will say that if zero emission aircraft for 9-11 passengers is available in the near future perhaps we need to look at multiple smaller airports for more localized travel. All of the airports mentioned could have smaller planes for passengers service. Those areas also have populations that are growing. Why not take advantage of the trend of growth and do something different. That could happen now and take the burden off Sea Tac leaving it for more long distance and international travel.
At this time I don't think green aircraft have the ability to be created with enough safety and reliability.
Aviation is a polluting industry. It negatively impacts the environment and contributes to our changing climate. Knowing this, future airports must be "green", and every decision in planning must be done within the context of climate change.
Aviation is not there yet. Wait until Boeing gets going on this.
Aviation will need to move away from fossil fuels and this is not possible without government help. Taking steps to make green aviation more accessible is important.
Basically, you're going to do what you want regardless of what the communities think or their input.
Battery powered airplanes simply have too short a range to be feasible given the weight of the batteries. And, they don't decrease in weight as they use electric fuel like other aircraft.
Battery technology is NOT green. Batteries are made from some of the most toxic materials on the planet.
Beats fossil fuel
Because
because

Because air travel is one of the Top polluters
and contributes to global warming in a big way! Haven't you heard if global warming?
Because fossil fuels aren't sustainable.
Because green technology still impacts the environment on the development and construction/implementation side.
Because I prefer to live in Thurston County but am painfully aware there is little being done to increase transportation options other than driving on Interstate 5. And "greener" options are needed. Options for getting to SeaTac airport from Olympia and SW Washington are dreadful and complicated.
Because I support reducing the aviation noise at SeaTac, Boeing Field and JBLM.
Because I think it is possible.
Because it sounds like the technology is too new or undeveloped and too costly to meet current and future demand in the near or immediate future.
Because it's high expense and of little to no real value!
Because it's Responsible
Because it's what we should be doing
Because that means Washington state would be trying to be a trend setter at the cost of taxpayers. Until something is proven I don't think WA needs to waste money.
Because the way we have been living is unsustainable.
Because they will do stupid stuff to say they are for the environment. Be real- jet fuel doesn't create emissions.
Because transport in the future should be zero emission.
Because unless other developing countries of the world lessen their impacts anything we do/spend is likely offset before it's completed. It just drives up cost with minimal demonstrative impact.
because we can't keep ignoring the climate crisis...
Because we have to move away from fossil fuels yesterday and being ahead provides a competitive advantage now and into the future.
Because we need a future with cleaner air
Because we need to learn to live with the planet.
Better benefits
Better for environment
Better for the environment
Better for the environment.
Better to do it now. Rather than wait 30 to 40 years. Then play catch up and have the cost be extremely higher. I.e. light-rail and sound transit
Billionaires will stand by their Tesla's or Leafs for photo appearances, but will buy and fly on their Global 7500s. I'm not holding my breath for a zero emissions jet to come out that outperforms a Global 7500's performance, comfort, and safety.
Build in ways that can be adapted with future technology in mind.
Build the infrastructure now, otherwise it won't be there when it's needed.
Building a new airport without a focus on green technology would be shortsighted. Green technology should be the focus on any new buildings from now on
Building for the future

By far the greatest energy cost for any building is in the initial construction - in terms of greenhouse gas output, the "greenest" buildings are the ones that already exist. The phrase "green airport" comes off as a surface-level PR spin to justify an expensive project that will mainly benefit the aviation and tourism industries, offering little to no benefit for the average Washingtonian besides a green coat of paint.
Clean energy is our future. Fossil fuels won't last forever, and they will destroy humanity if we don't transition to renewable clean energy.
Cleaner is better, but not if it is excessively expensive
Climate change
Climate change is a big driver.
Climate change is a large problem and we need aviation to be better for the environment
Climate change is an existential threat, and aviation emissions are a significant driver of carbon in our atmosphere.
Climate change is destroying the world. Gotta go green somewhere although air travel certainly isn't green.
Climate change is our most extreme existential crisis. We must act.
Climate change is real
Climate change is real.
Climate change is the leading issue that we need to pay attention to. Also it will give us something to advertise for tourism.
Climate change is the single largest threat to mankind.
Climate change needs to be addressed, and this is another place to address it.
Not a high priority, though. Aviation already has rather powerful economic reasons to increase fuel economy.
Climate change needs to be stopped.
Climate change will affect us all and whatever we can do to mitigate it we should. This seems like a perfect way for us to lead the way.
Climate change, local no act for noise and air pollution
Climate change?
Climate has to come first, we can't sell out our planet for future generations for short term gain.
Climate justice is the most important part of any air transportation plan
Climate solutions are imperative. Finding solutions is a huge economic opportunity for us.
Commercial aviation, and transportation in general, is the thing that keeps the economy going. Any improvement in its carbon footprint is magnified in the rest of the economy. Green building and green travel are needed next steps in combating climate change.
Con esto del cambio climático necesitamos manejar más combustible verdes y así ayudaremos al planeta
With climate change we need use sustainable fuels and thus we will help the planet
Concept is too ill-defined.
Concerned about climate change
Consider adding the option to purchase carbon offsets when buying tickets.

Continuing looking for ways to reduce air pollution
cost
Cost prohibitive and unnecessary
Cost would kill the state.
Cost.
Costs. Washington state is already becoming too expensive to live in due to high taxes. Our government needs to be realistic and responsible! ..do projects that have solid ROI for its taxpayers. When I hear "could or may", I know you have not done your homework and you have no idea of the benefits. This practice needs to stop.
Current jets are too loud and runway/airport lighting disrupts view of night sky and can be seen from far side of Vashon Island and parts of Kitsap County.
Debe ser de Ãnicamente para aviones de comercios o carga It must be for commercial or cargo aircraft only
Desperately need to reduce our impact on the environment.
Developing a green airport for the future is a step in the right direction, but must be done without jeopardizing operations or safety in any way.
Direct government involvement in any commercial venture drives cost up tremendously. Let private ventures, with limited government help, make the exploration into these areas.
Do not build any new capacity unless it keeps fossilized hydrocarbons in the ground. Miss me with that Hydrogen from fracked fossil gas shit, fuck off with your "biodiesel" we need to stop burning shit to power our lives. It's 2021, every internal combustion engine is a policy failure. There is an ancient technology that, when combined with electric traction, means that we can move our shit on steel beams for miles at low effort. Take back our rail right of ways, electrify it, and stop telling me that we need more planes.
Do what can be done, within reason
Doesn't address any capacity issues
Don't make infrastructure investments to support a technology that is currently not scalable
Don't try to push the lead the industry, follow and make the required improvements.
Don't waste the money to try and do green, build it to standards for today, who knows what better technologies, will be developed in the future... Besides you all love remodeling airports!! When was the last time you were not expanding or remodeling Setac, or GEG, or PDX.
Dropping a facility of this type in the middle of populated areas right next to towns & cities and having flight paths over existing residential areas is just unacceptable and will be met with fierce opposition and court battles into the next century. Put them out in the middle of unpopulated areas. If all the air freight companies and passengers have to drive a little so be it. This ain't gona happen in Thurston County.
Duh? An innovative state should support innovation.
Eco-friendly is key
Economics more important than sustainability
Educar a la comunidad de lo nuevos conceptos Educate the community about new concepts
Efficient transportation is the way of the future
Efforts for electric aircraft and green airports could be better used on improving Amtrak, high speed rail, ferries and regional bus service across the PNW.
El impacto ambiental tiene que ser considerado en cada proyecto. Global warming Es muy importante

The environmental impact must be considered in each project. Global warming is very important
El medio ambiente requiere de la atenci3n de todos con el fin de dar progreso a la sociedad. Es un factor pero un factor que deber4amos considerar.
The environment requires everyone's attention for society to advance. It is a factor, but a factor we should consider.
Electric forms of transportation is a must to address climate change.
Electric is the cuture
Electric, Solar & Wind are unpredictable & unreliable vs Fossil Fuel.
Embracing green technology is going to be a key step in reducing emissions in the transportation sector, the largest source of global emissions. While aviation is a smaller piece of that, it is still crucial to work towards carbon neutral goals sooner rather than later.
Emerging technologies are critical to ensure that our infrastructure does not fall behind advancements in infrastructure and demand.
Emissions from airplanes undoubtedly contribute to climate change but we cannot dispense with aviation. So we must find a way to innovate a greener future for the industry.
enviroment
Environment is the most important thing for generational survival.
Environmental awareness is critical, and there must be a balance between economic productivity and environmental impact.
Environmental concerns will become critical in the next decade.
Environmental factors should be considered but moderate. For the airport to be effective it needs to allow world wide accessible aircraft4not just new/environmentally friendly ones.
Environmental impact is important.
Environmental impact is very important.
Environmental impact mitigation is critical for the success of every airport in a community.
Environmental impact must be the number one priority. Climate crisis is with us and we must respond NOW.
Environmental impact reduction
Environmental issues are increasing important. Better to move in that direction knowing that we will get some benefit than continue making the PNW an unhealthy area to live in.
Environmentally conscious design is important given the impeding climate change crisis. We should design a new airport with that in mind
Especially since this is 'planning for the future' I think it is necessary to consider renewable and low cost energy where possible. That said we should do so where possible and not break the bank.
Every government on the planet, especially those with greater means to do so, needs to make decisions about this kind of climate-influencing impact with the intent to not just reduce the impact to local environments but reduce/work to eliminate the global impact of adding such human-centric construction and resource consumption. Further, if the future is not planned for, including the aim of reducing carbon footprints, the project will be behind before it starts (I'm thinking about Bertha - knowing about sea level rise, and the already tenuous ground of the Seattle area, planning to dig under the city was not a wise plan).
Every project should include our most environmentally friendly technology
Everything requires emissions.
Everything that humans do need to consider environmental impact and extra funds should be spent to minimize negative impact.

Expand at existing airports, Paine Field, Boeing Field, Renton Municipal
Expand Paine Field - there is no other option
Facilitar el transporte y ayudar al medioambiente en el proceso Improve transportation and help the environment in the process
Focus funds and efforts on building most capacity for the lowest cost.
Focus should be on an economical infrastructure additions. These focuses would make these plans too expensive
Focusing on reducing greenhouse gas emissions is going to be beneficial
For the time being this is home for me. I'm not a tree hugger but I do despise people that show no care of the land. I believe that technology and innovation can be used to effectively solve a problem without dampening the current environment, that's your challenge.
Fossil fuel use is killing us and the planet. There's no such thing as a solar or wind energy "spill!" I don't even have kids, but I want a healthy planet for future generations. I'm not religious either but we ARE our "brother's keeper" actually.
Fuels hurt air quality around airports and the noise. We have to start today!
Future impact and sustainability
Get it done
GHG reduction is a requirement.
give us more light rails, it's effective on ground transportation without trying to clutter more planes in air
Global warming
Global warming
Global warming is our biggest problem to survive on this planet.
Global warming is real, the fuel used for aircrafts is harmful to our planet.
Global warming is real.
Good environmental policy is good for the economy and population
Good for the environment, regarding both air and noise pollution.
Good for the planet
Good idea but I don't want to much of my tax revenue to subsidize this concept
Good idea, but again a greener form of transportation is high speed rail.
Greater initial investment in long term ecologically sound technologies is money in the bank as emission restrictions are likely to grow more restrictive.
Green alternatives should always be taken into consideration
Green aviation is like saying green coal. It doesn't exist and is a false sense of environmental activism.
Green can't just be a word. Building uses a lot of resources. Would rather build rail than new plane facilities. Zero emission at point of use planes still require generation of power and battery production and disposal.
Green cost to much for the little impact it has. Solar panels would be ok but don't go brake the bank for tech that has little ROI.
Green emissions ARE the future. One of the reasons our household has TWO Electric vehicles.
Green energy is important, but less important than solving a response to the immediate need. Green energy improvements could be incorporated as feasible.
Green energy only makes sense if it is economic for the masses. We have to look at the entire process to call it green. Electric cars aren't as "green" as some suggest. It takes mining that

<p>makes hazardous waste & fossil fuels to dig & process- that isn't exactly green. The batteries these cars will eventually be torn out, these will go into trash facilities, that isn't green. Let get real when we talk green. We absolutely need to clean up our mess on this planet.</p>
<p>Green is a loaded word, if we can create travel through technology that is not only low in emissions and noise levels but also is not destructive in it's creation process (mining, contamination, pollution, etc) I am all for it. But not at a new airport unless it's in Eastern, Northern, or Southern Washington. Puget Sound should not have another large airport.</p>
<p>Green is better if it is a "real" benefit. Electric planes(or any electric vehicle) still need to charge batteries. If that electricity is derived from coal or petroleum, what have you gained? It just becomes a "feel good" effort, much like banning plastic straws</p>
<p>Green is better in the long run for everyone</p>
<p>Green is good</p>
<p>Green is good! Got to keep innovating!</p>
<p>Green is good, so long as it does not cost too much.</p>
<p>Green is key for reducing climate change.</p>
<p>Green is okay ,but not extreme in measure. Proven application nothing "new"</p>
<p>Green is the future</p>
<p>Green is the only future. This isn't a debate. It's science vs shareholders.</p>
<p>Green isn't everything. I consider it to be a political buzzword of the left</p>
<p>Green needs to be a way of our future</p>
<p>Green or not at all</p>
<p>Green should be a minor factor in the process.</p>
<p>Green tech is good where a ROI can be shown over time.</p>
<p>Green tech is the only way</p>
<p>Green technologies should be incorporated with a future airport, but the planning for the new airport should not have to wait for them.</p>
<p>Green technology (which depends on the politics of the writer) can be anything for totally insane to wanting to protect the beauty of the state. Too much can totally undermine this project, but enough can make it palpable to the people who live there. A balance would be acceptable.</p>
<p>Green technology benefits is all but should not attract a significant cost multiplier</p>
<p>Green technology is fine, but I just want to be get from point A to B safely.</p>
<p>Green technology is important but it needs to be economically viable.</p>
<p>Green technology is the future in aviation, but it is not just about aircraft. While charging capability and the new Unleaded GA fuel option availability is important for a sustainable future, investing in green technology for the airport facilities and habitat management are important as well. Investments in rain water reclamation, local solar and wind energy management, and green buildings will help the chosen airport lead into the future.</p>
<p>Green technology will obviously reduce some negative impacts but would require looking holistically at all the costs and benefits. Defining green technology and the extent to which it would apply to all activities associated with an airport would be essential.</p>
<p>Green technology would be essential. If not, airport development should not happen. And even if it did, there would be other deleterious environmental impacts in terms of development of infrastructure on land that once was open.</p>
<p>Green usually means money, and a lot of it!! Do what makes sense, dont do it to appease the greenies!</p>

Greenhouse gas emissions need to be considered regardless of industry
H this just makes sense and is a silly question.
Hate airports and all the lies that go with the promises from them and the airlines.
Having a mission drives a better project
Heading the right direction, but tech is not there yet
High cost and limited utility.
High speed rail is the Airport of the future
How can you not support green initiatives?
How can you not support it?
Humans need to reduce our carbon footprint, but it needs to be done in a logical and economical process. Forcing certain ideologies that create one "green" solution at a greater expense to other solutions doesn't make sense.
I already answered this. We have a responsibility to continue leading the way.
I am a current GA pilot and would like to see this technology supported.
I am a retired airline captain and aerospace engineer. For the foreseeable future the possibilities for electric aircraft are either a novelty interest for any transportation application, and/or pie-in-the-sky as it relates to transporting large number of people or volumes of freight.
I am for saving our environment.
I am in favor of electrified regional air travel.
I am submitting my opposition to consideration of expanding airport services at the Tacoma Narrows airport in Gig Harbor. This area cannot accommodate the increased traffic that this expansion would create and would further choke the limited infrastructure and traffic across and already expensive and congested bridge. Further, the allure of the Gig Harbor area is that it is a beautiful location with a fragile ecosystem - people come here to escape Seattle and other congested areas in the Puget Sound region. Expansion of the airport would decimate this area.
From a traveler perspective, there is NO advantage to flying into this area as an option - it is difficult to get to, the bridge is expensive, and there is no convenience to any of the other cities / destinations that travelers would want to get to that they cannot already access from Seatac. Areas around JBLM/Olympia seem to make much more sense as there is more room, infrastructure and freeway access. Also, it is more central for travelers seeking to go to the parks or as an alternative to Portland.
I am supportive but where would the money come from if the costs to develop a green airport of the future are great.
I appreciate the idea of greener commercial aviation but I have questions about whether this can be successfully implemented. I suspect the real solution is an overall reduction in air traffic, especially the growth in private business travel. It benefits a small sliver of the population while impacting the rest of us through excess air pollution and noise.
I believe electric aircraft are the future and more sustainable than fossil fuels, especially if we expanded more on nuclear and clean energy.
I believe in Investing in our future. We have to start somewhere even if we can't check all the boxes.
I believe progress with respect for the environment greatly benefits everyone.
I believe that airport projects should be able to take advantage of advances in green technology but I'm somewhat skeptical of the timeline for the availability of electric aircraft.

I could care less about green technology , because I don't believe it will happen, and hence not much impact. It remains to be seen. It would not lower the impact of all the additional cars coming to the area and adding a LOT of traffic to the narrows bridge.
I do not support unless technology is fielded commercially.
I do not think short haul flying is a tenable solution. We can look at the rest of the world and see that high speed rail is much more effective solution for connecting communities in an environmentally conscious way.
I don't mind pursuing green airplane technology, but it shouldn't be an excuse to build airports now when we have environmental alternatives such as rail that we are underinvested in.
I dont care either way
I don't think it can be done economically.
I feel I don't have enough information yet to know how I feel about this.
I feel like "green" is such a subjective proposition. Efficiency and reduced emissions long term should be the goal, but that needs to be addressed through the foundation, creation, and future operations of this option. The planes are just not currently a highly green mode of transportation. A "green" airport may be sustainable, current airplanes aren't. Even "electric airplanes" use batteries that are highly toxic to create and dispose of.
I feel this way because it could help our region keep up with the times and prepare us for the future.
I feel we have to weigh cost versus benefit.
i get the need
I have indicated my thoughts about this previously but I will expound on this to say that the impacts do not just affect us locally or nationally but globally. Our decisions affect future generations. It's time.
I like the environment
I like the idea but question whether it's affordable in the near term
I like the idea but the technology isn't quite there yet.
I like the idea of being more green, but it has to be realistic, and it has to take into account the damage mining for materials used to make large batteries is doing.
I like the idea of regional routes to HUB airports. Then each region can decide if they want one and one region is not supporting the whole state.
I like the idea, but feel planners can sometimes be too enamored with all the possibilities, regardless of cost to the paying customer.
I listed supportive because I'm not sure of the costs or how economically feasible green tech will be.
I live near one of these sites. I do not want growth here. We have enough. Do not care about economic growth. Any proposal should be paid for state wide. This answer goes to the below questions since you had no spot for comment.
I lived next to SeaTac-the noise, the jet fuel smell and pollution was horrific-that is why we moved.
I love aviation
I really feel that anything that will delay a new airport even more should not be pursued.
I recommend moving slowly and intelligently. Do the research and then move forward in a targeted and consistent manner.
I support alternative energy, but there must be reasonable expectation for return on investment.
I support finding ways to be more green and challenging the existing idea of right/only way to do things
I support green planes and airports. But minimizing the need for air travel should be the priority. With all the new tech, people don't need to physically be in a place to see it and get business done.

I support green tech in all sectors.
I support incorporating sustainable technology, especially carbon free fuels, but this question should be considered holistically alongside other sustainable transportation modes. For example: high speed rail. Don't invest a ton of public money on a boondoggle airport of the future if there are more efficient ways/transport modes of accomplishing the same transportation and emissions goals.
I support investing in existing airports, but building a new major airport isn't feasible.
I support the conservation of the environment and the wildlife. We must look to the future and protect the only place we have to lives.
I support use of emerging green technology because of the environmental features that this new technology promises.
I support using green technology applied to existing airports. I do NOT support building new airports in rural areas of Washington that pave over and destroy more open space and habitat and cause more sprawl. It defeats the purpose of using green technology.
I support using green technology applied to existing airports. I do NOT support building new airports in rural areas of Washington that pave over and destroy more open space and habitat and cause more sprawl. It defeats the purpose of using green technology.
I think a 9-11 person fleet of aircraft is a waste of money, time, and resources. Please do not use our small airports for these wasteful, projects. What is the environmental footprint for electric aircraft? I'm sure it's not nothing.
I think it's important to innovate new airports with the latest technology as a statement for what our region believes in and a guide towards the future.
I think making an green airport in a bubble is a bad idea. We need buy in from other airports across the country or in a particular region, say the west coast, to make a green airport successful. Have one side of the point from A to B wont help an operator that needs to refuel on the opposite end of the trip.
I think that is it important that we pursue new technologies that can lessen environmental impact but I feel that it is also vitally important that we recognize that we are at a crossroads in terms of climate breakdown and that we need to also make changes to the way we do things ie more zoom meetings/less flying for in person meetings/conferences, more ground transport/less air transport, more localized economies, etc.
I think the hypothetical zero-emission airplane technology is wishful thinking at this point. Why not focus on ground transportation (bus, rail) that is proven to have potential for carbon reductions, and pursue capacity for this as-yet-nonexistent technology if and when it ever becomes feasible at a useful scale?
I think the state needs to incorporate green technology in every project moving forward including retro fitting our current infrastructure
I think the state wastes money.
I think this is the trend of the future, time to get on board. Could also remove a lot of present issues with airports around population centers.
I think utilizing smaller "green" airplanes with 9-11 seats, using the already available airports throughout the State of Washington, and flying people to the larger airports could save time, money, frustration and carbon.
I think WA should be open to the idea, but continue to observe what technologies expand. It's a balance of waiting and seeing, while being ahead of the curve, but you don't want to jump into the wrong direction only to have the industry pivot.
I travel a lot and would like to be able to reduce my carbon footprint.
I work in aviation.

I worked for Boeing a few years, taught Atmospheric Science for several decades at Univ. of WA, written the basic textbooks for mathematical climate modelling, and thereby have been convinced that it is essential to DECREASE commercial airline flights to ever save the planetary atmosphere.
I would only support it if it actually exists and isn't just an idea or unproven theory. Let's deal with the main problem first.
I would really love to green technology but it's not possible for everyone in Washington state.
I would support if truly green but I am skeptical. We need to figure out how to contract what we are doing, not expand. Look where growth has gotten us. There are other ways to operate and my grandchildren will face a difficult future if we are unable to change our thinking. Every dire warning has come true. Look at this year in WA state.
I'd like to see technological advancements incorporated in substantial public projects and carry the torch of the sustainable technologies.
I'm all for green technology. I just think it's a waste of time to put much time or energy into this, because there's about a one percent chance it will be anywhere near ready to take up demand in the next 30-40 years.
I'm supportive but do not see electric aircraft for large pax service coming anytime soon
I'm supportive but not required
I'm in terms of building new infrastructure, green tech is the only way to go.
I'd prefer to invest in an airport of today, that's useful today. Paine Field has proven its value in this regard already
Ideally any new airports or improvements to currently operating airports should be as green as possible but the best solution is to reduce both commuter and cargo air traffic and thus not need any new infrastructure and only minimal green improvements to existing infrastructure.
If airplanes use fossil fuels, why build a "green" Airport? Is China going to stop using fossil fuels and build a "green" airport...probably will never happen.
If it doesn't meet demand, what's the point?
If it's possible to go green, it should be a no brainer.
If it's true that zero emissions aircraft are available in the next decade with good range I would support this. But I suspect from what I know of aviation trends that THIS IS NOT TRUE. If you want sustainable travel the best solution is ELECTRIFIED RAIL.
If not now, when?!
If not progressive it's regressive
If the technology is available at reasonable costs then why not.
If this is such an attractive technology, then local governments and especially businesses should take the lead. I am unconvinced that the technology will mature enough in the next decade or two to make this commercially viable and I don't want tax dollars subsidizing.
If this summer of record breaking heat waves is any indication of what our future summers are going to be like we need to act in a big way. Very much like the saying "the best time to plant a tree is 20 years ago, the second best is today". I wish the previous generation had planted those trees, listened to the science and not the corporations.
If truly sustainable both environmentally and economically, which means able to thrive in the market without permanent subsidy, then it is a true win-win.
If we are able to use small aircraft connect to larger hubs, how will that help when the larger facilities are already at capacity? I'm supportive of cleaner technologies, but question the feasibility and logistics if the range is so limited.

If we do not start now, how will we ever get this technology to a point where it is cheap, effective, and efficient?
If we don't support this system early, it becomes very challenging for it to have an impact. The need for infrastructure is currently the limiting factor.
If we don't limit (and reduce) fossil fuel use by aircraft, we are giving up on the planet. I realize your committee won't question the need of billion-dollar corporations to continue to trash the planet with their aircraft emissions so they can pay off their executives and stockholders. Just realize that your attitude is one of disgusting hypocrisy and criminal liability.
If we don't move forward, we will be left behind. We are one of the richest countries in the world--we can afford to invest in infrastructure that will lead to better environmental and economic outcomes.
If we start green it's much easier to stay green.
If we the tax payers have to pay for this then "no." Those that are going to profit greatly from this should be the ones footing the bill.
If we want to have a world to fly around we better start taking care of it.
If we're going to improve air travel, doing so responsibly is just good practice
If you want to go green there are better ways, like getting rid of cattle farms
If zero emission aircraft cannot help meet demand, then aviation needs to look into reducing emissions.
im a GA pilot
I'm in favor but within reason, the main goals are to address the demand for more capacity and easier access. But if that can be done while also being "greener" than current airports, support that too.
I'm mainly concerned with noise. I live in Gig Harbor and the Tacoma Narrows Airport already is having a negative impact on the quality of life here because of the noise.
I'm not certain of all that's involved
I'm skeptical about projections into the future that don't take into account that we are headed for major changes due to climate. Travel of any kind may not be as you project. However, even so I would always opt for the most environmentally sound approaches. If need be, smaller aircraft with less noise and pollution. I moved here to have quiet after 30 years in Seattle. Living here in quiet is essential to maintain. I get it that the major airports are not able to meet demands; a small flight to Seatac by air is appealing rather than ground transportation. However noisy, large aircraft flying overhead all the time is definitely something I don't support. Supporting all initiatives to develop the use of sustainable energy needs to be part of the solution.
I'm unsupportive because it takes away from the focus of providing air travel needed in this area. Let's tackle one thing at a time. Also the FAA is in no hurry to start approving this type of powerplant, especially not for commercial use.
Important to be environmentally conscious, but don't make it economically impossible. Support electrical aircraft for local and regional connections.
Important to prepare for climate change and future carbon taxes
Important! Especially noise factor.
In order to plan for the future we need to try it out. It's not clear when the right time for this is, but we might consider starting now and learning from it.
In theory it's a great concept. I support the exploration of this but it seems like the industry is unlikely to move this way fast enough to meet demand in the short term. We might be better off investigating but also building infrastructure to support traditional methods in the shorter term.
Increased air travel will come with increased carbon emissions unless we prioritize green technology.
Increased cost.

Increased population, traffic and pollution.
Increased pricing with out short term benefits is not best use of funds during rapidly growing needs. Plan how to do it without inflated costs. "Green" trigger word for price gouging. Private funding?
Instead of focusing on planes, the state of Washington should instead build out high speed rail and factor in environmental benefits of rail
Interesting idea but what's cost benefit compared to investing in regional rail. A proven technology.
Invest in high speed rail instead. Airlines will be too slow to make changes and the climate is changing fast. We do not have time to waste on planes getting a little bit better. Time is up! Let's be modern like Europe and Japan and get fast trains instead.
I do not believe any of the talking points below. Major airlines are not going to suddenly ditch all their dirty fuel planes and buy a new fleet of electric planes - the bulk of planes will continue to be pollution machines. Climate should be the first priority. We can support far-flung communities with rail tech that already exists.
Investment in green technology is the way of the future. Noise mitigation and pollution should be at the forefront.
It aligns with science, and state/national trends towards climate friendly goals.
It doesn't matter how I or anyone feels or the results of this survey because making the airport and everything else "green" ought to be the law. It has to be in order to save our planet. Please support a green industry at the airport and in all legislature passed. thank you.
It doesn't matter if it's green energy, economic factor is more important
It is a great concept but will require innovation to realize. Commercial aviation is unlikely to be highly green given the energy demands of aviation
It is an improvement
It is coming, we can either get on board or be left behind.
It is great to find an alternative to the noise and reduce the carbon footprint of the plane but it would not reduce the on ground traffic associated with it unless it was linked to an existing highway or train transport. It needs to go beyond just the aircraft. I would not like to see money go to this at the expense of high speed rail travel.
Where is the undecided/don't know choice?
It is important, but making positive changes should not be hindered/delayed because of this.
It is important, but we need to act soon and sometimes we get bogged down by trying to be too environmentally and politically correct.
It is impossible to understand any policy creating greater economic opportunity and devaluing the environment as an exchange. It is less important to create money now than it is to ensure we have a livable world.
It is our absolute responsibility to be as environmentally friendly and "green" as possible. We risk doing further damage to our climate by not addressing our responsibilities before they do damage to the environment.
It is our responsibility to ensure the safety and well being of those living in the future.
It is part of our commitment to being the evergreen state
It is realistic choice.
It is something we can control and jet gasses are a huge amount of the problem. We know flights will increase so lets mitigate that.

It is the future of aviation.
It is the future.
It is very important to keep emissions down to help global warming and keeping noise down is important.
It is well past time to seriously address the climate crisis. The drop in air travel during Covid-19 and the corresponding drop in measured emissions was eye opening
It make sense
It makes no sense to do otherwise.
It makes sense, have a growing airplane industry and re-build the environment to live in harmony with both, totally worth the expenses.
It needs to be economically feasible whether that's "green" or not.
It needs to happen
It seems that building structures that are well insulated, use solar, and other green technology are only slightly more expensive, itâ€™s a good return on investment
It should be included, but not used as a barrier.
It we want to keep washington green, we need to invest in green tech.
It will inevitably be the way of the future, so the sooner we start, the sooner weâ€™ll get there. Investing in this technology will help the economy every step of the way.
It will promote innovation, job growth, and afford more people the ability to travel.
It would inhibit growth.
It\'s essential that we gradually switch over to renewable energy sources for air travel, especially for short flights. Electric aircraft could replace both jets and also ground transport for getting passengers to larger regional airports.
It's the responsible thing to do.
Itâ€™s a good thing
Itâ€™s cost inhibitive to put the green new deal in the aviation field, aircraft engines have been designed since 1930 and theyâ€™re really not up to speed with todayâ€™s technology, itâ€™s like comparing the 1950s 350 engine to todayâ€™s LS one engine, an electric airplanes is ridiculously stupid and excessive weight, batteries are not light enough
Itâ€™s important!
Itâ€™s necessary
Itâ€™s needed and time the expand the ease of travel and delivery
Itâ€™s responsible of us to be good stewards of the environment.
Itâ€™s super important to keep our earth safe and clean
Itâ€™s the only way for our future
Itâ€™s the way of our future.
Itâ€™s too vague to state absolute support.
It's a short term cost for a long term savings
It's an essential option.
It's coming, so better to be ready for it. Playing catch-up is usually more costly and wastes time.
It's doubtful we can get away from the fuel situation for quite some time or creating noise. As population grows, it will be a constant tug of war with homeowners and airports.
It's going to take government support for these kinds of things to develop, but as is pointed out here it's not going to meet demand in the near/mid term. We should support green tech initiatives, but let's not consider that the only solution.

It's important to invest in green technology for the survival of the planet.
Its just really hard to trust what 'fewer noise impacts' mean. Paine Field commercial was promised as no impact. And it's a HUGE impact to me on Lake Stickney. Fool me once, shame on you. Fool me twice, shame on me
It's the 21st century, we have a moral and legal responsibility to push the boundaries of technology and science to develop a more sustainable future for current and future generations. Designing a new airport with the ability to, in the future, install charging infrastructure for future battery powered aircraft would be a good way to plan for a future that will, eventually, become a reality.
its the future
It's wonderful to incorporate "green" features and technology, as long as it benefits existing aircraft that are the backbone of GA.
Jet aircraft are extremely noisy and emit substantial emissions. We need to prevent further burdens on the environment.
Jets can't run on wind and solar power. Unless fixed wing aircraft are replaced by slow-moving Zeppelins, the heavy use of fossil fuels to meet air transportations needs is unavoidable in the near future.
Just because.
Just build the damn airport
Large amounts of money will accrue to a small group everyone else get the dirty end of the stick offered as a life safer.
Large levels of exhaust and emissions from the aviation industry.
Large scale planning should absolutely prioritize climate change impacts as one if the primary factors.
Leave the skies alone, focus on ground transportation
Legislatures will address the issues on a uniform bases.
Less emissions is important
Less noise,lower cost of maintenance
Let the market bring it forward.
Let's be the first to set an example of making a solid commitment that will positively affect climate change.
Let's explore real problems and realistic solutions instead of imagining future airports for imaginary vaporware technology.
Let's focus on primary needs and if costs and programs support green then they can be implemented and phased in.
Let's see technology prove itself on a small scale before investing large project into it
Let's focus on solutions that we know will work. Build more rail capacity and frequency between Washington's cities. This type of wishful thinking about future technology is what allows destructive practices to persist.
Limited ability to meet demand. This could be a side project at a smaller airfield.
Look to the fiasco with solar and wind green technology - and all of the taxpayer dollars spent (Solyndra and the problems Texas is experiencing). Now the government wants electric powered airplanes that can only go short distances. No.
Los consumidores queremos que los avances económicos no sean dañndolos al medio ambiente. La infraestructura tiene que avanzar de forma amistosa al planeta.
Consumers want economic advances that are not harmful to the environment. The infrastructure must advance in a sustainable.

Love environment, impact on we people.
lowering long term upkeep costs and energy demand is worth initial investment
Makes sense to take advantage of new technology.
Making an airport that is fully "green" will be economically expensive which will make aviation costs for passenger tickets extremely high. Having a facility that is balanced between being green and efficient to operate would be the best way to go. Especially with large electric aircraft being decades out, having an airport that can change for the future would be good.
Many long time residents here don't have the very deep pocketbook that will be required to make these pipe dreams a reality. I am one of them and it pains me to see the wonderful place to become a test case for how to destroy a community. I am deeply disturbed by planners that only see easy fixes.
Me parece bien que el aeropuerto sea tecnológicamente más moderno y los aviones más ecológicos pero estoy en desacuerdo con que la población tenga que afrontar con los gastos
I think it's great the airport will be technologically modern, and that the planes are more environmentally friendly, but I disagree with how the community has to bear the costs
Minimize impact to neighborhood
Mining for battery material is as bad, as well we are burning coal to power (make the electric needed).
More air traffic does not support green technology.
More jobs in green industry is better for people and the planet.
More operations will mean more pollutions and contamination. We need to clean and offset that.
More smaller aircraft doesn't help. Focus on the big fish. Build green, yes, but the tiny plane part of it
Mother earth is not healthy, we need to do everything we can to secure the future of the human race.
Much needed.
Natural
Need airport closer to our area
Need to be a leader in Aviation and the environment! Keep Seattle a first rate global city!
Need to be feasible.
Plan in ways to become more green, but don't cripple growth with regulations or high costs of doing everything all at once
Need to be responsible
Need to cut aviation fuel pollution
Need to get more aircraft flying east to hubs beyond the west. Snohomish county commutes to SeaTac are unreasonable
Need to make aviation more environmentally favorable
Need to prepare for a future with green technologies however it we need to be economically feasible and provide value.
Need to protect Millersylvania and surrounding sensitive environments, no to the expansion of the Olympia Airport, keep Tumwater safe and clean for humans and wildlife!
"NO" to developing a greenfield airport being consider for the area SW of Tumwater, I did not buy a home in Tumwater so I could live on a SeaTac strip full of crime and wildlife replaced by cement. Please stop!!!! Td

Needed due to climate change initiatives and environmental noise issues.
Needed to address climate change, noise issues.
Needs to be done to decarbonize
Needs to have a positive cost benefit.
New "clean" tech is necessary to stem climate change.
New inventions and progress in technology will continue to change our lives. Plans should be in place to meet these technological advances and expand the need to care and protect the environment from the impact of such changes.
New technology must be used to reduce emissions in the world. This state needs to stay ahead of other states when it comes to technology in order to keep jobs here
NIMBY
No comment
No comment.
No new taxes or user fees
No to building a new one anywhere. People need to slow down with growth
No, let the free market do this and focus funds on making airports run more efficiently and less aircraft having to burn fuel in the air and on the ground.
Noise and emissions are impacting our environment negatively not only humans also our nature and wildlife. Any solutions supporting well-being of our environment must be the most important goal.
Noise impacts seem to be a big barrier for communities around airports. Green technology could reduce the environmental impact and help with community support.
Not a priority
Not a realistic expectation
Not a viable option. There may never be the technology to develop 0 emission aircraft
Not all things are perfect, do your best to keep mind what is important to the community both economically and fiscally while keeping the environment as clean as possible.
Not needed
Not only the aircraft but all of the transportation to and from the airport. By 2050 there will be a plethora of autonomous passenger and cargo transport EVs both ground and air. I can see high speed electric rail to and from the Cowlitz Prairie airport as well as autonomous trucking highways. There will be all types of green transportation between the airport, warehousing, and distribution as well as passenger transport.
Not really the most important aspect but nice to have when can be done.
Of course it is necessary for air transport to move away from fossil fuels. However, this is not enough. The place of air transport within the entire transportation network needs to be re-thought, and frankly reduced.
Ok
Only if it is cost competitive with non-green technology.
Our current fossil fuel-based system is unsustainable from economical, environmental, and equity perspectives. The state should actively encourage the jobs, innovation, and environmental benefits stemming from the development and application of new technologies.
Our current processes are unsustainable.
Our planet is fucked. It's the least we can do.
Our state government has, unfortunately, demonstrated an exceedingly poor track record of managing finances and infrastructure projects. While the "airport of the future" concept should

<p>certainly be explored and advanced, it may be better for the state to have private developers take the lead, under the guidance of environmental conversation consultants and thought leaders and state government oversight. This approach would be far cheaper for taxpayers and would likely speed up the introduction of new green airports.</p>
<p>Para Mejorar el mundo del future</p>
<p>To improve the world of the future</p>
<p>para tener una mejor alimentaci3n virtual</p>
<p>To have a better virtual power</p>
<p>passenger rail is a proven green solution for travel, let's invest there rather than hoping air travel somehow catches up</p>
<p>People don't want to make a bunch of stops. They want to get as quickly from point A to point B as possible.</p>
<p>Personally, I believe that in response to the many climate crises facing our region, it is imperative that we reduce air travel to the greatest degree possible. We should not be seeking to build new airports or add lanes to highways, but redesigning our urban landscapes to encourage more sustainable forms of transportation. The traffic and congestion in Washington state are becoming unbearable for many people, and are greatly impacting the ecology and wildlife that make this place so special. With existing airports and aircrafts, we should seek to reduce their environmental impact to the greatest degree possible.</p>
<p>We need to start making sacrifices if we have any hope of turning the climate crisis around and surviving as a species. We need to ask ourselves: Do I need to travel internationally several times a year? Do I need to order a hundred items from Amazon each week? Does it make sense to drive 1.5 hours to work so that I can live in a less dense urban environment?</p>
<p>Pioneering steps must be taken soon to develop revenue to offset costs for green support infrastructure, no different than the automobile market.</p>
<p>Planes are very polluting</p>
<p>Please do not build an airport in South Thurston County. China is not going green...so why do we have to?</p>
<p>Please do not build an airport in South Thurston County. Is China going to go "green"...probably not.</p>
<p>Please don't make the investment in a green "airport of the future" until the low noise/near zero emission aircraft technology has matured. If the technology is still being developed, guessing at the necessary infrastructure needs is not a good strategy and has a high potential for wasted public funds.</p>
<p>Please look up "Lilium Jet"</p>
<p>We need to be thinking VTOL, as well.</p>
<p>Think "the uber for regional air mobility"</p>
<p>Clean, quiet, affordable transportation for all. With very little infrastructure - landing pads in residential neighborhoods, and rooftops of workplaces.</p>
<p>Please not Kitsap county</p>
<p>Please pick another county</p>

Por el cambio climatico que es muy obvio que nos esta afectando en todo el Mundo .
Because of climate change, it is very obvious that it is affecting us all over the world.
Porque el costo a la larga es mucho mayor y no es justificable.
Because the cost in the long run is much higher and is not justifiable.
Possibly supportive. Not enough information. Words used such as "emay" are not convincing
Prepare for future generations.
Progress must protect the environment.
Protect the earth...
Protecting our environment is a high priority for me. Although the study notes significant up-front costs to develop a "green airport of the future", the payoff in health and sustainability would also be significant.
Public health benefits, as well as spin-off economic development in the green economy.
Pursuing new technology is fine...it is good. But pursuing the concept of a green airport is simply premature. Identify the technologies that might be useful to a future green airport...but don't dilute your efforts and waste resources by getting too deep into the (fun) development of a conceptual airport. Identify the most costly, inefficient, environmentally unsustainable elements of present airports and seek solutions...but stop short of trying to develop a green airport.
Pursuing technological advances requires the support of all stakeholders and cannot be dependent on the innovator alone to assume financial responsibility.
Push innovation
Quieter
Reasonable and thoughtful implementations are good and beneficial, rapid and emotional? Not so much.
Look at issues with overall costs of wind turbine blades AND electric vehicles, for just 2 examples.
reduce emissions
Reduced noise, emissions.
Reducing emissions in all ways possible should be a priority.
Regarding sustainability, there doesn't seem to be a way to meet any sort of rational goal towards reducing emissions from aviation/airports without implementing and supporting new green technologies. As it is, current technologies while they may have come far from their predecessors in these respects aren't going to be able to meet goals in a timely manner, if at all.
Repair and other facilities would be needed that smaller airports, such as in Gig Harbor, lack. Better to look at Payne Field or even JBLM.
Reserving some real estate now to accommodate an "airport of the future" seems reasonable. However, it is likely too soon to attempt to undertake actual development of such a project now because the infrastructure requirements for electric or hydrogen airplanes, and integrating them into the existing network, is as yet undetermined. Small 'green' airplanes flying to hubs significantly increases hub traffic and airspace congestion. Zero direct emissions from electric aircraft means greater demand on the electrical grid, which would need to be upgraded with non-fossil-fuel power plants. If passengers need to drive further to reach the airport, the net effect on emissions might be negative.
Same
Same answers.

Sanderson Field or Tacoma both look viable. 45 miles from Olympia sounds bad, but how far do they travel to get to an airport now? This also makes noise less of an issue.
Save the planet any way we can. Make sure those with means pay for airport expansion.
Science tells us that we must shift away from the use of fossil fuel technology in order to avoid the extremely harmful impacts from global warming.
See earlier comments
seriously?
Seven generations. Let's put the earth first in all of our decisions as we plan for the future
Sharply reducing greenhouse gases is essential. To be clear, other alternatives should be considered before any additional investment in airport capacity. High-speed rail, carbon taxes, congestion pricing are all examples that are better and should be implemented before airport expansion is considered.
Should include simple green options.
Should invest this in high speed freight and passenger rail instead of new airports and new runways
Should not be controlled by the state
Similar to how our current infrastructure fails to meet the needs of alternative fuel ground based vehicles thus pushing people to resist the transition to EVs, I feel that by not building some facilities now to support such aircraft would significantly hamper future adoption rates.
Small 10-passenger aircraft like the ones described will only serve regional routes that are more environmentally friendly to reach via ground transportation. Our aviation investments should focus primarily on providing medium to long range connectivity for our region.
Small 9-11 seat aircraft are not going to be an economically viable way to transport significant numbers of people or goods. Instead we should look at ways to reduce air travel demand.
Small aircraft built to use sustainable energy sources seems an obvious good thing to plan for, especially since these are already in the works. I think State funds to pay for such expansion is a superfluous use of tax dollars. Rather private industry should be encouraged and enabled to invest in the R&D to move this industry forward. Working on airports to support these flights is important. Traffic, road improvements and widening would be worth State tax dollar investment.
Smaller targeted flights and commuter planes that convert into cars will be real. This is the only acceptable use of the south Lewis County airport. Cargo jets and 747s have no place here in this small and undeveloped rural farm area. Leave us alone!
Solar and green technologies are the future. We need to incorporate them whenever possible.
Solve the homeless crisis before fully investing in other issues.
Sounds good in theory but unbundling & location-shifting the negative externalities just so our region localizes the green-ness of the underlying aviation technology doesn't really count. Imagine a coal plant 1 state over supplying power to our grid, then used to power electric aircraft. Doesn't count as far as the planet is concerned!
Spending a lot of money to try to build a "green airport of the future" seems to be a fools errand when compared to existing no carbon modes of transport.
Stop building!! You should have planned greener to begin with. Where is your long term planning? Why hasn't any of this been in your long term plans for the airports you already have and use.
Support initiative to address climate change.
Support less environmental impact.
Supportive however safety cannot be compromised and newer technology usually comes along with a higher price tag that the average citizen isn't willing to endure.
Supportive in a reasonable and financially responsible manner.
Sustainability

Sustainability is fine but I'd rather see funds put into a facility that is modern, operationally efficient and provides a good customer experience.
Sustainability should be an absolute consideration which is why Paine Field is the best option. Plans are already in place for Sound Transit to bring light rail very close to Paine Field. There's already an extensive network of transit hubs near Paine Field. The fastest growing part of the state is closest to Paine Field.
Sustainable Aviation Fuels and using solar powered airport systems are good goals.
Technology is too far out and too expensive at this time
Technology needs to catch up with green goals.
The "green" movement is poorly conceived and illdefined, usually costing more money and natural resources with shorter lifespan and maintenance intervals compared to high quality conventional methodology.
The air pollution from jet fuel can be smelt at my house some mornings. It's horrible and it we need to find a different way forward in aviation.
The air port could recycle water and sky lights and solar power!
The airport of the future should be driven by economics, not subjective mandates.
The airports of the future need to support the aircraft of the future, otherwise theyâ€™re useless.
The amount of waste generated constructing a 9 passenger commercial place would be ludicrous! So there would be less noise but 10x the actual flight trafficâ€™ â€™ â€™ and all of the choices listed are on the wrong side of the mountains.
The area is already busy enough with state workers and residents
The aviation industry has never been focused on sustainable/ environment friendly design and concepts.
The beauty of the PNW is our environment, without it we lose much of the appeal to tourism and locals. Destroying our environment by means of not caring should not be an option. Eco friendly designs and aviation are the way to continue paving way to our future.
The benefit of the cost of incorporating it would far outweigh the human cost of not incorporating it.
The climate crisis
The Climate Crisis is the most pressing thing in our society today. We cannot wait to act.
The climate emergency is our foremost threat.
The commercial aviation industry is already looking at SAF so you can't develop a GREEN airport in time to affect any of that. You should quit wasting taxpayer \$\$\$ on this concept. I know it makes you feel good but in fact you cannot affect the trend to SAF or any other mode.
The cost is irrelevant, it is a direction that needs to be taken to prevent a ecological disaster for future generations.
The cost of the technology needs to be reasonable enough so that airlines snd passengers can afford to use the airport. Local taxes should not be raised to pay for the construction or maintenance.
The cost would far outweigh the human cost of not incorporating it.
The cost wouldn't support the benefit derived.
The current air travel model is not sustainable and has an oversize impact on air and environmental quality.
The current emissions are unhealthy to residents in the surrounding impact areas.
The current green technology we have in this state already would be fine but we sell it all away. More would cost to much and would take far to long to break even from the manufacturing to installation cost to the slow return. Simply not worth it.

The earth has value. It has been demonstrated that green aircraft work. Polluting airplanes should be taxed and regulated to pay for their damage as well as to encourage electrification.
The environment is #1 and we should do whatever possible to be as green as possible.
The environment is very important
The environmental impact of aviation will always be minimal while the cost per percent improvement is probably much higher than in other fields.
The existing aviation industry in our state relies on a mindset for decision making that is misguided and without morals. This push appears to be independent thinking from honest people that have ordinary needs.
The future of our planet depends on it.
The future of the planet is dependent on reducing the use of fossil fuels and air travel must be included even if only in baby-steps for the foreseeable future.
The future of traveling needs to be more environmentally friendly.
The Green Approach sounds wonderful but it will never meet the needs of the growing population. You're asking every taxpayer to pitch in for something a small minority uses.
The green new deal will destroy small businesses. Taxing based on carbon footprint is a ridiculous concept that will only hurt the poor.
The green technology concept is bogus, costing taxpayers millions, and is part of the socialists scheme to destroy American ideals. Climate change caused by man is a con job. Read the Bible about what God says about the earth, and how it will end. It's not climate change, and God has a special plan for those who try to deceive others.
The growth of SeaTac has created unhealthful living conditions for people on Beacon Hill.
The idea is nice, but the airport of the future isn't going to help meet our climate goals. Zero emissions aircrafts only seat 11 people, and the requirement of using at least a 10 percent blend of sustainable aviation fuel by 2028 is minuscule and will be negated by the increase of aircrafts in use. With current fuel-dependent airplanes to be in use for the next 20-30 years, a "green airport of the future" is not going to deliver the results of other high-capacity, long distance transportation such as high speed rail. High speed rail is 100% electric and can be powered by renewable energy. Airports in Europe have been managing aviation growth with climate goals by expanding partnerships between airlines and high speed rail, with high speed rail covering trips with distances within 500 miles or less. Source: https://corporate.airfrance.com/en/press-release/air-france-and-sncf-operate-additional-7-train-air-services https://www.railjournal.com/passenger/high-speed/air-france-ordered-to-curb-competition-with-rail-in-france/
The idea of small electric airplanes is great for politicians, CEOs, private business, but is unlikely to help moderate or lower income people and families. I think there are more pressing needs and better ways to budget our tax dollars.
The incorporation of environmental impact mitigations to all sectors of our society is of paramount importance. Any "airport of the future" must broadly consider available options for the reduction of its environmental footprint. This includes facilities and operational energy consumption and sourcing; facilities design that uses locally-sourced, sustainable materials and minimizes the impacts on local

flora and fauna; air pollution; and connections with low-impact ground transportation modes, particularly freight and passenger rail, local and regional buses, ferries, and active transportation (walking, biking, etc.).

Regarding questions located further down on this form, I understand and agree that electric aircraft have the potential to change the economics of regional flights while providing lower-emissions air transportation. I am generally supportive of improving air access at existing facilities so long as it is economically feasible and comes with low environmental impacts. However, I recognize that the overall energy consumption of aircraft is still higher than that of some other modes (particularly rail), and that there are limitations on the availability of materials required to electrify America's transportation network through battery use alone. A comprehensive strategy for greener aviation must also consider integration into the overall freight and passenger transportation network, as well as the electrical infrastructure required to support increased production and distribution of green energy. This includes better freight/cargo transloading facilities for rail, trucking, and aviation; onsite production of green electricity; onsite charging infrastructure for battery-electric cars, planes, and trains; and electrical transmission infrastructure for the power grid and/or the wired electrification of adjacent railways.

The less fuel burning up in the atmosphere, the less it stays up in the atmosphere.

The low-emissions "airport of the future" isn't here yet. That technology doesn't exist. But improving our regional train networks would allow low emission transportation using current technology.

The market drives the air carriers to fly to a specific point, building an airport in the middle of nowhere does not allow for people or cargo to move through there.

The most disruptive things about aircraft are the noise and pollution from use of fossil fuels. Having lived beneath the flight path of SeaTac airport, I can support a green technology in this area.

The new/old technology we currently have needs to be placed has a statement and economic advantages for our state. Fuel cell technology and the incorporation of utilizing Wenatchee hydrogen fuel service station could cause increase of gains and awareness for the public. Gig harbor could be the place for implementation as a site to do so. For an example of using Calgren Renewable fuels as a sources to run over all production.

The number of Wildfires, droughts, & the sight of a bare Rainier this summer is a stark reality that things need to change.

The only way to become sustainable.

The overall cost to state tax payers

The potential for game-changing innovation to improve transportation should not be ignored. I'd encourage the council to not make reduced emissions the #1 goal. Emissions from aviation are a small fraction of the greenhouse gas emissions problem, and one of the most expensive/difficult markets to make a big impact. We'd make a much bigger impact focusing reduced emissions on ground based transport for now

The Puget Sound region should be exemplary in any technological innovations that can be used.

The search for Rainbow farts and ferry dust will only obscure real solutions and technologies.

The small regional airports can already handle the smaller "green" aircraft as described above. But as you have acknowledged, they cannot meet demands for larger aircraft with hundreds of passengers. Therefore, they are not viable as serving large numbers of passengers and cargo.

The state does not have a good track record of money spent versus results on "green projects." I feel adding this would delay the much needed addition of a commercial airport that isn't SeaTac.

The state does not know how to appropriate funds and use them wisely. Second "Green Technology" is a FAD. Once the democrats are out hopefully we will not hear about this foolishness as there has been no supportive evidence that the Global Warming is just a natural phenomenon that the earth goes through every 1000 years.
The state does pay for or own the airplanes it is not up to the state.
The state should focus more on incorporating said "green technology" into SeaTac Airport
The state should move toward green tech in all areas
The tech should stand on its own merits.
The technologies involved in aviation are developing rapidly. Many current "green" technologies merely offshore the pollution to poorer nations that have resources stripped for for developed nation use. It's better to build system making the best of current in-use technology.
The technology for green fuels (beyond small electric craft) is not at a level where the cost would give better returns than something proven like high speed rail.
The technology is not ready on a practical scale.
The technology isn't here yet for zero emission aircraft what the state can do to reduce emissions is subsidized the production and development of low/zero emissions Aviation liquid fuels.
The technology to produce viable electric aircraft for regional routes is not available now and will take some major technological breakthroughs before it is.
The time line for an "airport of the future" is unknown, so it is hard to embrace it as a solid option.
The transportation industry including aviation will need to evolve along with the technology to support it. The idea of environmentally responsible air travel with easy access will improve the efficiency of transportation.
The use of the term "green" has me very concerned.
The world is getting her every year
There are enough airport options in Washington State and nearby Portland. There is not enough quality living spaces. I lived under Sea-Tac airport flight lines for 40 years. It's my responsibility to go to an airport if I want to travel, not the other way around.
There is a climate crisis.
There is already an "airport of the future," and it doesn't require massive technological change. It's called a train station.
There is no example of current operations seems risky to plan for something that does not exist/ might not work. Need to consider transportation to the airport as well - need green technology to get people to the airport too.
There is no offset. We are just pushing our environmental impact off on people in developing countries. The mining of resources to create the batteries is vastly detrimental to the areas in our world where material comes from. The Congo is one such location suffering.
There is no such thing as a green airport.
These are false solutions. We need to transition existing air travel off fossil fuels before we start adding more capacity. Please incorporate these technologies into the "airport of now" i.e. SeaTac. We cannot wait for these technologies to appear and pretend that putting them in marketing brochures means we can continue growing unsustainable travel patterns.
This Airport was never intended to grow to the size it is or expand its runways like it did though a reinterpretation of a FCC ruling. We local citizens have repeatedly been lied to by the commissioners... we no longer trust them period. They had their own airport and should have kept it in Tacoma.

This could be a longer term concept than this plan anticipates. As a prototype airport, I would hope there wouldn't be an expectation of it making money and paying its own way. Which could mean more public funds used to keep it going.
This doesn't seem promising, but is interesting.
This is a no brainer: everything humanity has to do has to incorporate green technology. We are in a climate emergency. Why are you even checking with the public to see if this is important. it would be like checking in to ask, "Do you believe in being healthy?"
This is an area that MUST be addressed.
This is bigger than a state budget. This should be a federal overhaul for all states. Backed federally.
This is not a fiscally responsible way. There needs to be balance between green and fiscal considerations
This is the only direction we need to concern ourselves with!
This is the way forward.
This is what is best for Seattle
This sounds like a nice idea on the surface, but in the short and medium term, I'm suspicious that it's just going to be used for fossil fuel based aircraft.
this sounds like we need more and smaller regional airports not just giant airports that support Seattle. this would be good there are other places in western WA that are not Seattle, please remember we are here also!
This State is terrible with money and blinded by environmental ideology. Just build a nice new airport, not another Seattle shrine to progressivism.
This will delay and put the area in a uncompetitive environment compared to other airports. The result will be more expensive tickets and less travel to area.
This would alleviate having to drive to SeaTac for a short cross state flight.
Tired of the air particulate and noise pollution in Des Moines!
To address climate changes
To be able to combat climate change, we need to rethink the way we use transportation. Clean, green energy is the future and incorporating this into strategic planning now will be beneficial in the long term.
To cut back or eliminates emissions/noise impact on communit and environment
To many variable to understand the complexity.
To the extent feasible we should prepare any new airport to be compatible with new technologies
Too early in the technology to invest large amounts. This would be a guessing game.
Too expensive and makes no difference. Seems like a waste of money.
Too low of an impact for too high of a price tag for current needs. Planning should incorporate expansion options to accommodate.
Too much money and technology isn't there yet
Totally green airport would probably happen until 2200. Remember, this is Seattle area where such things take forever.
Unfortunately the costs of doing this type of project outweigh the expected benefits.

Unfortunately, you are conducting this poll in a faulty way and it will generate faulty results....or perhaps the results you desire?

The two questions in the single sentence above are two different concepts, thus should have been two different questions.

Of course we want to be working on the greenest airport technology we possibly can. Our future depends on it. However, ALL airports should employ any new technologies, and we should not be looking at building a MAJOR NEW COMPLEX OF AIRPORT EXPANSION right now, before those technologies assist us in the right path for the future.

So, you ask that question wrong...and there is no way to have support for such increased expansion UNTIL and IF these technologies really materialize and actually provide the kinds of benefits you assume they will.

I am in Olympia/Tumwater area.

We already have an absolutely unparalleled shouldering of air traffic noise, pollution, consistent bombing and munition testing....etc. etc. in our area, due to our proximity to the gargantuan Fort Lewis/McCord base.

Sandwiching us between TWO such nuisances and dangers, would certainly be UNACCEPTABLE. We have heard we might still be in consideration for your expansion. NO!!!!

But I want to be clear....NO AIRPORT EXPANSIONS should be taking place until we've produced appropriate technologies and solutions for the horrendous contribution to climate problems which air traffic generates.

Not here, not anywhere.

Unsustainable green new deal.

Until technology actually exists and is implemented that would significantly and immediately mitigate adverse environmental and public health impacts of aviation, there should be no new airports and flying / aviation should be discouraged.

People must recognize - we are in a climate emergency . And aviation as it currently exists (and will likely predominantly exist far into the future) has huge adverse environmental and public health impacts.

Regarding questions below, there should be opportunity for comment rather than only options of responding to the multiple- choice questions.

Until the aircraft technology is proven and economically viable this would be a waste of money for a PR stunt.

Until we are confident the technology for a sustainable operation is established (meaning the technology is sustainable) I would not support the significant financial costs.

upfront cost, and distant timeline to benefit

Use solar or wind as an option

Very expensive, the return on investment at this point in time would be so low, it would not be worth the large amount of money that the small rural communities would have to pay.
WA is a pioneer in paving the way for sustainability. We could set an example for the world to follow with this! I would support higher taxes if the outcomes are clearly defined.
WA state has benefited from the aerospace industry. Championing the green technology for the future of air transportation will help keep WA's aerospace sector relevant as well as benefiting our communities.
WA state is leading the way to mitigate climate change - let's keep that going
Want an airport closer to use for travel. Need planes to transport people.
Want to limit emissions if able. But eliminating all emissions with electric planes is likely a long way off.
Washington State has historically been a leader in aviation technology, and a leader in green, sustainable policies, and our economy is dependent on connecting to international markets. We need to find ways to travel that don't cause climate change. Yes, there is an upfront cost, but long-term, this could be a smart investment to remain an economic leader in these areas.
Washington state is ahead of the curve. Keep it that way, please. Answers to our infrastructure problems have been around for a long time, and ignored or squelched by conventional industry. Change happens whether we like it or not. So, be smarter and wiser, please.
Washington State should embrace innovation and push for green sustainability in aerospace.
Washington's infrastructure has a history of being reactive instead of proactive, and is often a decade or more behind demand because of the area's rapid growth - it's time to start thinking farther ahead.
Waste of money
Waste of money. There are so many gimmicks in the "green" industry that sound great in the architects/engineers office but dont meet rhe expectations once they are actually built.
Waste of more money that could be used for other things.
Waste of time/money. This technology is too low capacity/experimental to provide a meaningful impact in the foreseeable future.
We all need to do our best to figure out how to move around emission free. Anacortes or Skagit Regional would be a great location for small commuter aircraft like this.
We all share the benefits of a protected environment. Not all would share the benefits of increased cargo or passenger flights.
we are already behind the curve in responding to climate change. This is way overdue.
We are at a critical point! we only have this planet .. we must get it green, sustainable and for the future, not the past.
We are demanding that of the general population as far as cars are concerned. It's time for us to demand that of aviation and airports.
we are far away from this technology.
reduce air travel now.
We are in a climate crisis, any new capital development must be done with minimal environmental impact
We are in a climate crisis.
You didn't ask about the below questions, but high-speed rail is a far better solution for most regional travel, and I say this as a private pilot.

We are in a climate crisis. Anything that we can do to help reduce its impact, such as implementing green technology at this airport of the future, will help solve it. Therefore, it is my strong belief that we MUST incorporate it to the extent that is realistically possible.
We CANNOT continue on the same path forever. We MUST move forward away from fossil fuels as the basis of our entire society.
We cannot continue to allow air travel to emit carbon at such tremendous rates, if air travel can be accomplished via electric propulsion or alternative fuels then those avenues should be pursued.
We cannot keep compounding the climate change problem. Any new investments in transportation need to consider green alternatives and mitigate impacts.
We can't continue forward with the same concepts of equipment and methodologies that are killing the planet.
We definitely need to be thinking of an airport of the future. It would also need to be very flexible because the technology is going to continue changing and the existing fleets are going to be in service for a while.
We do not need more airport and we certainly don't need electric. Just swapping out precious minerals for oil-based -
We do not want the Tacoma Narrows airport expanded in any way. Thank You!
We don't need more airports, regional or international. This is not about convenience for travelers. Get the technology down first and then consider - MAYBE. We do not need to grow our population. We do not need to keep taking more land for development. The balance of things is already way out of whack. We're pushing out wildlife. Destroying trees and other natural habitat. Enough is enough! We are destroying what we are responsible for stewarding and that is NOT OKAY.
We don't need more airports.
We don't need more environmental messes in the area so use as much green technology as possible makes good sense
We have many pressing priorities that need attention first.
We have proven green transport options that can offer return on investment at a similar capacity on a much shorter and reliable timeframe - including electric passenger and freight rail, freight and bus prioritization on existing roadways, and other methods of delivering regional transport capacity.
We have reached the point where climate change poses a real threat to life on this planet.
We have the responsibility to protect the PNW environment. It's what makes this area special.
We have to develop this new technology to keep our planet livable. If we do not develop it, we will pay much more later to fix global warming related infrastructure problems.
We have to leave this planet for our children and grandchildren in a better place or at least stop the destruction.
We have to Put the environment first, anything that would reduce the CO2 emissions from aircraft is helpful, and having more smaller airports for commercial use, means less driving (thus emissions) for passengers or shuttles to get them farther to the airport as it is now.
We have to stop climate change.
We have to, it is not an option
We must address the climate crisis. Air travel is highly polluting and we cannot build additional aviation infrastructure.
We must do what we can to mitigate environmental harms.
We must make thoughtful green choices for future infrastructure
We must stop using fossil fuels

We must think future-ready and not add to pollution both environmentally and through noise to build the next airport.
We need aviation to be more sustainable
We need high speed rail. Not another airport. We need a better way of pnw travel than horrifically expensive flights to local cities
We need more airport service across the state.
We need options
We need real, timely solutions. Not perfect world, difficult to implement plans.
We need to address climate change.
We need to address climate change.
We need to be better humans and be leaders in green energy. Seriously, we can and should make this a priority.
We need to be good to the environment yet there is a balance
We need to be green and mitigate noise where possible
We need to be innovative and lead the nation in incorporating green solutions. We are destroying our environment and planet.
We need to be leaders in this to retain an worldwide economic advantage
We need to be proactive and plan for technological advances that will minimize environmental impacts.
We need to be sustainable.
We need to be using the newest resources to support our environment.
We need to build green infrastructure like high speed rail, not attempt and fail to make fossil fuel infrastructure environmentally friendly. There is no compromise here.
We need to consider climate impact in any future development.
We need to cut the emissions to stop global warming. It will require vast reduction in air travel/ air cargo. Changing existing airports into greener venues and creating airplanes that are not carbon polluters would be a smarter use of money.
We need to do what we can for the environment
We need to end use of fossil fuels asap. Peak oil will also drive up the cost of traditional tech and is not sustainable. Building for something as far out as 2050 must incorporate investments in new tech to stay relevant even if it costs more up front. We must stop making decisions that harm our future and be bold enough to do the right things now.
We need to find sustainable ways to meet our transporting needs in the future.
We need to grow sustainably, and an electric-based airport is a way to do that. Other options such as rail may be better, though. It may be more effective to make an existing airport like Paine Field or Bellingham a hybrid model (gas and electric aircraft).
We need to help pioneer a green future, this is what the PNW is all about, this is what WA State should be all about. It's good for the state, the planet, and will be great for the future of our area for both economic growth and population growth.
We need to improve but not the ENTIRE reason. Like electric cars, until the entire electric system is renewable energy to charge the cars, pushing more cars that end up needing more SMOG producing power plants.
Balance! Moderation. Fully implement what is ready for prime time, but not that still being figured out products.
We need to improve on energy savings.

We need to keep society moving.
We need to lead the pack with new technologies.
We need to lead the way in green technology.
We need to modernize aviation to take the environment into account.
We need to progress to a more environmental acceptable mode of transportation. You start now and continue to make adjustments as technology improves.
We need to pursue all opportunities to reduce our carbon output. It's an existential crisis.
We need to reduce the emission from the aircraft.
We need to seriously figure out how to reduce, reuse and conserve our resources.
We need to seriously stop expanding the use of any type of airplane in the year of our lord 2021.
France banned short-haul flights altogether... why can't we reinvest in rail to do the same?
We need to shift to "green" and the state needs to help test options.
We need to spread out access to commercial flights to smaller and more geographical areas around the Puget Sound. Bad Traffic no longer makes Sea Tac airport an efficient option for growth.
We need to start addressing environmental concerns now
We need to start shifting towards greener technology now, despite high up-front costs and delays in meeting demand in the short term. Business as usual won't work in an area as densely populated and environmentally sensitive as the Puget Sound region. We can't keep kicking the can down the road, hoping that some miracle technology will arrive to make the transition easy and cheap.
We need to stop wrecking our environment.
We need to take part in the green movement or else Global warming will destroy us and what is the point of making a new airport if we are all under water?
We need to think of ways to develop without ruining our environment.
We only have one earth, and we need to care for it.
We only have one planet
We only have one planet.
We should always strive for improvement but there is a line - we can't funnel so much money towards a green airport while other parts of our culture suffers.
We should be a leader in green tech.
We should be concerned about the environmental impacts of Airports and the Aircraft they serve but not at the general expense of their ability to support the overall mission of a new regional airport. I strongly support an Airport's attention to being as 'Green' as possible for the Airport's general and overall infrastructure/operation but we should not be too forward thinking in the use of resources for Aircraft that do not currently exist, will not exist for the near future or are limited in their ability to support the overall needs of the region.
We should be investing in proven sustainable technologies like high speed rail that can be integrated into population centers to reduce vehicle miles traveled. The proposed zero-emission aircrafts will still include enormous embodied carbon in their large batteries and should only replace flights where rail service is not feasible (> 500 mi).
We should be looking to go green on all infrastructure projects. Not like we can move to a different planet!
We should continue to invest in these options, but not at the expense of mainstream progress. Let's not have the environmental tail wag the economic dog
We should instead invest in technology we already have, like high speed rail.

We should not sacrifice the environment when we have options to not do that.
We should use natural resources we have to reduce the foot print catch water for watering and toilet, solar and wind energy.
We will end up paying in the long run on a nongreen airport. May as well do it right while we still can.
We won't last long if we do not upgrade our facilities or transportation vehicles to a clean standard of operations. These new versions would be cleaner and quieter to serve human kind and our planet. The first airplane flew for a few minutes in 1903. Look how far we have come in the meantime. We have done better, and for our survival we can do even better.
Well being of us depends on well being of environment.
We're all doomed otherwise
We are in a serious climate crisis & need to end the Petro mob's grip on our energy future. This will also benefit democracies in their fight against corruption & kleptocratic capture of our politicians & our societies.
What are you smoking? Technology has been stagnant for half a century.
What does that even mean? There will always be noise from planes and emission, traffic, etc.
What is the point, if it does little to nothing to address transport needs?!
When these green technologies can compete with current technology both in terms of cost and practicality, I would be very interested. But currently both of those factors lag way behind current technology.
While green is great, I would prefer we address the overall issue of capacity
While I don't believe today's technology will support such a venture, with new technologies on the horizon that can produce, and maintain such energy requirements' I am in support of such an effort.
While I love the concept of incorporating green energy, I do not feel that using taxpayer money to develop it will pay off in the near term. Until larger numbers of passengers can be accommodated on a flight, it would not serve the immediate needs for growth in large communities. I am unclear on if this is a viable option for cargo, which generates more revenue than passenger travel. Perhaps a cargo only alternative would be more viable.
While I recognize that electric is a clean alternative to fossil fuels, I have two major concerns.
1) How is the electricity created and stored.
2) What is the ecological impact of electric batteries that are eventually no longer viable. What is the plan for their disposal or remanufacturing into other useful products. Including but not limited to the by-products of their creation to their end of useful life. Their recycling plan needs to be part of and paid for at time of production.
While I think some green technologies will help us meet our climate goals, the truth is that we need to decrease air travel and work to change our travel and migration patterns to address the climate crisis. Green technology will not do much if we are still traveling at the same rates.
Why are we trying to create a green Airport. That is an oxymoron, it's like trying to create clean coal. We need to change how we invest in physical infrastructure. High speed rail, don't bank on future technologies that don't exist yet, implement what works
Why do you need a new airport for that?
Why not
Why not just apply these ideas to the existing airports AND move funding to rail which already has capabilities for near zero emissions and reduced noise. Vague goals of "possible" zero and near zero emissions in "years to come" does not inspire confidence. If you want to truly be radical, do what our

admin and politicians are too afraid to implement due to scaremongering from aviation and highway lobbyists. Build high speed rail and quit kicking the can down the road hoping some mythical breakthrough will solve our problems.
Why not?
Why on earth would we spend money on a product that would be outdated on arrival! Australia didn't buy French submarines for the same reason.
With a very expensive front end and little impact to meet capacity needs for many years, the benefit to invest dollars in any large quantities at this point is just not yet there.
With climate change accelerating at its current pace, zero emissions and quieter planes is obviously a great idea.
With green technology, climate change can be incorporated into the criteria for any new airport. Meeting our state and global Paris/Glasgow targets can be included in a scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030). Green technology provides for equity at each possible airport location. We can see how each new airport or airport expansion would impact health equity for BIPOC communities and airport-adjacent neighborhoods. However, SAF is not a way to reduce tailpipe carbon emissions, which are the same with this fuel as with current jet fuel.
with the current climate crisis, there needs to be a better and sustainable energy source
Without a massive leap in energy storage density, electric aircraft will be impractical for most applications for a long time. Hybrid aircraft show some promise. These aircraft are unlikely to be genuinely quiet as significant portions of aircraft noise comes from the propeller, and electric aircraft will all be prop driven. However, they will be smaller, and an airport suitable for such aircraft will also be suitable for existing GA aircraft. So small airports located in closer to communities which are more energy efficient with respect to operations and which can support both small electric passenger planes and existing GA aircraft would be a very worthwhile development.
Without someone willing to take a risk on new technology, new technology will not be developed or become widely available.
Work with what you have. That's what we the people are forced to do
Worth looking into, but less of a priority than providing a major commercial reliever for Sea-Tac, something that can handle 787s.
Worth thinking about.
Would increase costs
Would need to more about green technology sounds good
Wrong direction. We spend more money betting on a future that may never happen. We know what works and what we need now so let's build that. When these technologies are real and feasible to actually make a measurable impact on the problem at hand then we consider these options.
Yes
You build it when the technology is here. You do not build it before and waste hundreds of millions in hopes, trends, or dreams. The green and required technologies are not here. Focus efforts on making that clear.
you present this like there is an option. jet noise/ pollution HAS to stop. the inequity in destroying some neighborhoods and not others has to stop. the technologies here. get the job done and while u r working on it take 70% of the jets and fly them over the rest of seattles neighborhoods.

You'll need to incorporate green tech no matter what. What? Are you going to put a coal plant on site?
You're not going to have electric aircraft, so there will be some pollution but the advantage is that this are has enough wind to blow away most of it. Also, it has less fog than Sea-Tac
zero emissions aircraft will come eventually, but do not need to be mandated by the government.
Zero emissions is a good goal. But not realistic. We should aim for lowered emissions but not pretend like itâ€™s a short or medium term solution.
Zero emissions is not possible and a fraudulent goal.

Airport of the future: What is your level of support for the idea of serving regional routes and providing connections to hub airports by adding greatly reduced or zero-emissions air service that is geographically distributed across the state?

Response option	Number of responses	Percent of responses
Very unsupportive	114	14.50
Unsupportive	96	12.21
Supportive	302	38.42
Very supportive	274	34.86

Airport of the future: Here are some potential outcomes of having more regional service airports distributed throughout Washington State. Please indicate your level of support for the following outcomes:

Question	Response option	Number of responses	Percent of responses
More airport access in parts of the state that do not currently have it	Very unsupportive	83	10.61
	Unsupportive	92	11.76
	Supportive	360	46.04
	Very supportive	247	31.59
The local community would need to bear some of the costs of airport development	Very unsupportive	130	16.52
	Unsupportive	157	19.95
	Supportive	376	47.78
	Very supportive	124	15.76
Reduced air quality impacts from aviation compared to today	Very unsupportive	87	11.15
	Unsupportive	101	12.95
	Supportive	301	38.59
	Very supportive	37.31	291
New airport service could encourage more local economic growth	Very unsupportive	97	12.36
	Unsupportive	84	10.70
	Supportive	346	44.08
	Very supportive	32.87	258
New airport service might encourage greater population growth	Very unsupportive	153	19.44
	Unsupportive	195	24.78
	Supportive	329	41.80
	Very supportive	110	13.98
	Very unsupportive	103	13.27

Connections at hub airports for destinations outside of our region	Unsupportive	75	9.66
	Supportive	345	44.46
	Very supportive	253	32.60

Stay connected: Share your thoughts with us

1,636 users provided comments

<p>"NO" to Tacoma airport expansion.</p> <p>*The noise from overhead planes is often overwhelming in Des Moines making outdoor conversations next near to impossible. I suggest the the angle of approach and take out be steeper as their are mandated to be at other airports.</p> <p>*The approach in the airport almost always appears to be for the 3rd runway. Why can't this be evenly distributed among all three runways?</p> <p>*Our deck is often coated with black particulate matter that has to be washed off through out the year. This is most likely from jet engine emissions. I can't imagine what this pollution does to our school ground, gardens and general air. Can a study be done to evaluate this? Is there any demographic cancer data for the flight path neighborhoods?</p> <p>*I feel our concerns are ignored because we are not a wealthy community like Seattle or Bellevue. Please give us a voice and equity with concern for our environment and quality of life!</p> <p>1). Take SeaTac Airport off the list of airports being considered.</p> <p>2. Locate the new airport in a less populated area to reduce health risks to residents.</p> <p>2. If a new airport must be built, have the state create an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.</p> <p>3. Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.</p> <p>-Aircraft fly over Beacon Hill as often as every 90 seconds</p> <p>-Noise levels on the ground are 70-90 dB, disturbing our work, learning, and sleep</p> <p>- 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.</p> <p>- Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport</p>

1. A regional airport authority should be established so that freight and passenger traffic can be optimized for the region instead of individual airports competing against each other, airlines using individually controlled airports to unfairly negotiate, and to ensure that investments at airports (which airport users do not pay for until put into operation) meet the financial plan for the improvement.
2. Vashon Island should be considered for development as a regional airport. It is strategically located in the center of the sound, has a relatively flat topography in the center, would be reachable from the west, south, and east with ferry improvements or other means, could have a bridge from the west, avoids more densely populated areas. Some countries or locations, like Japan and Hong Kong, have created islands for their airports. Washington already has one to use.
3. Obvious locations for increased aircraft are Bellingham International, Paine Field, and possibly Arlington airports.
4. Bremerton International Airport/Kitsap County should reserve land so that the airport could be expanded with an additional runway and extension of the existing runway if that becomes a viable option.
5. Once SEA maxes out its capacity at about 65 MAP, there will be a supply issue for both freight and passengers.
6. SEA could be better utilized by shifting air cargo carriers to Boeing field and maximizing passenger use. The philosophy of trying to have this airport continue to increase both passenger and cargo traffic is flawed. A single authority over these two airports would be able to better optimize efficiency for the region and perhaps extend the reliance upon SEA for passengers.
7. The EIS for SEA's Master Plan evaluated options for regional expansion of airports when the 3rd Runway was being evaluated. Not much has changed in the parameters considered then regarding the viability of other airports to handle air traffic demand.

1. Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?
2. The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).
3. Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.
4. The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Sincerely,

Jean M. Schwinberg

1. Stop allowing developers to place housing around airports and then allow them to bitch until the small general airport is CLOSED who was there way before encroachment.

2. Small General aviation is being killed by the counties NOT ALLOWING personal airports in rural areas, because THEY ALREADY KNOW THE COUNTY WILL IN FACT CLOSE THEM FOR DEVELOPEMENTS....

3. Because of the above , youth are not getting into aviation . County and state regulations dis allowing small and personal airports on private lands is a problem.

4. Where is the site to apply for a personal property runway in all of this WSDT ? Yes, I know a few personal property owners whom want to do so

10-4-21

To: Commercial Aviation Coordinating Commission

and Senator Kaiser

Thanks for requesting my input about the proposed expansion of Sea-Tac Airport. Basically, I agree with the strategy of the CACC that was outlined in the 2020 reporting. As a resident of King County and the City of Kent, I'd like for the aviation commission to follow-up on two things that are explored in your previous reporting:

1. The health and safety of our citizens (from fuel leaks; crashes, etc. as it relates to take-offs/ landings of airplanes).

2. The impact of congestion caused by vehicles/ travelers on interstate highways.

450 people died in Washington State during a heat dome event that should never have happened. We cannot continue to expand our economy with new roadways and airport runways using magical words like "net zero" at some distant date. Our climate crisis is upon us now. We must commit to not just zero growth but de-growth. Our health and lives depend on it.

98332 Gig Harbor

The gig harbor airport should remain for private aviation only. The congestion of an airport expansion effecting the narrows bridge and highway 16 would cause significant problems on a bridge not yet paid for. What are the plans to address that problem?

I believe a new airport should be located either near the Renton airport or Olympia.

98333

I am opposed due to environmental impact to land and sea along a reduction in quality of life surrounding Gig Harbor and vicinity.

98335

Live near Wollochet Bay most all my life

Owned a home here since 1999

My brother engineered the tunnel and said the extension would handle a Boeing 777

However powers that at that time said the airport would never be used for large commercial aircraft

Times change but I personally like to keep this area the way it is

A balance between serving the needs if really need vs. For a monetary need.

A commercial airport, with its enormous footprint and severe impacts for miles in every direction, should not be located in southern Thurston County. There is valuable agriculture, environmentally sensitive areas and species here, not to mention vibrant communities, businesses, forests and farmland. It would be a disaster for western WA if it became another Seatac. Do not pursue the Thurston county option any further, please.

A crazy idea, but one that's partly a reality overseas (see Achmad Yani International Airport) is the idea of a floating airport. From Everett to Tacoma, there are several locations within the main arm of the Puget Sound where a large floating airport similar in size to SeaTac, or bigger, could be situated mid-channel and not have significant impacts to adjacent communities (with all in and out bound flight paths directed over water, not land or neighborhoods, which is actually safer for all involved).

Such a structure, if designed properly with a redundant/fail-safe and modular design, could be easily replaced, updated, and modified in layout and size by the addition or movement of modules... meaning it could more easily and cheaply meet future demands with new expansions than a land-based airport could.

The airport itself would have little environmental land impacts, though access to it would (you'd need a floating bridge approach on one side with a highway, light rail line, and utility corridor). In-water impacts would be limited to anchoring systems, as stormwater / sewer could be self-contained systems fed to the mainland for treatment. Shipping lanes would be adjusted to one side of the channel, and would require coordination with the Coast Guard, Army Corps, and local Ports. To safeguard against ship ramming, the perimeter of the structure would need to be able to absorb the shock of a fully loaded cargo ship, this would be a big design challenge but could be overcome given enough time and effort as it's a basic physics problem faced by any semi-rigid in-water structure near shipping lanes).

Waves / wind / earthquakes and tsunamis etc. should not be major issue if the structure is large enough and designed to dissipate energy / expand / contract. The Puget Sound itself is relatively sheltered compared to the open-ocean which would help reduce this issue further (though let's not forget galloping girdy and the winds storms we do get).

Costs would be high for the structure, but if built in a modular fashion, could be reduced considerably thru mass-productions of similar sized units. Eliminating the need for right of way acquisition from private properties, on-site mitigation, and deep-bored structural foundations, along with modular construction, could reduce construction times and allow a water-based airport to be built much

sooner than a land based one.

Finally, Washington State is fairly experienced when it comes to pushing the limits of floating structures. Developing a floating airport wouldn't be a major leap over the recent accomplishments of WSDOT and Sound Transit. More importantly, such a structure would eliminate most major environmental and community impact concerns with siting a new land-based international airport in the increasingly dense Puget Sound Region. Pushing the boundaries of engineering and thinking outside the box of traditional transportation planning to create innovative and cost-saving infrastructure is something Washington State should always be striving towards.

For basic info on floating airports, see: https://en.wikipedia.org/wiki/Floating_airport

With all that said, there's a lot of risk involved, which could make such an endeavor untouchable in the realm of public agencies, which tend to be very risk-averse.

So that crazy idea aside, wherever the new airport is proposed, it needs to be within 1 hour driving distance of the main Puget Sound Urban Centers (Seattle / Tacoma), and have access to some form of high-capacity mass transit like Light Rail and/or Sounder service. Pairing the new location with the current high-speed rail planning studies would be a good idea as well.

A greenfield mega airport in the Littlerock area is an incredibly illconsidered idea. Granted the area is lightly populated. There is a reason for that : The area S of 93rd has standing water table of about 2.5 ft, a few ft. less in the summer. Find a drier site in S. Lewis Cty.

A major development and capacity of Bremerton airport is a good choice as it spreads out the traffic on the highways and in the air. 32 miles from Tacoma is a non event if the traffic is reduced.

When I go to SEATAC to fly I travel more miles in much heavier traffic. It seems a good balance geographically being on the west side of Puget Sound.

A new airport is just stupid, im not a huge air traveler but have done so in the past. People are always in a rush and think of themselves. When is the last time they thought of life for animals or others around that want to enjoy life or their land that they have work SO hard on and cherish their homes? It shouldnt be taken away by those who want to blacktop an airport just to make others in a rush happy then those who prefer wildlife as well as their own to be at home with no air travel noise. I do not want an airport in my backyard. I prefer the wildlife that is already there.

A new airport is needed. As we continue to learn more about the high risk and danger From massive emissions and noise combined at urban airports and how the busiest airports are already affecting the health of hundreds of thousands of people it is imperative we act now and build it in right. It must have a 33,000 acre buffer (DIA is example of a successful remote airport) to protect public health. It must be surrounded by trees and connected to rail. It must have complete waste water containment to capture glycol, solvents, grease, oils, fuel, radioactive particles. Consideration should be given to buying out landing paths for 20 miles out for PBN landings just as is done for freeways. It is unconscionable to leave people living under constant noise and emissions that exceeds major freeways. Consideration should be given to blast pads and scrubbers to reduce overall emission impact.

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A new airport site is needed to be able to meet demand over the next 50 years. Looking at the geography of the region there are two locations that have the space and proximity to Seattle and have the terrain and space needed to support an airport. Those are Vashon Island and the Kitsap Peninsula near Kingston. Both would require significant investment in road and light rail. A submerged floating tunnel under the sound is one way to eliminate the need for ferry transit. A similar tunnel construction is underway in Norway. SeaTac could then become primarily a freight hub.

A new airport would RUIN Olympia and use up our remaining undeveloped lands, which are currently providing priceless goods and services in terms of forests, farms and wildlife habitat. You talk about a systems approach, so I urge you to consider how much potential air travel demand could be met with (ultra) high-speed rail instead of another airport. UHSR could relieve the need for much of the new air capacity that you project needing by 2050 and would have none of the drawbacks of a new airport. New UHSR would be electrified, quiet, clean, and take up very little surface area. It would ultimately serve the Pacific corridor. This travel mode should be considered first before any plans for a new airport.

A new, large airport is not thinking about the future in any constructive way that we need to address. Addressing it only from a blind economic perspective is short-sighted, dangerous, and in the end (read - near future) non-viable.

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

These are considerations that YOU need to take into account and not left to someone else or to the next generation.

A very serious NO TO EXPANSION OF TACOMA NARROWS AIRPORT! What we have is enough. Small airport. Lessons for budding pilots. Infrastructure WILL NOT SUPPORT IT!

ABSOLUTELY NO expansion for Tacoma Narrows Airport!! This airport and all the noise it creates is already a HUGE disturbance and nuisance to the residents of Gig Harbor!!

ABSOLUTELY NO EXPANSION FOR TACOMA NARROWS AIRPORT.

ABSOLUTELY NO EXPANSION FOR THE TACOMA NARROWS AIRPORT!!!!!!!
Absolutely NO EXPANSION of the Tacoma Narrows Airport!
Absolutely NO EXPANSION of the Tacoma Narrows Airport. This is a small community with limited traffic options. The impact of expansion would be extremely negative. Thank you.
ABSOLUTELY NO EXPANSION TO TACOMA NARROW AIRPORT FOOTPRINT OR CHANGE IN OPERATION/ CATEGORY. THE CURENT LEVEL OF NOISE/ ENVIRONMENTAL IMPACT ARE CONSIDERABLY HIGH.
Absolutely no new airport or expansion of existing airport in Gig Harbor. The air traffic from Joint Base Lewis/McChord already travels over Gig Harbor/Fox Island.
Absolutely no new airport!!! Are you kidding me?! This will speed up climate change and be detrimental to the planet and our local communities. Why is everything about profit?! Have some sense and do what's right for the world instead of your pockets. If you build this airport every single person who works on this project is directly responsible for the destruction of the planet and the death of millions of people. You will have blood on your hands. Put people and planet first.
Absolutely no way for a new airport in the Tacoma area. That is not an option for many reasons. SeaTac is enough aviation activity for the PNW. I have been in the midst of aviation activity, military and commercial for decades. This current agenda for another facitily/airport is not an option that will fly. NO WAY.
Absolutely NO!
Absolutely NOT Gig Harbor!!
Absolutely NOT Tacoma Narrows Airport! It is right on the water where sound carries, orcas frequent the area as do porpoises and occasionally other whales. The noise and added pollution from fuel would be harmful to the sea life. Lewis McChord already flies large planes and helicopters over the area, and Seatac occassionally has flight patterns over this area too. The roads to the airport are narrow and residential and Gig Harbor does not have the space for businesses to support an airport without destroying even more trees and wildlife areas; owls, bear, and deer are frequently seen in the Pt. Fosdick neighborhoods.
Absolutely not, no expansion of Tacoma Narrows Airport. Gig Harbor would be inexplicably harmed. Our wildlife & our entire biome would suffer.
Absolutely Notâ•—ï, •Go farther up the peninsula near Bremerton
According to the IPCC report on climate change, we must take drastic action to stop the most damaging effects of climate change disrupting all our lives, but especially the most vulnerable among us. How will a new airport support WA state's climate goals? CACC needs to account for climate change and growing emissions. The airport also needs to take into account where the airport is located and how it will be equitable to communities most effected by pollution. Climate change should be a priority to support the health of my generation (I am 25) and future generations.
Adding air capacity would just induce demand. Spend the money on high speed rail to decrease need for air traffic which will free up space at the current airport.
Adding another airport will not help us meet our climate goals and will only add to pollution. (air and noise). Regional flights could easily be cut with high speed rail and better local transit.
Adding another major airport with commercial airline service is critical. Our state cannot rely solely on SeaTac for the majority of air travel. It is imperative that this issue be addressed before the price tag puts it out of reach.
Addl community funding does not fit with current overly taxed environment from the existing government. Today we pay for current transportation plans but no service provided in our area.
Address Puget Sound growth and capacity issues at SeaTac. Expand Paine field

After WWII my dad was a small plane instructor and was an engineer for Lockheed AeroSpace in CA. He rebuilt a 1930s Aronca C-3 so I flew most weekends as a kid and teenager up and down in the state. I am in favor of small airports connecting communities so my view is somewhat different than most of your contributors because of my personal experiences.

My contribution to being green is I have acres where I grow and plant trees. You can cut down on pollution if you factor into your plans parks and open space around the airports you want to expand and build. If you take something away, you will need to do something to help the environment recover. I live between Grapeview and Shelton on East Thomas Road and E. Island View. We've been here over 17 years. We live in the airspace between the ocean and JBLM and I actually enjoy the air traffic over head. Do what you can to make this change a blessing rather than a bane for the community and everybody should be able to get along.

Air transport and travel will continue to grow and be important to our economy. We must take action now to stay ahead of our future needs.

Aircraft need to have fuel emission standards of cars.

Airplane fuel toxic emissions contribute a great deal to climate change. Don't build more/larger airports that would increase this deadly pollutions.

Airplane noise is toxic, disturbing, annoying and there is no place in King County I can go and not be disturbed, every 30 seconds by an airplane flying over me.

Work with what you have. You dont need more.

Airplanes are currently one of the biggest consumers of fossil fuels in our economy. To meet the goals of the Paris Climate Treaty, we need to severely cut back on airplane travel. We should not be building more airports. You need to add 2 additional scenarios to your planning when deciding to build an airport, the "no-growth" scenario, and the "aviation reduction" scenario. To do otherwise is criminally irresponsible for our children and we are running out of time to adapt to our changing climate.

Airport expansion is necessary and popular. A small but vocal group of environmentalists may sway the decision away from what the general public wants. Most folks want cheap flights so they can travel to their dream vacations while not driving 4+ hours to the airport. They care about climate change, but not at the expense of seeing the world.

Airport infrastructure is very important especially for the demand increasing in the future. While meeting demand requirements, staying eco friendly is also a priority.

airports and climate change solutions are oxymoronic. Unfortunately, in these desperate times, we simply cannot afford to encourage air travel: we need to be prioritizing local, electrified transportation, and discouraging people from traveling frivolously. Tourism will decline in coming years due to increasingly hostile environments, ecologic collapse, and the economic effects felt by most.

To build an airport in these times is dangerously naïve. Please redirect your efforts to systems that will actually help our local and global health, and refrain from building a new airport.

Airports are essential and vital to the economic sustainability of all viable communities, people, cities and towns. An airport benefits all and should be placed in the safest location to serve the greatest needs of all. We need a new commercial airport in Western Washington now!

Airports are fine but there should be increased investment of rail and other high capacity transit option to/from hubs and rural areas of the state

<p>Airports are not currently, and will not by 2040, be climate-friendly (or "climate-compatible") infrastructure.</p> <p>You should not continue with any project which adds to Washington's carbon pollution.</p> <p>Instead, I suggest scrapping this project and focusing your efforts on transport which already has the potential to be electrified (with zero-carbon power) TODAY: ground-based rail and public transport.</p>
<p>Airports are not the solution. High speed rail is! Trains are ALREADY electric and fast. Please stop forcing me to drive everywhere flights are too expensive locally and high speed rail is cheaper for us the citizens to use.</p>
<p>All I ask is that research is done, and the best solution is implemented. I'm happy to pay taxes to support progress. If you upgrade an airport, please also provide infrastructure improvements to that community to support the growth.</p>
<p>An absolute "NO". I am not in favor of the expansion of the Olympia Airport.</p>
<p>An absolute "NO" to developing a greenfield airport being considered for the area SW of Tumwater.</p>
<p>An airport in the Thurston area would be amazing!</p>
<p>An airport is not viable in Thurston County for many reasons... rural, I-5 is too congested, farms, noise, air pollution, etc.</p>
<p>An airport similar in size to SeaTac in Gig Harbor would create a traffic and noise pollution nightmare. Not to mention misery for the people who live there. Most people live in that area to get away from the city to enjoy peace and quiet, not to have their neighborhood over run with traffic and people. The amount of land and trees that would have to be leveled would destroy what people love about the area. It would cause home values to plummet. No one wants to live that close to a commercial airport when they have intentionally moved away from the city .</p>
<p>An airport to serve the West Sound communities and counties such as Kitsap, Jefferson, Mason, Clallam would be ideal to cover the entire growing sound area.</p>
<p>An expanded Olympia airport or new airport SW of Tumwater would make living in Thurston County unbearable. We already have window shaking noise from JBLM and McChord aircraft. A new airport here would harm Olympia with increased jet noise and increased traffic, and obliterate open space that exists through the growth management act.</p>
<p>An expansion airport is not needed so close to the Narrows Bridge, the South Sound, or Sea-Tac airport.</p> <p>IF an expansion is deemed necessary on the Peninsula, it should be located much farther north, perhaps in the Poulsbo or Silverdale area. This would provide more access for the entire Olympic Peninsula area, while keeping the traffic more centralized.</p> <p>Also, considering the terrible traffic concerns for I-5, an airport located south of Olympia would definitely benefit the people of the far South Sound and those from the ocean beaches to those who would not have to drive as far south as Portland.</p> <p>Tacoma Narrows airport is located too close to SeaTac, crowded I-5, and all-ready overcrowded state Highway 16z</p>
<p>An expansion of the Narrows Airport would have a huge detrimental effect in the local area. The infrastructure to support a larger airport is non-existent. Our homes and outdoor living which we have worked so hard for would be destroyed. Gig Harbor is not the place for this. Please look elsewhere</p>

An extension of the Gig Harbor airport is unthinkable. The noise and environmental impact alone is horrible to consider. Please keep me in touch for input and more information
Another airport between SeaTac and Portland (Olympia area) would be beneficial
Another airport is a bad idea, unless your looking to speed global warming and kill of humanity even faster. Electric cars, trains and shipping are things that need to be built, not another airport!!!!
ANOTHER AIRPORT? NO!! This is one of the most horrific ideas in the midst of a Climate Emergency. Increasing CO 2 levels from additional jet fuel use is against every ounce of common sense. We are tasked with IMPROVING our air quality and another airport will exponentially harm those efforts. We should focus on expansion and electrification of railways, not on an additional airport.
Another study that disregards climate change. I say none of the above until the study is amended to realistically factor that in.
Any airport of any size to be built or expanded in Thurston County or its rural areas would mess up the eco-social environment of the areas. We strongly disagree with any decision to build any airports in Thurston County. We hope you consider our opinion. Thanks.
Any and all increase in commercial, general, and cargo flights must address noise, air quality, and quality of life impacts. Local governments, developers, and airlines sure bear the brunt of mitigation for residences, schools, and churches within and around airports and flight paths. Air service should not supersede property owners investments in homes and communities just so a few people can make money. The current FAA noise standards are a joke - clearly they are not intended to protect the public, but promote airline profits. Noise studies by the US Navy provide a more honest assessment of the health impacts of noise and pollution caused by air traffic. Living under a freeway is unpleasant and unhealthy. Just say "no" to more flights.
Any expansion of the Olympia Airport is a bad, bad, idea. It is right on the border of Tumwater to the north and to the south are large residential areas and a state park. Not sure why this location is even in the mix. Any ideas of a Sea-Tac type facility ANYWHERE in Thurston County will be met with fierce opposition and long court battles into the next century. There are better locations to the south in Lewis, Cowlitz, Mason counties among others.
Any new airport must have light rail access to population centers.
Any place along Interstate 5 that is +/- 1.5 hours south of SEA-TAC. That would be a HUGE service to the "Entire South Sound Region" and make for a moderately busy, safely accessible airport outside the congestion of SEA-TAC.
Anyone who has purchased a home near the airport assumes noise is part of the package.
Approval of an additional airport must require unbiased, scientific proof that it 1) is necessary and will be economically viable; 2) will not contribute additional environmental/climate crisis effects; 3) will not affect neighborhoods of minorities more adversely than others.
Area desperately needs addition airport serving the southern part of the state. Traveling to Sea-Tac via the I-5 corridor is treacherous every hour of any day given the number of cars and unpredictable length of time getting there. Please consider a much needed upgrade to the Olympia Airport which will allow more than one airline that only goes between Olympia and Spokane. (That's been tried before and failed miserably.) We need airlines whose routes service the continental US.
Arlington Municipal airport, Bremerton national airport, and Tacoma Narrows, all have capacity for runway expansion, and growth in passenger service. SeaTac should continue to have its capacity

expanded where possible. However, it is also clear that the Puget Sound Region needs a new 2nd large hub commercial airport with at least 3 runways, built somewhere in either Pierce County, Lewis County, or Kitsap County. The coming growth of passenger air travel, cargo air travel, general aviation, and other types of air travel in Washington State necessitate both a new Large hub. Airport in the greater Puget Sound, and also the expansion of Arlington, Bremerton and Tacoma Narrows Airport in the Puget Sound region as well. There are almost 5 million people in the greater Puget Sound area. That number is continuing to grow. SeaTac will be totally overwhelmed in the coming years, if action is not taken to make the necessary expansion of greater Puget Sound air travel capacity.

As a Bremerton resident, I strongly support the consideration of Bremerton as a potential site of a new airport for the Puget Sound region. I've seen several references to the distance from population centers, but I don't think that's necessarily fair considering the ferry connections across the Sound and access from coastal Washington communities (including Clallam and Jefferson counties). Kitsap County itself is also undergoing rapid population expansion. I'd also hope that the CACC is taking into account the potential expansions of public transit to accommodate connections to any new airport. For example, a theoretical future light rail extension from Tacoma could connect Bremerton's airport directly to SEA, or public transit could facilitate connections to Kitsap's ferry service for access to downtown Seattle.

As a Gig Harbor resident we want to see the Gig Harbor Airport expanded.

As a Gig Harbor resident, I am opposed to expansion of Tacoma Narrows airport.

Already our community is being overdeveloped and there is not the infrastructure to handle the addition road traffic an airport would create... let alone the increase in pollution and noise pollution. Our wildlife is already being displaced in this area, and it would be a shame to add further harm.

Additionally, Gig Harbor is only 45 min from SeaTac, and thus it doesn't make sense to build up another airport so close by. Also, the location is not centrally located in terms of the peninsula area... and the location of the Tacoma Narrows Bridge with its fees to cross (as well as its smaller width) doesn't make sense in terms of who this airport expansion is supposed to serve.

If you are trying to create airport access for more people on the peninsula area, it seems Bremerton would be better suited for airport expansion. Bremerton is already a larger and more developed area, that is more centrally located, closer to areas such as Silverdale, Poulsbo, Port Angeles, and etc.

As a home owner in the Lake Meridian area I would urge that any new airport locations consider the overall flight paths of flights in/out of that location rather than just looking off the runways.

We in this area experience a great deal of aircraft noise from the east/west flight paths of SEATAC airport but are not included in it's noise reduction efforts.

As a long time tax payer and resident of Gig Harbor, I strongly protest this poorly thought out expansion. Has there been given any thought about the environmental impact of this "project?"

I say a strong "NO" - our community cannot handle the impact the poorly thought out project.

As a physician I am very concerned about the current and future impacts of both climate change and pollution on human health. I feel strongly that in this discussion we need to recognize that in order for our children and grandchildren to have a reasonable quality of life we have to make limiting global climate change a top priority. And the only way to do this involves reducing our use of fossil fuels immediately. We need to recognize that our children's future depends on us being willing to make

significant changes to our lifestyle including less air travel and air transport, as we do not currently have the technology which would allow the aviation industry to expand without burning more fossil fuels.

As a pilot of some 60+ years, I would like to have a say in the direction the WSDOT is headed re: aviation in Washington b

As a pilot who owns two General Aviation aircraft and a hangar at OLM and a resident of Olympia, I oppose expanded use of OLM for air carrier and Cargo uses. OLM serves a vital role as a General Aviation airport, but its flight paths overfly densely populated residential areas that would be impacted by heavy Air Carrier and Cargo operations. Further the field is an important flight training location helping to address a continuous pilot shortage. The training would be negatively impacted by Air Carrier and Cargo operations. The larger aircraft would also negatively affect the safety of current General Aviation operations. the large speed differential and Wake turbulence created by carrier and cargo planes create a real hazard to general aviation aircraft and the surrounding communities. Moses Lake or Toledo are much better choices.

As a private pilot myself and a Gig Harbor resident. I feel the Tacoma Narrows airport has been greatly underutilized. I would love to see some commercial air service at TIW.

As a resident and advocate for environmental protection, I vote against an expansion greenfield airport in SW Thurston county. There has been much work done already attempting to preserve the ecosystem and rural character of the the area, and once destroyed it does not come back easily, if ever. We have a large airport in Tumwater already that cannot even support a commercial airline and it should be utilized fully before any expansion is considered. The fact that home developments have been allowed closer than advisable for quality of life, if not safety, seeing as most aviation accidents occur near airports, is regrettable and there is no need to destroy more rural and agricultural areas as well. As climate change reduces the capacity of traditional food growing areas like California, fertile land will become increasingly important to food security, locally and beyond. Better to put the warehouse far in areas already too dry and hot for practical food production though of course the Port will not benefit financially from that, and sadly it appears that is their only concern.

There is no adequate rail service for freight or passengers, transporting more of either north where most of the population and business is would require going through the Nisqually corridor which is already in need of billions of dollars of reconstruction to restore enviromental conditions and prevent catastrophic flooding and interruption of interstate commerce and military transport, and should be dealt with before even more heavy traffic is funeled through it.

Please do not desecrate this land with noise, pollution and destruction.

Cindy Wills

As a resident in Gig Harbor, I am strongly opposed to making Tacoma Narrows Airport into a commercial airport in Gig Harbor. This is a small quiet community that does not have the infrastructure to handle the additional large volume of vehicles and people to our roads and community. Additionally, there are so few forested and undeveloped spaces left here that it would be tragic to destroy forested areas and wildlife to build up such an infrastructure for an airport. Airports add more congestion and pollution, including noise pollution to an area. A commercial airport should go to an area that is already developed and deforested. Stop destroying what's left of some of our smaller communities and forested areas through overdevelopment.

As a resident of Beacon Hill (32 years), I am writing to address the persistent racial inequity enacted on our community and voice my opposition to the airport expansion. With 70% of aircraft landings flying over Beacon Hill, we are disproportionately impacted by the increasing noise, pollution and frequency of low flying planes.

A new airport in less populated areas will reduce health risks to our community and to others, and provides an opportunity to create an airport that has reduced/zero greenhouse emissions.

Since the post WWII period, Beacon Hill has been home to significant immigrant, Black, Asian and Latinx communities. Our voices have been regularly ignored, and our needs selectively and minimally attended.

The Commercial Aviation Coordinating Commission needs to seriously reconsider the larger, more long term negative health and environmental impact that a Sea-Tac Airport expansion would have on Beacon Hill and other south-end King County communities.

As a resident of City of Olympia, and in the SW quadrant, we have been aware of prevailing flight paths for over 30 years above our home and neighborhood. If the Olympia Regional Airport is to expand capacity to any significantly higher volume than it currently has for passenger or cargo usage without taking into consideration the impact to vast swaths, I would not like to be outdoors or have windows open as much as we can now. In other words, its manageable and tolerable at present but the CACC will need to convince me, and I presume others, that before increases in volume, location of flight paths, hours of use, etc., would be allowed, regional authorities and airport managers could reasonably and appreciably abate and mitigate future impacts.

These same comments also apply to the potential siting of a larger commercial airport in South Thurston County. This is because we are striving and struggling to minimize or stop the loss of currently productive and future-viable agricultural lands, as well as to preserve and protect unique local habitats. The space and land resources required for a larger commercial airport in Thurston County is not compatible with our current and now being amended tenets of our state required Growth Management Plan. I fully realize 'growth keeps happening' and many people want the services that go with that growth, such as closer or alternative major or regional airports. However, Thurston County just doesn't seem to fit the bill. Thank you for the opportunity to comment. place doesn't seem to becompatible;, time of day,

As a resident of Gig Harbor I am opposed to the addition of a second commercial airport in Gig Harbor. This community clearly lacks the significant infrastructure for the addition of any sized commercial airport and cargo facilities and parking lots and the additional commerce to support it ie; hotels, gas stations, various businesses and restaurants. Not to mention the potential for a decline in our property values. I would ask why you are not considering locations such as JBL? While it is a military installation it is already equipped with an airport runway and technical support that may offer more flexibility vs. a small community such as Gig Harbor. I hope WSDOT and the CACC will consider the negative impact a second commercial airport will have on a community our size and seek a solution in a different more spatially open environment. Thank you.

As a resident of Gig Harbor, Chamber board member and Kiwanis Club board member I would like to go on record stating that I am apposed to idea of expanding commercial services at the Tacoma narrows airport. The area is too small and fragile for this type of activity. Also the surrounding infrastructure cannot support this type of traffic. Find a more suitable, less residential location. Thank you.

<p>As a resident of Olympia & Thurston Co., I oppose development of a new large aviation facility that would adversely impact natural resources including agricultural lands, groundwater resources, and resident species. I urge the decisionmakers to provide a thorough EIS to determine impacts, before final decisions are made.</p>
<p>As a retired Air Traffic Controller, this is a horrible idea. It will destroy Gig Harbor. The approach patterns will impact everyone's life if the expansion happens we. Would need noise abatement areas restrictions.</p>
<p>As a retired airline pilot I have a lot of experience with a variety of commercial airports.</p>
<p>As a retired single lady, I moved to Gig Harbor from Seattle to be in a quiet, restful environment. I already am bothered by Airport noise when the military have maneuvers. More air traffic would be horrific for our community! Thanks for listening to my concerns, Barb</p>
<p>As a retiree I have been exposed to climate equity issues. As usual, the proposed new airport will expose the poor and people of color to climate hazards and health risks. You can't mitigate this. It is climate injustice.</p>
<p>As a Seattle business owner and parent, climate stability is my top priority. We need to minimize aviation in our region, and to work on more sustainable alternatives. Thanks!</p>
<p>As a small farmer in south Thurston county, the new airport being considered for the greenfield area would decimate our local food chain and ability to provide organic food for our community.</p> <p>Noise pollution is no joke, neither is the increase in Air pollution for small farmers. If you place a Sea Tac Sized airport in this rural area, you will destroy our small farms. Air travel is a massive carbon emission as well, why not invest in train travel? We cannot afford to build anymore polluting infrastructure.</p> <p>Please South Thurston county, our rural area will be destroyed. We have fought hard to protect our wetlands and farm land, this proposal will destroy our livelihood and our futures.</p>
<p>As a student pilot, I appreciate that we continue to have small airports to enjoy. It's also immediate & crucial as our climate changes, with an ever increasing risk of forest fires, that we have adequate aerial firefighting services with DNR.</p>
<p>As an Aviation Professional, I am absolutely baffled as to why Grant County International Airport, Located in Moses Lake has been included in the top 6 airports. KMWH has everything to offer.</p>
<p>As an East Bay, Gig Harbor resident adjacent to the Tacoma Narrows Airport, I'm particularly interested in meetings involving discussion of the expansion of the airport for larger aircraft.</p>
<p>As an environmentally motivated voter and a native Seattlite who has watched humans degrade our beautiful state for decades, I strongly oppose the expansion of the airport. It will increase noise, chemical, and particulate pollution while destroying more of the land environment. It will increase emissions to the point that it will be very difficult for us to meet our state and global Paris/Glasgow targets.</p> <p>The CACC needs instead to plan for a future world where present and future generations can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.</p>
<p>As I travel around the country I frequently encounter airports with a combination of both commercial and military use. Given the growing populations in the South Sound area, consideration should be given to partnering with the US Military to integrate commercial aviation into the JBLM complex.</p>

As much as I like airplanes, my wife and I do not support expanding the Tacoma Narrows Airport. I was raised outside San Francisco Airport at a similar distance to the Tacoma Narrows Airport. As that airport expanded during the 22 years I lived there, the air traffic, noise and airplane exhaust became so bad that the adjoining residential and commercial building owners filed and won a massive class action lawsuit which was substantial.

If this facility is to be expanded, the Site will need a fully staffed fire station which will require continuous financial support to maintain the facility, equipment and personnel. The one thing to consider if expanding this site would be to fully fund the Gig Harbor Fire and Rescue Training Center which currently has a full set of design plans but lacks funding. This could be a huge win for the community and also surrounding communities which would enjoy a state of the art training center.

As someone who lives in Bremerton and on the Kitsap Peninsula getting around the Tacoma curve to go to SeaTac OR Paine Field is a mess.

While I would love Bremerton my largest suggestion is please under no circumstances place it another airport on that side of the water or in general place it where I have to go through Tacoma. Tacoma is already a mess and does not need the additional help. Bremerton has tons of space to grow as does Shelton. Gig Harbor would be no help given it's proximity to Tacoma, already has traffic issues and would be extremely expensive land wise to build with very little area to grow given it's geographic land requirements.

As someone who lives within the short final path of Paine Field, I believe that expanding service at Paine Field is the best option out there. It is situated in the best place for increased service with access for higher density population zones. That in turn will allow Sea-Tac more available space to give better service to south sound residents. No matter where an airport is placed, there will be upset residents. Making Paine Field the next larger commercial airport makes sense since there is already a small passenger service facility on property. Expanding it and making it a bigger passenger and cargo facility is the smart option. Please feel free to contact me if you would like more/better explanation in my reasoning.

As someone who travels often I appreciate having options but there is no way that utilizing the Narrows Airport makes any sense.

There's toll bridge that will automatically take out a bunch of people who refused that extra \$6.50. Plus with JBLM being so close the local residents already get a ton of air traffic noise and we do not want any more.

This is a big NO from us locals on Fox Island and Gig Harbor.

As the CEO of a 200-person company, a heavy business traveler, and owner of a locally-based general aviation aircraft, I have a vested interest in the outcomes of these discussions

As there is no airport to the south I would suggest Pierce county be looked at for future airport. Plus that would take some weight off Seatac

As you may recall, in the past there was a commission that was supposed to review the expansion of SeaTac AND THEY WERE SUPPOSED TO PROVIDE A RECOMMENDATION FOR THE LOCATION OF AN ADDITIONAL, REGIONAL AIRPORT.

They approved the expansion but passed on the location of a regional airport. They did not do their tasks that were assigned.

Why should I believe that this will be any different?

At this juncture, climate trumps all other priorities when considering construction such as this, because if the planed is un-livable, all the air ports in the wrld won't help!

Aviation fuel is a major pollutor and source of emissions. If you must use aviation, then please look into environmentally-friendly fuel alternatives. I'm not talking mitigation, I'm talking about doing it right in the first place. I worry that in solving one problem, another is created.

Aviation is a vital, yet often overlooked, part of infrastructure. Many people do not realize the importance of airports and their contributions to local economies. Thanks for your work.

Aviation is important to our future. Must be done economically and environmentally sound. Businesses and individuals using the services should be primary payee, public funding via ports should cover rest of Viable projects.

Aviation is not climate friendly. It needs to be reduced if we are to meet our climate goals.

Aviation related businesses and activities need to be nurtured in order to provide needed transportation on all levels, i.e., commercial air service, aviation manufacturing, general and private aviation etc.

Having said this, I am particularly concerned with potential impacts to general/private aviation operations. Specifically that, increases in commercial/business aviation activities at existing airports without investments for appropriate increases in airport infrastructure has a tendency to push aside general/private aviation operations, e.g., reductions in areas for aircraft tie downs/hangar space and for small aircraft support business and facilities. Small aircraft operations/operators need space to safely conduct operations without unduly impacting commercial/business aviation interests. This is very important for the future of aviation in the United States of America.

We also need to preserve the airports that we have when population growth creates public resistance to airport operations around these existing airports - if you purchase a residence/business near an existing airport, reasonable aircraft noise goes with the territory.

Aviation should remain a significant part of WA state culture as long as it is enviromentally friendly

Be sure that all your planning incorporates the new Health Environment for All (HEAL) Act.

I don't see how we can expand aviation and be consistent with the state greenhouse gas emission targets. But please include those in your planning.

Beacon Hill bears and inordinate brunt of airport traffic noise and pollution. NO MORE. Do not make this worse; consider the health and well-being of Beacon Hill families and community.

Been waiting for a closer airport forever. Your Toledo prospect is silly because folks just go to Portland. Highway 3 wouldn't be able to support more traffic without revision. Shelton would be perfect.

Being 77 years old I have see so many changes over the past years, some good, some terrible and extremely wasteful of the tax payers money. Unfortunately too many decisions have been based on

politics or favor limited populations. Common sense solutions are always there if you listen closely and with an open mind.
Being able to live and breathe is more important than getting on a plane.
Besides the specific future airports, also need to focus and build up intercity rail service to reduce potential road traffic between and around the airport hubs.
Boeing manufacturing at Renton won't last forever (unfortunately). Plan to expand Renton for General Aviation. Lewis-McChord has amazingly high economic impact. Don't try to commercialize this location. Paine Field is under-utilized and a pretty good airport. It should be further developed for scheduled airliner service. We don't need the expense of building a third international airport between Sea-Tac and Portland -- everyone in between is less than 100 miles from one or another.
Born in Seattle, 32 years at Boeing, yes we need more airport capacity.
Bremerton airport would be a logical place to expand.
Bremerton has a large undeveloped area surrounding its airport that can accommodate expansion. Expansion of fast ferries between Bremerton and Seattle could improve movement of air passengers to metropolitan centers with access to light rail and other ground transportation.
Bremerton International seems to be the most practical site for expansion. Tacoma Narrows is already too close to many single-family and multi-family residences.
Bremerton is sleepy now but not for long. the infrastructure around the airport for cargo exists today. Business parks ready to develop. An existing railroad that it is underutilized. Centrally located.
Bremerton National Airport will be very suitable for future expansion. The community is growing rapidly in Kitsap County and Pierce County who will be beneficial from here.
Bremerton/Belfair seems like a much better location for airport growth because it is more industrial and there's way less traffic. Narrows bridge is high end homes around a growing airport don't make sense. Bremerton/Belfair airport growth would serve 4 counties much more centrally. (THURSTON, PIERCE, KITSAP, JEFFERSON)
Bring it on! KPWT (Bremerton) is well situated to handle cargo flights.
Build a real airport!
Build hangers where individuals can own not only the hanger but the land they sit on!
Build high speed rail along the 5 freeway corridor, or anywhere but do not do this project.
Build out Bremerton airport
Build train systems not airports that will not be carbon neutral for decades if ever.
Building a new commercial airport directly conflicts with our state's goal to reduce carbon emissions. We do not need to further increase our carbon intensive infrastructure. Make our current infrastructure more efficient, no new airport!
Building an airport in Kitsap County would reduce the travel time for Government and Government contractor air travel; and reduce added congestion on I-5.
Building another large airport will only worsen climate change in our region worse the adverse health outcomes for communities of color that live near large aviation facilities. I do not support a new airport!
By limiting focus to aviation, you're ignoring the fact that the best airport of the future should be a high-speed rail setup.
And for aviation, the state should be working with the DOD to utilize McChord.

CACC members:

It has been brought to my attention that consideration is being given to expanding the Tacoma Narrows Airport capacity and use beyond its current level. I am definitely against any such consideration. We live about 3-4 miles from the airport and the current noise and traffic from private trainers overhead, along with the jet takeoff noise levels is barely tolerable as it is.

I say this as a confirmed aircraft enthusiast.

Any effort for increasing traffic at the airport will get my utmost resistance and drive me to seek out and support any organized resistance group.

CACC,

Gig Harbor has a need for this "General Aviation" (private aviation) but has no need or desire to be over developed into a commercial hub.

The restricted size of the existing airport combined with its commercial isolation make it a poor choice for the necessary expansion. The additional expansion and congestion would permanently change the character of the area,

For these reasons I'm against expansion!

tj

Can you please consider high speed rail for passenger needs instead of air traffic capacity. It is better for the environment and a popular option right now. Washington's fires and climate change cannot be ignored.

Can you put Climate Emergency as the priority. Money isn't the

priority. It's only leader to air pollution, land destruction, migration of devastated people, weather catastrophes, extinction of wildlife. We see these effects every day and know how to

prevent it -- certainly no new airports

Please put preservation and science that is rational, not misconstrued, before your decision for fossil fuel continuation.

We are all responsible to change our life styles for the sake a caring for our earth as it has allowed life. Stop this manipulation of facts and distraction to what must be done. No new airports -- enough is enough and lesser is best.

Think of your children and give them what our past generations and Nature have given us. Each of us must step up to our responsibility to care for the earth -- not new airports or new tech

vehicles, etc. that cause major devastation. Washington State needs to be the leader for saving our earth and all life.

Cant they use part or expand McCord. They have lots of room and they are already used to the sound of jets.

Gig Harbor peaceful superb would be forever ruined. Bremerton airport out past Gorst has a lot of room also. Less people, its in a light industrial area already.

Cargo planes coming and going to the Olympia airport would cause noise and air pollution. This is a rural and agricultural area. We who live here like the trees, foliage and clean air the area provides.

An international airport is needed closer to Olympia; any thoughts of putting it someplace on the south side of Tacoma, which already is a pretty urban and industrial area. If in Thurston county maybe someplace miles away from houses and farms, keeping forests and walking trails.

clean air is a priority..

Climate change is my priority!

Climate change is my top priority. Use electric vehicles, improve mileage, reduce gas/oil dependable, get oil/gas money out of our politics!

Climate change must be incorporated into the criteria for any new airport (and I'm not at all convinced we need one). How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Climate change must be incorporated into the criteria for any new airport.

How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

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The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Climate change must be incorporated into the criteria for any new airport. Actual and significant reductions in direct aviation emissions -- not through purported lifecycle reductions from alternative fuels or offsets -- must be achieved in the near future.

The CACC should add as scenarios: a no-growth scenario and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan? The aviation industry is touting alternative aviation fuels, which they call "sustainable" fuels, but don't be fooled, these proposed fuels cannot come close to meeting demand, are not truly carbon neutral across their lifecycle, and can still cause global warming due to their emissions. So far, our only real option is to fly less. We can't do that if we have an additional airport in our congested and dense area.

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan? I think not. So no new airports are possible.

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

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Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan? The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030). Given that the COVID-19 pandemic is likely to result in long-term changes to our travel habits, with an increase in videoconferencing, this seems economically prudent.

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

Finally, given the dearth of flat land in the Puget Sound region, any new airport site would almost impinge on valuable farmland needed to feed people or on marshland needed for flood control and wildlife habitat.

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

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The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles. Climate is my priority.

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

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Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a NO-GROWTH scenario, and an AVIATION REDUCTION scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

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Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

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Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

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The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles. Invest in high-speed rail!

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

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The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Climate is my priority!

Climate change must be incorporated into the criteria for any new airport. How can we meet state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Climate change must be incorporated into the criteria for any new airport. These criteria must support meeting our state and global Paris/Glasgow targets.

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Climate change must be incorporated into the criteria for any new airport. We cannot meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan.

Thank you for the opportunity to comment.

Climate change must be incorporated into the criteria for any new airport. We must meet our state and global Paris/Glasgow greenhouse gas emission reduction targets. Additional aviation will only increase these emissions. The CACC needs to add two additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Climate change must be incorporated into the criteria for any new airport. We should be looking at a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030) rather than expansion of air travel. Expanding air travel is a massive contribution towards the collapse of our ecosystem -- please think this through carefully and make a decision that will be good for your children and grandchildren.

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan? The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030). Equity needs to be included into analyses of each

possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded. The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.
Climate is my priority - not more noise and fossil fuel pollution
Climate is my priority and should be yours, too. Climate change must be incorporated into the criteria for any new airport. The CACC must add a no-grow scenario and an abatement ³ reduction scenario. Equity needs to be the default into analyses of each possible airport location, as required under the HEAL Act.
Climate is my priority! Listen to the people cause that's were the real power is.
Climate is our priority.
Climate is Top-Priority.
Climate justice must be at the center of any transportation plan. We all know that flying plays a large role in our carbon emissions. I believe that for regional service in the PNW, high speed rail like that being studied by the UHSGT legislature funded study is ideal. Even if we assume that demand for flying will significantly increase in the future, I think that we need to incentivize companies and groups not to fly. Could that business trip have been on Zoom? Could you have taken the train? Could you have taken a vacation in beautiful WA state instead of flying somewhere else? I know your group has been given a task, but I'm asking you to challenge the premise. If we care about climate justice, it's not an option to do more flying
Climate must be the priority now!
Climate MUST be the priority. The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles. This means planning for a Reduction and a No-Growth scenario. Adding additional flight capacity ignores and exacerbates the crisis that is already under way.
Close your 'Open House' as indicated. Today is Oct 9th and it was supposed to be closed on Oct 3rd. I am not a fan of it as it is purposely excluding important researched information.
CoMmercial expansion at TIW is a must!
Commercial traffic would have to fly directly over Gig Harbor and this is not acceptable. Also it would significantly impact the Narrows Bridge traffic.
Completely opposed to any significant expansion of the Toledo airport. Jet noise and pollution will destroy the value of my home in Lewis County. My parents are buried at the nearby Mission and being under a runway flight path literally deprives them of the ability to rest in peace. • No!
Concerned about children living and going to school along flight path of Paine Field.
Congratulations, keep going
Consider access and service by other modes - transit etc. Only Paine really ties into regional transit
Consider Bremerton International Airport as an alternative for turbo prop and small airliners. It would relieve the stress of air traffic over Seattle/Tacoma, along with providing quick in and out access and egress for flights in Washington State, and down the west coast. Amazon just built a shipping warehouse at the north end of the field, so it would be great for freight traffic for them also

<p>Consider health and the environment before creating new airports. Communities need equity, balance that is destroyed when airport creation adds additional pollution which definitely limits healthy livability. Consider supporting less harmful means of transportation first.</p>
<p>Consider High Speed Rail.</p>
<p>Continued greenhouse gas emissions threaten catastrophic effects to the global climate. There is no longer any doubt about that. We should be looking for the the most climate neutral way of moving people and freight. Climate change must be incorporated into the criteria of any decision about the expansion of transportation. How can a new airport possibly meet that criteria given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?</p> <p>The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).</p> <p>Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.</p> <p>The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.</p>
<p>Create a small "Pigouvian tax" for each person who flies OUT of Seatac. Sequester that collected money to disburse to the affected cities to offset the negative externalities of the airport.</p> <p>This taxes the beneficiary directly, and helps improve the affected citizens living conditions.</p>
<p>Dear CAC Commission,</p> <p>As residents of Thurston County, we are opposed to an expansion of the Olympia Airport and to developing a greenfield airport southwest of Tumwater.</p> <p>Thurston County still is blessed with unspoiled natural resources that residents here have been working tirelessly to protect from further development. It contains valuable farmland, endangered species habitat of prairies and wetlands, and land trusts that are irreplaceable.</p> <p>Continued growth is becoming a cancer on our landscape and the cause of increasing illness rates. We would do better to seriously consider how to make use of what we have through increased efficiency and strategies to limit growth than to continue on despoiling God's great gift to humanity.</p> <p>Thank you for not contributing to the desecration of our home.</p>
<p>Dear CACC Members, The airline industry has lost billions of dollars during the pandemic, and given that we need to cut our emissions in order to mitigate more climate change, it seems utterly ridiculous to consider any sort of airport expansion in the foreseeable future. That being written, there are communities that actually want their airports expanded, but NOT IN GIG HARBOR! PLEASE REMOVE GIG HARBOR FROM YOUR LIST! Thank you for your time and consideration. Sincerely, Kriss</p>

Dear CACC-

As you consider the possibility of a new airport in Washington, you must also consider the following.

1. Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?
2. The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).
3. Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

If the CACC genuinely considers the above, it is not possible for the state to move forward with the construction of a new airport at this time.

Respectfully,

Jason Walsh

Dear CACC,

I am against the new airport that has been proposed. Our region already has an excellent airport in SeaTac. We should not add another because it would increase air and noise pollution in our area. Airplanes are a big source of carbon emissions, and we need to decrease carbon emissions drastically to avoid turning our planet and beautiful Puget Sound into an ecological dead zone. Please spend the proposed funding on decreasing emissions at our existing airport, and if transferable, on other green modes of transportation in Puget Sound such as electric public transportation.

Thank you for your consideration. I recognize that you are looking toward keeping the area economically competitive in the future, but we need to do that in ways that don't overheat and pollute the planet, and there are plenty of other options to do that.

Sincerely,

Jenny Mital

Civil Engineer in Redmond

Dear CACC,

Climate change must be incorporated into the criteria for any new airport. There is no way to meet our state goal of aligning with the Paris Agreement and keeping global warming under 1.5 degrees celsius while expanding aviation travel. Instead we must decrease aviation reliance, which will make existing facilities larger than necessary.

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world you and I can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles. We don't have long to get there if we go all in on eliminating pollution, and expanding our airports just makes our climate disasters worse.

Thank you,

Josh

Dear CACC,

I am deeply concerned that we are considering adding another large airport in our region. The climate crisis is real: we must reduce our greenhouse gas emissions, not increase them.

Please in your planning, consider two additional scenarios: a no-growth scenario, and an aviation reduction scenario, that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030). Taking action on this matter is essential for the future of humanity: please consider the next generation, and those beyond.

best wishes,,

Janet Young

Dear CACC:

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

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The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Thank you.

Dear Commission;

Regards Airport expansion in Thurston County.

There should be NO airport expansion in Thurston County (TC). I have lived in TC for 36 years. There is a problem with fog which contributes to bad air quality. A 3rd runway for SeaTac Airport was deemed unfeasible to Thurston County due to excessive foggy days in the winter of 30%. There is no fast rail to TC. The airport needs to be in more populated areas of Puget Sound. I suggest enlarging Paine Field in Everett, or expand Boeing Field which already exists. Thurston County is a poor inadequate area for an airport to expand service for western Washington.

Thank you for your time.

Dear Commissioners,

Please do not consider Thurston County for an airport expansion or for construction of a new airport. The health problems and environmental destruction would be immeasurable. We have many sensitive and critical ecosystem areas.

Thank you.

Dear Members of CACC:

Black Hills Audubon Society is a 1300-member chapter of National Audubon Society in Thurston, Lewis, and Mason Counties. Our mission focuses on protecting habitat for humans and wildlife.

CACC Chair Lauterbach said that Olympia Airport is being re-considered for the list of airports recommended for expansion“ despite the Port of Olympia, Thurston County, and Olympia, Lacey and Tumwater having stated their opposition in July 2020.

The Olympia Airport is surrounded by three cities with substantial residential areas. A UW literature review shows that increased noise and pollution from expanded air traffic directly affects the health of residents within ten miles of the Seatac Airport “ hypertension, heart and respiratory disease, stroke, diabetes, pre-term births, and brain diseases. Increasing the plane traffic at Olympia Airport will have proportional ill effects on residents’s™ health in the surrounding cities.

The Olympia Airport is home to one Federally Endangered and two Federally Threatened species, and one State Endangered species. Two more species are State Candidates for listing. Airport development creates many barriers for these species to survive and thrive. See Critical Area report, with link below.*

Furthermore, on all sides of the airport are wildlife refuges, natural area preserves and state parks. The state has spent millions to acquire and monitor these prairies, forests, rivers, lakes, and wetlands with their declining or listed species of plant and animal wildlife. We can infer that these plants and animals will also suffer health effects and loss of habitat from increased flights over their habitat..

Please do not include Olympia Airport in the list of recommended airports for expansion nor consider Thurston County for a large greenfield airport.

Sincerely,

Sam Merrill

Conservation Chair

* 2013 Olympia Regional Airport Critical Areas (Priority Habitat and Species) Environmental Inventory: http://airport.portolympia.com/wp-content/uploads/sites/8/2021/02/Olympia-Critical-Area-Rec-Mitigation-Measures-Final.10.01.13_201310171728077918.pdf

Dear Senator Kaiser:

I'm writing as a retired airline pilot (2006), current Corporate Pilot and General Aviation aircraft owner. Washington is really at a disadvantage with the state being split into what should be 2 states, East and West. Anywhere you put an airport on the west side is going to be influenced by the weather, which slows our operations down considerably. And, the people being attracted to Seattle Tacoma are filling the land mass. You can only get a quart of water in a quart jar. If only we didn't have the Cascade barrier, the east side of the state is the most perfect place for the next big airport. In fact, we all ready have one, Moses Lake. 2 mile long runways, tons of land, great weather, everything you need except transportation through or over the mountains. Maybe if you put a the feeder airport there it will entice people to move there instead of Seattle and give us a break? Novel idea but something to think about. I'm sure our political leaders are always looking for ways to save taxpayers money, this would be a good idea. Anyway, it's something that needs to be thought through very carefully.

Thank you,

Bo Corby

Dear WSDOT,

I am in total opposition to Tacoma Narrows Airport expansion. I'll say it again: no to expanding Tacoma Narrows Airport. Gig Harbor has already become terribly crowded and does not need the additional growth.

Rather, please consider expanding the airports in the Olympia area to be closer to the growing communities there.

Thank you,

Brent Thoemke

DEC 4

Hello;

I have lived for 40 years here.

The proposed airport will destroy our UGA.

The airport will destroy our air quality, it is awful.

The airport will destroy the quiet, the city.

We do not see how this airport would help our town, it will destroy our community.

December 8, 2021

As a resident of Thurston county in the SW area of Tumwater, I am very concerned about the CACC's consideration of this area for a new airport or an expansion to the Olympia airport.

Please remove the Thuston County area from the CACC list of potential sites for a greenfield airport and the expansion of the Olympia airport.

NO - To the construction of a green airport (SeaTac) in Thurston county.

NO - To the expansion of the existing Olympia airport for the purposes of handling large commercial cargo or other similar commercial aircraft.

Thank you

Karen Watson

December 8, 2021

I have just today been told of this web address to respond with comment concerning the proposed future construction of a greenfield / SeaTac airport in South West Olympia. REALLY. Are we not already occupying enough land with all the high density housing construction taking place. I whole heartedly disagree with this proposal as well as the expansion of our current airport. If

this proposal is allowed, then I sincerely think your making a huge mistake.

Definately need a large airport south of Olympia

Development pressures may turn some of the airports that don't appear to be desirable now into a feasible opportunity as the workforce changes habits and is able to work remotely.

Do nit expand Tacoma Narrow airport

Do not bring an airport to Gig Harbor. You will ruin our small town, poison our children, and ecosystem.

Do not build a greenfield airport Thurston County. Those open spaces west of the current airport are 10,000s acres of State, Federal, County and Land Trust Conservation Lands with investments of millions of dollars. Also they are wetlands and cannot handle large areas of impervious surface. Toxins and oils will go into shallow aquifer which is Tumwater's drinking water aquifer.

Also, flight paths will go over the Capitol and the dense urban area of Olympia and Thurston county. Air pollutants will be heaviest at landing pattern.

Do not build a second airport. Build an ultra high speed train from Vancouver BC to Portland with a station in Seattle and begin planning for a high speed rail line to Spokane. This will significantly reduce the short hop flights from Seatac to Vancouver, Portland and Spokane an alleviate congestion at both Seatac and along the I-5 corridor. The state should not consider another airport until all options for ultra high speed rail are studied AND funded.

Do not build another airport. Expand rail lines and subsidize rail trips so that fewer people have to take a flights to faraway destinations! This is the only ecologically sound option. Thank you!

Do not develop the Arlington Airport

Do not expand airport in Gig Harbor!!!

Do not expand any airports in Western Washington. Build a high-speed train to Portland (and Vancouver, BC) and a freight airport at Moses Lake.
Do not expand our airport. It will add congestion and noise to our community.
Do not expand Sea- Tac or Paine Field airports. What would better serve the public would be building and/or expansion of airport(s) in the North (Bellingham area) and East (Moses Lake area). The West side is already too congested.
Do not expand Sea- Tac or Paine Field airports. What would better serve the public would be building and/or expansion of airport(s) in the North (Bellingham area) and East (Moses Lake area). The West side is already too congested.
Do not expand Tacoma Narrows airport
Do not expand Tacoma Narrows airport,
Do not expand the airport in Gig Harbor!!
Do not expand the Olympia airport. I realize it is not on the short list of 6 sites being considered, but I just want to make sure you do not expand Olympia's airport.
Do not expand the Tacoma Narrow Airport!!
Do NOT expand the Tacoma Narrow Airport, now or ever.
Do not expand the Tacoma Narrows airport
DO NOT EXPAND THE TACOMA NARROWS AIRPORT!!!!
This airport is located in a RESIDENTIAL area & is already affecting our quality of life in a negative way. I also do NOT feel safe with planes flying SO LIW over my house!!!!
Do not expand the Tacoma Narrows Airport.
DO NOT EXPAND the Tacoma Narrows Airport.
Do not extend the Tacoma Narrows airport! It will impact the local residential living and exacerbate the growing problems with and already strained environment!
Do not give any commercial traffic to the Tacoma narrows airport in gig harbor this would just be too loud is very unwanted
Do not invest in more airports. We need high speed rail to reduce the polluting air flights.
Do the right thing.
Don't even think or consider developing plans that result in asking citizens for tax money to build out what you want. Deal with eliminating waste and efficiently using the resources, people and infrastructure that you currently have!
Don't let the process turn into a bunch of study's
Don't like the idea of small hubs feeding to SeaTac. Increases price greatly. Usually averages two hour wait at SeaTac. I'll ride the Airporter
Don't want a SeaTac hub in Tacoma Narrows airport.
Don't believe that Olympia Regional Airport or any development in the "Chehalis Gap" area south of Olympia/Tumater would be a good solution for airport growth or new development. This area is constantly in foggy conditions - at times even fogged in when Seattle or Castle Rock/Toledo area are not fogged in.
Don't consider Bremerton or Tacoma Narrows airports for expansion as the roads in the area simply can't handle more congestion.
Dont drag out the process.
Don't even think about using the Olympia Airport for expanded capacity.
Don't expand our current airports or build any new ones. We are in the midst of a growing climate emergency and air travel must be discouraged.

Don't listen to me. But new or expanded airports are illegal. "The right to a stable climate" precludes new infrastructure for pollution.

You know the numbers. You tell me how much of our regional pollution should come from air travel by 2030. 3 years after we failed to limit catastrophic harms to people under 40. Who's going to buy these illegal plane trips?

Research on air quality and CO2 in 2020 COVID shutdown proves the deadly impact of airports on local communities and on global emissions. You know ultra ultra fine particles. In a few years you get sued for billions. Since the harms are documented, and research advances, in the best case to avoid litigation and liability, your expansion plans get cancelled before you get all the permits.

But that could be years and you're retiring probably before then anyway right?

So don't listen to me.

Don't overlook the fact that more avgas/jetA fuel is consumed "per mile" on short hops than long haul routes. Local/regional flights hold the most promise (per air mile) to reduce emissions. Therefore the focus on electric aircraft for regional routes is the proper focus (and at present the most technologically viable). All this rests on the availability of low emission production of electricity...which rests on new nuclear fission (and eventually fusion) power plants while protecting existing hydropower electric generation. Burning fossil fuels to make electricity for aircraft...all to avoid during fossil fuels in aircraft... if simply moving the emissions from the aircraft to concentrated ground based emissions.

EARTHQUAKES AND VOLCANOES WILL INCREASE IN MAGNITUDE AND FREQUENCY

BECAUSE OF FOSSIL FUELS GREENHOUSE GASES CAUSING GREENLAND AND

ANTARCTIC MELTING CALVING GETTING READY TO COLLAPSE WITH THEIR 218

FEET OF SEA LEVEL RISE

All That Heavy Ice And Snow Coming Off Of Greenlands North American Plate Causes

The Plate To Bounce Up Off Of The Mantle Sucking Up Magma Lava And Moving The Plates

Earthquakes And Volcanoes

All That Ice an Snow Is Heavy Water Coming Off Of Greenland and Antarctica Sinking The Ocean Floors Putting Pressure on the Thermal Convection Belt Between The Crust and Mantle

This Stress is Relieved By Lava Magma Eruptions and Plate Tectonic Movements

EarthQuakes and Volcanoes

There is Still Over 218 Feet of Sea Level Rise to Sink the Ocean Floors

OVER 220 FEET OF ICE AND SNOW ON GREENLAND AND ANTARCTICA MELTING CALVING GETTING READY TO COLLAPSE TODAY TONIGHT TOMORROW BY 2023 -2024 ?

GREENHOUSE GASES ASSAULTING EARTH'S AIR CONDITIONING GREENLANDS AND ANTARCTICA'S ICE AND SNOW

IT RAINED ON GREENLANDS SUMMIT RECORD MELT AUG. 2021

THE PAST 3 WINTERS IT RAINED ON GREENLAND BUT NEVER ON THE SUMMIT

LAST TIME PARTS PER MILLION OF CARBON WAS 410PPM

SEA LEVEL WAS 130 FEET HIGHER THAN RIGHT NOW

CARBON IS AT 420PPM

ANTARCTICA HAS MELTED MORE IN THE PAST 4 YEARS THAN WHAT THE ARCTIC MELTED IN THE PAST 34 YEARS DATA FROM 2019

STRATOSPHERE IS 65C HOTTER THAN 4 YEARS AGO AND GETTING HOTTER DATA FROM 2019

PERMAFROST

METHANE HYDRATES

PINGOES

MANTLE METHANE FROM ISOSTATIC REBOUNDING ALL SEEPING SPEWING VENTING METHANE NATURAL GAS SINCE 2005 A GLOBAL WARMING FEEDBACK LOOP GETTING READY TO EXPLODE

IN THE ARCTIC METHANE NATURAL GAS EXTINCTION EVENT RELEASING OVER 50 BILLION TOXIC DEADLY TONS INTO OUR ATMOSPHERE

CARBON HAS 30-50 YEAR LAG TIME BEFORE MOLECULE REACHES ITS FULL POTENTIAL IN HOLDING HEAT MASS

METHANE NATURAL GAS HAS 10 YEAR LAG TIME AND IS 130 TIMES HOTTER THAN A CARBON MOLECULE

ONLY MEASURING CARBON IPCC IS WRONG

ADD 2.0C METHANE NATURAL GAS

ADD 2.0C NITROUS OXIDE

ADD 2.0C WATER VAPOUR

ADD 2.0C CARBON

= 8.0C GLOBAL TEMPERATURES RISE since the 1700S

21 JUNE 2020 SIBERIAN ARCTIC 100.4F

RECORD HEAT RECORD FIRES

RECORD RAIN RECORD FLOODS

YEAR AFTER YEAR EVERY YEAR

ALLOW RESIDENCE TO SELL THEIR SOLAR BATTERIES AND ELECTRICAL VEHICLE POWER TO THE UTILITY aka FEED IN TARIFF

<https://petitions.moveon.org/sign/let-california-home-owners>

SOLAR + ELECTRIC VEHICLE + AC UNIT = SAVED LIFE WHEN GRID IS DOWN

BAN FRACKING

<https://www.youtube.com/watch?v=v9GRkZMTqCs>

EVEN WITH VERY LITTLE TIME WE MUST CONTINUE TO RIGHT THE WRONGS

444 Nuclear Reactors

450 Nuclear Facilities

1,300 Nuclear Fuel Rod Pools

2,000 Nuclear Detonations

14,000 Nuclear Weapons

250,000 Toxic Tons Of Radiated Nuclear Waste Globally

WHITE RELIGIOUS RACIST FAKE IMMACULATE CONCEPTIONS NUCLEAR FOSSIL FUEL MILITARY POLICE EXECUTIVE EXTINCTION EXECUTION LYING AND DENYING DEADLY GLOBAL WARMING

My Muslim Brothers an Sisters

My Jewish Brothers an Sisters

My Christian Brothers an Sisters

All The Brothers an Sisters Of The World

It Is Not The Way They Told Us When We Were Growing Up

We Are Animals In Elementary Elements Of Star Dust, Electromagnetically Pulsating Spinning Orbiting an Vibrating in Seemingly Stillness In The Same DNA Codes

We Must All Come Together In Are Natural Vibration To Fight For Our Lives And The Life Systems Of Our Planet

There Is No Atmospheric Budget For More Carbon, Methane which is Natural Gas, or Nuclear Radiation

Electric alternative to fossil fuel needs to include detailed plans on the cost (economic but also ecological) of producing, storing and end of life issues with such things as batteries.

Electrification is necessary. We must transition to sustainable systems.

Encouraging more air flight by cargo or people is not sensible. Quiet lives with less stuff is better. I think we should all pay the price of more expensive and slower delivery rather pay the price of more airfields and more traffic and more noise and more global warming. Those of us from the Olympia area do not want an expanded airport.

Environmental considerations are PARAMOUNT.

Environmental impact is my main concern.

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

<p>The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.</p>
<p>Estoy de acuerdo con la construcción de aeropuertos de tecnología avanzada y aeronaves ecológicas pero hay que analizar el impacto demográfico que puede tener y la forma de afrontar los gastos sin necesidad de que la población lo tenga que hacer</p> <p>I agree with the construction of airports with advanced technology and ecological aircrafts, but we must analyze the demographic impact it may have and the way to finance the costs without the need for the community to do so</p>
<p>Even living all the way up by Pac Med, my windows shake and the whole house rumbles at 5am when large, old cargo planes come in low over the house. Even with a loud white noise machine, ear plugs, and double pane windows, the vibration and pressure is enough to wake me up most mornings. I use FlightAware and these giant planes are routinely under 2000 feet. I can't imagine how loud these are by the time they get to the south end of the neighborhood.</p> <p>Beacon Hill is one of the most diverse communities in Seattle, but the expansion of air traffic over the neighborhood poses both quality of life, and health risks to this community. What's happening here is sadly nothing new. Poorer parts of cities are made to bear the brunt of their surrounding city's pollution throughout the world. It doesn't make it right, and it's not something we should turn a blind eye to in supposedly progressive Seattle.</p> <p>This region is large enough that it is becoming increasingly absurd to have only a single major airport. It's not a sustainable plan for the region, and it's certainly not fair to run an entire region's air traffic over one of the poorest neighborhoods in the city without providing any mitigation.</p>
<p>Even though I am not a citizen of Washington State, dear Commission, I am replying with my concerns and worries.</p> <p>Chief among them are: Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?</p> <p>The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).</p> <p>Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.</p> <p>The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.</p>
<p>Everybody agrees an additional airport is needed, but nobody wants it in their backyard. Someone has to lose. Someone has to make a decision.</p>
<p>Excited to learn more about the progress you are making. Looking at the timeline, 2022 will be critical to downselect to two options from six. Cheers</p>
<p>Expand paine field</p>

<p>Expand Seatac by burying/relocating 509 and using eminent domain on the area near there. It would be much more bothersome to have to figure out connections to multiple airports rather than having a hub. I have no sympathy for people near the airport losing their homes. If you buy near the airport, you need to be prepared to be impacted by their operations which may include having your property seized for airport expansion. I absolutely don't support building another airport elsewhere in the metropolitan area. Maybe we could expand flights out of PAE too though. That would also be good. I would prefer to fly out of PAE.</p>
<p>Expand SeaTac, Paine Field, Bremerton National! Another huge airport is beyond reckless.</p>
<p>Expanding Paine Field can be tempting. Do not do it.</p> <p>The airport noise is already terrible and gotten worse this past year. A plan to expand Paine Field capabilities would show that Snohomish County does not care about the sizeable working population that lives around the airport. County officials would be lighting a fire on our long-term health and economic future. I hate to be the bearer of bad news but this virus and probably a few more will be with us in the foreseeable future. This virus has highlighted how vulnerable the health of our working population is. A strong economy stems from a strong working population. It is well-known by now that having heart conditions is the fast track to getting severely ill from the virus and its variants. It's also well known that people who live close to an airport and are constantly barraged by the sound of planes taking off are at an increased risk of heart disease.</p> <p>Please bear in mind also that the Paine Field-Lake Stickney area has a much higher than average minority population compared to the rest of Snohomish County. Expanding Paine Field would amount to blatant environmental racism upon the area's citizens. There's an FAA Office of Airports on Environmental Justice and Related Issues that's dedicated to identify these airports and hold them responsible to avoiding such acts. Expanding Paine Field is an environmentally unjust move and will put our community in an incredibly negative light, not to mention risk litigation against the county and airport.</p>
<p>Expanding Seatac is mindless and we are ALREADY AT CAPACITY AND BEYOND! No more expansions there. Go anywhere else but no more expansion of SEATAC! Enough is enough!</p>
<p>Expanding the airport currently in Gig Harbor (Tacoma Narrows) will be detrimental to the community. It has already, recently been expanded. Gig Harbor is not a viable location for a larger airport.</p>
<p>Expanding the airport in Gig Harbor will cause a huge outcry from the local residents, who have money to fight it. Think of John Wayne Airport down in Orange County, California. The local residents caused such a problem that planes taking off have to cut power to reduce noise. Very dangerous; pilots have to have special training to take off at that airport.</p>
<p>Expanding the Olympia Airport or building another large airport nearby would have a significant negative impact on our home and everyday lives.</p>
<p>Expansion is a good idea for Gig Harbor Airport</p>
<p>Expansion of air transport on Kitsap Peninsula could best be accomplished at Bremerton Airport, not on the small footprint of Gig Harbor</p>
<p>Expansion of the Olympia airport is a TERRIBLE idea. Many surrounding residential communities will be negatively impacted by noise and pollution and traffic, and routing flights over a major state park will destroy the recreation enjoyment, environment and habitat for wildlife.³</p>

Expansion of the Tacoma (named) airport currently in Gig Harbor is NOT wanted, or practical. It would be a huge disruption to the community in many ways - noise, traffic, pollution, etc. Why not expand in Everett Paine Field, or - if something further south is needed - an outlying area with more physical space and need for economic benefits such as Parkland, Puyallup, Spanaway, Graham, Bonney Lake.

Fighting climate change must be our number one priority. Period. Full stop. I'd like to see 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030). Thank you!

Find a revolutionary way to meet our future needs

First and foremost, I want to thank Paine Field Airport Director Arif Ghouse for helping make Paine Field such a good GA experience and continuing to keep our fine county public use GA airport "balanced"!

Aircraft owners and pilots use GA airplanes for both business and travel, and we need Paine Field to remain a GA airport--there's also a long waiting list for GA hangers at PAE. The CACC absolutely cannot ignore GA at Paine Field. So many times, commercial air (generally for convenience and airline inefficiency) takes over viable and vibrant GA airports and then pushes-off GA in the process (John Wayne is a perfect example and also many other CA airports).

Paine Field was designated by the FAA in 1979 to be the primary Puget Sound GA reliever airport after moving GA off of SeaTac. We and most other Puget Sound GA aircraft owners and pilots don't want to see a proliferation of commercial air service at PAE.

Clearly, SeaTac is not being used efficiently by Alaska and Delta Airlines, and both are importing vast numbers of passengers from PDX into SEA, using Portland just like a "regional airport", which is completely wrong given the size and capacity of PDX itself. In addition, too many low-capacity regional flights are coming into SEA from smaller distant regional airports (much closer to other major airline hubs). Simply put, Alaska and Delta Airlines are exploiting SeaTac and overloading it, especially at peak times. In addition, half of SeaTac is being used for cargo, even with BFI so nearby and capable--why? Moving cargo from SEA to BFI and possibly another regional airport, would greatly free SeaTac's resources for passenger flights.

Finally, with the advent of ZOOM Meetings, business travel has fundamentally and indefinitely been reduced by a large amount, and also reducing business costs in a big way! All of these factors must be taken into account by the CACC, and not allow Alaska and Delta to continue exploring SeaTac as they are now!

Please include PDX and GEG (Spokane) as other potential alternatives (i.e. send distant regional Alaska and Delta flights to PDX and GEG--not SEA, and add more direct Alaska and Delta flights from these two other airports). Please keep SEA for Puget Sound travelers--not PDX, GEG and other distant regional airport travelers. Alaska and Delta need to utilize other hub airports for their non Puget Sound travelers!

First, I am disappointed that Thurston County is being considered once again. Thurston County is just not a good location for a major airport for many reasons that are already on the record.

Second, I suggest you think outside the box. For instance, we could use the large airfield in Moses Lake, with a fast connection to the Seattle area. I believe this has been studied before, using a fast rail connection. However, a tunnel or tunnels large enough for the airport shuttles AND I-90 would, if drilled deep enough, solve two problems at once by also eliminating the winter weather mess on I-90. Construction would be expensive, but the benefits would be high. We should have a fair analysis of this option and other out-of-the box options people could dream up. Get the public involved in brainstorming; there are a lot of very smart, creative people in Washington.

Bob Jacobs,

Former Mayor, Olympia

Focus funds and efforts on building most capacity for the lowest cost.

Focus on expanding available resources and making them green through better commuter access.

Following

For commercial air service capacity, Paine Field needs to be the main focus. The regional transportation logic works well with Paine and Sea-Tac at the ends of I-405/525/518. Adding a compact 50 gate terminal to Paine, similar to San Diego, would probably fulfill the commercial air needs of the region, indefinitely. Any facilities at Paine should be built to serve up to 787 sized planes. And Paine Field will have close access to the ST3 light rail spine, either via people mover or bus.

In the decades after Paine is fully developed, Olympia makes sense as a site for a new commercial airport, serving the growing populations of Thurston, Pierce, and Lewis counties, as well as the tourist attractions nearby like the coast and Rainier.

An alternative to an Olympia site, the CalPortland quarry in DuPont, could also be the site for a commercial airport, roughly halfway between Tacoma and Olympia.

An alternative to adding a 3rd commercial airport in the region could be to develop high speed rail from Vancouver BC to Portland, with stops at Bellingham, Burlington, Everett, Lynnwood, Seattle, Sea-Tac Airport, Tacoma, Olympia, Centralia, Longview, and Vancouver, WA. This high speed rail line will provide people with a quick and affordable trip to the airport of their choice - Paine, Sea-Tac, PDX.

For commercial air traffic I suggest taking some land from JBLM. (Certainly the military doesn't need ALL that land.)

The area south of Olympia would not be favored for unfavorable impacts on environment, community.

Frequent user of the airport as well as a family member works at seatac. I've heard the growing pains and for the size of western Washington, seatac is just not large enough nor sufficient enough in parking, public transportation, space, drop off/pick up, etc

Fund trains, buses, bike lanes, and sidewalks.

Future commercial air travel should center around the I-5 corridor either north or south of Seattle. Either Olympia to the south or Everett's Payne Field should be expanded with access to airports

Gig Harbor is NOT the right place for this!
Gig Harbor is possibly the worst place for significant airport expansion to include airlines. Besides access from across the bridge, parking issues alone would take years to figure out. What are better locations? Expansion at Payne Field and the air field at JBLM are two more easily expanded locations. What talks with the military regarding access and security are balanced by ample parking and already having large aircraft frequent the air space. That this hasn't already happened or been included in WSDOT planning is stunning. Still need a third location? MWH with a bullet train to Seattle isn't so far fetched. Consider the runway alone is one of the longest in the nation, and the site was already used for training JAL pilots. In any case, all three are better locations and would cause far less disruption than even thinking about Gig Harbor, and pointing them out does not make me a NIMBY.
Gig Harbor is too small for an expanded airport.
Gig Harbor is too small to expand the airport. We already have too much air traffic; the Bremerton airport has far more room to expand is closer to the ferry and train systems. Gig Harbor's airport does not have the physical land to expand much further, nor do the roads have the capability to increase traffic to the location.
Gig Harbor narrows airport is not the place that should be a Seatac.hub. Please do not put it here.
Gig Harbor needs expansion of the Tacoma Narrows airport to a commercial airport. CACC needs to consider the future needs of the area.
Gig Harbor s weather alone never follows the other cites we are mu h too much of a conversion zone. Plus there is too much personal plane traffic to add co.mercial traffic to this small town.
No please find another city. Thank you
Gig Harbor should be removed from the list of potential airport sites. Highway 16 and the Tacoma Narrows Bridge are the only access. There is no potential for building other access. The bridge itself is a National security risk this endangering access to the airport.
To better serve the South Sound the best location would be between Olympia and Tacoma inland.
Given the growing climate crisis, it's very concerning that the CACC has been empaneled to explore another commercial airport in the region, given that airport expansion plans contradict the necessary carbon emission reductions that must be undertaken to preserve a livable future.
In this light, I call on the CACC to explore scenarios that fit aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030):
* a no-growth scenario
* an aviation reduction scenario
Thank you.
Given the message that alerted me the possible changes to air traffic in Thurston County, I want to learn more about the future plans for the Olympia Airport and what changes are being considered and a timeline for said changes.
Global traveler & have lived abroad but always return to hometown of Everett. I believe in great transit, infrastructure, and sustainability and smart urban planning for the people with attention to livability.
Good job.

Gracias por la informaci3n. Seria bueno incluir programas de transporte colectivos en el Valle de Yakima

Thanks for the information. It would be nice to include mass transit programs in the Yakima Valley

Grant County would be a great hub. Connecting flights could be routed through opening up the fields on the west side of the Cascades.

Green technology is no where near as green as it seems. The environmental impact of it is ridiculous. Maybe in the future it could be an alternative. But now it is not and should not be considered the way to go.

Greetings,

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Each decision from here on out impacts the climate, regardless of the revenue the decision brings in. What good is revenue when the planet is destroyed?

Respectfully,

Molly Graeber

Greetings:

My name is Aaron Sauerhoff.

I would like to offer some comments and perspectives from my vantage point - I have an extensive background in aviation, community development, and natural building - to expand the dimensions of the conversation about integrating more flight habits into our local culture.

I currently serve as vice chair of the Olympia Planning Commission, and collective infrastructure is one of my purposes as a human. I have been in the Civil Air Patrol for almost 14 years and regard flight as one of the most viable methods in the future of transportation.

I'd like to remind/introduce to the commission companies such as Lilium who will provide fully electric, VTOL long range taxi services for true regional air mobility. The need for smaller infrastructure (ie landing pads and check-in booths on parking garage rooftops and neighborhood centers) would achieve higher travel capacity, utilizing existing infrastructure while empowering local communities to integrate rapid population growth by relieving roadway congestion.

I would be more than happy to follow up and expand on these thoughts and provide input as someone whose existence more or less revolves around the intersection of these topics.

Thank you very much for listening.

Please let me know how and when I can further serve.

Grow Paine Field! Please! The north sound needs travel capacity. Driving through the slums of Seattle on Interstate 5 is becoming too dangerous.

Hang in there!

Hangar & Tie Down availability for GA. This is a major issue across the region and introduces friction to economic activity. The waiting lists across multiple locations require years. I would like to see a few changes:

1) Raise rents. The turn over in the existing facilities is too low. If a waiting list is >1 year, the rent is clearly too low. If there is no waiting list it is too high. Aim for a ~90 day wait.

2) With the increased revenue from the rents, build more hangars & invest in improvements. Make it very visible.

Happy to help

Hard to believe anyone is seriously considering expanding operations at Tacoma Narrows Airport. Almost all transportation in that area is by private vehicle. Unless you are also planning real and workable transit (with frequent service that works better than driving) it would be irresponsible to direct more people to and from that location.

Have 2 homes one in King County and one in Pierce County

Have you considered a regional high speed rail network instead of a new airport?

Haven't you been paying attention? Climate Change is real, it's happening all over the planet. Already!

Building yet another airport is like drilling holes in all the Titanic's lifeboats prior to her maiden voyage!

The future of your kids' kids hangs in the balance. Are you really willing to gamble that They will find a magic solution in time to 'fix' Global Heating?

Having heard that our airport (South Lewis County (Toledo) Airport) has been placed on a list of airports that potentially could be expanded, I felt it urgent to write to you to express my disapproval. I, as a Toledo resident, am not interested in having the South Lewis County (Toledo) Airport become a regional airport, a cargo airport, "SeaTac 2" or any other expansion idea you may have in mind. I want our airport to be left with the current footprint it has, with NO expansion.

I am completely opposed to having Toledo airport on the list as a possible airport to expand.

Having lived in Gig Harbor all my life, I can say with all certainty that an expansion of the gig harbor airport would compromise the quality of life for all residents. The beauty of Gig Harbor has endured mass development at an accelerated rate for the past decade and this has negatively affected traffic, wildlife, and the ability for most residents to afford to live in the town all together. Please do not allow a massive airport to further drive the forementioned discomfort for the families of this great place. The disadvantages far outweigh the perceived gain. Please allow a more sparse area to experience the potential benefits of a large airport instead of sacrificing what is left of Gig Harbor. Thank you.

Having lived near SeaTac in Normandy Park I can tell you the noise, air pollution and jet fuel smell is horrific. We moved to Gig Harbor to be away from all that.

Having worked in the aerospace world, several of our group developed ideas and received patents on ways to quicken turn around of aircraft and thus better use of gates; less ground equipment; ways to reduce air and sound pollution of taxiing aircraft and novel ways to load/unload passengers and baggage.

Hello CACC and WSDOT,

Let there be Absolutely NO airport in SW Washington! An airport in this area would be an environmental tragedy. My husband and family and I moved to the Rochester area from Seattle four years ago to escape the noise and pollution of the city, including increasing jet noise and air pollution. Each jet that takes off blasts a lot of jet fuel emissions as well as deafening noise.

SW Washington is rural agricultural area. Some areas are quite wild with abundant wildlife. We need to protect that!! I wonder if milk cows give less milk when under the stresses of jet noise and air pollution? What about the numerous flocks of geese, swans and ducks that regularly use the Chehalis basin? Will their flyways be disrupted? Our rural land and clean air in SW Washington is too precious to lose.

Please, I implore you, do not site another airport in SW Washington.

Very Sincerely,

Alice Flegel RN

Rochester, WA

Hello-

I am someone who lives under the current flight path of SeaTac. I believe that we need an alternative to a new airport for the State of WA, as airplanes are not a sustainable and environmentally friendly mode of transportation. Our most urgent need is to address climate change, and this MUST be incorporated into the criteria for any new airport. The increased greenhouse gas emissions and other aviation warming effects from the proposed plan will make it impossible to meet our state's needed decreases in emissions and our work to move to carbon neutral at minimum.

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Also, the HEAL Act requires equity to be included into any analyses of each possible airport location. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution.

Equity considerations mean that SEATAC cannot be expanded. You should see the air filters I use in my windows as an ad hoc means to decrease the pollution I bring in with my window fans- they are DISGUSTINGLY black in less than a week. This is a known cause of cancers and increased respiratory diseases in my community.

The CACC needs to plan for a future where we all can benefit from green transport by trains, ships, and electric vehicles. We need to go GREEN, not increase the pollution from the most polluting mode of transportation out there.

Thank you.

Jeanne Bulla

Hello! I will completely object to this huge expansion. I live in Toledo because the cities are too expensive and chaotic. This expansions will damage the local communities and will change all of our lives while we live here. I have seen new money come into small areas like this, and unfortunately the local economies money isn't worth as much as there money. This is all about Money and mans progress and nothing more. Many small towns in other states have become a state of hell for the local economies. I know it will create jobs but it will be double a edged sword and the locals may fall by one of the edges.

Hello!

I believe Paine Field in Everett is the best choice.

Olympia and Shelton airports along with McChord AFB may be tempting options, however, there is already an airport on the south side of Seattle plus Portland is only an 1 hr 45 minutes away from Portland. As such, an airport should be north of Seattle to serve the greatest number of available passengers, but not too far north to start competing with the Bellingham and Vancouver catchment areas.

Paine Field already has a 9,000 foot runway and existing air service. Connections to public transit would be much better than Olympia, Shelton, or Bremerton. North sound residents would no longer need to travel through Seattle for reliable air service.

Though there may be opposition from local residents of Mukilteo and surrounding communities, residents of those areas should be reminded that Paine Field has been in existence since 1936 and those residents made a choice to live near an airport.

Thank you for considering Paine Field as the preferred secondary passenger airport.

Boeing Field would be an appropriate cargo airport due to close proximity to I-5, existing runways, close proximity to rail, and close proximity to the city of Seattle.

Hello,

I live in a neighborhood directly parallel to the Narrow Airports. I do not want to see more commercial aircrafts and jets at the narrows. As is the jets that take off rattle our windows and the sound is deafening. But we new that when we bought our house. What we didn't plan for was a near full sized commercial airport. Increased traffic would also be a big concern. I would like to be kept informed as to decision either way.

Hello,

I'd like to share my concerns over the potential development of a commercial regional airport in Thurston County. I live in the Southeast corner of Olympia, near the Tumwater border. My household is already disrupted by low-flying air traffic landing at Olympia airport, which is close by. In turn, we regularly must endure low-flying air traffic from JBML, which at times is disruptive to sleep and everyday activities. While I understand that Seatac may be overwhelmed by a growing population, I would advocate for Lewis County hosting the airport. Residents of Lewis and neighboring counties have a much longer travel time to regional airports and also could benefit from the economic opportunities that an airport could offer. In turn, why not consider investing in more sustainable regional transportation options, such as the long-discussed high speed train system along the i5 corridor? We don't need to be encouraging commercial air travel when it is one of the largest contributors of greenhouse gases.

Hello, I have no interest in a new airport in my city. We need to prioritize the climate not profit, and decrease flights to meet the Paris agreement. I'm also not interested in an increase of air or noise pollutants in my city where I'm looking to buy a house. Under the HEAL act you need to consider equity which the current airport doesn't even meet.

Hello, I just learned of the idea to build another large airport in the Puget Sound area. I think that data should be current to show IF there is such a need and where people are underserved now or

growth is expected in the future that would necessitate another airport. We need to know just how people and which people would be affected by the noise and pollution caused by another airport. And It MUST be coordinated with plans to improve other methods of transportation, especially train or commuter rail. Planes contribute a lot of pollution to our air and much better fuels must be developed before more airports are built. We MUST think about how we can decrease global warming into the future and not add to it by another airport! Thanks for your consideration of my views.

Hello, I live and work on Beacon Hill. My house's location, on top of this hill, makes me exposed to THREE airports: Seatac, Boeing Field, and the smaller Renton planes that move between Renton and Boeing Field and fly very low right over my house. The noise annoyance has grown enormously over the years. It is very hard to get proper sleep, particularly in the summer when we have to leave windows open to cool the one down, when very noisy planes begin at 5:30 am and go until 11 pm, with intermittent noise all night. We are not "close enough" to the airports to qualify for mitigation, and even then they would still be a problem in summer. The air quality is also an issue for us; if the wind is from the south sometimes it is so strong it smells like I am living inside a propane grill. Please please do not clog our already over-polluted lives with more air traffic, it would be terribly unfair to the people who have invested their lives here.

Hello, I live in Olympia, and I want to submit a comment on the possibility of the building of a new "Sea-Tac sized airport" in the vicinity. My comment is, no! Please!! I live directly under the flight path of descending air traffic to the current airport, and as the traffic has increased in recent years, it is becoming very stressful living here. I can not imagine how horribly stressed out I would be, if the air traffic were to increase to the capacity of Sea Tac, or anything even near that level of noise and physiological stress. My heart begins to beat faster/harder as the airplanes fly so low overhead, it rattles the roof, the floors!, my chest!! and increases my heart rate, even tho I know it's 'just an airplane' - well, they fly so low, I can't tell if they are going to crash!!!!!!

There are so many people living here, and we do not need this kind of stress. It is well known and researched, that the physiological stress of living near a large airport causes multiple health problems.

In addition to the physical/physiological issues, there are also car traffic issues, limited roadways, the roads here are all 25 MPH, mostly single lane rural type roads, not fit for a commercial 24/7 crush of vehicles both personal and heavy cargo trucks. We simply do not have the capacity to carry such traffic on our roads.

In 2020, both the County and Port Commissioners informed the CACC that they did not want to be considered for either option. Thurston County and the Olympia Airport were not included on the CACCs most recent candidate list. Yet the CACC still continues to consider Thurston County for both options.

We in Olympia, would like you to listen to our voice, as we live here! We said NO, and that is what I would like to remind you of.

No to the humungous airport, and NO to the increase in air traffic at our local regional airport, which is already plenty busy and noisy and stress-inducing.

Thank you.
Sincerely,
Janice Klinski

Hello, my name is [NAME HERE] and I live/work/learn/play/pray [PICK ALL THAT APPLY] in the Beacon Hill community in Seattle. I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state:

take off SeaTac Airport from the list of airports being considered

locate the new airport where no one lives so nobody's health suffers

If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our communities have been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.

Additional Information

Feel free to add additional comments

Aircraft fly over Beacon Hill as often as every 90 seconds

The sound increases anywhere from 70 to 90 decibels when aircraft fly over.

70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.

Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport.

Hello, my name is Esther John, I am African American and I live and pray in the Beacon Hill community in Seattle. I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state:

take SeaTac Airport off from the list of airports being considered

locate the new airport where no one lives so nobody's health suffers

If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Aircraft fly over Beacon Hill as often as every 90 seconds

70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.

Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport.

Our community has been disproportionately impacted by SeaTac's air and noise pollution. We hope you can address our requests before making decisions that will further harm us, our families and our friends.

Hello, my name is Saya Moriyasu and I live and work in the Beacon Hill community in Seattle. With Covid, I'm here all the time and feel oppressed by the sometimes constant noise.

Sometimes there are two airplanes flying parallel to each other over my house. It's loud and I lose my concentration while I am working. Sometimes I make complaints via the Airnoise.io site. The planes are coming every minute! I know the health effects it's having on me and I think of the kids at school nearby.

I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state:

1. take off SeaTac Airport from the list of airports being considered
2. locate the new airport where no one lives so nobody's health suffers
3. If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our communities have been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.

Sincerely,

Saya

Hello,

As a long-time resident of Gig Harbor with a home under the flight path of Tacoma Narrows airport I am adamantly opposed to expansion. My reasons are many but a few include the following. The airport is nestled within a residential area surrounded by forested areas that support much wildlife. Traffic is already stressed on highway 16 and cannot support additional road travel associated with commercial airlines. Expansion would negatively affect all of these.

Certainly there are more appropriate locations for the needed expansion. Please remove Gig Harbor from consideration. This member of the public is opposed.

Sincerely,

Merle Witter

Hello,

As a pilot who flies with General Aviation, the US Air Force and a major airline, I would like to see equitable growth in our region. If the commission is interested in facilitating equitable growth, they should be seriously considering McChord Field as a joint use airport. This model has worked well in many other cities, it is close to I-5 and major population centers, it already has existing infrastructure to support large aircraft and it would allow Washington to invest in General Aviation at the smaller, outlying airports.

Best Regards,

Eric

Hello,

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Hello,

Please prioritize the health and safety of our climate over a new airport. The destruction we cause as we proceed with blind business as usual can undermine all the things we would get on an airplane for in the first place. Thank you for reading and considering.

Mary Belliveau

Hello.

I'm writing to voice my opinion to CAAC that valuable criteria about climate change and the triple bottom line impact of having a new airport in WA stated be included in the criteria used to determine any ultimate decision made.

Until such time as the airline industry demonstrates a realizable capacity to limit it's production of green-house gases (which seriously impacts the decline of our planet's climate and ultimately all those living here), it makes much more sense to rely upon putting our concerted effort into expanding the use of electric forms of transport.

I am therefore am asking that the CAAC keep the goals of the Paris/Glasgow accords front and center of any current and all future considerations for either expanding or building any new airports.

Thank you.

Hey, I'm a 29-year old gal who still hopefully has some 70 years of life in me. I don't want to be spending the latter half of my life the same way I'm spending the first half of my life: filled with climate anxiety and battling the effects of climate change. I commute to work every day by bike and there are so many days where wildfire season is actively hazardous to my health. We cannot ignore the effects of climate change simply because it's economically advantageous for the business owners here and now.

We MUST center the environment and the next generation of young folks in our decision-making. I call on the CACC to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (50% reduction by 2030).

I understand that the CACC will be under a great deal of pressure to bow to corporate interests. Please remember that equity and long-term health of our environment needs to be centered in this decision-making, lest in two or three decades people look back upon the decisions made by the leaders of this era and judge heavily.

Hi folks. I'm a Beacon Hill resident. I've owned a home in the area since 2014. Please take SeaTac out of the running for this expansion.

Leading up to the 2020 Washington state legislative session, I spent a lot of time supporting WA House Bill 1847, which expanded the area for which SeaTac and the port district were expected to provide sound mitigation. This hasn't happened yet and, by all accounts from officials I've spoken to, there's no money with which to do this.

If SeaTac can't find the funds to obey current legal obligations to residents and neighbors today (with current air traffic levels), they should ABSOLUTELY NOT be considered for additional commercial aviation facilities.

Feel free to contact me if you have questions.

Text of HB 1847

<https://lawfilesexternal.wa.gov/biennium/2019-20/Pdf/Bills/House%20Passed%20Legislature/1847-S.PL.pdf?q=20211010071700>

Hi there, my name is Jessica Fu and I'm a Washington state resident living in Seattle. I'm writing to stress that any expansion of air travel infrastructure would further exacerbate the already serious climate crisis. More air travel means more greenhouse gas emissions, which bring us further from our local and global Paris/Glasgow targets. Pollution from air travel would also disproportionately harm those who live close to airports. Rather than expansion, it's morally imperative that the commission focus instead on an aviation reduction scenario.

Hi, I appreciate the process and questions you're looking at, especially the potential for lower impact aircraft. I am wondering if there are any lower impact helicopter project as well? They could need far less space than airport runways.

Hi,

No one wants more aircraft noise, pollution, and associated ground traffic near them. So, I'm curious why we're considering airport expansion before exploring other alternatives.

1. How much air traffic could high speed rail in the cascade corridor supplant ?

2. Can we require that all flights under a certain distance be handled by electric aircraft ?

#2 may not be practical or possible right now but I believe it is rapidly becoming so. If we're going to have airport expansion, this would be a much more palatable approach.

#3 Even though our region is growing fast, who says we need more capacity ? Business travel is decreasing and probably won't rebound much. How much will that decrease compensate for growth for other purposes ?

I am open to being convinced that traditional airport expansion is needed. So far I see nothing supporting that with, instead, these questions and others needing to be addressed.

Thanks.

High speed rail access from around the state to Sea-Tac or other airports is much preferred compared to more regional airports. Short haul flights are some of the worst emitters. We should elongate all flights under 500 miles and build high speed rail instead.
High speed rail should have been implemented decades ago. Do it now before it's too late. Every problem brought up in this survey already has existing solutions outside of aviation via high speed rail. Many other nations have figured it out because they aren't blinded by lobbyist dollars. Do the right things and build a high speed rail system.
High speed rail was not studied. It can alleviate many of the capacity problems for less money and environmental impact.
High speed rail would benefit our state alongside zero-emission air travel.
Hope PAE - Paine Everett- expands services/flights as it is a long time-consuming drive to SEA!
Hope you think of a south pager sound location
Hopscotching short flights with electric planes seems smart. Im actually suprised Bellingham isnt on the list.
How about building better and faster rail instead of an airport that will never not be under construction. Increase connections to Sea-Tax and build out Paine. Not like Boeing will need it in 10 years.
How big of a plane will the Tacoma Narrows airport be able to accommodate?
Humanity faces a climate crisis. If we don't stop our carbon-using ways, the planet may not be habitable by humans in a few generations. You should do NOTHING that increases carbon emissions. It is difficult to see how a new airport could be carbon-neutral (or better, carbon-negative). "Green" jet fuels are nowhere near that right now. If you want to help the region, invest in the development and commercialization of truly renewable fuels.
I absolutely do not agree with expanding the Tacoma Narrows Airport as a hub to SEATAC. We are a small quiet community with numerous housing developments in the area next to the airport. Expansion would be extremely disruptive with excessive traffic and offensive noise in our neighborhood of families and retirees. We don't want big city problems in our small Gig Harbor community. Don't ruin our neighborhood and make us regret moving here.
I agree with the cities of Edmonds, Lynnwood, Mukilteo, Mountlake Terrace, the County Council & the County Executive that Paine Field properly balances the needs of our community, general aviation and the operations of Boeing and other aerospace companies. I believe that introducing scheduled air service will significantly disrupt this balance and I join with others to ask local, state and federal government officials to support the current balance and oppose scheduled passenger air service at Paine Field.
I already shared my thoughts. I hope you received them.
No expansion of the Tacoma Narrows Airport!!!
I am 100 percent opposed to turning Toledo into a regional airport. This would ruin several rural communities in proximity of Toledo and the small community of Toledo itself. Our property is very near the airport, due to the GMA we are not allowed to subdivide our 23 acres. What is the point of the GMA if the state won't abide by the law.
I am 11 years old. This summer was so hot - 108 degrees is too hot for people and animals and our climate is only getting hotter. Airports make the problem worse. I should not have to spend my time

writing to adults telling them to stop making the climate get worse. THINGS ARE BAD. Really really bad. This is an EMERGENCY. Act like it or you are the enemy of the future. All my friends are worried that people like you will keep polluting. We are kids and this is how life is for us because grownups keep making the same bad choices over and over and over again. Please stop.

I am 68 years old and I own a home in the Bridlewood neighborhood just adjacent to the Olympia airport. The airport as it is now is tolerable but if it expands in any way, I will lose my property value which is essentially my retirement. The airport location should be placed in an area where no Washington homeowners are effected adversely in terms of property value or quality of life. Please take the Olympia airport location out of the running for all airport expansion proposals. This would be totally devastating in terms of economic and environmental impact. Thank you.

I am a General Aviation pilot, and am worried about being squeezed out at Paine Field, with potential future expansion of Commercial airline traffic there. Therefore, I prefer a solution with modest expansion at Paine Field, and potentially Boeing Field, and a new airport for large scale Commercial traffic. If Paine Field becomes like SEA, with no General Aviation, then a new or expanded airport near Seattle for GA is needed.

I am a grandmother who has had it good. I understand that growth is detrimental as it has occurred so far.

I have long been involved in education and without a rethink of where we are heading, my grandchildrens lives are in peril. It will take a kind of leadership that I do not get see.

I am a licensed pilot and have spent 40 plus years flying out of TIW. I also am a resident of North Tacoma. We are impacted by trains along the waterfront, air traffic from Lewis McChord and Tacoma Narrows. All of this was pre-existing when most of us bought our homes and when the the new homes were built and we accepted it. To increase the traffic at TIW would have broad, negative impact. Not only would it increase the noise pollution, it would also increase the traffic on the roads that are already stretched to near capacity. Both of which would negatively impact the property values in areas that are predominately residential.

In addition to the impact on humans, it would also endanger the natural inhabitants of the area. They are already being pushed out of their normal areas due to the growth, but to add the noise and increased traffic which would undoubtedly increase the amount of road kill and injury, is just inhumane.

I respectfully request Tacoma Narrows remains an airport that serves small aircraft and local business class craft.

I am a local property owner living just south of the Olympia airport. I OPPOSE the following airport proposals currently being discussed - expansion of the current airport as well as developing a large airport in SW Tumwater. It seems there are much more suitable locations farther south that would impact fewer people and less land under restoration and/or trust. Thank you.

I am a native of Gig Harbor and I have watched our beautiful small town change over the past ten years especially. Our beautiful trees have been cut down and replaced by ugly cardboard housing developments. Now you want to destroy our peaceful, quiet, and open skies with airplane noise! Please don't completely destroy my home with a larger airport with more airplanes flying over ruining the quiet calm we can have here.

I am a resident of Olympia. I oppose the proposed expansion of the Olympia airport, and would also like it to be removed from future consideration.

I am a south county resident and I am in favor of locating a new international airport in this area. The time is now to recognize that the rural nature of our community is already changing and accept that growth will occur. We should be planning for the economic future that our children and grandchildren will inhabit.

I am a taxpayer tired of failed projects and increasing taxes. I support good projects with benefits to all of the good citizens of Washington. Need to do a much better job presenting the facts and benefits to get my support.

Thank you

I am absolutely opposed to having an airport here! I moved here for the agricultural character of Thurston County and like what's been happening here with the Bountiful Byway. An airport would ruin the character of this county.

I am absolutely opposed to having the Narrows Airport become a commercial operation ! Put it up further into Kitsap where there is more land and space for development.

I am adamantly opposed to a new airport in Thurston County. The proposed location lies across much National Wildlife Refuge land including habitat for endangered species. The accompanying urban sprawl for servicing the airport would wipe out the South Sound Prairie ecosystem that is already reduced to less than 15 percent of it's original area-most of which is severely degraded. Additionally the population and development pressure would force the rezoning of the south portion of the county from mostly rural residential or agricultural to an intensive development mix to serve the airport. The Thurston County Commissioners have already voted against such a development.

Also, I don't believe passenger traffic will increase at that level. The rapid development of video conferencing and virtual reality will soon reduce the need for business travel except as an excuse for a vacation. Also, air travel has a horrible carbon footprint and we need to be doing everything we can as a state to reduce the need for it, rather than accommodating its growth.

I am adamantly opposed to enlarging the Narrows Airport in Gig Harbor and/or allowing any expansion or commercial airfield operations from this airport. The impact to quality of life from noise in our neighborhood would be awful. I would expect property values to drop significantly, making it impossible for retired, fixed income residents such as my husband and myself to get a sales price on our home which would allow us to move away from the noise and pollution a commercial airfield or an enlarged airfield would cause. The increased road traffic alone would be a significant problem in this area. The degradation of the quality of life for ALL residents of this area would be intolerable. Any decision to move forward with expansion would be met with overwhelming resistance from this community. Plainly speaking, there will be hell to pay for any decision to enlarge the scope of this small, local airport.

I am against airport expansion at Tacoma Narrows.

I am against an airport expansion for commercial or cargo travel in Tumwater/Olympia. This would only increase traffic noise (we have plenty being close to JBLM), pollution (our beautiful parks and preserved land) as well as crime and homelessness.

I am against any expansion of the Olympia airport. The habitats in the area (Mima Mounds) and forests (Millersylvania) are necessary to the ecosystems, oxygen and environment of the entire area. In addition, in Olympia, we already deal with so much plane and helicopter traffic from the base--it is hugely impactful and already too noisy. Adding more planes into our airspace will be hugely harmful to our lives, our well-being and our emotional and physical health. One big NO to expanding the airport.

<p>I am against any proposals that involve the Tacoma Narrows Airport and adding it as a hub to SEATAC. The infrastructure on the Peninsula is not equipped to handle more commercial traffic. The added air traffic will affect the quality of life tremendously in a negative way. Please don't SeattleMyTacoma.</p>
<p>I am against any thought of moving a commercial airport into our rural town of Toledo, Wa. We moved her, from Longview, Wa, to raise our children back in 1992. We love our beautiful, country neighbor. It is quiet, serene, and peaceful. Our crime rate is low, our town is friendly, and warm and it is a wonderful place to raise a family. My kids actually moved back here as well and we have our grandkids going to the same schools as our kids went to. Please keep our town quiet and peaceful by NOT bring an airport here. The small Toledo airport we have is fine, no disruptions or noise, but that would t be the case if the expanded it to be a large airport. My entire family is against this. So are many of our neighbors and friends and church members in the area. Keep Toledo peaceful!! Please!!</p>
<p>I am against expanding the Gig Harbor airport. Gig Harbor is a small community and any such expansion would be devastating to the community and it businesses.</p> <p>Dylan Stanley</p> <p>Owner</p> <p>Tides Tavern</p>
<p>I am against expansion of the Tacoma Narrows airport.</p>
<p>I am against siting a new airport in Thurston County or even enlarging our airport. We need Thurston County to be a place that people will live without more noise and traffic. Site it somewhere else.</p>
<p>I am against the airport south of Olympia. It is a rural area and quiet and peaceful. Adding an airport would be disruptive and ruin the area.</p>
<p>I am against the expansion of the Gig Harbor airport. Take Gig Harbor off your list.</p>
<p>I am against The Tacoma Narrows Airport Expansion.</p>
<p>I am completely against the Tacoma Narrows airport being considered for expansion. Please remove this from the list of consideration. Thank you.</p> <p>Jason Middleton</p> <p>Gig Harbor, WA</p>
<p>I am concerned that more economic growth would increase environmental degradation of our state.</p>
<p>I am contacting the process of airport placement for the state of Washington. I say no to expansion of Olympia Airport and NO New Airport in our state.</p> <p>We want our state to be progressive. Think of the changes in aviation that will be occurring. Think of how unwelcome a new airport is anywhere. NO NO NO. USE THE AIRPORT WE HAVE. Stop expanding. Be wise, not consuming anymore land and peaceful areas in the state. NO. NO. NO.</p>
<p>I am curious about traffic exiting and entering Hwy 16 if this idea makes the cut. Too often WSDOT only considers traffic impact after a new proposal is put into effect. Please consider traffic in and around the Tacoma Narrows airport, the neighborhood/business areas that will be effected, and additional traffic on hwy 16.</p>
<p>I am disheartened and worried about airport expansion and potential greenfield airport in south Thurston county. I live a mile from the airport and the current air traffic is a disruptive assault on my nervous system. We have already lost many trees in the area and are slated to lose more to port expansion, this contributes to noise and air pollution and destabilization of the water table.</p>

Millersylvania state park is currently an important refuge for humans, wildlife and filters sound and air pollutants.

I am distressed to hear that another airport might be built in the Seattle-Tacoma area. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan? The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Additionally, equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

We need to plan for a future where our children experience health equity and can rely on a livable climate, and can benefit from green transport by trains, ships, and electric vehicles. Please prioritize the health of the community in any plan going forward.

Thank you.

I am emphatically against expansion of the Tacoma Narrows airfield in Gig Harbor. Current air traffic over the Gig Harbor environs already detracts from the city's quality of life in many more ways than takeoff noise. Airport expansion and the attendant support activities will increase air and land traffic (traffic jams on the Tacoma Narrows Bridge anyone?) which will decrease proximal property values. This could potentially put fixed income residents of Gig Harbor in a real estate trap of no escape. Better to spend our limited tax dollars on the real bottom line: mitigating the climate change dilemma we've created. This true existential threat must make you ponder how insignificant future air traffic capacity is. Or are you such Pollyannas that you trust all will be well?

I am firmly opposed to the expansion of Tacoma narrows airport. We are in the direct area and already there are too many commercial flights added to the jblm noise on top. The wildlife and the people would definitely suffer. I fly weekly. I'll make the trip to SeaTac thank you.

I am forcefully against expanding Ed Carlson memorial field in Toledo, WA. This type of project would drastically change the lifestyle of residents in this area, who choose to live here because we value the quiet, rural country life style.

I am in favor of expanding the Tacoma Narrows Airport if it is for the betterment of the region.

I am in opposition to the proposed expansion of the Tacoma Narrows Airport for commercial use. This airport is a small residential facility and should remain that way. The surrounding area would not be able to accommodate the additional traffic impact. Please take Tacoma Narrows Airport off the list.

I am in support of growth to existing larger sized airports. I do not support building new ones, or mass expansion of smaller airports.

I am interested in expanding use of my local airport, Bowers Field, including use of the industrial park.

I am not for expansion of the Ed Carlson Airport in Toledo. We are a farming community that enjoys peace and quiet. To have large airplanes overhead on approach and departure isn't why I moved here. I looked online to see how the runway could be expanded or another runway built. There is a community of houses on its northern side, a highway on its western side, forested areas and large family farms on its eastern side and hilly terrain on its south side. Expansion of this airport has been opposed by the community and our county commissioners. We will oppose this expansion.

I am NOT in favor of a Sea Tac type airport or any expansion soon if our current airport in Thurston County. Period. End stop. I have commented in the past and spoken my thoughts to staff at CACC.
I am not in favor of airport expansion in Gig Harbor, WA
I am not in favor of building large airports outside metropolitan areas. Use of existing airports is preferred. Thurston County is not interested in an airport and I think it's important to keep locations that aren't interested off the list.
I am NOT in favor of expanding the Narrows Airport in Gig Harbor. Please take this airport OFF the list!
I am NOT in favor of opening a commercial airport in Gig Harbor. The airport is situated very near housing developments, and the noise/hazmat/and traffic would make it unbearable to live there. If the airport was moved to a location farther away from habitation/nature reserves it could be a viable solution. In Gig Harbor?â€¦.NO, it's a non-starter for me.
I am NOT in favor of the Tacoma Narrows airport being expanded. I have lived in Gig Harbor for 14 years. I believe an expansion of the airport so close to the residential community and the waterway (that we share with wildlife) would be very detrimental to our quality of life. The current air traffic (I live near the Narrows Bridge in a community of 60+ homes) is already disruptive at times. The combination of boat, bridge and increased air traffic would certainly make our area less desirable. Please look at expansion in more undeveloped and less growing areas. Thank you for considering our thoughts and for reconsidering this expansion.
I am not in support of an extension of commercial aircraft in Gig Harbor's Narrows airport. The impact on the community is too great.
I am opposed to any expansion of Tacoma narrows airport.
I am opposed to any new or expanded airport in the greater Olympia area or Thurston County. This includes opposition to a greenfield airport south of Olympia, or any expansion of the current Olympia airport.
I am opposed to any plans to enlarge the current airport or develop new airports in Thurston County. I have lived here since January of 1977, and I cannot imagine how this sort of development would have affected my life had it been done before that. In fact, I would not have chosen Thurston County as a place to live and rear my children. Please choose another location.
I am OPPOSED to either expansion or locating an airport in the Olympia, Lacey, Tumwater area or in Thurston County. A better option is to locate this airport in Lewis County which has more appropriate space that is not environmentally as damaging as locating it in Thurston County. Additionally for safety reasons, there is a smaller chance of an airline disaster occurring (such as a plane crash) in a less densely populated area which could impact fewer people.
I am opposed to expanding the Narrows airport
I am opposed to expanding the Olympia Airport. Please do not include Thurston County in airport expansion plans.
I am opposed to expanding the Tacoma Narrows Airport to more air traffic, especially commercial. We live at the end of Point Fosdick and already hear multiple plans take off each hour which impacts the serenity of our neighborhood and definitely impacts our quality of life.
I am opposed to expansion of Gig Harbor airport. The location is too close to town and residential zones popular due to its quiet and small town ambiance. Having been identified a few years ago, by Smithsonian magazine, as one of best small towns in USA. An enlarged airport is inconsistent with maintaining our quality of life. Such a change should not be imposed on current residents and businesses.

<p>I am opposed to expansion of the Narrows airstrip in Gig Harbor for all the obvious reasons. Air pollution, noise, increased vehicle traffic, additional short stay accommodations will all have a negative impact on quality of health and life. Gig Harbor infrastructure is already sorely lacking and this will just add to the mess. Historically, city government has only considered revenue without the necessary support systems or any consideration of its citizens as a whole. It's time to catch up to growth, not pile on more.</p>
<p>I am opposed to expansion of the Olympia Airport, or a new Airport SW of Tumwater. It doesn't take much imagination to visualize what will happen to our quality of life if we have large jets landing at the existing Olympia airport every few minutes. A new airport southwest of Tumwater will be even worse, creating massive urban sprawl, essentially wiping out all of the growth management planning Thurston County has been doing for the past 25 years and our recently adopted climate action plan.</p>
<p>I am opposed to further development or expansion of the Tacoma Narrows Airport.</p>
<p>I am opposed to Olympia being near a new airport. People choose to live here to be away from congestion, noise, and the different lifestyle that an airport brings. It better belongs in an area already further urbanized. Putting it near a place like Olympia will drive many folks away and bring in a different sort. That'd be a real shame.</p>
<p>I am opposed to Tacoma Narrows Airport Expansion.</p>
<p>I am opposed to the expansion of the Olympia Airport either for use as a cargo airport or a SeaTac sized airport. We have worked hard to maintain the rural quality of Thurston County. Increased airport operations would increase traffic, noise, and pollution to unacceptable levels. People must be given precedence over increased operations that would be so negative.</p>
<p>I am opposed to the proposed plan to increase the size of the Olympia airport. This is not in line with climate change, will result in cutting trees when we need to retain trees, will affect the lives of people living the area, will require building roads, etc.</p>
<p>No to the new airport.</p>
<p>I am opposed to this plan. We live on 37th Ave, Gig harbor. We already have intense noise pollution due to the current air traffic. Any bigger aircraft would be intolerable.</p>
<p>I am opposed to turning the Tacoma Narrows Airport in to a hub for commercial flights. Gig Harbor is a small "bedroom " community. There are a lot of homes in close proximity to the Airport and turning it into a commercial flight hub would have a devastating impact on our community.</p>
<p>I am opposed to using Tacoma Narrows as any commercial hub to SeaTac. Parking will encroach upon the surrounding areas, increased commuter airlines will increase the noise levels to surrounding neighborhoods, and the infrastructure cannot support what would be required to have small airliners operate in and out of there (United Express, Horizon, etc). GH is already becoming saturated due to excessive residential and commercial build-up. Making Tacoma Narrows airport a feeder airport to SeaTac will exacerbate the situation.</p>
<p>I am overall supportive of new air transportation, but it needs to be prioritized behind both environmental impact and appropriate land development. As in, forests should not be cut down or otherwise displaced for a mere 30 minute convenience in most cases, unless the forecast growth would mitigate emission from ground vehicles through shared public transport. I.e. more planes isn't good but it means dramatically less cars which ends up being good overall.</p>
<p>I am really tired and frustrated about the airplanes from SeaTac flying over my Beacon Hill neighborhood.</p>
<p>I am saying "NO" to the expansion of the Olympia Airport and also say "NO" to developing a greenfield airport being considered for the area SW of Tumwater, to be constructed by 2050.</p>

I am shocked that the commission is considering adding another commercial airport in the Seattle region. Climate change is a dire threat and air travel is a huge contributor. Climate must be front and center on any proposal, including adding a no-growth scenario and an aviation reduction scenario to your proposal.

I am sorry, but I almost think the chances of success of building a large new commercial airport are about as great as the chance of humans developing wings and flying at 300 mph! I am pretty certain it has not been undertaken in the US since the Denver debacle.

Trying to pull this off in Western Washington sounds like a MegaProject that would make Denver pale.

We have not been able to solve the Seattle homeless. I think we might as well just burn money to keep the homeless warm.

In the words from the movie, The Big Country, "Don't do it!!"

I am strongly AGAINST the expansion of the Olympia Airport--it already shakes our houses and causes noise pollution/disturbances over residences at all hours of the day. I am also AGAINST a greenfield airport in SW Tumwater where there would be devastating environmental impacts in protected and residential areas.

I am strongly opposed to a Sea-Tac type airport in Tumwater.

I am strongly opposed to building another major airport in the Seattle area. If we are ever going to bring down greenhouse gas emissions, we need fewer airplane flights, not more. As far as I can tell, powered flight is the one mode of human transportation that we have no idea how to make carbon-neutral. We need to invest in infrastructure for a carbon-neutral (or even carbon-negative) future. This means increasingly efficient ground and sea transport, not airliners.

I am submitting my opposition to consideration of expanding airport services at the Tacoma Narrows airport in Gig Harbor. This area cannot accommodate the increased traffic that this expansion would create and would further choke the limited infrastructure and traffic across and already expensive and congested bridge. Further, the allure of the Gig Harbor area is that it is a beautiful location with a fragile ecosystem - people come here to escape Seattle and other congested areas in the Puget Sound region. Expansion of the airport would decimate this area.

From a traveler perspective, there is NO advantage to flying into this area as an option - it is difficult to get to, the bridge is expensive, and there is no convenience to any of the other cities / destinations that travelers would want to get to that the cannot already access from Seatac. Areas around JBLM/Olympia seem to make much more sense as there is more room, infrastructure and freeway access. Also, it is more central for travelers seeking to go to the parks or as an alternative to Portland.

I am totally against having more flights come and go out of Tacoma!

It would be disastrous to the wildlife who live in the area and in the waters nearby

Gig Harbor is a small town and cannot handle the additional noise of the magnitude you are suggesting- The noise and additional traffic would be terrible for the people who call Gig Harbor home

I am troubled to hear that there are plans to site a new airport since I strongly believe that we must reduce our air travel in order to meet the climate target goals for CO2 emissions. How are you addressing the climate emergency we are in?

I am vehemently opposed to commercial traffic at the Tacoma Narrows Airport. We live directly across from the airport and would be impacted.
I am vehemently opposed to the expansion of the Tacoma Narrows Airport in Gig Harbor to service commercial and business aviation. As a resident of this area, this expansion would devastate the unique fabric and character of this small town community by significantly increasing noise and pollution along with additional traffic to an already overrun infrastructure due to the continued urban sprawl of this area.
Thank you.
I am very concerned about the environmental impacts of increased aviation from aircraft emissions and noise.
I am very concerned to learn about the possible of the expanding the existing Olympia Airport, and/or developing a greenfield airport being consider for the area SW of Tumwater, is horrifying, and potentially counter to Federal, State, and County efforts to conserve and protect prairie and wetland habitat. There are many land trust sites in the area as well. Also rural lands and farmlands are threatened.
I am concerned about ALL of the issues that I have read about: "Large urban airports come with huge social and economic costs. In addition to diminished residential property values, best available science and research associates air and noise pollution generated by large airports with significant increased causal risks to public health, including higher risks for heart, lung and brain diseases and cancer as well as likely causal increased risks for learning problems in children and poor birth outcomes...flight approaches would be located directly over vast residential areas of Olympia and Tumwater. Aircraft would depart over nearby Millersylvania Park, farms and conservation areas."
Please say NO to both of these proposals.
Thank you,
B. Michi Thacker
I am very interested in how the development of a new airport or airports could affect the quality of life for the people and environment in the communities they serve. I worked as a flight attendant for many years and know how disruptive the sounds and smells can be for both. I understand that development of any new airport is a topic that will ignite passionate responses on both sides, but I also believe it can be accomplished with the the health of the environment in mind. Given the damage of fossil fuels to the air we breath and the overall health of our planet, I believe we need to take an approach of "do no harm" first.
I am very supportive of thinking ahead and expanding aviation with in the state. I believe demand will come whether we plan for it or not. I think it is important to try and introduce green tec into any new developments but the most important thing is to be prepared and meet the demand that is coming rather than try and make do with a small over crowded airport that does not meet demands or have any green tec.
I am very very concerned about noise pollution with respect to the sound of airplanes taking off and landing.
I am writing to you to express my strongest possible opposition to any expansion of the Tacoma Narrows Airport. NO NO NO NO NO to expansion!!!!

I appreciate that WSDOT is looking to reduce the impacts of air travel, because it is one of the largest sources of pollution in our state. As of now it's also critical to connect WA nationally and internationally.

However, the opportunities for greening air travel are limited and depend on risky emerging technology. Proven solutions like high speed rail have strong support in Washington and are essentially shovel-ready. High speed trains can carry more people, can be faster door-to-door, and have zero emissions. They would also reduce the demand for travel on WSDOT roads.

I appreciate you sending this survey.

I ask that you protect both our region and our planet by limiting further expansion of air traffic and the climate damaging impact it would bring. We don't need more planes spewing burnt fuel and more noise!

I ask you to make decisions that will NOT cause disruption, i.e. noise, pollution, or add flight routes over heavily populated neighborhoods. There is enough space to build away from residential communities.

I believe Bremerton to be the best option for expanded aviation capacity. It is away from the congestion of the I-5 corridor and has room to expand without significant adverse impacts to residential communities.

I believe Paine Field Airport in Snohomish County makes the most sense for expanded commercial service. It already has a runway that is the same size as Sea Tac, it already has commercial service with Alaska Airline and United Airline at 24 flights a day, and it has room for a bigger terminal and more flights. It could service north King County, Snohomish County and Skagit County, alleviating traffic through Seattle to SeaTac. The potential for increased capacity, while already having a lot of needed infrastructure, makes Paine Field a good choice over the other 5.

I believe that a strong look should be taken in the Arlington area. The area north of Everett has seen significant growth, as have Skagit and Whatcom counties. An major air hub in the northern area of the state would be beneficial to residents and business.

I believe that business travel will remain much lower than before COVID, for a long long time. People have learned to "meet" with Zoom and similar technologies. Therefore historical data trends cannot accurately predict future passenger air travel. Cargo planes are probably more predictable -- with COVID increasing the amount that all of us buy stuff online.

I live near Paine Field. Paine Field could probably handle more cargo planes, but the surrounding area already has way too much traffic and I would hate to see the number of passenger jets increase very much. The surrounding area does NOT have a lot of blank land for parking and all the other infrastructure that goes with a passenger airport.

Arlington is interesting. I think your notes say its runway could extend to 6500 feet, and looking at a Google satellite map if Hwy 531 got re-routed and a couple of small business moved the runway could go a lot farther to the south replacing sod farms. Arlington airport is very close to I-5 which would be great for cargo or passenger service.

Your list of six does not include Bellingham. Bellingham obviously already has commercial passenger service and infrastructure. It is also next to I-5.

For at least 30 years people have talked about Moses Lake as the next SeaTac. Moses Lake has a 13,500 foot runway. It seems like this could work for cargo aircraft, with trucks carrying things to/from Western Washington, but I don't know about the extra burden on Snoqualmie Pass especially in the winter.

I am always interested in transportation topics -- any time you want public input.

I believe that expanding aviation infrastructure in Thurston County (or indeed in the Puget Sound region) is not in the public interest. Design modifications notwithstanding, airports and the additional air traffic they generate inevitably expand the carbon footprint and degrade the environment. Instead of expanding capacity to meet foreseen demand, we need to scale back, acknowledging the real and immediate existential threat to human civilization. Infrastructure planning needs to be consistent with carbon reduction goals -- if we value our children's future.

I believe that focusing on expansion in the Olympic Peninsula region would greatly benefit a large number of people that otherwise don't have easy access to an airport. Expansion at the Bremerton airport would be great.

I believe that people fly without thinking about the impact to the environment. It is mind-blowing that I can fly 2,000 miles for the same price as a pair of jeans. Air travel should reflect the true cost of each flight. Airlines should pay for their carbon cost by charging an offset for every flight that can be passed on to the customer.

We learned from Covid that meetings can happen fairly efficiently via remote apps. By driving the price up, there will be fewer flights. The air travel industry does not need to grow. It needs to reflect its true cost to the environment and the life support systems of the planet. It needs to show true caring for people and environment. It needs to begin to establish a carbon offset fee, today, and get its customers to get used to it. Start small and build the fee. It needs to work smarter and better when looking at the future of air travel. Evolve now or face a situation where no one flies because of system collapse. System collapse is on the horizon and can happen in our lifetime if major contributors to climate instability don't align with the carrying capacity of the planet. We have the science to paint the picture yet economic and corporate interests refuse to look at it. That seems seriously irresponsible and self-destructive.

But look at what an ethical offset might look like. It could create a bridge for airlines to walk into the future. By charging an offset fee, airlines can support tree planting, solar projects in US and internationally, it can help build a transition phase for travel that can be excellent PR. It can continue to work on sustainable and non-polluting fuel sources and fleets of smaller electric planes. Or maybe they can become travel lines and incorporate trains into their portfolio. There is so much that can be done with a refocus that takes the realities of our climate situation and comes out with a better and more efficient and non-polluting plan. I will not fly again until capitalists, corporations and world economy, as well as governments, begin making decisions that provide proof that they are effectively addressing our present climate crisis. I encourage all of my friends and family to do the same.

I believe that Tacoma Narrows Airport is an unacceptable candidate for expansion as a scheduled airline facility. The physical property contains almost no undeveloped land. The prevailing south approach passes over a large residential area. Surface transportation to and from the airport is inadequate for commercial operations. There are other more obvious choices, either supporting our naval bases or large communities to the south.

I believe that the Bremerton and Shelton airports have the best potential for air capacity expansion in our region because there is plenty of suitable, available land to accommodate it. While you said that industry partners don't like their isolation from major population centers, I believe that they need to cast their eyes into the future when Bremerton and Olympia will be larger population centers than they are now. As things stand now, the two airports are a fair distance away from Tacoma and Olympia, but the travel times aren't that long (is 45 minutes between Bremerton and Tacoma really that bad? Olympia to Shelton is only about 30-35 minutes.) and it can take up to two hours to get from Paine Field to Seattle's CBD at rush hour. Therefore, whether they like it or not, these more rural sites are the best places for them to meet their needs.

I believe that we should be building passenger train capability in place of short flights, not new airports. Airplanes emit a huge amount of greenhouse gas emissions, and growing the amount is a very bad idea. Unless we like wildfires, droughts, flooding and other exciting events.

I believe that we should ensure that we have adequate air infrastructure for all areas of the state in order to provide emergency medical service and support economic activity. However, I also think that developing a system of connector flights to hub airports probably isn't a good use of resources.

I believe using electric planes is a positive step for our society and WA State bring on the forefront is exciting. I am a little confused as to why a "new" site needs to be next to or within a populated area.

Airports are destination sites, people will drive to them. Would love to see light rail/ train lines be connected to a new site.
I can't speak about the importance of passenger or freight improvements, but I can say that general aviation hangar space needs attention. Most Puget Sound airports have 5-10 year waiting lists, and some have even closed their waiting list applications entirely. Since activity in the homebuilt arena exploded during the pandemic, there will be MANY more aircraft seeking homes in the next couple years. We will be needing more hangars very soon, coming from both new construction and the eviction of dormant, non-airworthy aircraft.
I can't speak for other locations, but it makes no sense to expand the Tacoma Narrows airport. That would increase traffic on the Narrows bridge and in Tacoma, and this airport is further away from Seattle than some other airports. I suspect most people travelling into this area are interested in the Seattle area, so it's best if their commute from whatever airport to Seattle is fairly straightforward. Because the Tacoma Narrows airport is separated from Tacoma by a narrow waterway, that complicates traffic issues. Plus, the Tacoma area has dealt with soooooo many traffic issues for soooooo long due to literally decades of construction, I don't know why anyone would want to further strain the commute in this area. Again, it makes no sense. Other areas north of Seattle are not obstructed by waterways, continual construction, and they have more wide open areas for expansion in the future.
I cast my "vote" against any kind of airport - passenger or freight - within any nearby region or boundary around Tumwater and Olympia and Lacey. This area is NOT equipped to absorb the traffic from such a facility. Also noise from the 24-7 and 365 operation of any such facility is not welcomed or wanted. Do not add Olympia back on the list or consider it at all. Thank you.
I currently live in Vancouver, but grew up in Tacoma. Well aware of the traffic and limited public airports available in the Puget Sound.
I do NOT approve or support any expansion with the Narrows Airport. We moved here because of the small quiet and quaint town and now all I hear at night are large aircraft over my house at 11pm. Enough is enough!!
I do not believe that a major airport in Thurston County or an expansion of our existing airport is appropriate. Our local infrastructure is insufficient and flooding and high ground water make the idea too costly. An airport along the idea of SeaTac is also lacking in vision as to the nature of the evolving air industry. I-5 will not support such a facility and would cause irreparable harm to the environment (several threatened species are found within the South County area). Furthermore, this project would prove to be too costly and a potential disaster economically.
I do not believe the infrastructure of Gig Harbor can handle an expansion of the small airport. The noise level will be immense! The adverse effect to the surrounding landscape and wildlife will be huge! I will vote no for an expansion of the Tacoma Narrows airport.
I do not support a large airport n Thurston County. We do not want the noise or the traffic, nor the dangers of a large, heavily-trafficked airport. This is not the time to do this.
I do not support a new airport in the Gig Harbor area. The added noise, and congestion, will adversely affect the quality of life in this area.

I do not support adding additional airport capacity in the region. We are in a climate crisis. There are more sustainable ways to handle increased transportation demands than increased flights. A green airport of the future sounds like a nice idea, but it is clear that this technology is in its infancy. I do not want to see more airports until we have high speed rail and better regional transit options to make SeaTac more accessible.

I work in the commercial aerospace industry, so I realize restricting aviation growth hurts my job, but I care more about a sustainable future for my children.

I do not support airport expansion.

I do not support any expansion to Paine Field air service. I don't support the current commercial service, either. We are plagued by noise from the Dreamlifter and the current commercial flights. My late evening and early morning sleep is frequently interrupted. We can not enjoy our back deck due to airplane noise. We have to stop conversations to wait until the plane passes. Please do not make it worse!

I do NOT support expansion of the current Olympia airport or a new Seatac size airport in south Thurston county. Both airports would threaten farmland, native prairies and wetlands that residents of Thurston county have worked so hard to preserve. Please help us protect these valuable habitats and the quality of our regional air, water and land by saying no to these airport expansion plans in Thurston county.

Thank you

Ann Butler

I do not support the proposed extension of Sea/Tac airport due to the fact that the Aircraft would depart over nearby Millersylvania Park, farms and conservation areas. It is bad enough now with the Olympia airport just beside us with the noise and hazardous fuel overhead due to the prevailing winds we have continuously in these times. Thank you for your consideration in humanity and flora and fauna. Find an area where it is less populated.

I do not support this project for multiple reasons.

- 1) We need to invest in regional rail so air travel isn't the only option over long drives
- 2) Airplanes have bad emissions and even worse they are extremely loud and will be disruptive to neighborhoods and residents
- 3) Seattle needs to grow, we don't need to tell people to go move to Everett and supply it with an airport just to appease the anti-growth crowd in Seattle when we aren't even a population of 1 million
- 4) Airports do not create a good economy.
- 5) Airports are enormously expensive and that money should be invested elsewhere
- 6) We need to change travel behaviors to combat climate change, not maintain the status quo and pretend we will offset emissions with planting trees or will magically make everything electric.

I DO NOT support this project. I would not like to see airport expansion to the area.

I do not think Gig Harbor is an airport that should expand!

I do not think that the roads can tolerate the increased traffic that would be produced by a bigger airport here in Gig Harbor. I live off Point Fosdick and it is already quite busy.
I do not understand how Tacoma Narrows airport is even on the list. Based on my understanding, the recommendation ultimately is for an airport the size of SeaTac. It seems like that would be next to impossible in the Gig Harbor area. Also, traffic would be charged a toll if headed toward Tacoma and I5. Doesn't make sense.
I do not want additional airport traffic in the Olympia, Lacey/Tumwater area. We already have too much air traffic from JBLM. I don't think locals should pay for this.
I DO NOT WANT AIR PORT EXPANSION.
Frankly I see no reason we should have an air port at all. We already have far too many joy riders flying low over our homes with their noisy aircraft. If it was up to me they'd all have to fly out of a SEATAC.
I do not want an airport for any reason in this area.
I do not want an airport or commercial aviation out of Gig Harbor. Our city is already lacking peace and quiet with air noise, highway and road traffic, the gun range, etc. Please do not add to more noise pollution, and traffic congestion, in Gig Harbor.
I do not want another Sec Tac here!!!
I do not want any expansion of the current Tacoma Narrows Airport.
I DO NOT want expansion of the Tacoma Narrows Airport. I agree that the population of Gig Harbor and surrounding communities has increased. I agree that additional air traffic needs to be increased at other airports. I know that we have our share of air traffic over our home, between JBLM and SeaTac airplanes and helicopters. I believe a better location would be farther south of Puget Sound, perhaps beyond Olympia. Please do not expand air traffic at Tacoma Narrows Airport.
I do not want gig harbor airport to be expanded.
I do NOT want the Gig Harbor airport converted into a commercial airport. The bridge traffic would be ridiculous and the residents of this area would be driven mad with the ensuing noise. Please don't let that happen
I DO NOT WANT The Gig Harbor airport on any list for future expansion.
I do NOT want the Olympia airport to be expanded. There would be a huge cost to our community. The increase in air and ground traffic would be enormous. I do not want Olympia/Tumwater to turn into the next SeaTac.
I do not want the Tacoma Narrows Airport to become a hub for SeaTac Airport. I see no point for the increased air traffic over our quiet community when SeaTac is only a 40 minute drive.
I do NOT want the Tacoma Narrows Airport to expand. There is no infrastructure to support an expanded airport.
I do not want to be under an airport. I do not want my property values to tank because of it STOP THIS.
I do not want to increase air transportation. I want to decrease it. The climate is more important than economic growth in the aviation industry. We need to look toward the long term health of the communities in our state and ensure equity in health for all communities. We need to meet Paris/Glasgow targets for reduction in greenhouse gas emissions. We need to adhere to the requirements of the HEAL Act and let go of short term economic benefits for the privileged in order to achieve long term economic and health benefits for all.
I do not want to see Paine Field turned into another Sea Tac airport, period. When we moved to Snohomish County, some 40 years, ago I thought commercial flights at Paine Field would not be allowed. I remember the terrible conditions residents (and schools) around Sea Tac were experiencing

from Sea Tac development and expansion. I never want to see anything like that happen in Snohomish County! Please find someplace else for the commercial aviation expansion.
I do not wish for there to be any commercial flights added to the Narrows Airport if it will add noise pollution in my area.
I do not wish to give you this.
I do not wish to see any more expansion of the Tacoma Narrows Airport. We are already experiencing very high noise levels as private jets fly over our house. These flights come at virtually any time of day and night and are disruptive to our day to day lives.
I do not wish to see the local airports near me turned into hubs for passengers or goods. They are too noisy
I don't have any current questions; however, I am very supportive of these discussions on the way in which we can create growth of the airline industry and maintain a high standard of environmental control and noise migration. There are many areas of our state that would benefit from being a regional hub in jobs and better access to travel to and from local towns and cities 3
I don't feel an expanded airport will be any benefit to me and will only increase noise in our community, eroding our tourism appeal. I am not in favor of airport expansion.
I don't feel I was asked many questions of significance.
I don't want a commercial airport of any kind in the area. We already deal with daily helicopter fly overs from Fort Lewis, and artillery practice too. A Commercial airport in Thurston County would seal this area's fate, cause property values to plummet, and make traffic unbearable. Please put it elsewhere.
I don't want a large airport in gig harbor. We are already dealing with massive traffic and not enough infrastructure to support the people that are currently living in town. Please consider somewhere else.
I don't want general aviation pushed out of the regional airports identified.
I don't want to hear the noise of larger airplanes.
I don't need to see more airports unless its going to benefit all areas. We have to get better control of Seattle's problems before any \$ is spent on airports
I don't think an airport in Gig Harbor is the solution for the airport expansion. Gig harbor can't support that expansion and it will destroy our little community. I believe that the state would be better served with an airport in the eastern part of the state.
I don't want the airport expansion in Gig harbor.
I don't want to see expansion of the existing airport and sure as hell don't want a new large airport anywhere in Thurston County. The prairie and woodland south of Olympia should remain rural.
I find it interesting that the airports of the future look a lot like the airports of the past - decentralized. I wonder how challenging it will be for ATC to cope with more criss-crossing routes.
I fly monthly from Seatac to San Diego.
I believe the Kitsap Peninsula - specifically Bremerton "National" Airport - would be a no-brainer location for a new commercial airport.
I have been living in Quail Run since 1981. Over the years the noise from the Airport has steadily increased. There are now days where the noise becomes unbearable. I have friends and visitors who have wanted to buy homes in this area, but are having second thoughts about purchasing property because they heard the noisy air traffic. If our airport becomes busier than it is already, it will increase street traffic as well as Narrows Bridge traffic, and then we will need another bridge. Increased traffic may result in decline of tourism and keep prospective home buyers away, bringing property values

down. I volunteered at the Gig Harbor Visitor Center for almost 6 years, and it is the peaceful environment that draws people here.

I have lived in Gig Harbor for almost 35 years precisely because it has been such a safe, quiet, lovely refuge. Expanding the Narrows Airport will jeopardize, if not destroy, those aspects. It would be a travesty, and a completely unnecessary one. I pray that you will consider the quality of life for Gig Harbor's residents a priority.

I have lived in the Gig Harbor area for 75 years. I was born in Gig Harbor. I have seen too many changes to the area that are not conducive to a healthy environment. Adding commercial traffic to this area would add to the many problems that are appearing annually due to the growth in the area.

I have lived in Thurston Co for over 30 years and have unhappily watched the ever-increasing growth here. Adding an airport to SW Thurston Co. would make living here intolerable. We do not have the infrastructure to support the increased traffic. The noise would be unbearable. The impact to climate change would be unacceptable. We, in the county, have been working for years to protect our unique prairie habitat, maintain open spaces for species habitat and human well being as well as farming, and maintaining connected ecosystems. Our ecology cannot tolerate even more non-permeable surfaces. We have adopted a Climate Change resolution. Increasing airplane traffic for the benefit of commercial entities (such as Amazon) or for the reckless travel of so many is not in the greater good. Many of us have already weighed in about taking Thurston Co off of any potential airport expansion or new airport sites. Please continue to keep Thurston Co a decent place to live for the humans and non humans who call it home. thank you.

I have lived on Beacon Hill for 20 years and have seen the flight traffic increase exponentially over the years to the point that we can't even keep our windows open during the summer anymore.

The jet traffic starts at 4:30 or 5 o'clock every morning and continues till after midnight seven days a week 365 days a year the amount of noise and the bigger concern is the pollution that is painting this community with tons of fall out.

This Hass to stop! Nex Gen has compressed the air space over Beacon Hill and if you look at the WHO studies it has a profound effect on human health.

I have lived on Beacon Hill in Seattle for over thirty years. Seventy percent of Sea-Tac landings go over Beacon Hill. Aircraft fly over as often as every sixty seconds. Sound increases to a harmful level of 70-90 decibels when aircraft fly over. I am writing to you to address the following equity requests to prevent further harm to our community and state.

Eliminate Sea-Tac Airport from the list of airports considered.

Locate the new airport away from where people reside so health is not compromised.

If a new airport is built, do so consistent with state climate change commitments.

Our community has disproportionately been affected by noise and air pollution due to our close proximity to Sea-Tac. I hope you will help mitigate further impact to our community. Beacon Hill remains ineligible for any noise mitigation.

I have lived on north beacon hill for almost 40 years. I have watched more and more flight paths be directed over this part of beacon hill as more affluent neighborhood complain about the noise. Because this hill is so high we are bombarded with noise, air pollution, and interruption of sleep like

no other neighborhood this far from the airport. Sometimes I am in bed and in sounds like an airplane is going to crash. We have an unique situation and so far no one cares. Our level of noise is just as bad as homes closer to the airport that qualify for insulation to help with the noise. Use a little common sense and acknowledge that this neighborhood deserves some help

I have some questions about your short list of 6 preliminary airport sites.

I don't see Olympia Regional Airport on your short list. Why not? North Puget Sound is already well served by Bellingham and Paine Field, plus reasonable access to SeaTac. It seems that growth strategy should offer better access to Washington residents south of Seattle.

<https://www.theurbanist.org/2021/09/23/washington-new-airport-siting-commission-shortlists-possible-locations-and-opens-public-survey/?amp>

Sanderson Field and South Lewis County Airport are too distant from Puget Sound population centers. But Olympia is located with good access for the south Puget Sound region. So it seems puzzling that this didn't make it onto your short list for consideration.

Regarding Paine Field, in your white paper there are a few items I don't see listed under consideration. For other airports such as Arlington Municipal or Tacoma Narrows I see the phrase "substantial residential development surrounding the airport" recurring as a consideration, but I don't see this included as a consideration. Very substantial residential development has grown around Paine Field over several decades with Snohomish County's Mediated Role Determination (MRD) being a material consideration. I was very surprised by this especially that there is far more residential development surrounding Paine Field than either Arlington or Tacoma Narrows.

For Tacoma Narrows, I see the Tacoma Narrows Bridge as a ground traffic consideration. For Paine Field, I don't see Mukilteo Speedway, SR 526, and Airport Road listed as ground traffic considerations. These roads lead to and from Paine Field, and capacity is especially constrained during Boeing Everett shift changes during the day.

Also, with SeaTac being the region's hub airport, expansion of commuter rail from Snohomish County should facilitate ground travel for Snohomish and Skagit County residents to access a greater number of connecting flights than from Paine Field or Bellingham.

Are you weighing these additional considerations? If so, how? As written, the white paper appears to favor Paine Field as the preferred expansion option without considerations such as these.

Thank you.

I highly recommend keeping passenger traffic concentrated only at SeaTac to improve airline connectivity, minimize duplicate investments in ground facilities and improve sustainable public transportation options such as airport express buses. Private hangars such as Paccar and cargo flights can be moved to Everett, Bellingham, or other suitable facilities.

I hope I answered the first few questions correctly. Typically I see multiple choice questions with positive statements first before the negative. I noticed I clicked on "unsupportive" at first when I meant "supportive". I could not navigate back to my answers so I hope it is a reflective tool. I think it is. Anyway, thanks for asking. And if I can join your efforts, please let me know. I grew up in a "flying family".

I hope room can be found for safe areas from which ultralights and gliders can operate. I live in Whatcom County. The Cherry Point area would be a great place, since there is a vast amount of industrial land that will never be used for industry.

I hope there is action here and not just a lot of money spent on impact studies. Our state needs more service, more spread out.

Use Olympia Airport.

I shouldn't prefer going to Portland to fly but, right now I make the drive because it's easier than Seatac.

I fly 5-10 times per year.

I hope we can find economical ways to distribute flight impacts around the region so no one community has to bear the brunt of the increased air traffic.

I hope you all understand that climate change must be incorporated into the criteria for any new airport.

I wonder how we can meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan. We must address these commitments to the future!

I believe the CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Thank you for your commitment to keep our community healthy!

Kind regards,

Rachel Maxwell

I hope your not seriously considering this.

On both sides of the bridge are dense, very dense neighborhoods. It would be an ongoing nightmare. I can't even believe this was someone's idea? Please do NOT destroy our living situations. The area in no way supports such a plan.

I just can't fathom a scenario where it makes sense to build a bigger airport in Gig Harbor. The Narrows Airport is in a residential area and the flight patterns are all over residential areas. Please find somewhere else.

I like the thought of Bremerton Airport becoming one of several hubs throughout the region. With this airport becoming surrounded by new commercial /Industrialized activity with the new Amazon facility adjacent to the present airport, and the increase in new building in the Industrial area it bodes well for continued successful growth. With the ongoing plans for the construction of the Commercial Corridor bypassing the town of Belfair, enhancing the flow of traffic on the Kitsap Peninsula, a railroad network very close by that would provide a greater diversity of transportation options to potential new businesses, I feel this is/would be the ideal location for an expanded Regional (International) Airport. It is ripe and ready to be harvested.

I live & work in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

Please take off SeaTac Airport from the list of airports being considered

Locate any new airports in less populated areas to reduce the health impacts on residents

If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

We can't take any more increase of terrible, awful airplane noise and pollution in our community. Beacon hill has been completely left out of any efforts to provide noise or pollution mitigation, despite the awful impact and increase in noise the 'quiet skies' initiative unleashed onto our neighborhood.

I live about one mile from the Narrows Airport. Currently we are not too disrupted by the activity at the airport since it only handles small planes. However, this proposed would greatly disrupt this community with noise and traffic. The road to the airport is a two- lane road and it is already crowded, especially during the day. Any additional aircraft and traffic would make the already overcrowded area a nightmare for current residents in the Gig Harbor area. I respectfully ask that you do not consider the Narrows airport as an expansion site.

I live across the street from SEA airport. I can smell the exhaust from planes and am sure it can't be healthy. I also hear the planes and consider them the cause of the noise pollution I hear. The flight times should be more limited in the evening hours. No flights after 11:00 pm.

I live and work in the Beacon Hill community in Seattle. I am writing to you today to address the prevent further harm to Beacon Hill .

I request that you:

1. Take SeaTac Airport off the list of airports being considered.
2. Locate the new airport in a less populated area to reduce health risks to residents.
3. If a new airport must be built, have the state create an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors. Many times of the day, I can't have a conversation with my daughter biking down the road in Beacon Hill due to airplane noise. We have really been surprised by the amount of noise from Sea-Tac in our area. My daughter often is confused about it because we live "so far from the airport".

-Aircraft fly over Beacon Hill as often as every 90 seconds (and usually start before 6AM and well after 10PM)

-Noise levels on ground are 70-90 dB, disturbing our work, learning, and sleep

- 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.

- Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport

Thank you for your consideration and helping improve our community.

I live and work from home in the Beacon Hill community in Seattle. I am writing to you today to hopefully prevent further harm to Beacon Hill and our state:

1. Take SeaTac Airport off the list of airports being considered.
2. Locate the new airport in a less populated area to reduce health risks to residents.
2. If a new airport must be built, have the state create an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

3. Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

-Aircraft fly over Beacon Hill as often as every 90 seconds

-Noise levels on ground are 70-90 dB, disturbing our work (I often have to put my phone on mute INDOORS to hear my conference calls!), learning, and sleep

- 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.

- Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport-- however, the distance from the ground to the planes should be considered, and planes should be routed over lower-lying areas.

Thank you for taking action to support Beacon Hill!

I live and work full time in Beacon Hill in Seattle. I am writing to you today to address SeaTac airport expansion.

At current capacity of the airport I can't have my windows open and have a telephone conversation or a work meeting due to the constant noise from airplanes flying overhead. Additionally, at current capacity if I am outside in my backyard, conversation needs to stop every other minute (literally - planes fly over my house every 90 seconds) to wait until its quiet enough to speak again.

Increased capacity of the airport, while good for our community economically, needs to take impacts on nearby neighborhoods into consideration. Our community has been disproportionately impacted by Sea-Tac's air and noise pollution. Further expansion will bring increased air and noise pollution. I have kept a decimeter on outside of my house and consistently get readings of 75-80dB on a constant basis. This is unhealthy for us and can lead to long term health issues. This also leads to health risks from the fuel and increased pollution we face by living in this neighborhood.

My ask that in the expansion of the airport, the airport also looks at flight patterns and runway locations and diverts planes to land over less populated areas as well as rotates planes and flight patterns on a constant rotation so that no community is disproportionately hit (i.e. such as Chicago does with Midway).

Additionally, as we are already experiencing a rapid increase of extreme weather events due to climate change - please look into ensuring that the airport has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Thank you,

Gabby Markoff

I live and work in the Beacon Hill community in Seattle. I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state:

1. Take SeaTac Airport off the list of airports being considered
2. Locate the new airport where no one lives so nobody's health suffers
3. If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our communities have been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our children, families and friends.

I live and work in the Beacon Hill community in Seattle. I am writing to you today to address the prevent further harm to Beacon Hill and our state:

1. Take SeaTac Airport off the list of airports being considered.
 2. Locate the new airport in a less populated area to reduce health risks to residents.
 2. If a new airport must be built, have the state create an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.
 3. Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.
- Aircraft fly over Beacon Hill as often as every 90 seconds
 - Noise levels on ground are 70-90 dB, disturbing our work, learning, and sleep
 - 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.
 - Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport

I live and work in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

1. Please take off SeaTac Airport from the list of airports being considered! Already, airplanes fly over Beacon Hill as often as every 90 seconds, with 70% of all aircraft landing at SeaTac flying over Beacon Hill. The sound levels on the ground are 70 - 90 decibels, disturbing our work, learning, conversations, and sleep. It would be a disaster to increase the number of aircraft flying over our neighborhood. Your website states the goal of "ensuring no community is disproportionately impacted." Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport. By increasing SeaTac's capacity, you are ensuring that Beacon Hill WILL be disproportionately impacted.
2. Locate any new airports in less populated areas to reduce the health impacts on residents.
3. If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

I live and work in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state:

1. Take SeaTac Airport off the list of airports being considered.
 2. Locate the new airport in a less populated area to reduce health risks to residents.
 2. If a new airport must be built, have the state create an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.
 3. Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.
- Aircraft fly over Beacon Hill as often as every 90 seconds
 - Noise levels on ground are 70-90 dB, disturbing our work, learning, and sleep
 - 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.
 - Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport

Thank you,

Travis Keany

I live beyond Redmond. My biggest complaint is getting to the airport. I love Paine Field and use it but I wish there were better transportation to get there and even better parking. When going to SEATAC the cars in line to get to the terminal is very discouraging. It sometimes cost me a large percentage of my airfare just to get to the airport by Uber. I guess my biggest overall complaint is access to existing facilities.

I live in Arizona and would visit much more often if a commercial jet airport was available

I live in Gig Harbor and do not want the airport expanded. I chose to live here for the abundance of wildlife, easy access to Salish Sea waters, and relatively peaceful atmosphere. Expanding the airport in our small maritime community would disrupt and destroy most of why our community is unique.

I live in Gig Harbor, I'm definitely against Narrows airport expansion. We have a huge traffic problem already and this will make it even worse. Also I'm afraid of the environmental impacts on our area.

I live in Gig Harbor. I recommend the Tacoma Narrows Airport because it is close to I-5 but serves the opposite side of the Sound from the SeaTac airport.

I live in La Conner and dread having to go to SEATAC to fly anywhere. Driving through Seattle is a traffic nightmare and very time consuming. We need a major airport north of Seattle. I like Paine and Bellingham but wish there was something in the Anacortes area. Please make sure ground transportation connects with airports! It is currently impossible to get to an airport from La Conner without a private car or taxi to the Bellair shuttle which does not run very frequently either. Train from Mount Vernon to airport(s) would be helpful if it were frequent and fast.

I live in Olympia, and we lobbied hard last summer to take ourselves out of the running in our Tumwater/Olympia/Lacey area, for any part of airport expansion anywhere near here. We CERTAINLY hope that's where we're at with this issue, and that ZERO consideration is being given to this region.

However, we must go further than that, and acknowledge that this issue is not just about our region and protecting it. We need to represent the truth about aviation and its effects. no matter WHO is nearby....and we are ALL affected by poor rules-making when it comes to expansion. Where we are at this place in time, around climate crisis---dictates that we are NOT doing business as usual...expanding the worst fossil fuel violators.

And we all know those are planes.

And we do not have viable replacement technology at this time, so what is required is to SPEED UP THAT SEARCH, and also to change our behaviors in the short term.

Climate needs to be a PRIORITY in this decision!!

Please consider very strongly, these issues:

~~Climate change must be incorporated into the criteria for any new airport. The proposed plan does NOT meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects.

~~The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

~~Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded. And it is crucial that you do not locate any new airports near large population centers. Major airports are major detriments to health. They also cannot be near wildlife habitat.

~~The CACC needs to plan for a future world where our children and their generations downline can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

If we had invested in more sustainable technologies such as trains, we wouldn't be flying around so much. The time is NOW, to create sustainable transport plans in a system-wide way, not just expand dirty technologies---which won't meet our larger goals.

Thank you for taking these issues seriously.

I live in South Beacon Hill and work in mid-Beacon Hill at the VA. I spend free time at parks and businesses on the neighborhood. I am writing to you today to prevent further harm to Beacon Hill and our state.

Please take off SeaTac Airport from the list of airports being considered.

Locate any new airports in less populated areas to reduce the health impacts on residents. If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act. Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors. The sound levels on the ground are 70 - 90 decibels, disturbing our work, learning, conversations, and sleep. I am especially concerned about how this impacts my 2 year old daughter as she grows up in Beacon Hill.

70% of aircraft landings at Sea-Tac Airport go over Beacon Hill. Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport.

I live in the Beacon Hill community in Seattle and our children attend elementary school in the neighborhood. I am writing to you today to prevent further harm to Beacon Hill and our state. Please take OFF SeaTac Airport from the list of airports being considered. Locate any new airports in less populated areas to reduce the health impacts on residents. If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution, and we hope you can address our requests before making decisions that will further harm our families and neighbors.

The noise level affects our quality of life, negatively impacting our sleep and our sense of calm and peace, both physically and emotionally. We live in an urban neighborhood; I'm not ignorant that noise pollution is a part of our daily lives. But I would like to see it mitigated as much as possible.

Thank you.

I live in the Beacon Hill community in Seattle. I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state:

Take off SeaTac Airport from the list of airports being considered and locate the new airport where no one lives so nobody's health suffers.

If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends. For the record, there is a flight directly over our home every 90 seconds, and the noise levels regularly exceed the federally established threshold of 65 dB, as recorded by a noise monitor installed outside our house as part of a local study.

Paul Mocha

I live in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

Please take off SeaTac Airport from the list of airports being considered

Locate any new airports in less populated areas to reduce the health impacts on residents

If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

I live in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state:

1. Take off SeaTac Airport from the list of airports being considered
2. Locate any new airports in less populated areas that limit noise and air pollution impacts to residents
3. If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.

Please keep in mind:

- Aircraft fly over Beacon Hill as often as every 90 seconds

- Aircraft noise is 70 - 90 decibels on the ground

- 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.

- Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport.

I live in the direct flight path of Paine Field and I was not informed of the CACC. Please include me so that I will be informed.

shannonjay@comcast.net

I live in the Sunrise Beach area, not close to the Tacoma Narrows Airport, but it seems we are under a popular flight path. There is already enough air traffic over our peaceful, quiet town of Gig Harbor. NO MORE, PLEASE! NO EXPANSION of the airport!!!

I live in Toledo, Washington, and will be impacted negatively by expanding the Toledo Airport. I want more up-to-date information.

I live in Tumwater and I personally feel like a new airport in the little rock area would be a great idea. Olympia is the state capital and I feel it would serve a large amount of air travelers. It's already off of I-5 so you wouldn't have to worry so much about road widening to support increased traffic. If you look at Shelton Highway 101 doesn't seem big enough to support expansion of that airport, neither does Highway 3.

I live in Winlock, Wa so I have a vested interest in the potential airport expansion of the Toledo airport.

I live less than 2 miles from the Tacoma Narrows airport. If there were an extension built there it would cause so many traffic issues as we only have one direct road to get to the 16 which passes next to the airport. This would cause not only extensive traffic issues, but would also create safety issues for emergency vehicles. We have ONE road that gets several neighborhoods out. This would create issues there as well. As a former construction engineer I can say with 100% certainty there are absolutely no positives. The utility lines are all maxed out. Roads are maxed out. We all moved here to get away from SeaTac traffic and noise pollution. Tacoma Narrows Airport is not a good location at all. I would consider leaving Washington State all together. Not one of my neighbors supports this or would continue residing here if this happened.

I live near King County Airport in the South end of Beacon Hill. This airport used to be public and accessible. It is now run by super-wealthy corporations and billionaires - Costco, Amazon, UPS, Bill Gates etc. The sound pollution is non-stop and I'm sure the air pollution is just as bad. I don't think taxpayers get any money from the leases of the airport property. This is public subsidies going to corporate america. This is county run but applies to state. What can be done to correct these problems? Get money from these corporate freeloaders, make them accountable for pollution and get it reduced, etc., etc.

I live near the Narrows Airport, and I commute to Seatac for work. I have lived in the Aberdeen area. Seatac is not a good solution for anyone not wealthy enough to live there. The Narrows is the obvious choice. You will get push back from the wealthy "not in my back yard" crowd. However this is the opportunity to expand south of Seatac. Until now most of the money goes north. The bridge can be upgraded, light rail can be extended across the Narrows, and the area around the airport can be developed. Tacoma is the San Jose to Seattle. Olympia would probably be better, but it isn't on your list. Of those you've selected, Narrows is the only good choice.

I live off of Delphi in an area that would be decimated by the building of an airport. To see this beautiful, precious environment destroyed and the Olympia way of life shredded so it can become Sea-Tac south is too sickening to even think about. The noise and traffic pollution, in addition to all the supporting infrastructure and businesses would completely destroy the character of this city. This is not progress, this is so someone can profit from the misery of the overwhelming majority of people here.

Sanderson field is another terrible choice that makes no sense. Out of the way, and the flight paths would still cause similar noise pollution, and hwy 101 would turn into a series of strip malls and commercial businesses. This is not why so many people here have chosen to establish lives in an area they can enjoy and be proud of. To put an airport in Olympia or Shelton would be stealing all our quality of life that most of us highly value and have worked hard to establish and protect.

Paine field is likely the best choice based on its current usage, size, and infrastructure that would cause the least environmental and societal damage.

Not to mention, in the light of post-Covid reality it should be clear that the way we work and travel is changing. And technology is also evolving the ability of people to interact without getting on a plane. That predictive study claiming to know how much additional demand there's going to be needs to be revisited. Don't make destructive assumptions based on outdated, inaccurate data that isn't taking these things into account.

And please don't steal from people who carefully chose a place to live based in its beauty and/or character.

I live on North Beacon Hill. Airplane noise makes is frequent and LOUD. Please do not add more. It is bad enough. Put a new airport somewhere else.

I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state:

take off SeaTac Airport from the list of airports being considered

locate the new airport where no one lives so nobody's health suffers

If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our communities have been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.

Additional Information

Feel free to add additional comments

Aircraft fly over Beacon Hill as often as every 90 seconds

The sound increases anywhere from 70 to 90 decibels when aircraft fly over.

70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.

Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport.

I live right down the street from the current airport in Tumwater. This is not the appropriate site for a large airport, due to the environmental impact it would cause as well as significant negative impact on the quality of life for south sound residents. The I-5 corridor cannot handle a second large airport in this location as the volume of traffic would make it an unlivable location.

I live with my 3 children west of Jefferson Park in the densely populated and diverse neighborhood of Beacon Hill in Seattle.

As I write, I am hearing the drone of nearly constant south flow air traffic into Seatac.

Studies have shown the loudest decibel readings along our block of 13th Avenue.

Please prevent further harm to Beacon Hill and our state:

-take off SeaTac Airport from the list of airports being considered

-locate the new airport where no one lives so nobody's health suffers

-If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Two of my children suffer from health issues related to environmental factors.

Our communities have been disproportionately impacted by SeaTac's air and noise pollution. We need you to address our requests before making decisions that will further harm our families and friends.

I live, work, and raise my young children in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

I frequently have to pause conversations with my family and friends when spending time together in my backyard, or talking with neighbors on our block, because the thundering noise of the overhead jumbo jets makes it impossible to hear one another. With aircraft flying over Beacon Hill as often as every 90 seconds, our conversations are disjointed, at best. The sound levels on the ground are 70 - 90 decibels, disturbing our work, learning, conversations, and sleep.

Please take SeaTac Airport off from the list of airports being considered . Locate any new airports in less populated areas to reduce the health impacts on residents.

If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Thank you for taking action to protect further harm to Beacon Hill!

I live, work, learn, exercise and socialize in the Capitol Hill community in Seattle. I am writing to you today to address the following equity requests to prevent further harm to Capitol Hill, Beacon Hill and our state. I urge you to:

- remove SeaTac Airport from the list of airports being considered
- locate the new airport away from population centers and communities that historically suffer from environmental racism.
- be consistent with state climate commitments and the HEAL Act; have the state build and run an airport that has reduced/zero greenhouse emissions consistent

Aircraft fly over Capitol Hill as often as every 90 seconds. Early this year I moved to an apartment on an upper floor in my neighborhood, a multifamily building from the 1980s with no sound mitigation. On work from home days, my concentration is negatively impacted and at night it is difficult to fall asleep and stay asleep due to airplane noise in and out of SeaTac.

The sound increases anywhere from 70 to 90 decibels when aircraft fly over, often at around 3000 feet elevation. Science has shown that airplane noise at night damages cardiovascular health for people living below (<https://medicalxpress.com/news/2020-11-airplane-noise-night-trigger-cardiovascular.html>).

Most aircraft landings at Sea-Tac Airport go over Capitol Hill and Beacon Hill. At Cal Andersen or Volunteer park in Capitol Hill, it is increasingly difficult to hold a conversation due to near-constant airplane noise during the many peak times each day. Neighbors I talk to are upset about the increase in airplane noise over the past few years. Neither Capitol Hill nor Beacon Hill are not eligible for any mitigation because we are not close enough to Sea-Tac Airport.

Our communities have been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.

I live, work, play, and worship pray in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state. PLEASE take off SeaTac Airport from the list of airports being considered. Locate any new airports in less populated areas to reduce the health impacts on residents.

If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors. Since living here for the past 4 years, it has affected my sense of well being, and health with aircraft fly over Beacon Hill as often as every 90 seconds , with sound levels on the ground being 70 - 90 decibels, disturbing our work, learning, conversations, and sleep.

Also 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill

and we are STILL not eligible for any mitigation because it is not close enough to the Sea-Tac Airport. I

am suffering and my community is suffering on a daily basis and any increase in air noise pollution will be devastating to us as it is already detrimental.

I live, work, recreate, & raise a baby in the Beacon Hill community in Seattle. I am writing to you today to address the prevent further harm to Beacon Hill and our state:

1. Take SeaTac Airport off the list of airports being considered.
2. Locate the new airport in a less populated area to reduce health risks to residents.
2. If a new airport must be built, have the state create an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.
3. Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

-Aircraft traffic above Beacon Hill has more than doubled in the last 8 years & flights are stacked on top each other already

-Aircraft fly over Beacon Hill as often as every 90 seconds, though somethings side by side as well

-Noise levels on ground are 70-90 dB, disturbing our work, learning, and sleep

- 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.

- Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport

-Aircraft fly well below the 2000 feet altitude mandate set, & stacking planes & adding more flights will ensure even lower altitudes.

NO airport expansions in 98108!

I live/play in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

Please take off SeaTac Airport from the list of airports being considered

Locate any new airports in less populated areas to reduce the health impacts on residents

If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

I live/work/learn/play/pray [PICK ALL THAT APPLY] in the Beacon Hill community in Seattle. I am writing to you today to address the prevent further harm to Beacon Hill and our state:

1. Take SeaTac Airport off the list of airports being considered.
 2. Locate the new airport in a less populated area to reduce health risks to residents.
 2. If a new airport must be built, have the state create an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.
 3. Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.
- Aircraft fly over Beacon Hill as often as every 90 seconds
 - Noise levels on ground are 70-90 dB, disturbing our work, learning, and sleep
 - 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.
 - Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport

Thank you for taking action to support Beacon Hill

I lived in Des Moines wa x 15 years-the last 2 or 3 I wanted to jump off a cliff due to all the noise from the overhead nonstop jets. I also started getting a slew of ear and respiratory infections. I was forced to move for my sanity and health.

At the least, move the cargo out of SeaTac

I moved to Beacon Hill with my wife nearly 20 years ago. We live on 13th Ave with our 3 children and are under the constant drone of air traffic to the 3rd runway. This shorter runway was not planned for this amount of traffic which includes a louder combination large body and lighter weight planes.

Our diverse and highly densely populated neighborhood suffers the environmental impacts of a flight plan that ignores any thoughts of equity or environmental justice. Please give serious thought to the following equity requests to prevent further harm to our community.

1. Take SeaTac off the list of airports being considered.
2. Locate new airport in an area where there is no population impact.
3. Airports should be built and run with reduced/zero greenhouse emissions consisted with the state climate commitments and the HEAL act

I moved to Gig Harbor for the limited air travel, small town feel, wildlife, and continued expansion or use of the Narrows Airport in an increased fashion would be wrong.

I need a lot more information on this.

I need information this is the first I knew there was anything happening re GH airport

<p>I noticed that all of the proposed counties are in Western Washington. Has any consideration been given to the East side? It would reduce the need for travelers from Idaho, Montana and the Eastern Washington from having to fly to Seattle for connecting flights.</p>
<p>I object to any expansion of the Narrows airport, particularly commercial flights. This would Ruin the quality of life of all families in Gig Harbor and Key Peninsula. We already have more than enough noisy air traffic over our house and all of Case Inlet with the narrows airport and JBLM and we do not want or need more traffic or noise, especially jet noise. Put any airport expansion somewhere else, please.</p>
<p>I object to expansion of an airport and development of a commercial airport in Gig Harbor. Since the new Narrows bridge was built there has been increased automobile traffic and housing development in Gig Harbor. Traffic is really very noticeably heavier than a few years ago. I am concerned that the infrastructure in Gig Harbor is already behind in keeping up with growth in the area, and having a busy airport so close to the already busy Narrows Bridge will exacerbate the challenges greater Gig Harbor is already facing, and may be the tipping point at which too much traffic becomes a real mess!</p>
<p>I object. Would be way too much noise. We get enough noise from car and train traffic. Plus, isn't the Tacoma Airport just a bet too small?</p>
<p>I oppose any expansion of airport or establishment of new airport in Tumwater to accommodate large jets. There is already significant noise pollution from recreational and private planes. These tend to fly low over my house near watershed park. I accept the noise and pollution of military planes from JBLM because they serve the purpose of protecting our country. But any expansion serves only the purposes of private corporations who have more concern about profits than our community. The sprawl, the noise and the air pollution will be harmful to all of here in and near Tumwater. And of course, increased air traffic means increased global warming. Please - No expansion! No new airport!</p>
<p>I oppose expanding capacity for long-range, air-travel infrastructure in Washington State. My primary reasons:</p> <ul style="list-style-type: none"> - Unacceptable local air pollution around major airports and associated noise. - Very substantial contribution to global warming that can not be sustainably carried forward and certainly should not be expanded. <p>In Washington State, we need economic development that is sustainable and equitable and supports resilience of our local economies with transport based on fast rail and efficient electric vehicles.</p>
<p>I oppose expanding the Gig Harbor airport.</p>
<p>I oppose expansion of services at the Tacoma Narrows airport. We already have significant air traffic from SeaTac. More traffic will be extremely disruptive.</p>
<p>I oppose expansion of the Narrows Airport. The potential for negatively impacting the environment outweighs the potential benefits of increased access to air travel.</p>
<p>I oppose having a major airport in Gig Harbor.</p>
<p>I oppose spending money to expand the airport which adds significantly to global warming when time is critical to prevent disastrous outcomes. We need to encourage less air travel, tax air fuel appropriately, and not expand the airport.</p>
<p>I oppose the possible airport location in Thurston County. Traffic is bad enough as it is, traffic traveling both north and south bound is already problematic when traveling to and from work creating a longer commute. Adding traffic for an airport will drastically increase this problem. I also own a home in this area. This will decrease my property value and ability to sell being so close to an airport. The noise</p>

<p>pollution will bother all the animals in the area as this is a farming community. This will also increase our taxes and we lose the sense of country that many of us moved out here for,</p>
<p>I prefer NO EXPANSION OF TACOMA NARROWS AIRPORT. Thanks</p>
<p>I prefer slow, responsible growth to reflect the environment and local needs of Gig Harbor as a neighborhood and not as a "regional" reflection of South Pierce County.</p>
<p>I really don't think Sea-Tac airport can handle unlimited growth. Other regions need to pick up some of the air travel and cargo transport. South King County communities are already negatively impacted by air pollution and noise pollution. I am also concerned about Amazon's opportunistic movements in air cargo during the pandemic. I would rather see passenger planes flying than Prime Cargo jets.</p>
<p>I really don't want large jets flying over my house...Whidbey Island used to be quiet. Now large cargo planes fly over and distract the day.</p>
<p>I really hope you are not seriously considering Arlington Airport for this. There are homes all around it that will become all but worthless if you should decide to make it a commercial and air freight hub.</p>
<p>I recently moved to Toledo from Graham in Pierce County. I love it here, close off the freeway but small town. I'm a democratic socialist at heart but know what an airport would bring to this town. I love knowing my children are safe to walk to school and the crime is almost nothing here. No offense but I know the traffic and the increase in polyandry expansion would ruin it. I saw what happened to Fredrickson and Graham, it's almost unrecognizable. My grandfather lived outside of SeaTac and it was horrible with the noise and everything else. I know reading this won't make a difference but the thought of having to move my children again after coming to this quiet place after an abusive relationship breaks my heart. They love it here to cause it's nothing like the chaos we escaped. Please don't have the airport here.</p>
<p>I recommend new commercial air service to be located at either Olympia (KOLM) or Bremerton (KPWT). I expect significant growth in Kitsap County as more people expand outward from Seattle. I believe new services in KOLM or KPWT would fulfill the new demand. The Northern region of Washington already has commercial service (KPAE) and (KBLI). Therefore, it would be pointless to expand another commercial airport.</p>
<p>I resent the fact that Gig Harbor is still on track for airport capacity increase! We are a small residential community, myself and husband are retired. We don't want more larger airplanes flying in and out.</p>
<p>I respectfully submit that encroachment on the city of Gig Harbor with airport expansion would be a very bad idea. We do not have the ability to handle any more traffic whether it be on the ground or in the sky. Please do nothing to see here folks! Move on by!!! Thank you</p>
<p>I say no to the expansion of the Olympia Airport, which we can only speculate would be to handle cargo. The State committee seems to be considering putting the Olympia Airport back onto the list of final six candidates for expanding the local airport.</p>
<p>I also say "NO" to developing a greenfield airport being considered for the area SW of Tumwater, to be constructed by 2050.</p>
<p>Both of these projects are not good for our community because of so many reasons. Do not pursue these projects.</p>
<p>I sent a message earlier, but to be clear I wanted to add the following: NO EXPANSION FOR TACOMA NARROWS AIRPORT.</p>
<p>Thank you!</p>

I serve as President of Save Our Communities promoting aerospace manufacturing at Paine Field and all the jobs and economic activity it generates - well over \$20 billion annually. We also support general aviation at Paine Field. We communicate with thousands of residents/members in communities surrounding Paine Field. We have submitted extensive comments on Paine Field in numerous forums including cases in court and are committed to fact based positions based on research and publicly available data. We understand the difficult issue of addressing regional and statewide capacity needs given the changes in demand and reality that mitigating significant impacts is extremely difficult particularly when surrounding areas are already developed. We believe we can provide important and compelling input and context for your consideration that may not otherwise be considered given the makeup of the Commission.

I strongly believe that climate change should be a top concern in evaluating the possibility of a new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity should also be included into the analysis of potential plans location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution.

The CACC needs to plan for a livable climate and health equity above short term economic goals.

I strongly feel the gig harbor area is not suited for a commercial airport, or an expansion of the Narrows airport. Firstly, the impact on the environment would be detrimental. The growth of this pristine area will ruin it for all plants, animals, water systems and the individuals who live here. Why would you even consider ruining this sacred space? Money and greed.

I strongly object to adding commercial airline traffic to Tacoma Narrows Airport. The existing traffic causes enough problems with noise over and existing neighbor area of waterfront homes.

I strongly object

I Dont want commercial traffic into and out of tacoma narrows.

my house is right under the landing pattern.

I bought my house here to enjoy a quiet retirement.

thanks.

I strongly oppose any consideration of the Gig Harbor airport to be expanded. I grew up in Gig Harbor, work in Gig Harbor and feel the the area does not have the infrastructure to handle a larger airport and would have a negative effect on the area. Thank you.

I strongly oppose any expansion of the Gig Harbor airport at the narrows. It does not align with the plan to control development in this region. I am a homeowner in Gig Harbor rural area and Am already bothered by flights into SeaTac and traffic noise off of hiway 16 . Thank you for helping to keep this community as it is, already we have experienced rampant growth by developers who could care less about ruining this beautiful community. Just go to uptown or the north end and experience the traffic and you will see what I mean.

<p>I strongly oppose any expansion of the Olympia airport. I also strongly oppose consideration of a greenfield airport in Thurston County. The County and Port commissions have already objected to both plans. There are too many sensitive environmental lands and wildlife protection needs that take priority and airport uses would directly conflict with those needs.</p>
<p>I strongly oppose any project to bring/build/expand any airports in Thurston County and its surrounding areas/counties. Thanks for your consideration.</p>
<p>I strongly oppose expanding Olympia airport or situating another in the county south of Olympia/Tumwater. This region is the only area left along the I-5 corridor that opens up to rural lands leading into South Thurston where exists abundant outdoor recreational sites, farmland, wildlife corridors, wetland ecosystems and sensitive species. Where rural cities, such as Tenino, have large economic development projects in the works, with the assistance of the EDC, that will include local ag producers, equestrian centers, ecotourism and more. The land mass to be utilized, consistent with surrounding land use, stretches well beyond city limits; residents living in the outskirts are also building rural rec and events centers with that in mind to accommodate the influx of activity. This is rural revitalization: expansion and economic development consistent with land use and preservation of natural resources. In addition to the natural wonders enjoyed by tens of thousands of WA citizens and travelers, the area is a welcome respite from the grueling Interstate congestion from the far north through Olympia, as anyone can attest to. Do not ruin it --we know what comes with airport activity: the entire region will be transformed and all current plans to revitalize laid to waste, not the least of which is degradation of the land on a massive scale.</p>
<p>i strongly oppose expanding the airport just outside of Gig Harbor to accommodate commercial air traffic. its noisy enough with the private planes (including private jets) as it is, not to mention increasing the potential for serious deadly accidents. thank you,</p>
<p>I strongly oppose expanding the Narrows airport. As it is, right now, we have noise pollution from JBLM. And the private planes alone from The Narrows Airport are already nearly endless every day.</p> <p>I also believe it is unhealthy for our environment and wildlife. We have already destroyed so many animal's habitats. Isn't there a solution closer to Olympia that would help south sound travelers get to SeaTac as well as politicians?</p>
<p>I strongly oppose expanding the Tacoma Narrows/Gig Harbor airport. It would completely change the entire region, for the worse. I grew up in the Tacoma/ Gig Harbor area, and still spend significant time there. I find it hard to imagine what an airport the size of SeaTac - with all the noise, traffic, parking lots, strip malls - would do to a region I love, and many value for the trees, clean air, and quiet. Please don't do this.</p>
<p>I strongly oppose expansion of the Olympia airport for any reason. It is already a source of excessive noise and pollution. The helicopter traffic is constant, and annoying. I also firmly oppose the proposed "Greenfield" airport near Tumwater. This unsustainable abomination would destroy our quality of life.</p>
<p>I strongly recommend looking at non-aviation solutions for short haul city pairs. It is massively inefficient and a poor practice and use of resources to foster short haul trips when good rail and transit infrastructure would be a much more efficient solution.</p>
<p>I strongly support more utilization of Paine Field for commercial travel. But in return, more transit investment there and some compensation for Mukilteo residents who are being asked to bear a cost the rest of the region is not.</p>
<p>I support additional air transport capacity in Thurston County.</p>
<p>I support an additional airport in the Seattle area, because we have outgrown the one we have. Go big, like they did in Denver a number of years ago... no half measures. Expect pushback, but progress must be made. Good luck!</p>

I support an expansion of the Tacoma Narrows Airport for future increase in General Aviation there. We need this on the south end of Puget Sound!
I support good transportation which includes airports. I have often thought it would be best to spread some of the traffic (especially cargo) from Seatac to other airports in the region.
I support growth that doesn't adversely impact our communities and environment.
I support increasing capacity at the existing regional airports at SeaTac and Paine Field instead of creating new infrastructure at new regional facilities. Your survey didn't offer a direct question for respondents concerning this question and is therefore flawed. You need to fix your "survey" as it will not give you honest data the way it is presented in it's current form.
I support the addition of limited commercial air traffic at the TIW airport.
I support the expansion of the Tacoma Narrows airport.
I support using Tacoma Narrows as a commercial hub to SeaTac.
I think a new air port is needed.
I think airport would cause too much noise as the planes fly over many homes to land. It would be very disruptive and ruin quality of life.
I think an airport further north like Arlington would be very beneficial to the growth of the area. Tacoma and Seattle already have enough. Paine field will have future constraints...
I think further development of Sanderson Field could be an important economic driver in Mason County, an area left behind in the recent boom.
I think I have already submitted two mini-surveys on this site. My main concern is that we ought to prioritize existing green technologies we can implement today vs a longer lead time for less accessible and higher priced solutions (like electric aircraft). We have the opportunity to increase public transit in urban areas and add high-speed rail service (or any rail service at all!!) to suburban and rural areas statewide to handle much of the regional air traffic demand. This commission seems dead set on increasing airport capacity assuming future electric airplanes that don't exist yet over exploring other modes of regional transport that do exist, and I think that is short-sided.
I think it is a good option for an underused airport. I am supporting the idea.
I think it is very important to continue to develop Paine Airport for both general aviation and commercial/major airline use. I have welcomed the ability to take Alaska Airline flights out of Paine instead of going to SeaTac. Paine is much more convenient. I also appreciate the ability to fly a GA aircraft (182) out of Paine. As an IFR pilot, the airport is much safer and has more amenities than many other airports in the area.
I think it makes sense to have a regional airport located in Gig Harbor or elsewhere on the Kitsap Peninsula.
I think it would be a great addition to the south sound; I do worry about transportation and parking issues in Gig Harbor; not sure how that would work into the plan.
I think it's a great idea for the people in the south sound. It will save time and money and frankly driving aggravation.
I think JBLM would be a much better alternative. Longer runway, better infrastructure.
I think Moses Lake is the PERFECT spot for a big airport! It would service all of eastern Washington, plus some from the west as well as some of Idaho and Montana!
I think Paine Field is the only logical choice for expansion. The airport has plenty of room and infrastructure for expansion. The runway at Paine Field can already accommodate some of the largest aircraft in the world due to Boeings production facility. It would be a quick and easy transition to start landing large commercial jets there and location is only about 20 -25 minutes from Sea-Tac which would be extremely efficient and accessible to all around the Seattle Metro area. It would also bring

<p>several more opportunities for employment and revenue for the County. I believe that expanding Paine Field would be the fastest and most efficient way to alleviate all the congestion at Sea-Tac.</p>
<p>I think Shelton would be a good choice. Definitely could service the southern part of the state without having to deal with the Tacoma sprawl. Easy for Olympia to Grays Harbor to access .</p>
<p>I think that a new regional airport should be built to correspond with existing land transportation routes. I am in favor of the Paine Field site because of easy access from already existing I-5.</p>
<p>I think that the CACC should really consider using McChord as a new passenger terminal. Plans have already been made for the now abandoned cross base highway which if built would serve the east side of the airport. There are already plans to expand Canyon road, which serves Amazon and Boeing in Fredrickson. The cross base highway would also make for easy cargo traffic to the industrial areas of Fredrickson.</p>
<p>I think the Tacoma Narrows airport expansion should be reviewed and considered. This airport is ideally suited for growth, is an important arterial available to support SeaTac, Tacoma and Bremerton ports and airfields, has alternate routes around the I 5 corridor, and is currently under utilized. I support additional consideration and review of the tacoma narrows airport for future expansion.</p>
<p>I think they should build a commercial terminal at Narrows and at the Graham site off 176th and Meridan. Can you imagine: Alaska at Narrows, Southwest and United at Graham site ...would be great economic impact for the region and revenue for county. No more long drives to airport.</p>
<p>I think TIW would be a great expansion addition for SeaTac. It would be another option for South sounders to not have to face travel to SeaTac. It would even be helpful if only smaller commuter flights operated out of the field. I am in North West Tacoma and have flown out of this airport privately years ago. It would be good utilization especially since the runway expansion.</p>
<p>I think Toledo makes perfect sense for a new airport</p>
<p>I think your program is very important!</p>
<p>I truly hope that the state starts actually prioritizing climate infrastructure, instead of relying on 20th century aviation solutions to 21st-century problems. Aviation is not compatible with a climate resilient vision for transportation, dressing it up and trying to green wash it is doing a disservice to future generations such as myself and my children</p>
<p>I understand that GIG Harbor airport expansion is being considered by the CACC. This location would be a huge mistake for many reasons. We are a small community that is already experiencing growth beyond our capacity to sustain quality of life for residents. Stresses on our little community are already impacting serious traffic problems, noise from Bremerton military planes, and danger to our wildlife and natural environment. On the ground, there is already limited road access to other areas. The proposed airport expansion would put an unreasonable additional strain and struggle on every aspect of living in Gig Harbor and surrounding areas. Please recognize that Gig Harbor is not a wise choice for airport expansion,</p> <p>Thank you,</p> <p>Marti B.</p>
<p>I understand that one of the locations under consideration for expansion of existing airport infrastructure or construction of new airport is the Gig Harbor area. I support expanding the existing Tacoma Narrows Airport, which is located 0.7 of a mile south of the Gig Harbor city limits. Such improvements need to include expanding capacity of local road and utility infrastructure.</p>

I understand that the state mandated the commission to identify a site for a new airport. But I am appalled that a new airport is even being considered. We are in the middle of a climate crisis, one that our species -- humans -- will survive only if we stop using fossil fuels. We are likely decades away from anything resembling sustainable air travel. It's unconscionable to build a new airport now; we need to be reducing the number of flights, not increasing them.

With that in mind, the CACC needs to analyze two additional scenarios: a no-growth scenario and a 50% aviation reduction scenario that is required to reach our climate goals of a maximum 1.5 degree Celsius increase.

Any airport expansion or development that IS considered needs to include equity considerations, as required by the HEAL Act.

I urge you to reconsider the need for a new or expanded existing airport. We are at a crucial juncture if we are to curtail the downward spiral wrought by climate change. Increasing air traffic is not the answer. Light rail powered in a sustainable manner needs to be our priority. Endless expansion of the consumer society is no longer tenable. PLEASE act responsibly and think more broadly about transportation alternatives. We need viable alternatives to roads and airports. Green spaces are more vital than ever.

Yours,

Juliet VanEenwyk

Unincorporated Thurston County

I vote for Paine Field!

I vote no against this as there is already a lot of noise from WSP patrols over my house as it is in the flight path and can see this creating airport restrictions that could lead to congestions and even more disruptive overnight flights , let's us sleep.

I vote NO expansion!

I vote NO on the expansion of the Tacoma Narrows Airport!

The infrastructure in Gig Harbor can not handle the amount of cars that would be coming and going to the airport. The noise that it would create for homeowners would be deafening at times. The reason we all live out here is the love of peace and quiet.

I vote no to any new airport in the Olympia area including Tumwater and Lacey. The environmental studies show that this area has serious environmental deficiencies that would be disturbed by this addition. Health studies done on people living near airports show that there is an increase in cancer and a decrease in human mental health.

I vote NO to having an expanded airport in Thurston Co. I live in the flight path now for SEA and for Oly airport and its very busy and this also includes State Patrol Police flights at night, it is a daily noise assault. I work at the end of the airport and see how busy it is, I work for DNR and we also add to the congestion and noise in this space in the air with helicopters for training for fires, this is crucial and absolutely needs to happen to support wildfires. Having cargo and passenger planes added will make having any quiet nights impossible. It would fly over atleast 5 schools in this area, creating air quality issues. Also Tumwater is small and would not be able to handle very large volumes of traffic, it only has two access points to the freeway.

I vote no to the airport expansion. It would add way too much traffic and noise to Gig Harbor.

I vote YES for airport expansion!!
I want you to include and pass two other scenarios among your options: no growth and aviation reduction. How can we possibly fight worsening carbon dioxide levels and climate change ? if we accept projects like a second airport and increased airplane usage. then we will never, ever reduce our carbon dioxide output.
I was contacted about this project during the summer months, and specifically asked that I be contacted whenever any movement forward was made, or other action was taken by the CACC. I only found out about this Open House through a posting on Neighborhood's website. It is clear that you do not want public involvement, or you would have followed up on my request.
I am adamantly opposed to expanding the Olympia Airport to a "Greenfield" size, creating unbearable noise in north Olympia, the Capitol and other neighborhoods. We are directly in the flightline and would be subjected to round-the-clock jets and props losing elevation and throttling back to land safely. This is a terrible idea.
I was sitting at the fountain at Seattle Center last Saturday. I was amazed by the number of planes overhead and the amount of noise they created. I would not wish that on anyone. We need less plane pollution, not more.
I was told the state was considering a full size airport in Gig Harbor, WA. We moved here to get away from all the havoc of living in a big city. We moved here to get away from the noise and traffic that would be associated with it. A regional airport here would absolutely RUIN the ambiance, peace and solitude that living in beautiful Gig Harbor currently provides. We highly oppose anything on this side of the sound. This is where people come to get away from "the dark side" as we call it. Please don't ruin Gig Harbor and the entire Olympic peninsula with such a thing.
I wish to express my extreme displeasure in Toledo, WA being considered for a large commercial airport.
Many people in our region enjoy our quiet, peaceful countryside.
A commercial airport would end that serenity.
I grew up below Burien. I remember the noise that jets made constantly taking on and off. And I remember how our friends, Harold and Lana Schuler, were the last holdout in the Burien valley with their farm.
The overwhelming majority of us do not want that here. We don't want the noise. We don't want the congestion. We don't want hundreds of families to lose their homes and properties. We don't want the wildlife in our area to be chased away. Interstate 5 is only a four lane highway through most of our county. You'd have to double the size of I-5 in our area to alleviate/minimize traffic jams.
Please come to the realization that Lewis County is a poor choice for a new regional airport.
Thank you for listening.
Sincerely, Cliff Nichols of Vader.
I wish to support the expansion of the regional airport system by increasing capacity at Narrows Airport.

I work in the Beacon Hill community in Seattle. I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state:

take off SeaTac Airport from the list of airports being considered

locate the new airport where no one lives so nobody's health suffers

If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our communities have been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.

I would be interested in providing more feedback regarding the integration of existing and future aviation facilities with other components of Washington's transportation network. I strongly believe that the further expansion of our state's aviation facilities could be offset by a multifaceted approach that can be summarized by two questions:

1) Trip demand reduction: Can more demand generators (including people, manufacturing/production facilities, employment centers, and entertainment/cultural destinations) be strategically located to reduce the need for shipping and travel within and outside of our region?

2) Alternatives development: Can we balance our investment in multiple transportation modes to ensure the availability of good options that meet our region's needs and achieve our region's goals while minimizing economic, environmental, and social costs?

With specific regard to another major Puget Sound airport, I believe regional passenger and freight movement between Seattle, Portland, Vancouver, B.C., Yakima, the Tri-Cities, and Spokane should be increasingly handled by rail whenever possible. In particular, there are a number of existing and future projects and ideas that need to be given more serious attention, including:

1) New and improved passenger rail services on existing tracks, including upgrades to Amtrak Cascades; expansion of Amtrak service to central and eastern Washington, Oregon, Idaho, and Montana; and the improvement of local and regional public transit services across the region

2) Freight rail infrastructure improvements, including the construction and upgrading of transloading facilities, mainlines, tunnels, and other critical systems and facilities that enable the movement of goods by rail

3) Strategic construction of modern, publicly-owned rail infrastructure, including major new mainlines that relieve choke points and improve redundancy along the I-5 and I-90 corridors.

Thank you for your consideration and I look forward to your response.

I would like it to be Tumwater or Bremerton airports. For us to fly out of SeaTac it is a 2 hour drive. That's 4 hours before you get on the plane.

I would like more airport parking, reasonable cost. Live SE King county, public transit not an option.

<p>I would like the CACC to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030). We cannot meet our state and global climate targets unless the increased greenhouse gas emissions from this project are mitigated. CACC also needs, bluntly, to consider a world where we rely more on green transport by trains, ships and electric vehicles, and less by flying. We also need to consider the pollution and how it would impact already hurting communities. Equity considerations mean that SEATAC cannot be expanded.</p>
<p>I would like the following priorities to be considered in this plan:</p> <ol style="list-style-type: none"> 1. Noise pollution reduction 2. Ease of public transit to airport 3. Carbon Emission mitigation 4. Equity in terms of airport location
<p>I would like the Tacoma Narrows airport to be expanded and more hangars built.</p>
<p>I would like to be kept in the loop about which airports will be expanding their service.</p>
<p>I would like to be kept up to date on the regional airport expansion plan. (especially Bremerton and Tacoma Narrows)</p>
<p>I would like to express my opinion regarding the CACC proposal as it relates to the consideration of the Tacoma Narrows Airport being considered as a reliever airport. I believe this initiative is somewhat misguided given that the completed and approved Airport Master Plan recommended against lengthening the existing runway. Therefore, the proposal contained in the CACC is likely unfeasible and should be discarded. However, I want to vehemently voice my support for the hangar, ramp, and taxi-way improvements contained in the Master Plan. These improvements/expansion are urgently needed to meet the demand of the recreational and business flyers that are the life blood of the airport. I personally have delayed the purchase of an aircraft because of the lack of hangar space. I am on an estimated two to three year wait list for one of the county t-hangars. This is a term I consider excessive.</p> <p>Thank you for the opportunity to voice my opinion.</p> <p>Best Regards,</p> <p>Michael Nelson</p>
<p>I would like to know exactly how the site for a new airport is being chosen. I would also like to know which politicians, congressmen, and senators are involved in making the decisions, or is public opinion really going to be integrated into the final decisions?</p>
<p>I would like to say we should NOT be considering expanding Olympia Airport and we should NOT be developing a Greenfield airport in Tumwater. This area is crucial and critical wetlands and open meadow fields. We need this area to stay rural and wetland or else we will lose critical habitat and will have serious problems with flooding. Also- being someone who lives in this area I do not want any more noise and pollution in my backyard!! No, no , no to developing the Olympia airport!!</p>
<p>I would like to see a larger airport in Bremerton, Wa</p>
<p>I would like to see Sanderson Field in Shelton as a cargo airport. I like the area south of Tumwater for a new airport for passenger service.</p>

I would list the locations by top choice in this order:

Tacoma

Everett

Toledo

That's it. I wouldn't consider anywhere else. Shelton is too far removed from I-5 and the upgrades on the 101 would be cost prohibitive. I would love to see an airport nearer to me but that's not to the greatest benefit to the State.

An airport north of Seattle would serve a large population up to Canada. Whereas, in the south, PDZ provides service. Tacoma might help assuming the Link is extended and construction stops at the Dome. I'd love to see a Toledo airport but the population of the service area is too small.

I would love to see the airport in Bremerton be expanded for commercial flights. Our commute to SeaTac is long and inconvenient with the traffic always terrible

I would LOVE an airport in Thurston County. It would be the perfect place for on.

I would love to be able to take a train to the airport (like you can in Europe or Philadelphia). That would allow less parking, congestion, etc.

High speed trains from Vancouver to San Francisco would be even better, much less need to fly.

I would love to see Bremerton National a hub for the west of Seattle population.

I would love to see commercial passenger airline service from the Olympia area developed to meet the growing population demands of our area. I look at us like what California was several decades ago - and, for example, the San Francisco Bay Area has 3 separate commercial passenger airports (San Francisco, Oakland, and San Jose), plus Sacramento, giving residents of that region many choices to fit their price, transit, and schedule needs.

At this point, given the increased congestion of I-5 and the branching State highways that intersect with it, and the continued slowness of light rail to be built south of SeaTac, the residents of the South Sound region (and also those of Lewis, Mason, and Greys Harbor Counties) would be far-better served by an commercial passenger airport in the Thurston County area, whether or not it can be located in the current Olympia Airport region.

We could start with a small provider (like JSX) and then move up to Southwest or a similar short-hop airline and/or some smaller international flights (again to compare us to the Bay Area, SFO has the bigger airlines and major international departures, while OAK has Southwest and some of the smaller airlines, along with a select few international departures).

We could reduce the congestion on the roads from Olympia up to Seattle, and potentially drive more business to Olympia-area businesses on the way to the airport. Thurston County already has great public transit, and I'm sure Intercity Transit could serve that area effectively and efficiently. And we could more effectively compete with PDX for passengers in the South Sound and SW WA from whom it's the current only option outside of SEA.

For all of these reasons, I believe an airport located in the Olympia region would be a net gain for residents, and encourage you to consider this suggestion.

Thank you for considering my input, and please keep me informed about how I can keep up with your deliberations and decisions.

I would love to see more flight options and direct destinations out of both Bellingham and Everett/Paine Field.

I would love to see the growth around airports in the upcoming years

I would much prefer WSDOT explore more electric rail options for passenger and freight in the state. We are facing a climate crisis and additional air travel especially for closer destinations like Portland, Spokane and Vancouver would be much better served by rail. It would also be much better to integrate rail service with existing airports to facilitate multimodal connections rather than expecting passengers to drive to airports because that is the only option.

I would not like any expansion of the Tacoma Narrows airport. I was brought up two blocks from a n airport as a kid and I know what a airport traffic area is. Gig Harbor has already seen too much unfettered expansion. Expand Bremerton, not us. I already hear too much air traffic.

I would not like any new airport, air transportation or air travel expansion to affect Thurston County, including, but not limited to, Tumwater and Olympia areas.

I would wish a new airport on no residents in our state. I have a constant sound of overhead air travel and it makes me grind my teeth.

I've always thought that an airport somewhere between Tacoma and Olympia would greatly impact the auto and air traffic everywhere in the Puget Sound.
I'd love to have an airport reasonably close to Olympia that provides commercial flights to SeaTac, Portland, and other national airports.
I'm a resident of Gig Harbor. While I enjoy the small plane traffic into the Tacoma Narrows Airport, I am noting significantly increasing noise impact from the increasing number of "executive" jets. I absolutely do not support expanding the Narrows airport, believing the negative impact of noise, traffic and pollution to far outweigh any possible benefit. Thank you for the opportunity to comment
I'm all for the expansion of the Tacoma Narrows airport. The possibility of handling larger airplanes equates to more infrastructure construction, more terminal construction, and more needed auxiliary construction. This would help bolster our economy from the jobs that such an undertaking would require. In the front end it would mean our local trades people would benefit from the construction expansion which in turn would end with more jobs created in order to handle the increased air traffic and all associated acts there within. In no way shape or form am I against such a proposal. I fully encourage it and back the idea.
Thank you!
I'm concerned about airport noise already and also think it makes sense to spread out the resources so one area isn't totally congested and access is easier for everyone.
I'm concerned that the quick and easy solution will be picked vs the one that is best for everyone and in the long term (even if it's non-traditional). Let's be an example of what the future can be and evolve vs sticking with the past.
I'm retired air traffic from Alaska. So, metropolitan issues like these are a little unfamiliar to me.
I'm terrified to think of a busy airport for any purpose in the South Thurston county area. I bought my home for peace and quiet. Please do not include Olympia airport in your plans for expansion!
I'm very interested in expanding aviation options in Washington state.
I've recently moved to the area and I'm surprised how difficult it is to access general aviation resources compared to other parts of the country. Seattle is a center for aviation and aviation technology/business for now, but it's important to grow access to general aviation access to maintain this leadership position.
I'd encourage the commission to highly consider the populations in pierce, thurston, and kitsap counties given that residents of northern counties have closer use of Paine Field's already existing commercial service.
I'd like climate change and equity to be at the forefront of considerations - that airport planning be made with as low of greenhouse gas emissions, toxic waste, and landfill output as possible, or not be built at all if these cannot be minimized. Additionally, that in determining a location for the airport, a community already marginalized by pollution should not be further put at risk by proximity to an airport
I'd like to be informed about future airport development.
If any of you truly care about the climate you will not build another toxic airport!! If you turn Toledo into another air polluting city, it is just another way of proving you do not!!

If I had a choice between the following options, the one I would chose is No. 1. Considering that for some reason I wasn't given the the options, I'm letting you know now. In the future I would like to be included in your correspondence concerning Paine Field.

I believe there should an additional airport built to meet increasing demands instead of increasing flights out of Paine Field. We were always promised that PAE would not become commercial due to the Mediated Role Agreement. Our way of life has already been impacted by increased noise and traffic. We live directly under the flight path and when the windows to our house are open, the noise can be deafening. We do not want any further commercial air traffic with the increased noise.

I hope you consider other options.

Thank you.

If I had a vote, hands down it would be for air service in Bremerton. From Port Townsend, every trek to Sea Tac, no matter how one does it (and I've done them all, many, many times) makes even regional flight travel long and exhausting. If we even had hopper service from our county airport to Sea Tac, it would be a huge improvement. For the very reasons mentioned above, I don't travel as often as I would if I had access to closer service. Many thanks for your consideration. Carla

If the demand is so high then why must all the local costs of aviation and flying be so high? Will the prices be lowered?

If the Gig Harbor Airport could restrict access to planes that are quiet, follow a flight plan that is the least disruptive - similar to John Wayne in Southern California where the planes take off, then slow down. Also, if they use sustainable fuels, I would be open to having commercial flights to Gig Harbor. That is a lot of ifs. I'm skeptical that the promises would be upheld because the promise of the bridge toll not going up and ending at some point was never honored. Building trust with this community should be a huge emphasis if you want this to move forward.

If there is an email contact list for this commission, please add my name and email address to it. Thanks!

If there was a better airline out of Bellingham than Allegiant.....need I say more....

If WSDOT handles WA Avation like they have I-5 from the Puyallup River to 38 st in Tacoma it will be an other disaster. 8 billion spent since I was in High School, graduated from KM 1968, and it is still broken. And you want to give WADOT more power you are some kind of stupid

If WSDOT is going to invest in regional electric flight, I believe the priority needs to be on having this transit mode reduce car trips on routes not well served by rail or bus. The airports should be well integrated into the transit network of towns and cities and set up to encourage connections by bus and bike to the surrounding city.

If you are looking at Gig Harbor for an airport location, I can tell you from the view of an air traveler of over 1 million miles, putting an airport here is a bad idea. First, the Narrows Bridge creates a barrier and a risk from being cutoff (earthquake and lava).

If you build it we will burn it

If, and only if, your decision is to use Olympia Airport, you'd better make sure ot install and ILS and/or other equipment for precision approaches. Many a commercial venture has failed at Olympia due to low vis.

If, the bridge is bombed, we need another means of transportation. I agree with their suggestion on expending.

I'm a 5th generation citizen of WA State. I've lived in Thurston county since the 1980s. I oppose a new commercial airport in Thurston county for many reasons: it will increase congestion, noise, and

<p>pollution in our region, it will exacerbate climate change, it will decrease, not increase, what makes our region attractive. It is clear to me that an airport benefits a few big business, not local residents. Please vote NO for a commercial service airport in Thurston county.</p>
<p>I'm a commissioner on CACC - running through this open house as review.</p>
<p>Im all for an airport in Toledo. It would bring in a lot of local work! With Toledo being relatively undeveloped perhaps this airport and roads could be designed in an effcent manner versus a developed town that would inevitably require going around certain features/properties.</p>
<p>I'm an emeritus professor of Atmospheric Science at UW, author of basic math textbooks on modelling climate, and over sixty peer reviewed papers on climate modelling. I KNOW that climate change is inevitable, significantly due to human pollution actions, and that commercial flying is critical to this process. For instance, I used to go to many scientific meetings and on one of my last trips, to Sydney, Australia, as I flew back to Los Angeles, CA, I calculated how much CO2 that flight put into the atmosphere, and my 1/150 per cent. Then I calculated how much I had reduced my CO2 pollution from driving a Prius Hybrid since 2009. The flying pollution was greater! I don't see any alternatives to reducing commercial airline flying if we are to avoid Climate Change Catastrophy.</p>
<p>I'm glad this conversation is being had. The population growth in our region requires a second airport. Ignoring that fact is just burying our heads in the sand. I believe the location selected should serve the areas north of Seattle. In addition to improved convenience for half the population, it would also help decrease congestion through the Seattle corridor by eliminating the need of anyone in the north end to transit south to fly anywhere.</p>
<p>I'm in favor of using the tacoma airport as a hub as well as Bremerton, in the description it says that the toll would be an issue(for tacoma airport) ... except that anyone North of gig harbor is already paying the toll to go to the airport and back.. which includes Bremerton and Shelton which didn't have that added on their descriptions. for some reason the toll is always put as a bad thing, when a huge population has to deal with it everyday so why not have others use it too.</p>
<p>I'm looking forward to understanding the future of aviation travel in our region.</p>
<p>I'm opposed to expanding the Olympia airport. This would be devastating for the protected wetland areas and my home values most likely.</p>
<p>I'm writing to voice my opposition to any future expansion of the Olympia airport in Tumwater or the building of a new and much larger airport in southern Thurston County. Both projects would produce greatly increased airplane traffic and noise, plus extensive on-the-ground development in the vicinity of each location, thus bringing major changes to the county. Both projects are therefore incompatible with the future direction of the county as currently envisioned by residents. A massive new airport in southern Thurston County would also threaten many of the successive conservation efforts to protect prairies, prairie species, and farm lands that have taken place in recent decades. Overall, the social, economic, and environment costs of both projects are far too great for Thurston County to absorb.</p>
<p>In a time a recession it is not the time for more investments. People are hurting for money.....no more taxes....not NOW!</p>
<p>In a world where the climate is rapidly changing, we do not need another airport. The Commission should also study a no-growth option as well as a degrowth option, where air travel wanes with time. A new airport is not compatible with a livable future.</p>
<p>In considering the location for a future regional airport, you should consider the area around Olympia. In California, the state legislature is located in Sacramento so the airport there is in Sacremento. We have our state offices in Olympia and that should be the site for any other aviation system. You are misguided when you say that any new airport location will "guide" the use of SAF. The commercial aviation industry is ALREADY looking at SAF and the location of a regional airport will not affect that decision tree. No matter where you select the airport, do not confuse your objectives</p>

<p>with what the airport needs. I travel a lot out of SEATAC but if there were an airport in the Olympia area, I would consider going there. Having the airport in Gig Harbor or elsewhere in Pierce County does not seem to be in the best interests of the travelling public. In addition to the airport, there has to be space for other services that the commercial airlines or charters would need. We are already close to capacity in Pierce County so it should NOT be here and this location should be taken off the list.</p>
<p>In regards to the possibility of expanding the Toledo area airport. We are all for it. Having pre-subdivided property makes it easier to develop and sell if the market skyrockets.</p>
<p>In the past, a high speed train to Moses Lake was proposed. This would solve several issues and use a huge resource that already exists. This would also provide a safer route in the winter months to get across the mountains.</p>
<p>Even if you used Moses Lake for cargo flights and sent freight trains there it would help.</p>
<p>In this little Harbor town you are considering a hub to SeaTac? What a way to ruin this place! No thank you!</p>
<p>Increase capacity by adding another commercial 121 serviced airport. another runway in sea won't fix the bottle necks on arrivals and approaches. Planes need space. Everett is close enough but also far enough away to not create issues for seatac.</p>
<p>Increased air traffic would decrease our quality of life</p>
<p>The smell of air fuel and the noise from seatac is already overwhelming</p>
<p>A increase from Tacoma would be unbearable</p>
<p>Increasing flight capacity is essential to freedom of movement, greater access to community, economic development and a greater quality of life, especially with low environmental impact</p>
<p>Infrastructure is not static. Business is not static. Technology is not static. Developing technologies and lifestyles are moving to decentralized ways of working, learning, and generally living. As a real estate broker I see the interest in moving to more remote areas. As an aerospace engineer who working on commercial jets I see the technology shifting to enable decentralization, at least for local needs. Bigger airports may not be as sustainable and economic as a distributed network that ties the state together (rather than concentrating on population centers.)</p>
<p>Instead of expanding airport runways, we need to invest this in high speed freight and passenger rail, and restrict all new runway expansion to the use of turboprop and low-emission aircraft only, including priority access to pole position on the runways</p>
<p>Instead of expanding SEA-TAC or adding another airport in the area of similar size and scope, a true high speed (250+ mph) rail system between Vancouver, BC and Corvallis, OR should be constructed instead. This would take a lot of pressure off the airports in Vancouver, Seattle and Portland, to say nothing of the airports along the route. This would also significantly reduce pollution and automotive traffic along the corridor, and provide better access for people without vehicles or the ability to use vehicles of their own.</p>
<p>Interest in the planning process</p>
<p>Interested in participating in meetings</p>
<p>Interested in Tacoma Narrows hub.</p>
<p>Invest in electric light rail not more air travel!</p>
<p>Investing in additional airport capacity feels unwise when we could be making much smarter investments in things like Amtrak.</p>

Investing in aviation is great, but I believe for local travel investments in rail might be a better solution for local travel. Maybe take a look at Europe, get some cars off I-5. Get semis off the Highway.

Is it really necessary to have an airport expansion in any small town? Do we really need more traffic, parking spaces, noise, etc. ? It is more important to discover how to control the pollution we already have a problem with instead of adding to it.

Is there room east of Tukwila? Would keep it close to Sea Tac if people had to catch a plane at other airport.

It appears another passenger airport in King county has been decided on. This will not due! We outside of King County would like to be able to have access to passenger air services without fighting in horrible traffic. We know that people from King county can drive out of the county, we see the clogged highways to the coast all summer, we can have an airport out of King County and let them come to us - please don't make us keep slogging up to King county!

It doesn't take much imagination to visualize what will happen to our quality of life if we have large jets landing at the existing Olympia airport every few minutes. A new airport southwest of Hello,

I am opposed to the airport potentially coming to Thurston County. Our County Commissioners unanimously told you no. Our county does not want this. Thurston County has been working for 25 years to adopt a climate action plan. This will wipe us out and create massive urban sprawl on pristine land we have worked hard to protect. Listen to the people. WE DO NOT WANT AN AIRPORT IN THURSTON COUNTY.

Take us off the list. Other areas want you. Consider them.

Amy Stottlemyer

It is clear that Seatac Airport is not adequate to support the needs of the area. Many travelers have to come from significant distances and deal with heavy traffic to get too and from the airport. It is a substantial amount of time wasted when in addition to the distance you have to drive, you also have to plan for possible slow-downs on I-5, a long wait to be dropped at the departure gate, and longer TSA lines due to the large volume of flights at a given time. I appreciate that this commission is working to help solve all of these problems - a centrally located airport expansion would be a relief, whether it is north or south of the Seattle metro. However, if commercial flights are too expensive it will be difficult to convince people to pay more for a flight so there will need to be a similar fee structure and incentives to airlines.

It is clear that we cannot continue business as usual and expect humans to thrive into the rest of this century and beyond. 100,000 people died this past year due to the excess heat caused by climate change, which is driven by increased and increasing carbon emissions. Millions more have reduced lives and early death, due to the air pollution caused by our carbon-emitting economy. And no surprise, it is the poorest of us who are dying; those who do not ever use aviation for any reason. <https://www.aol.com/wealthy-people-cause-climate-change-100011957.html>

It is immaterial whether or not the FAA or any of our governmental agencies will site a next airport or not. What is material is that you, as the representatives of our State, take this opportunity to set up a new transportation way forward, moving people and goods cleanly and without noxious or carbon emissions, equitably accessible. Please include public health in the definition of your broader good guiding principles.

Thank you.

It is critical that Washington State massively increase its commercial air passenger, and air cargo capacity, to keep up with population growth, economic growth, and the increase in air travel that will result from this, between now and the year 2075.

The Greater Puget Sound area needs a second brand new large hub commercial airport built in a different county other than King County, where SeaTac is located. Most likely the new airport should be built in either Pierce County, Kitsap County, Snohomish County, or maybe Lewis County. Construction of this new airport should begin sooner rather than later. In addition, SeaTac airport needs to be further expanded to the extent it can be. It is also important to expand capacity and passenger service at Paine Field, Arlington Municipal airport, and Bremerton National airport to the extent possible. However, even with expanding capacity at SeaTac, Paine Field, Arlington, and Bremerton, it will still be necessary to build a second major large hub airport of SeaTac type capacity or greater. A second large hub airport in the Puget Sound should be a priority. A location outside of King County needs to be located to construct a full size large hub airport with at least 3 major runways. The new second major large hub airport is critical to meeting the Puget Sound region's air passenger, and air cargo needs, between now and 2075. A location with sufficient acreage needs to be found. There are plenty of possibilities in Pierce, Kitsap, Snohomish, and Lewis County. The greater Puget Sound Primary Statistical Area has almost 5 million people, and is growing, and will continue to grow in the years and decades to come. It is critical that this region has 2 major large hub airports in the coming years, with SeaTac being one, and a new one in a different Puget Sound county. The solution to Puget Sound and Washington State air travel needs in the coming years and decades requires taking the initiative to build a new airport, as well as making expansions and improvements at certain existing airports. The data is there, that shows the coming increase in air travel capacity requirements, that is coming to Washington State. Let's keep Puget Sound, and Washington State air travel vibrant, safe and growing for the benefit of residents, businesses, and the state as a whole.

It is obvious that "If you build it, they will come," with more aircraft emissions, which is incompatible with international, national, state, and county goals (TCMP) to reduce carbon emissions to net-zero (or close to zero-fossil fuels). COVID and Zoom have shown we can reduce business travel and carbon emissions, so I have doubts now about the validity of your previous traffic and expansion studies. You should have made a 4th choice in your first open house question: Survival of our grandchildren is more important than a booming economy? I say yes. DO NOT BUILD a new airport in Thurston/Lewis county, or expand the current one.

The scientists have concluded, and the world's nations have agreed (Paris Climate Accord, COP-26) that the world needs to reduce carbon emissions in half by 2030 and become net-zero by 2050 to keep our global average temp from increasing more than 2.0 C by 2100 (and have any chance of escaping the worst of climate change impacts). We are currently on a trajectory to be well over that temp increase by 2100. The solution requires urgent electrification of our economy, housing, and transportation by renewable energy and keep fossil fuels in the ground. I am supportive of "greening" aviation as you describe in the Open House, but am skeptical that renewable energy sources will be successful at powering long-distance, large haul aviation, which is the least efficient method of transportation as measured by carbon emission per mile. We will have a very tough time achieving anything anywhere close to net-zero carbon by 2050 globally, so I fear for our grandkids' future. The Thurston Climate Mitigation Plan will require new forestation of about 37,000 acres of land for CO2 sequestration to meet its goal of just 85% carbon reduction by 2050, for example, so clear-cutting trees to make way for new airports, new subdivisions, etc, is going the wrong direction.

I vote for quick transition to EVs, electrified mass transit, fewer vehicle miles traveled (by more telecommuting), and much less aircraft travel.

It is very disheartening to hear that there is potential for an expansion of the Olympia airport and a potential build of a greenfield in Thurston County. I say NO to both. A large portion of those lands are in land trusts - and for good reason. Also, either of these options will greatly impact the air, water, land, and overall health of all individuals in this community. The risks greatly outweigh the gains for this construction.

Please do not do press forward for either of these options for our community!!

It seems like it would make sense to put an airport between Seattle and Portland (Centralia area?) Expanding Seatac should be out of the question. The surrounding communities already experienced enough pain with the 3rd runway and the cost was astronomical. It doesn't seem like much use has been made of Paine Field yet.

It seems to me that at least for the west side, we have a large airport in Seattle and Portland. Just looking at helping folks travel and keeping cars off the road, I think another commercial airport somewhere between the two makes sense. Of course it also depends on where the most freight comes out of. Personally I would prefer the idea of an airport near Olympia not Everett but anything to thin the crowding at Seatac Airport would be a good thing,

It was such a nice break during the peak of Covid when the commercial traffic stopped at Paine. As it has returned we are now awakened every morning by the 6 am flights.

It will be a long, painful time before anything arrives for use.

It would seem that the Bremerton Airport would be the ideal place as it is an industrial area.

It's been 4 years since I was on an airplane. I avoid air travel because of the carbon footprint--a coach seat is like driving a single-occupancy car with 22 mpg fuel efficiency. It should be obvious that business travel will permanently decline because online meetings are so much more productive than flying around. (I did my share of international travel when I ran a small business.)

At this point, carbon-neutral aviation fuels look just as impractical as they did ten years ago. Until there is a massive biofuels breakthrough or some practical carbon-neutral aviation fuel, CACC should table all further thoughts about adding airports.

It's clear that this is going to come down to a few choices regarding two airports: Paine Field is clearly the lead with Tacoma Narrows a very distant second. Paine field's attractiveness increases significantly with the stipulation that it would become the center for airfreight traffic including aircraft that need a long runway. TIW is missing the long runway, has expansion issues, and would be faced with enormous local resistance. However, TIW is a highly logical choice for the green "airport of the future." The (currently) small size of the aircraft could be easily accommodated by the existing infrastructure.

It's critical that we reduce the demand for flights for a safer and healthier future.

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

It's impossible to fly carbon neutral. We have to eliminate fossil fuel emissions, and using scarce bio-materials as a replacement for fossil fuels doesn't pencil out from an energy perspective.

You must include two additional scenarios: (1) no-growth and (2) reduced total passenger miles. The earth does not have the carbon budget for anything greater. Business As Usual would only inflict great harms on my children.

Its time to prioritize health and well-being. The unconscionable constant noise and pollution that is ever increasing needs to stop. The least to be done would to have cargo flights moved away from the city and to enforce strict regulations for flights over neighborhoods to decrease noise due to low and loud commercial flights.

It's very hard to imagine that we should be building additional capacity for air traffic ANYWHERE given the disastrous state of our climate and the high impact air traffic has on climate stability. I would want to hear a lot more about how aviation is addressing its climate impacts before I could feel good about any new air capacity.

Its very true Senator Kaiser, that there is an urgent need for another Commercial Airport. I have lived in the neighborhood of Seatac Airport for 16 years and I can tell its not first of all healthy, then comes the traffic issues, the noise of the planes landing and taking off. Our air is constantly polluted. I don't know what choices you have but for sure there is no room to expand Seatac Airport. My opinion will be a place where there is enough space for expansion and also making sure that it doesn't impact people's lives in the neighborhood.

I've live in the Beacon Hill community in Seattle for almost 30 years. Aircraft fly over Beacon Hill as often as every 90 seconds

The sound increases anywhere from 70 to 90 decibels when aircraft fly over. 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill. Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport. The people of Beacon Hill are already overburdened but the external negative impacts from SeaTac airport operations.

I am writing to you today to address the following equity requests to prevent further harm to Beacon Hill and our state: please take SeaTac Airport off the list of airports being considered and

locate the new airport where no one lives so nobody's health suffers. If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.

Jay inslee's math is $4 + 2 = 5$

If there is a pandemic why are people traveling by aircraft?

Shut down all airports use math and science.

Just because there is "demand" for it does not mean we need to supply. Jet fuel is terrible for the environment and the airline industry adds to the climate crises in a completely unsustainable way. We in no way need more airfields in Thurston County. We need to STOP investing in infrastructure we know we have to get rid of anyways. We need to utilize new infrastructure that will actually help get us out of this mess. Completely clean methods of travel that incorporate equity, environmental conservation, and that show us a way towards a less miserable and destructive future. We need our society to be recentered and restructured so that day to day life can revolve as much around walking and biking as ours today does around cars. We need high speed electric rail that can rival that of our global competitors. Please reconsider expanding our airline capacity when we already know it doesn't work. We don't need to be in Boeing's pocket anymore than we already are.

Keep and expand passenger airline services at paine field.

Keep in touch

keep the airport out of Thurston County !!!! Our area should focus on keeping the peaceful and natural environment for the mental and physical health of all. We don't need to add more and more flights, just manage what you have in a more efficient way !!!!! Just like everybody else has to manage their livelihood's ! I have worked hard for my land assets and intend to leave them to family - why should you ruin my inheritance ? NO TO AIRPORT WORK IN THRUSTON COUNTY !!!!!!!!!!!

Keep the Narrows Airport as it is. No expansion.

Keep the WA state government as far away from aviation as possible!! Disband this bureaucracy as soon as possible. WA is bloated with a top heavy government that does not serve the public

Keep the WA state government as far away from aviation as possible!! Disband this bureaucracy as soon as possible. WA is bloated with a top heavy government that does not serve the public

Keep up the good work

Keep up the great work, I think Paine is the logical airport to expand into.

Keeping the current airport in Gig Harbor updated and safe is a priority, however I do not support an expansion. Gig Harbor is a small community who's infrastructure is already busting at the seams with rapid population growth. Adding an active airport to the mix will increase traffic, pollution, noise, etc. I am against expanding the airport in Gig Harbor, but DO want to support any upgrades necessary to keep the airport safe and functioning at its current level.

KOLM offers a prime target for expansion. It has land available for expansion and only 10 miles south of Olympia. The short distance from Portland and SEATAC make it a good hub for commuter electric flights in the future. There is also room to expand the airport property to allow expanding the runway to help support cargo operations.

KPAE and KBLI are your best options for expansion. KBLI would require a longer runway which would need to bridge over I-5 but the property to the north is not terribly crowded and would present a lesser problem in terms of condemnation than many other locations around the Puget Sound. KPAE is space constrained but workable. KTCM could be turned into a civil/military airport.

Given the population density and geographic limitations, I doubt that you can find a useful place to build an airport in western Washington. Perhaps Ft. Lewis if the Army would move out or cede a large area of the Ft. for airport use.

Getting a new airport built in the Puget Sound basin will, from a practical point of view, be impossible. Decisions on resulting law suits will likely have to wait for Jesus to decide after the Second Coming.

I think your best option is to pursue improvements at KBLI, KPAE and to get KTCM turned into a joint military/civil facility. Development density on the east side of the KTCM runway is, relative to other potential development sites, probably fiscally manageable (although undoubtedly expensive).

Spreading the load around the Sound is probably the only viable option.

La comunidad Latina necesita que su voz sea parte de la decisi3n m3is all3 de un sondeo. ¿Cu3l es el plan para darle seguimiento a la opini3n Hispana?

The Latino community needs its voice to be part of the decision beyond a poll. What is the plan to follow up on Hispanic opinion?

La idea de un nuevo aeropuerto en la zona metropolitana de Seattle deber3a de ser una considerando el incremento de poblaci3n y necesidad geogr3fica. Debido a eso, y reconociendo a SeaTac y el apoyo que es Payne Field, un nuevo aeropuerto deber3a ser situado el sur o oeste de Seattle para cubrir demanda de la Kitsap pen3nsula y la ciudad Capital Olympia.

In the idea of a new airport in the Seattle metropolitan area the increasing population and geographical need should be considered. Because of that and recognizing SeaTac and that Paine Field is a support, a new airport should be located south or west of Seattle to meet the demand from the Kitsap peninsula and the capital city Olympia.

Learning about the potential sites for a new airport is interesting, but as someone who moved to the south-sound region, I'd like to have seen an option near southern Tacoma or around the Olympia area

Less traffic at Seatac

Let's consider expanding the Olympia airport as an alternative hub for Western Washington. Let's also be sure to maintain small rural airports throughout the state in order to keep folks connected and off the major roadways.
Let's expand the airport in Bremerton. That would alleviate some pressure of sea tax
Let's get an airport at Paine Field or Olympia. It seems to me that having something north of the city seems best. This state has seen amazing growth, and we need the air travel to keep us connected to the world. The Seattle area deserves another state of the art airport. Let's show the world how it is done! It seems like we have the population now for a second airport. Let's get it done. If I was selfish, I would say put it in Toledo as I love close to Toledo. Let's get this done Washington!
Local home owner within walking distance to TNA
Long time Boeing employee now retired. Appreciate you all asking for community input!!
Look at Deer Park airport for cargo planes then look at expansion for passenger flights.
Look at investing in High Speed Rail.
Look outside existing areas for growth opportunities.
Looking ahead to 2050, I think the Cowlitz Prairie option in Lewis County is the best location for a future international airport. I see an autonomous trucking route to and from and paralleling I-5 as well as high speed train service between the airport and the Seattle/Vancouver and Puget Sound Metro Areas. I see development of warehousing, distribution, and other ancillary businesses in the airport area as well as in the I-5 proximity around Chehalis and Centralia. I see electric air taxis and autonomous taxi and cargo service. The location seems more remote today but in 2050 it will be a new center between the two metro areas. It will also bring a huge amount of prosperity and opportunity to Lewis County.
Looking at the list of possible sites, Paine or Bremerton really make the most sense. Paine has many of the structures you're looking for already in place. In Bremerton, local businesses had some doubts about cargo scale, but it's a major hub for the peninsula overall. Roads tend to lead to Bremerton and it's easier access for peninsula folks than going all the way Gig Harbor.
As for the small, electric air planes. Do you have evidence that people will actually use them? Has any research been done? The survey touted the electric planes, but have zero evidence that they are a good idea and people will use them. It will take a lot of work to break people of their "drive to SeaTac" mentality. Not to mention if they are too expensive, people will just continue to drive to SeaTac. There's a lot of work to be done on those electric planes and people's willingness to take them. It's not a "if we build it, they will come" situation.
Looking forward to the progress of this important regional issue.
Mason county is one of the few rural counties in the Puget Sound region. This county should be given a priority to remain a rural option for the general population. Developing bigger or more airports in this county should be extremely limited and have mitigations of noise and traffic congestion pollutions.
Me and many other aircraft owners and pilots at Paine Field use our airplane for both business and travel, and we need PAE to remain a GA airport--there's also a VERY long waiting list for GA hangers at PAE, too. The CACC absolutely cannot ignore GA at Paine Field. So many times, commercial air (generally for convince and airline inefficiency), takes over viable and vibrant GA airports and then pushes-off GA in the process (John Wayne is a perfect example). Paine Field was designated by the FAA in 1979 to be the primary Puget Sound GA reliever airport after moving GA off of SeaTac. We and 1000's of other GA aircraft owners and pilots don't want to see more commercial air at PAE. Clearly, SeaTac is not being used efficiently by Alaska and Delta Airlines, and both are importing vast numbers of passengers from PDX into SEA, using Portland like a "regional airport", which is completely wrong

given the size and capacity of PDX itself. Also, too many low capacity regional flights are coming into SEA from smaller highly distant regional airport. Simply put, Alaska and Delta Airlines are exploiting SeaTac and overloading it, especially at peak times. In addition, half of SeaTac is being used for cargo, even with BFI so nearby and capable--why? Moving cargo from SEA to BFI and possibly another regional airport, would greatly free SeaTac's resources for passenger flights. Finally, with the advent of ZOOM Meetings, business travel has fundamentally and indefinitely been decreased by a large amount, reducing business costs in a big way! All of these factors must be taken into account by the CACC, and not allow Alaska and Delta to continue exploring SeaTac as they are now! And, please include PDX and GEG (Spokane) as other potential alternates (i.e. send distant regional flights to PDX and GEG--not SEA, and add more direct Alaska and Delta flights form these two airports). Keep SEA for Puget Sound travelers--not PDX and GEG travelers. Alaska and Delta need to utilize other hub airports for the non Puget Sound travelers!

Me gusta la idea, ya que trabajo en el area de carga.

I like the idea since I work in the cargo area.

Mejor atenci3n y vuelos directos a ciudades

Better service and direct flights to cities

Modern heavy-lift airships may have potential to solve some air transportation problems. Costs for building and maintaining airships may be high, but they don't require building or expanding airport runways. The distance of some regional airports from population centers is cited as making them unsuitable for an expanded role in the regional air transportation system. Airships don't even need runways, so they could provide conections between any cities.

More airport capacity in the Puget Sound is needed. Arlington, Bremerton, and Olympia airports should be expanded to allow regional passenger service with flights up to a two hour duration. That level of service could reduce a strain on Sea-Tac.

More flights equals more emissions. It is not in our nature to individually curb habits. If we build more airports more people will fly and more goods will be transported. Maybe electric flights will mitigate some of that or maybe they will just support more air travel from hub airports. I know Covid-19 has changed the way I personally will travel in the future. No more long, international travel. I just can't justify the environmental impact.

About local communities bearing some of the cost of an airport; Lewis county is not much above the poverty line. I'd like to know more about what sort of economic growth an airport expansion would realistically bring. Is there any way it would have a measurable effect on the incomes of the many poor households in the area or would it benefit just a few while the many continue to struggle?

More focus on the climate impacts please! We don't need to be adding more aviation capacity when we have no real path to carbon neutral planes.

More general aviation airports are important. The decision not to convert Sand Point to general aviation was a major mistake.

Moving ground traffic out of Western Washongton, to the Moses Lake airport, is a long term solution to a huge I5 corridor problem.

My abode is situated under 'flight paths'. Since beginning of 2021, the air traffic above me is become willy-nilly, both in direction and altitude! I believe increasing the size and/or traffic at the Narrow Airport will be disastrous for our community, considering the shoddiness/ineptness of ATC at present. But I suspect the Globalists will tax me to cover for their covert non-compliance.

My background: retired 20yr USAF pilot, retired USAirways pilot, retires FAA Part 121 Operations Safety Inspector. I worked with the Quiet Skies Coalition. Total flight time 17,000+ hours, DC-9; B-737; Airbus 320.

Thrust Reverse Upon Landing Not Mandatory Requirement*

Upon landing, reverse thrust above idle is not required. 1. FAA dispatch requirements prohibit taking any performance benefit from reverse thrust upon landing. 2. Most company flight manuals (proprietary data) require only moving the thrust levers to reverse idle. 3. Initial aircraft certification noise limits do not address raw thrust reverse dBA's, only takeoff, approach, and taxi are measured and are limited. An aircraft can make as much noise using reverse thrust and still be considered as complying with FAA noise criteria.

Mandating (incentivizing) carriers to not use reverse thrust above idle on landing, especially on a dry runway, would greatly reduce the noise close to the runways, especially when there is a temperature inversion.

*The issue is more complex than can be explained here and affects the brake wear thereby adding to a carrier's expense. Reverse thrust must always be an option for safety considerations. However, Copenhagen IAP prohibits the use of reverse thrust, except in emergencies.

Cell: 703-346-6860

My concern is noise. My Kent home is under the path of jets and small aircraft flying in and out of three air fields: Renton airport, Boeing Field, and Seatac. We have an average of 30 aircraft per hour. There is rarely a moment of peace. Air traffic should be routed over the least populous areas or periodically changed so homeowners can get a break from the noise.

My current concern are the planes that veer westward when taking off, going directly over the neighborhood. Why were all the neighborhoods (north and south) in the ascent path removed to accommodate more runways/takeoffs if the paths were not going to be used? It is scary to see those large planes so close to the top of my house knowing any one of them 'could' be a potential for disaster. The noise alone is deafening. Will a new airport meet the above concerns or will veering off course start to be the new norm no matter where a runway is built? I'm not sure those living in Des Moines feel the same effect as I do when you can almost see into the cockpit of one of those large cargo/passenger planes passing above your house. The exhaust left behind floating to the ground is also of great concern. It creates excess black soot on top of that which already exists. Has eastern Washington been considered for a site? Thank you for reading this. B. Maritvold

My family and I are completely against a new airport in southwest Thurston County. What would happen to our quality of life if we have large jets landing at the existing Olympia airport every few minutes? It would be absolutely horrendous! A new airport southwest of Tumwater will be even worse, creating massive urban sprawl, essentially wiping out all of the growth management planning Thurston County has been doing for the past 25 years and our recently adopted climate action plan.

No to the new Airport!! Thank you!

My family and I live in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

Please take off SeaTac Airport from the list of airports being considered

Locate any new airports in less populated areas to reduce the health impacts on residents

If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

My family and I live and play in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

Please take off SeaTac Airport from the list of airports being considered and locate any new airports in less populated areas to reduce the health impacts on residents.

If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

Aircraft fly over Beacon Hill as often as every 90 seconds and constantly interrupt our play, our sleep, our conversations, indoors and outside. The sound levels on the ground are 70 - 90 decibels!

70% of aircraft landings at Sea-Tac Airport go over Beacon Hill, and we are not eligible for any mitigation because it is not close enough to the Sea-Tac Airport.

My family has a rich history of being supported by and supportive of aviation. My grandfather is one of the only people to have an entire compressor stage approved by the FAA. My younger cousin is training to be a pilot. I live in the turning radius of the Olympia Airport and have the flight radar app on my phone. I am an AVgeek, I know a lot about planes, I fucking love planes. I'm saying that to give weight to the following: STOP BUILDING NEW AVIATION CAPACITY IMMEDIATELY. There are better options: buses and trains can expand all of the capacity you're looking for with less expense. Grow some balls and stand up for the less sexy modes of transit you feckless bureaucratic flunkies.

My family lives and works in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to my neighborhood, my neighbors, and our children.

• Please remove SeaTac Airport from the list of airports being considered.

• Locate any new airports in less populated areas to reduce the health impacts on residents.

• If a new airport must be built, it must be one that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

And to preemptively answer your bot-screening question that follows, yes, I am human, and I think all of us living under constant airplane noise (in an area not eligible for any mitigation because it is not close enough to Sea-Tac Airport) would appreciate being treated as such.

My father retired from United Airlines as a mechanic and so I know the importance of the airline industry in the area. I would like it to be more environmentally friendly in regards to pollution, both noise and emissions from airplanes.

My husband and I greatly support expanding air travel in Thurston County. Driving to Seatac or Portland is not at all convenient and putting an airport in Thurston County would dramatically reduce some of the traffic on I-5. People complain about the noise, but we lived just 10 miles from Seatac airport at one time and noise was a non-issue. The benefits far outweigh the negatives!

My name is Ken Anderson and I am a 30 year old living in Gig Harbor. I have lived in the city since 2005. I remember this place before Uptown was even a thing, and it has only grown over the years. The past 5 years have seen people move here at a higher rate than before, and the problems it has caused are apparent, not the least of which is the traffic. The entire state has seen traffic issues worsen lately, but I tell you now that if the Narrows Airport is turned into a commercial hub, then driving in Gig Harbor will become unbearably slow and difficult. Gig Harbor actual and the surrounding areas' roads are not able to handle the volume of cars that would come with the travelers using the airport. Try taking a drive through Point Fosdick from 2:00pm - 6:00pm and you will see how snared the city can become. The same goes for westbound WA-16 during rush hours coming over the bridge, going into Purdy and the KP. If a traffic event happens on one side of the city, it can be felt and seen on the other.

Please do not make the Narrows Airport a commercial one. It would make getting around here so much more difficult.

My neighborhood, Point Richmond Ridge is already besieged by air traffic noise for the approach to the Narrow Airport. The most impact is from helicopters from JBLM and Coast Guard that virtually shake our houses enough to move artwork on the walls. At times we feel the aircraft is landing on our roof. Please reconsider expansion to the Narrows Airport.

My parent's house is directly in the current flight path for the Tacoma Narrows Airport. We have a lot of small aircraft that fly very low already. During the air shows (which we are supporters of), you can hear them. Sometimes they are so loud the soundwaves will rattle my parent's glasses and dishes.

I used to live in apartments off of 164th St and 35th Ave in Lynnwood which is the typical flight path for many commercial jet liners and the noise it would make is so loud sometimes it would even interrupt our phone calls in my nearby office.

In Gig Harbor where my family now lives, we have a heard of deer that live in the nearby woods. We have coyotes, wolves, bears, and sometimes a cougar. We also have many bird species. I don't know the impact but it can't be good for our wildlife which is exactly the reason most of us live out here.

As an avid traveler I would love to not have to go to SeaTac, but I doubt Gig Harbor makes a lot of sense without trying to address the lack of investment in public transportation. We have one bus that operates on a limited schedule to go across the toll bridge. Expanding the Tacoma Narrows Airport might be problematic because it does not address equity issues due to a lack of public transit and the tolls will become a problem for many. It will also be a problem environmentally, although I think that is true anywhere you look.

Based on urban growth plans, the Tacoma Narrows Airport makes the most sense, but to make it equitable you will need to expand the link to Gig Harbor.

Are there any options on the other side of the Bridge where a majority of the growth is occurring? Belfair is a good location but I believe the growth is not ss big as in Pierce. It would address a lot of equity issues for more rural Washingtonians.

My recent experiences at SeaTac have been disappointing-whether it's flying myself or picking someone up. I can't believe how busy it is.

My thoughts are contained in previous notes. But to summarize:

- Don't impose the noise of wealthy people on kids living in poverty - they need a quiet place to do their homework so that they can make a better life.
- Don't impose the cost of these projects on the people who have to also bear the environmental impacts.
- Keep thinking ahead, Washington infrastructure needs to jump forward to start catching up with the population boom that we continue to have.

My wife and I purchased our home in Littlerock, South of Olympia, in October of 2017, after having travelled all of the United States looking for our ideal retirement location. One of the key reasons we bought our home here is the beauty and peacefulness of the open prairie we live in. Close by are number of nature preserves to enjoy this fantastic part of the Pacific Northwest even more:

• Mima Mounds Natural Area Preserve

• Glacial Heritage Preserve

• Millersylvania State Park

• Capitol Forrest

• Scatter Creek Wildlife Recreation Area

• Black River Habitat Management Area

There are many protected and precious plants and animals in this prairie habitat as well, like the Mazama pocket gophers, the Taylor's checkerspot butterfly (*Euphydryas editha taylori*) and the Mardon skipper butterfly (*Polites mardon*), as we were told by Thurston County after an inspection of our property.

Many of the people in this part of Thurston County (ourselves included) cherish our beloved homes, and do not have the financial or physical means to move as we live on a fixed retirement income.

Building a big, commercial airport in this area would destroy all of this. We are pleading strongly to not ruin all the treasured nature and peaceful living here, and select an area that is already built up, and where these precious resources will not be jeopardized.

Thank you

My wife and I recently purchased a home in Gig Harbor for retirement. We are not in favor of allowing commercial air traffic at the Tacoma Narrows airport. The existing noise and pollution is bad enough from the private jets and piston powered planes. We would have purchased a home in Burien or SeaTac in a flight path if wanted aircraft rumbling over our house.

New airport location is definitely needed on the Peninsula but not in or near Gig Harbor. The traffic congestion is already at exhausting levels. Please identify areas north of Bremerton for current and future airport needs. Ensure HWY 16 is widened along with any other access roads.

Thank you for your consideration.

No

NO

NO

NO EXPANSION FOR TACOMA NARROWS AIRPORT!!

No expansion for Gig Harbor Narrows airport Please!

NO ..no no no no

to airport in OLY.

no time to say more as i only just got notice at time this is due.
No a Gig Harbor area for another airport. There is enough noise from Tacoma, Bremerton and Seatac
No airport
No airport expansion for Gig Harbor, Wa.!!!
No airport expansion in Gig Harbor!!!
No airport expansion in Olympia!!! And no greenfield airport either!!! Olympia, Tumwater, and Thurston County have worked HARD for decades to protect our environment for the future including farmland, wetlands, and prairies. We do not in any way desire to give up the environmental benefits that we have worked so hard to achieve, including a healthy, livable county.
Thank you for considering my comments.
No airport expansion in Toledo!! I strongly apose this! The people of this town live here for the quiet, country living!! Do not ruin another area of Washington! We do not want to expand.
You will completely ruin the reason we live here. Not to mention we do not have the roads to support this! Our freeway is already a nightmare with congestion.
NO AIRPORT EXPANSION!!! It would ruin Gig Harbor!!!
No airport expansion, we already get all the noise pollution from the army base.
No airport for Gig Harbor.
No airport in Gig Harbor! It will absolutely destroy our way of life. And even more importantly, the fragile beautiful ecosystem of this area. The noise, pollution and traffic would devalue everything in the area.
No airport in Thurston County! Olympia has an airport and it is hardly used. The area south of Olympia is rural. Leave it alone. An airport would destroy it.
No airport on the Kitsap peninsula. The traffic out here is already bad trying to either catch a ferry or drive across the bridge. Put one further south past Olympia
No bigger airport for Thurston County!!
Sea Tac is big enough and close enough
No airport expansion!
no comment at this time
No commercial expansion for Tacoma Narrows Airport!
No commercial jets at our small airport please. A balance between air traffic noise and local communities must be maintained. Thank you for considering the negative impact the additional noise would have on the daily lives of several thousand families.
No commercial traffic out of Narrows PLEASE! We already experience lots of traffic from the airport as well as lots of train noise. Plus we get lots of flyovers from the Joint Base Lewis-McChord.
NO EXPANDED AIR PORT FOR GIG HARBOR
NO EXPANSIÃO FOR TACOMA NARROWS AIRPORT
NO EXPANSIÃO FOR TACOMA NARROWS AIRPORT
No expansion
No expansion at Tacoma Narrows airport !

NO EXPANSION AT TACOMA NARROWS AIRPORT!
No expansion at Tacoma Narrows Airport!!
No Expansion At Tacoma Narrows Airport.
No expansion at Tacoma Narrows Airport.
No expansion at the Gig Harbor Air Port
No expansion for Gig Harbor airport!
No expansion for narrows airport!
No expansion for Tacoma narrow airport!
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NO EXPANSION FOR TACOMA -NARROWS AIRPORT
No expansion for Tacoma Narrows Airport !
NO EXPANSION FOR TACOMA NARROWS AIRPORT !! Already the noise of current airport traffic is awful . The idea of this densely populated area being at risk with more air traffic is more than awful. Please do NOT expand the Tacoma Narrows Airport at all !!
No expansion for Tacoma Narrows Airport please!
NO EXPANSION FOR TACOMA NARROWS AIRPORT please. Thank you.
NO EXPANSION FOR TACOMA NARROWS AIRPORT
The toll bridge traffic would be a nightmare, and it would ruin Gig Harbor and the area. There is not enough space.
NO EXPANSION FOR TACOMA NARROWS AIRPORT
Cheers and Thanks, Larin
No expansion for Tacoma Narrows Airport!
No expansion for Tacoma Narrows Airport!
NO EXPANSION FOR TACOMA NARROWS AIRPORT!
NO EXPANSION FOR TACOMA NARROWS AIRPORT!
No expansion for Tacoma narrows Airport!
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No expansion for Tacoma Narrows airport!
No expansion for Tacoma Narrows Airport!
Thank you.
No expansion for Tacoma Narrows Airport! Have you looked at Olympia? That would place an airport North (Bellingham)-Central (SeaTac)-South Olympia. Or Bremerton might be an option. It would be too congested in Gig Harbor.
No expansion for Tacoma Narrows airport! This is unsustainable. Gig Harbor has already lost its identity. You only need to expand this airport to complete its' destruction as a destination vacation. There will be no coming back from this- or economic gain. NO ONE will want to visit Gig Harbor. As of now, none of my relatives think this is anything more than a traffic mess-a place to avoid. They tell me the charm is gone. Some are moving to Washington- but they said" never to gig harbor- it's a mess".

They no longer shop here. They can't park anywhere. Seattle is a mess- but more to see- so they go there. The previous mayor sold us all out! This is so short sighted- so, "yes may have another please" moment- that the idiocy is incomprehensible. Let's not have another "you have to follow the money" moment. PLEASE DON'T DO THIS!
No expansion for Tacoma Narrows airport! You are ruining Gig Harbor!!!
No expansion for Tacoma Narrows airport!!
NO expansion for Tacoma Narrows airport!!
TAKE US OFF THE LIST
NO EXPANSION FOR TACOMA NARROWS AIRPORT!!
We already have too much noise and light pollution from air traffic - an expansion would make the problem much worse. People who fly in these planes are not the ones who suffer and pay the price - the residents - both human and animal - are the ones negatively impacted.
NO EXPANSION FOR TACOMA NARROWS AIRPORT!!!
NO EXPANSION FOR TACOMA NARROWS AIRPORT!!!
NO EXPANSION FOR TACOMA NARROWS AIRPORT!!!
No expansion for Tacoma narrows airport!!!!
NO EXPANSION FOR TACOMA NARROWS AIRPORT!!!!
I cannot imagine the increase in traffic. We do not have the infrastructure to support this! We moved to Gig Harbor to be away from fumes and this seems unbearable. No No No. We live right in the flight plan for this airport
NO EXPANSION FOR TACOMA NARROWS AIRPORT!!!!!!
No expansion for Tacoma narrows airport!!!!!!
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No expansion for Tacoma Narrows Airport, please!
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No expansion for Tacoma Narrows Airport.
No expansion for Tacoma Narrows Airport.
NO EXPANSION FOR TACOMA NARROWS AIRPORT.
NO EXPANSION FOR TACOMA NARROWS AIRPORT. Please take Gig Harbor off the list.

No expansion for Tacoma Narrows Airport. The traffic volume, across the Tacoma Narrows bridge, is already barely manageable at rush hours and particularly Friday evenings. This pinch point is a no go.
NO EXPANSION FOR TACOMA NARROWS AIRPORT. We have lived here for 56 years and are in the flight pattern for the airport, the last few years, especially in the Summer, the sound has increased.
NO EXPANSION FOR TACOMA NARROWS AIRPORT. We do not want this in Gig Harbor.
NO EXPANSION for Tacoma Narrows Airport.
Remove TNA from list!
NO EXPANSION FOR TACOMA NARROWS GIG HARBOR AIRPORT!!!
No expansion for the narrows
No expansion for the Tacoma Narrows Airport
No expansion for the Tacoma Narrows Airport
No expansion for the Tacoma Narrows Airport
No expansion for the Tacoma Narrows Airport
No expansion for the Tacoma Narrows Airport
No expansion for the Tacoma Narrows Airport!
No expansion for the Tacoma Narrows airport, please. We are already in the flight path and it is very busy as it is. Thank you. Zip code
NO EXPANSION for the Tacoma Narrows Airport.
No expansion for the Tacoma Narrows Airport.
NO expansion for the Tacoma Narrows airport. Thank you.
No expansion for this airport.n Our town cannot support the traffic. We do not have enough streets and roads as it stands, and no area to make more. please leave it like it is now.
No Expansion is for Tacoma Narrows Airport. The airport is already a good sized and the traffic is at a bearable noise level. Any additional traffic will be more noise than we need for our community.
NO Expansion of Airport in GIG HARBOR
NO
No Expansion of any kind for Gig Harbor. Where is the health report you are hiding?
No Expansion of Gig Harbor Airport
No expansion of Gig Harbor Airport!
No expansion of Gig Harbor airport!
We already have severe traffic congestion and overdevelopment and destruction of our beautiful environment.
NO expansion of Tacoma Narrowâ€™s Airport!
We moved here because of the 24/7 NOISE from Sea-Tac (we lived in Normandy Park). Once expanded, it will get noisier with air traffic flying over all of our homes, day & night. Please....no expansion!
No Expansion of Tacoma Narrows Airport
No expansion of Tacoma Narrows Airport
No expansion of Tacoma Narrows Airport please. The glide path would ruin the character of the community with the larger aircraft's low approach and associated noise.
No expansion of Tacoma Narrows Airport, please.

No expansion of Tacoma Narrows Airport. I live in the flight path for the approach to the airport and do not believe it is in my best interest to see airport capacity expanded for additional flights.

Thank you,

Mark Bruns, PhD

NO EXPANSION OF TACOMA NARROWS AIRPORT. This community is too small to make Gig Harbor a major commercial hub. The traffic in the immediate area is horrendous at the cross streets of Pt. Fosdick and Olympic Drive. Decision makers aren't considering the impact such an expansion would have to the residents in this area. TAKE GIG HARBOR OFF THE LIST!

No expansion of Tacoma Narrows Airport-please!

No expansion of the Gig Harbor Narrows Airport!

No expansion of the Narrows Airport. We have more than enough flights as it is now.

NO EXPANSION OF THE TACOMA NARROWS AIRPORT IS WANTED, NONE AT ALL..

No expansion of the Tacoma Narrows Airport!

NO EXPANSION OF THE TACOMA NARROWS AIRPORT!

NO EXPANSION OF THE TACOMA NARROWS AIRPORT!

No expansion of the Tacoma narrows airport!!

NO EXPANSION OF THE TACOMA NARROWS AIRPORT!!

NO EXPANSION OF THE TACOMA NARROWS AIRPORT!!!! IT WOULD DESTROY THE AREA AND THE ENVIRONMENT. Too much development has already done harm to wildlife and the environment.

No expansion of the Tacoma Narrows Airport | This is a bedroom community.

NO EXPANSION OF THE TACOMA/NARROWS AIRPORT!

WE DO NOT NEED ANYMORE NOISE!

No expansion Tacoma narrows airport

No expansion to Tacoma Narrows Airport!!!

No expansion to Tacoma Narrows Gig Harbor airport!

No expansion to the Tacoma Narrows Airport!!!!!!!

No expansion!

No expansion, please.

No expansion. For airport

No extension to the Tacoma narrows airport!

No for expansion of Tacoma Narrows Airport

No for Gig Harbor airport expansion. Already significant noise from current aircraft.

No for Tacoma Narrows Airport expansion. I live along greenbelt from the current airport and the small jets are currently disruptive during landing and taking off. Air traffic has increased quite a lot in the past 20 years we have lived here.

No for Tacoma Narrows Airport expansion. I live along greenbelt from the current airport and the small jets are currently disruptive during landing and taking off. Air traffic has increased quite a lot in the past 20 years we have lived here.

No further comments

No further thoughts

NO GIG HARBOR AIRPORT EXPANSION

NO GIG HARBOR airport expansion.
We don't want the noise, traffic, pollution and other negative impacts in our neighborhoods
No gig harbor aviation expansion!
NO Gig Harbor expansion!!!!
NO LARGE AIRPORT IN THURSTON COUNTY.
SUPPORT LIGHT RAIL TO SEATAC OR PORTLAND.
NO LARGE AIRPORT IN THURSTON COUNTY.
SUPPORT LIGHT RAIL TO SEATAC OR PORTLAND.
No message
No More Expansion for Tacoma Narrows Airport
No more airports!
As a mother and a teacher, I am desperately concerned about the climate crisis. We know that flying is the most carbon intensive way to travel. With the changes in work culture brought on by the pandemic, we also know a lot of business travel is unnecessary. The CACC should explore a no growth scenario and an aviation reduction scenario that aims to meet emissions reduction targets consistent with limiting global warming to 1.5 C. Climate must be the priority in ALL transportation planning!! How can we pretend that industry profits or even jobs can be weighed against the future of humanity on this planet???
No more expansion of the gig harbor narrows airport please.
No more expansion of the Narrows airport
No more fossil fuel airplanes! We don't want more airports in Thurston county or anywhere.
No more fucking airports. Have we given up on climate change?
NO more traffic and no extension at Tacoma Narrows Airport!!!!
No new airport over the Puget Sound. Please don't destroy our beautiful environment, no more noise pollution.
No new airport!! Washington is a climate leader. Let's keep it that way. We don't need a new airport. We need to find ways to make the one we have more sustainable. Invest in sustainable travel.
No new airport, please. Climate issues demand we reduce flights.
Sustainable airplane fuels exist in name only. They are nit carbon neutral through their lifetime and there is not and will not be enough supply to be widely enough used. Please, no new airports.
no new airport. we need to modify our aviation processes so that we can meet the Paris/Glasgow targets. A new airport will NOT do this.
No new airport. Priority must be climate protection.
No new airports of any kind should be built, especially one as large as Seatac. GHG emissions must go down, and adding airports does not do this. Airports and flights also add noise, pollute water through runoff, and add carcinogenic air pollution, including lead pollution from prop planes.
The only thing this commission should do is dissolve itself.
No new airports! Noise - Pollution - Climate!!

No new airports. The following won't happen as airports & the FAA notoriously try to skirt all pollution rules:

-Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan? We cannot!

-The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

-Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded. The Port of Seattle has failed miserably on mitigation to the impacted neighborhoods before and after the latest expansion. The air and noise pollution is astonishing and harmful.

-The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

NO NO NO to this airport expansion.

This is one of the last nice communities in this area. We do not want this!!!!

We are not Seattle and don't want to be.

NO NO NO

Absolutely no increase in size where planes are coming and going endlessly and also we do not need another airport in or near Tumwater.

STOP STOP STOP

No on expanding Narrows Airport. We moved here for piece and quiet. Please don't ruin it for all of us out here.

NO on expansion into our Gig Harbor Pierce County airport. No room, road access not expandable

No opinion

no real comments now bit the electric aviation is an exciting idea!!!

No remarks

NO TACOMA NARROWS AIRPORT EXPANSION!!! IT WILL RUIN GIG HARBOR!!!

No Tacoma Narrows airport expansion.

NO to airport expansion in Gig Harbor!

NO to an airport in Thurston County

The people who stand to make billions of dollars installing a new airport in Thurston County are not telling the whole story.

If you want to see what Thurston County will look like should this travesty be allowed, take a look at SeaTac, WA.

It can't be called a city. SeaTac is the unfortunate victim of the airport of the same name.

This blighted area is a collection of motels, car parking lots, convenience stores, gas stations, bus stations, fast food restaurants, and sad neighborhoods composed of homes that have little if any value due to their proximity to the Seattle's airport. The traffic is horrendous. The noise is worse. After dark, criminals and hookers walk the streets. There is always garbage on the streets. The air reeks of aviation and automotive exhaust.

Miles and miles of concrete will be necessary. Aviation fuel storage tanks will be needed. Huge hangars will be installed. Hazardous waste will be generated.

New sewage treatment plants will be needed. A new landfill will be needed. How will Thurston County afford new garbage trucks, increased road maintenance crews, expanded roads, more power lines, more police, fire and medical responders? Where will they get the water necessary? Where will the money for all these services and more come from? Not me-my home will be worthless. The property values of any homes will plummet-no one wants to live near an airport. Is Thurston County prepared to handle the hundreds of thousands of cars traveling the roads? The truckers needing to bring supplies?

We do not need a new airport. If one is put into Thurston county, we will become South SeaTac.

Think of it. Capitol Blvd will need to be widened to at least six lanes. You will have to find where to put the millions of tons of garbage created by not just the airport itself, but all the supporting businesses around it. People will lose their homes to "eminent domain". Farmland will be lost. Wildlife refuges will be destroyed. Millions of gallons of water will be needed and the resulting sewage will need to be treated, and where are you going to put the resulting sludge? People living under the flight path will never have a bit of quiet.

Where will all the people needed to run the airport live? Tumwater is already built up.

Consider climate change-all that traffic, people driving to the airport, never mind the aircraft themselves adding millions of tons of carbon dioxide to the atmosphere.

There are still farms in Thurston county. There are still wild areas for people to enjoy. What will become of them? Will the Growth Management Act be repealed? If it is, Thurston county will be destroyed. It will demonstrate what many of us 'little people' believe-that politicians can easily be bought by a few rich people who want to be even richer.

There is no room anywhere in Thurston County for this monstrous disaster.

This concept is wrong on every level. These planners are greedy. There is no need for 'another airport'. Whomever did the 'recent survey indicating the need for it' is not dealing with reality. The future is people working from home. There won't be a need for travel to another state for a meeting that is even now being conducted online.

We already have two big airports in easy driving distance, Portland and Seattle. There is no need for another.

The evil minds behind this travesty are intent on creating a megalopolis that stretches from Seattle to Portland. All they're interested in is making a lot of money and the people who live here be damned. I'm certain the planners won't be living next door to the airport. They don't care about the environment, about the average Thurston county resident's quality of life.

If the planners truly believe that a new airport is needed, they should consider putting it somewhere in the middle of the state, for instance, Hanford. The middle of the state is underserved. But they don't want an airport, either.

And that's the crux of this whole thing: we have told them at least once in the last year, and we told them thirty years ago, NO. NO. NO Airport. Not in Thurston County, not in Washington State. NO.

They don't want to listen. They want to make money at the expense of the county, the people who live here, and the environment. They don't seem to understand that we see right through them, and what we see is evil people.

NO.

No to any expansion to Olympia airport. I live near the five mile marker NW of the airport. Small jets coming in come right over my house very very low. This kind of traffic has increased and is very disruptive. I am ok with smaller planes as they fly higher.

I am definitely not in support of Greenfield airport south of Thurston county. Valuable farm land and protected land is needed there.

Let's make it easier to mass transit to SeaTac or Portland for flights.

No to expanded Gig Harbor Airport!

Increased use for medical and fire services is fine. However, expanding airport for recreational and/or private use is not acceptable for our surroundings. We ALL share this space, not just those with money. Plus, those with money probably don't live right by the airport, thus directly avoiding the increased impact of expansion. Our little city is growing, but we need to find ways to tamp down such impactful expansions.

No to expansion of Narrows Airport! Take us off any list which suggests Gig Harbor for expansion!

No to expansion of the Olympia airport and absolutely no to a new airport, so called greenfield airport in the area. We already get noise from JBLM airbase. No new or expanded airports in the Olympia/Tumwater/Lacey and Thurston county area.

No to expansion.

No to expansion. Take gig harbor off the list!!

No to expansion. Gig Harbor has already expanded to the point that I do not recognize the historic town we love. We are already dealing with traffic noise that has dramatically increased all over neighborhoods and air noise will just add cumulative impacts that are not tolerable. I remember the helicopter company at the airport that buzzed our home on Wollochet to the point I wanted to shake the trees like the grizzly bears did in Yellowstone when they allowed aircraft to fly over.
No to Gig Harbor airport expansion!
NO to Tacoma Narrows Airport expansion!
NO to Tacoma Narrows Airport expansion!
No to the expansion of Tacoma Narrows Airport. No!
No to the gig harbor airport Expansion
No to the Narrows airport expansion.
Well I'll tell you a year ago you did not hear SeaTac planes flying over Gig Harbor. Today everyday. On my must haves was no Powerlines or train tracks or airport. 2 out of the 3 not bad. No to the expansion. It's fine just the way it is
No to the Tacoma Narrows Airport Expansion idea. The area infrastructure is "pinched" on a peninsula with very little freeway access. And infrastructure is connected right at a bottleneck bridge. Expansion is a very, very bad idea.
No! I can't think of anything else short of a bomb that would devastate Olympia more than a major airport expansion or new greenfield airport. The community, the relative peace, the uniqueness, and the beautiful environment we treasure - total devastation. A betrayal of everything Olympia / Thurston county's residents have worked so hard to cultivate and nurture. What is now a place everyone wants to live in or visit would become Sea-Tac south. It's not just the airport and unrelenting noise, the new supporting infrastructure would make everything about this place unrecognizable. This city and beautiful south Thurston are unique, beautiful, and deserve to be valued for what they are, not destroyed.
No! Paine field is already built for large aircraft, Tacoma Narrows is not.
NO!
Noise, traffic, not climate conscious.
I have lived here over 40 years and have seen Gig Harbor vastly deteriorate thru overbuilding and inadequate infrastructure. DO NOT CONTRIBUTE TO THAT, while saying you are doing something "green"!
I live right in the flight path. I knew that when I moved here and do not mind the present facilities.
No!
Please do not expand the Narrows airport. I live on the west side of Wollochet Bay and there is already plenty airline traffic flights going to Seatac airport. We do not need more flights into Narrows airport. Please keep our community safe & peaceful with no airline noise.
NO!!!! Expansion at the Gig Harbor airport
No!!!!!! to big airport near Toledo, WA.
No, I am not in favor of expansion for the Tacoma Narrows Airport.
No, no, no. Keep what's left of the country, country please.

NO. NO NEW AIRPORT. Expand and improve rail and use other very energy efficient methods of transportation. Our growth and burgeoning population and the demands that airports place on resources is not sustainable. Civilization as we have known it for eons is drowning and blowing in the winds of climate change. Wake up dumb asses!!! Fools.
No. No, no, no. We have Paine Field and Boeing Field, both of which have potential to be used as a second site and expanded. Why spend the massive amount of money to build a new airport? Let's spend our money on expanding mass transit like trains. Let's serve the people in our area.
Noise and traffic cannot be justified for this small town area.
Northern Thurston County is already experiencing a large number of aircraft, often at minimal altitudes, daily. The noise is invasive, penetrates buildings easily and is very annoying. My family is absolutely against the expansion of the Olympia airport, as well as against the concept of a new "SeaTac" in the south county area.
Not interested whatsoever in expanding Tacoma Narrows. It is way too densely populated with residential and too much traffic already.
Not a suitable match for the Shelton community. Many people live in this community to escape the suburban traffic and noise. Not suitable for such a rural area.
NOT in favor of expanding the Gig Harbor airport. My home is in the flight path. NO MORE NOISE.
Not in favor. Would want to know the flight paths.
Not only would individuals be better served with an improved Narrows Airport that could help them connect to their air flights. Having access to flights from Pierce County would enable people to travel less to get to their destinations, thus saving on gasoline and carbon use and keeping I-5 traffic lanes less crowded with people who would be traveling to Sea-Tac.
Obviously the commission is still thinking of existing airports and infrastructure. As it exists at the present, most of the time is spent getting to and from the airport and from airport to airport. Boston and San Francisco (as well as most European metros) have transportation systems that mitigate that. Time for a unique approach and not a band aid approach like Paine Field.
Olympia, WA would be a location that I would like to see gain an airport, because it would alleviate traffic to, through, and from SeaTac.
Open space in Thurston County is to preserve wildlife and native species, not to expand airport facilities. Local infrastructure is inadequate to handle cargo distribution, and expanding that would negatively impact the urban forests we have fought so hard to protect. Do not consider Thurston County for either of these expansion projects. Impact on water quality and preserving prairie habitat are higher considerations.
Open up SeaTac access to regional flights. In Anchorage, space has been made for carriers like Ravn Air to operate at the terminal for local flights, even though passengers don't have to clear security. Create a similar space at SeaTac for airlines like Kenmore Air and others to bring in traffic to SeaTac to connect to major carriers and serve the routes larger carriers can't make work financially (Port Angeles-Seattle, for example).
Oppose Gig Harbor Airport expansion

Originally from SoCal, I have experienced similar considerations regarding a local airport for the very same reasons dictated in the WSDOT Aviation report. I concur and realize the need for expansion or an additional site. However, the economic effectiveness of that new site, if decided, will depend on SeaTac relinquishing its reigns on any new venture.

The example I use is LAX (LA County) vs Ontario International Airport (ONT) in San Bernardino County in which LAX would not permit its carriers to service ONT, thus mitigating its economic prospective. More recently, LAX had released its monopoly, but ONT has not been able to thrive nor potentially be profitable. From an anecdotal perspective, retail does not prosper seemingly having high retail turnover, but for commercial (UPS-FedEx), commuters and business folks ONT remains a viable location. The nearly 60-mile (highway) distance between the two airports should be sufficient to avoid economic impacts. ONT serves east LA County, San Bernardino, and Riverside Counties.

The point I care to make is that regardless which new location the commission recommend, then that new location should be permitted to cultivate and serve the communities as a viable commercial and residential airport and not be control by financial greed imposed by SeaTac. Unless, of course, SeaTac, is the owner then, oh well, make it work - win-win.

Other than Payne field, the smaller/distant airports in quiet communities does not seem to be an option. Perhaps there needs to be an assessment of building a new airport that is easily accessible without impacting residential areas.

Our climate cannot afford a new airport! Climate has to be the first priority. The only way to reduce emissions is to fly less.

In addition, aircraft noise and emissions would be hazardous for anyone living near any future or expanded airport, and those living near airports are more likely to be people of color or have lower income.

Our climate cannot support a new airport. Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan? The only real option is to fly less. The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

In addition, equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. Aircraft noise and emissions would be hazardous for anyone living near any future or expanded airport, and those living near airports are more likely to be people of color or have lower income. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution.

Our climate should and must be the Commission's overriding priority. The only thing we don't know how to do in a carbon-neutral way is fly. The aviation industry is touting alternative aviation fuels, which they call "sustainable" fuels, but (1) these proposed fuels cannot come close to meeting demand, (2) they are not truly carbon neutral across their lifecycle, and (3) they will still cause global warming due to their emissions. So far, our only real option is to fly less.

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

I urge CACC to add two additional scenarios to its planning: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Many domestic trips can be taken by high speed train which will dramatically reduce our greenhouse gas emissions that are caused by transportation.

Furthermore, aircraft noise and emissions would be hazardous for anyone living near any future or expanded airport, and those living near airports are more likely to be people of color or have lower income. This year's Health Environment for All (HEAL) Act that activists worked hard to pass requires the Department of Transportation to incorporate environmental justice into their plans. Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded. The Commission must and should plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles. Thank you.

Our climate should and must be the Commission's overriding priority. The only thing we don't know how to do in a carbon-neutral way is fly. The aviation industry is touting alternative aviation fuels, which they call "sustainable" fuels, but (1) these proposed fuels cannot come close to meeting demand, (2) they are not truly carbon neutral across their lifecycle, and (3) they will still cause global warming due to their emissions. So far, our only real option is to fly less.

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Our community and the wider Thurston County does not have the infrastructure to handle a larger airport than what currently exists. The I-5 freeway only allows for north/south traffic and east/west streets are narrow to and from I-5 with very few on/off ramps. Our roads are currently backed up during work hours of morning and evening and any traffic accident backs up flow for hours. The majority of the state's population resides north of Thurston County so an airport would not be serving that population. Additional SeaTac capacity should be built in the higher population areas and close to Seatac which has already increased their roadways and capacity to address an increase in travel. Thank you.

Our current unfolding climate catastrophe should be your number one priority. Has anyone in CACC, not to mention the state legislature, read the latest IPCC report? Are you aware of what's in store for Washington state at 1.5 to 2 degrees of warming? Our agriculture, forestry and fisheries sectors are particularly vulnerable to climate change; we got a taste of that during last June's heat dome, which decimated our cherry, onion, wheat, wine, and shellfish crops, in addition to killing hundreds of people. In the future, climate change will disrupt transportation, infrastructure, public utilities, and port operations. The idea that our economic well-being depends on more flights ignores how much those flights will contribute to climate disruption. It is criminal to envision a future with ever expanding flights. You should be giving much more focus to ways to reduce aviation. No growth and reduced growth options should be front and center.

Our existing airports are plenty. Build high-speed rail to replace short-haul flights.

Our family OPPOSES the expansion of the airport here in Gig Harbor!!!

<p>Our home is very near the Tacoma narrows airport and we already have lots of noise and issues with cell coverage that we were told was due to the airport. Increasing air traffic will only make it worse. We moved there knowing that the airport was close by but the limited amount of traffic was acceptable. We didn't move here and expect no airport noise but we didn't expect it to increase dramatically either!</p>
<p>Our household is not in favor of the noise pollution, poor traffic flow, and most importantly the ripple effect in habitat & rural land loss that would be caused by increased flights and development in this critical area. Our household is in favor of adaptive, resilient, and progressive approaches that value sustainable planning and development even though it sometimes means inconvenience and increased cost for the short term, short sighted, and privileged. Our household votes (via elections and with our dollars) to create and protect a regenerative future for our community's people, land, and resources. This proposed project does not mean any of those fundamental parameters. Please cease and desist.</p>
<p>Our planet is becoming unlivable before our eyes. The climate crisis is here. The aviation industry must be scaled back to minimize the carbon emissions. Building any aviation infrastructure is advancing the climate crisis. I cannot support any expansion of WA's aviation infrastructure or industry.</p>
<p>Paine Field has too many houses, schools and businesses in the flight path. Please go to a less crowded option. Paine Field neighbors will continue to protest and ask for a fair environmental impact study. Please head elsewhere.</p>
<p>Paine Field airport is a perfect choice for expansion and it has the real-estate to grow.</p>
<p>Paine Field already has all of the infrastructure in place, it is a great asset to all of us on the north end of SEATTLE. Please consider this airport as a superb option for increased air traffic.</p>
<p>Paine Field is critical to the economic development of Snohomish County. Improved pedestrian access from transit facilities on Airport Road are important as are future connections to light rail.</p>
<p>Paine Field is already too noisy.</p>
<p>Paine Field is the answer.</p>
<p>Paine Field is the best location for another airport. It already has the transportation infrastructure around it with highways, a good interchange with I-5, proximity to the Mukilteo Ferry, and in the next phase of Sound Transit a rail station.</p>
<p>Paine Field is the most logical choice. It is already large enough for all planes, repair facilities are located on-site and, if Boeing ever leaves or greatly reduces capacity, there would be pre-existing infrastructure for additional expansion. Light rail needs to be expanded to Paine Field as well to decrease traffic impact.</p>
<p>Paine Field is the perfect place for the airport</p>
<p>Paine Field makes the most sense.</p>
<p>Paine Field should not be the only "satellite" airport in the region, as it is located in a residential area, and therefore cannot grow much more. Arlington is a logical choice for expansion, or perhaps a brand new airport the size of SeaTac located in northern Snohomish county. East King County could also be considered.</p>
<p>Pangborn Airport deserves other destinations</p>
<p>People move this far from the city to get away from the traffic, the noise and sound pollution. It is a bad idea and too close to SeaTac. Target Olympia or another area that has more space to create infrastructure.</p>
<p>Perhaps because SeaTac Airport is close to me, I don't feel we need another commercial airport anytime soon. Instead of working on a new airport, you might want to make SeaTac better in terms of access and updating its look. Climate change suggests making another airport is not only unnecessary, but a really bad idea. We need to use fewer fossil fuels, not more.</p>

Placing an airport the likes of SeaTac in Thurston County changes the entire 25 year development plan that the majority of the people of this area have supported or helped to create. Potential land further south perhaps near the new casino would be better suited and still in between SeaTac and Portland airports. Please do not put an airport in our sleepy and lovely bedroom community.

Please do not build an airport in South Thurston County.

Please - no expansion of the Tacoma Narrows Airport. This is a residential area, and does not deserve to be subjected to more air traffic than we have now.

Please add 2 important considerations to CACC's work:

(1) Health Equity;

(2) Climate and GHG Emissions.

The world is changing, and if CACC ignores these two important factors, it risks investing in stranded assets or building a future that our children won't be able to grow up in.

(1) Health Equity - Airports emit harmful particulate matter (PM) and ultra-fine particles (UFP) along with noise pollution, and these factors are linked to cancer, heart disease, and to 2-5 years shorter life expectancy for aviation communities (people living within 10 miles of an airport). Please review the health research that was funded by the Washington State Legislature and presented at the June 18, 2021 Aviation Impacts Solutions Summit:

https://deohs.washington.edu/airport_communities_summit

(Direct video presentation link: <https://www.youtube.com/watch?v=nlcNFbeN4qQ&t=12m30s>)

Please produce an equity evaluation of each potential airport expansion site so that you can quantify the disproportionate health impacts on BIPOC communities and airport-adjacent populations. Please consider health equity in any airport siting conversations.

(2) Climate and GHG Emissions - The aviation sector in Washington state must fit within our state GHG goals and global Paris targets for to limit global warming to 1.5 degrees, which require a 50% cut in emissions during this decade. Expanding aviation sends us in the wrong direction. The CACC assumption that we have to build more airports to meet demand forecasts is dooming our children to a future of climate catastrophe. Please add a climate GHG analysis to any CACC scenario, showing how aviation pollution overall would change and how it would fit within our state's GHG targets. Please also add a "no-growth" scenario and a scenario where we reduce aviation to fit our GHG targets.

CACC must include climate and health equity in each scenario, and must give us scenarios that provide our children with a health and livable world. Let's stop dooming our region to a future of heat-domes, wildfire smoke, and disproportionate harm.

The aviation industry is decades away from having green solutions ready, and many so-called "sustainable aviation fuels" still emit just as much GHG pollution, harming neighbors and undermining our climate goals. Truly green flight using green hydrogen or battery-powered flight will not be feasible during this critical decade when we need to reduce GHG pollution. Please don't ignore these facts and don't give us false solutions. Please follow the recommendations above to include Health

Equity, Climate and GHG Emissions in all your plans for our future.

-Brandon Bowersox-Johnson

(Seattle resident and former City Council Member, Urbana, Illinois)

519 N Bowdoin Place

Seattle, WA 98103

Please advocate for wsdot to make reducing our impact on climate change their number 1 priority and using our tax money to build infrastructure that supports that priority.

Please build high speed rail which will help cut down shorter flights in and out of the airport. Build it to Vancouver and Portland at least, longer term to Eugene and Spokane.

Also look at expanding and improving Olympia Regional Airport (KOLM), it has the land to add more capacity in each area of flying areas desired. Renton Municipal airport (KRNT) can have its runway extended into the water as well to handle larger loaded cargo or passenger aircraft. Outside of our immediate area but can still have an impact is expanding and improving Bellingham International Airport (KBLI) it has the land nearby, highway right next to it, and location to help be an outlet for the demand in the region (you could also have a High Speed Rail stop here).

Summary: build High Speed Rail between our area and Vancouver and Portland, look at expanding Olympia Airport and Bellingham for realistic regional relief options

Please change the flight path into Paine Field! there is no reason the flights can't approach from over Puget Sound instead of flying directly over my house!

Limited hours of operation for Paine Field too! 7 am to 9 pm!

Please choose to begin commercial service in Bremerton.

Please consider building a new airport that accommodates international travel and it is in a strategic location to Puget Sound area. I strongly feel this will help with traffic congestion and other issues that come from having only one Airport in a very populated area

Please consider carefully the impact of a new commercial airport. Does that option really address the long term viability of a thriving planet and create optimal living conditions for human inhabitants.

Please consider climate change when evaluating options. A tax per flight that goes toward fighting climate change may help reduce demand.

Please consider expanding services at the Olympia airport. As the seat of state government it could significantly reduce costs and environmental impacts for many state agencies, and improve efficiencies for agency and legislative travel. Regional air travel from Olympia to Spokane, Pullman, Richland, Yakima, and Bellingham specifically would be huge!

Please consider high speed rail as a solution to the airport capacity problems. Too many travelers in SeaTac need only to go to places more efficiently served by modern trains.

Also don't put the station so far away as happened with the light rail.

Please consider maintaining but not expanding Tacoma Narrows Airport. We are aware of daily air traffic and related noise and hope that it does not increase. By not expanding the airport, shipping may be the primary use as more of us move west of the bridge. Thank you for your consideration.
Please consider the cost (\$) and environmental) of having planes fly farther to reach their destination. Currently, the FAA often routes inbound planes north past SEA to circle back and descend. So planes from Las Vegas or Denver travel north over populations to the top of Lake WA and then make a U-Turn to travel south over populations and arrive at SEA. Seattle is in the NW corner of the country. Locating an airport south makes sense from that (\$, fuel/environment) perspective.
Please consider the environment (noise pollution) when determining where to add/increase commercial aviation. Living in Mukilteo, there are currently airplanes (cargo, military, Boeing test runs) that certainly disrupt normal life, including sleeping, class rooms, etc.
please consider the importance of other modes of transportation. reduce fossil fuel consumption.
Please consider the local communities desires and needs. Not everything should be at the expense of the greater good
Please direct funds to improve rural airstrips and safety of those airstrips. Lake Wenatchee airstrip and the community would benefit greatly from a lengthened and paved airstrip improvement. This airfield is used heavily during the summer for wildfires and recreation.
Please direct resources to expanding rail service instead, both for freight and passengers. Invest in technology we already have"high speed rail"rather than theoretical zero emissions planes that may or may not work some day.
Please do not add an airport in Shelton. So many people out here have moved to the area for peace and quiet. We moved to get away from the crowds and the noise.
PLEASE DO NOT allow ANY expansion consideration to the Tacoma Narrows airport in Gig Harbor! The flight traffic now is "horrific" & very busy! On some days it seems equivalent to living near a hornets nest! I kid you not! Often these small planes slightly overhead are SOOO LOUD it drowns out conversations! NO JOKE! Expansion of this airport will do ABSOLUTELY NOTHING to "improve" the quality of life that is already "under attack" from over Expansion! NO to Tacoma Narrows PLEASE! Thank you!
Please do not allow any further expansion of the Gig Harbor Narrows Airport
Please do not allow any further expansion of the Gig Harbor Narrows Airport.
Please do not allow more traffic or bigger planes at Tacoma-Narrows airport. It is already very loud and disturbing on many days.
Please do NOT allow this. Gig Harbor will explode with noise, more traffic. The traffic is already horrible. This will hurt Gig Harbor and will make people not think Gig Harbor is nice anymore. It's a beautiful city, and with the added noise traffic from the airplanes and pollution it will ruin the beauty of this city.
Please do not build a commercial aviation center! It will greatly impact the quality of life in our little rural area. Not to mention destroy the habitat of many animals.
Please do not build a second airport in Seattle. Although I am a great traveler, I am willing to decrease my carbon footprint in order to save our city, to save our planet. Instead of building more emissions producing entities, please focus on making the aviation industry more climate -friendly. this seems obvious to all of us who want our grandchildren to inherit a livable world. Thank you.
Please do not build an airport in South Thurston county.
Please do not build an airport in South Thurston County. There are many places 50 miles South of Tumwater/Littlerock that are less populated. Building in a less populated area would displace less people (whose families have lived in this area for 100 years) and also bring the needed infrastructure/growth to these less populated areas.

<p>Please do not consider Olympia Regional Airport as a possibility for expansion to Commercial flights or Cargo flights. This area is already stressed out with use of light commercial, private, and military activity. The close proximity to residential use (which makes up about 90% of the area) is not helpful to the residents or small businesses that support this community. I urge you to please find other more sustainable long-term locations.</p> <p>Thank you</p>
<p>Please do not consider Tacoma Narrows as a hub to Seatac. As a resident of the Kitsap peninsula, who travels highway 16 frequently, we do not want this increase in traffic, nor do we want the change in the area geographically/commercially. We appreciate economic and transportation advances, but do not want this type of change in our area. We don't have the infrastructure to handle this well without causing negative changes to this area. PLEASE DO NOT use Tacoma Narrows as a hub to Seatac.</p>
<p>Please do not develop a commercial airport in Gig Harbor.</p>
<p>Please DO NOT expand airport operations in Thurston County! As I commented in 2020, any expansion of the Olympia airport would result in furthered extreme stress to humans, land trust conservation areas, and flora and fauna in Thurston County. Increased air traffic already has negatively affected Olympia residents with noise and air pollution. As a resident of the northeast neighborhood, and under the flight path for approaching aircraft, I am continually bombarded with noise pollution throughout the day and night. Aircraft fly way too low overhead, shaking my house and causing me and my neighbors undue personal stress. The constant yet unpredictable noise interrupts sleep, work, normal daily habits and routines, and instead increases blood pressure, anxiety, and overall stress. I've had cargo aircraft fly so low overhead that a vase was shaken off a table and shattered on the floor! No one needs more of this in already-charged times here in our country.</p> <p>The natural land and spaces that Olympia maintains are crucial for conservation, habitat for native species, and places of refuge for humans to recenter. These SHOULD NOT be paved for more air traffic! We have conserved them intentionally, and NOT for development! The population of Thurston County appreciates and highly values farmland and land trust locations, and we have already spoken out to say NO to airport expansion plans in the recent past! Please remember what the people of Thurston County have said - NO - and what we continue to say - NO - to airport expansion here.</p>
<p>Please do not expand Olympia airport. We did not want to be considered for this and wish to be left out of all future consideration. Building a new airport here would be horrible for our health and environment.</p>
<p>Please do not expand or put an airport in Olympia. Traffic is already terrible as it is. Noise pollution is very bad as well. I5 is un drivable, a large airport will ensure it becomes impossible. We're already struggling with the traffic north of us because of DuPont, JBLM, etc. And to the south we have non stop semi truck traffic. At an airport and this becomes a nightmare. Do like other states have and put the airport on the outskirts of the state, away from cities and other already congested areas.</p>
<p>Please do not expand our little airport. There is too much potential for Amazon cargo planes to start landing here. I say NO to increased noise!</p>
<p>Please do not expand SeaTac, we residents have suffered enough. Build a new airport somewhere in E. Washington.</p>
<p>Please do not expand the airport in Gig Harbor</p>
<p>Please do not expand the airport in Gig Harbor.</p>

Please do not expand the airport, Gig Harbor simply can't support the extra people and traffic a larger airport would bring.
Please do not expand the existing airfield in Olympia or even consider the construction of a new airport anywhere in Thurston County. Either action would degrade the local environment, decrease the quality of life for residents and could violate decades of land use planning.
Please do not expand the GH airport!!
Please do not expand the Gig Harbor airport. Not only can our small community handle the potential mess on the surface streets, but the noise alone would create such a nightmare of complaints and lawsuits it would be a waste of tax payer dollars to fight it all.
Please do not expand the Gig Harbor Tacoma Narrows airport. A new airport should be in an industrial area that is easily accessible to traffic from many different areas. It should not be located in a small bedroom community.
Please do not expand the local airport in Gig Harbor. The air traffic is bad enough.
PLEASE DO NOT expand the Narrows Airport for commercial use. It would overwhelm our small growing community and the noise pollution is already bad enough with all the corporate jets and small planes that come through. Thank you.
Please do not expand the Narrows Airport. Gig Harbor does not have the infrastructure to support the growth it is already experiencing. One temporary road closure the other week due to construction created traffic hell throughout the Gig Harbor area. I can't imagine adding increased traffic from an airport expansion. This area literally does not have enough roads to support all the housing they are building here. Its too congested and is only going to get worse as these new housing developments become occupied with families moving in. The Bemerton airport seems like a good idea. Its near a ferry line. Its somewhat underdeveloped in that area. More rural and more land for expansion. New roads are being improved there. I have no knowledge of the other areas you're looking at. Gig Harbor is too congested and is going to get worse. They are building too many new housing developments without the infrastructure to support the people coming.
Please do not expand the Tacoma Narrows Airport in Gig Harbor - PLEASE! Leave it how it currently is ... Thank you
Please do not expand the Tacoma Narrows Airport!!! Traffic is already horrible around here.
Please do not expand the Tacoma Narrows Airport.
Please do not expand the Tacoma Narrows Airport. It sits in the middle of a rural peninsula close by the water. The environmental repercussions of pollution, increased traffic, probably increasing the road access, is not ok for this residential region. It makes no sense to have this be anything other than a recreational airport. Thank you.
Please do not expand the Tacoma Narrows Airport. This small area could not withstand the environmental impact and hazardous noise impact this would impose.
Please do NOT expand the Tacoma Narrows airport. This would be devastating for residents and wildlife in the area.
Please do not expand the Tacoma Narrows airport. It will make our town too noisy
Please do not expand the Tacoma Narrows airport. People live here in relatively peace and quiet. We already get some noise from the military bases south of Tacoma. Let's not our fishing village into an industrial hub.

Please do not expand the Tacoma Narrows Airport. Thank you!
Please do not expand the Tacoma Narrows airport. There are many reasons to look elsewhere, but there is just not the surrounding road infrastructure to handle anymore traffic. The Gig Harbor area increased by nearly 70% over the last decade and the roads just can't support anymore development. Thank you.
Please do not expand the Tacoma Narrows Airport. We don't want to live with a lot of noise pollution. This area is already bursting at the seams with people, we don't have the infrastructure to bring in even more. Thank you.
Please do not expand the Thurston County airport. This would make that area unlivable. We don't need the noise or the pollution.
Please do not extend or upgrade the Tacoma Narrows Airport for commercial flights. Gig Harbor does not have the infrastructure to support an airport upgrade already experiences a lot of air traffic noise from this airport as well as the SEATAC airport.
Please do not include Olympia Airport as an option.
Please do not open up the Olympia Airport to more air traffic than is currently there. It will destroy our peace. As it is, we hear airplanes and helicopters pretty low quite frequently.
Please do not seek expansion of the Narrows airport in Gig Harbor. This will negatively impact our area, in many ways, with little benefit, except for wealthy private aircraft owners.
The last thing our community needs is a commercial airport!!!
Gig Harbor pays disproportionately higher taxes for very little return as it is. Please don't place this extra burden on an area that's already outgrowing it's infrastructure.
It seems to me that expanding Bremerton airport would be more central to needs, with the space more readily available.
Thank you for reading.
Please do not use the Narrows airport as an option for Seatac traffic. This airport is in the middle of neighborhoods on all sides and the noise and traffic caused by larger aircraft will devalue our properties and be a complete nuisance to this community.
Please do not use the Tacoma Narrows airport To expand commercial aviation. This would create problems not solve them
Please do not use the Tacoma Narrows Airport as a commercial airport. This will ruin the quiet, rural atmosphere that many sought when locating in this area. Please leave us in peace. Thank you.
Please do not use the Tacoma Narrows Airport as a hub for Seatac.
We already have low flying loud helicopters and private jets flying directly over our house. A hub in Gig Harbor would also create increased traffic flow and congestion. Altogether a very poor alternative solution..
Please don't consider expanding the air operations at the small Narrows Airport/Gig Harbor. Expanded air and associated ground traffic will adversely affect the quality of life (noise, air traffic, clogged roads, backed up bridge traffic,, etc) for citizens living in the Gig Harbor area and beyond into the Kitsap Peninsula.
Please don't do this to the thousands of families that this will adversely affect. Consider this as if your home was in the path of cargo planes flying over 24/7. Air/ noise pollution & decreased property value.

<p>Please don't expand at Tacoma Narrows Airport. Bigger airplanes would cause noise and environmental pollution.</p>
<p>Please don't expand the Narrows Airport, I live less than a mile away and the noise and interruption of my antenna TV reception with increased air traffic will make my life in the area impossible.</p>
<p>Please don't expand the Tacoma Narrows Airport. Traffic has already become a nightmare in Gig Harbor over the last almost 15 years since the new bridge opened. It's not the right place for it.</p> <p>Thank you,</p> <p>Kristen</p>
<p>Please don't overlook Bremerton. That airport is surrounded by open land and a large military community. It is very near to a railroad spur for freight, and as far as the crow flies to the port of Seattle. Build a bridge or tunnel from west Seattle to Southworth and expand the highway straight to the airport in Bremerton. Look at a map. It's closer than you think.</p> <p>As far as passenger service, Bremerton could be a hub for the Kitsap and Olympic peninsula as well as Shelton, Tacoma and Olympia. It's time to grow the Kitsap area. It's time to upgrade our highways built in the 1960s and bring our airport into this century. Bringing light rail to the peninsula could also be a big win for everyone in this area. Kitsap might of missed out on being a home for NASCAR twenty years ago, but this could be a greater win for the state and region.</p> <p>Remember, Kitsap has the space, the population and upgradable infrastructure. Upgrade Bremerton National, and bring private sector jobs to Kitsap County.</p>
<p>Please don't expand Tacoma Narrows Airport. Our community infrastructure cannot handle the development.</p>
<p>Please don't expand the Narrows airfield. There is already too much unchecked growth on the peninsula.</p>
<p>Please don't expand the Tacoma Narrows airport to commercial traffic</p>
<p>Please don't make the airport in Gig Harbor a public/larger airport.</p>
<p>Please fill out this field.</p>
<p>Please focus on Paine Field!</p> <p>For those of us living in Everett or north of there, SeaTac is increasingly inaccessible given the bottlenecks that exist with the limited highway capacity on I5 and 405.</p> <p>The build out will be more practical given the existing facilities.</p>
<p>Please forego considering Thurston County for a regional airport facility. This would conflict with existing planning and our draft HCP. A better alternative would be to use eminent domain to acquire properties to expand existing airport at SeaTac and Paine fields.</p> <p>Thanks</p> <p>Phyllis Farrell</p>
<p>Please give General Aviation (GA) stronger consideration during this project. While using both Boeing and Paine Fields the past few decades I have seen facilities and support for GA supplanted by those</p>

<p>expected to generate revenue. Hangars, tie-down spaces, and flight schools have been replaced by corporate hangars and parking lots. These changes affect current pilots, but what about other aviation enthusiasts and potential aerospace employees? Please consider looking around the state to discover which airports REGULARLY invite their communities to events, airshows, and tours. I believe airports can, once again, become an integral member of its community but only by providing a reason to visit the airport other than to go somewhere else. Do this, and you will have your answer to "where have all the pilots (mechanics, technicians, etc.) gone?--you will find they still exist even though they have been disenchanting."</p>
<p>Please include me in any informational offerings.</p>
<p>Please include the climate in your consideration for any new airport. We don't have any true carbon-neutral ways of flying right now and jets constitute a considerable source of atmospheric carbon. While you're at it, why not upgrade Seatac airport so that jets can approach the airport in the most efficient way. Right now most incoming flights line up north of Seattle. There has to be a better way.</p>
<p>Please keep me advised. I have a keen interest in the future of air transportation in our region. (Airline background)</p>
<p>Please keep me informed on the ongoing open houses.</p>
<p>Please leave the Gig Harbor airport as it is, a small, community-focused airport. Expansion will frustrate those who live in the area.</p>
<p>Please listen to the people who live here in the Gig Harbor area. I am a 60 year resident of Gig Harbor. I have seen trees replaced with asphalt and country roads become highways, resulting in air and noise pollution. PLEASE BE RESPONSIBLE! .. NO MORE EXPANSION OF THE AIRPORT, NO MORE AIR AND NOISE POLLUTION.</p>
<p>Please look at alternatives to building more airports. High speed rail and rapid transit can take care of some regional travel and reduce the need for expansion.</p>
<p>Please look at rising demand holistically. Much of it could be met with higher speed trains between Vancouver, BC and Portland. Much of the congestion at SEA is small planes. Travelers could connect via SEA to trains to go throughout the region. There should be no trade off between the economy and climate -- we can meet both goals.</p>
<p>Please no airport expansion!</p>
<p>Please no expansion for the Tacoma Narrows Airport.</p>
<p>Please no expansion of commercial aviation in Thurston County. It would destroy our quality of life. Given the destructive effects of aviation on the climate. attention should be focused on ways to reduce reliance on aviation rather than facilitating its expansion.</p>
<p>Please no expansion of Tacoma Narrows Airport!!</p>
<p>Please no expansion of the Gig Harbor airport. Has the Bremerton airport been under consideration? If not, it needs to be. So much more room with fewer houses surrounding it.</p>
<p>Please no expansion of the Sanderson Field Airport. This area doesn't have the infrastructure to support expansion. I'd prefer not to deal with the noise pollution as I live near Sanderson and would most likely be in a flight path. I loved to the county for the peace and quiet that comes with it.</p>
<p>Please no expansion of the Tacoma Narrows Airport. Aircraft noise is bad enough now.</p>
<p>Please no Gig Harbor Narrows airport expansion. I have lived and am a small business owner in Gig , we do not have the infrastructure to support and/or maintain more growth.</p>
<p>Please no more flights out of Paine field.</p>
<p>Please no! Gig Harbor s growing too quickly and changes have been made without consequence to how it is effecting life here. We have recently experienced a huge noise increase from aviation due to</p>

<p>the cutting down of trees for increased housing, people are already complaining. And traffic is already on overload. we do not need commercial traffic added. Sea Tac is close enough.</p>
<p>Please NO!</p> <p>I live on the other side of Hwy 16. The increase of small airplanes has increased dramatically. Due to the aviation school small planes will circle my house for 12 hrs on a sunny day. It has become completely unbearable. I cannot imagine adding more air traffic to what we are already dealing with. More than likely I'll be moving due to the current air traffic noise. This is a residential area with homes very close to the small airport. When I moved here 16 years ago there was basically 0 air traffic and now it's horrible. Why make it even worse for the people that live here. It will also lower the value of our homes.</p>
<p>Please NOT in Kitsap county</p>
<p>Please not Tacoma Narrows. People come to Gig Harbor to retire and find some peace and quiet. Increased aircraft noise here would ruin many people's lives.</p>
<p>Please please do NOT turn our small Tacoma Narrows into a commercial airport to Sea Tac. It will totally ruin the area of quiet and peace. We in Gig Harbor want to keep our town small.</p>
<p>please please please no more flights to tacoma narrows airport !</p>
<p>Please prioritize addressing the climate crisis above building out infrastructure that would enable more carbon emissions.</p>
<p>Please put it in Shelton</p>
<p>Please quit wasting time/money studying expansion at airports too far away from existing population centers. Concentrate on maxing capacity at Boeing Field, Renton Municipal, Paine Field FIRST before moving farther out.</p> <p>You have a perfectly good airport with large runways (Boeing Field) that would be perfect for commercial expansion and is CLOSER to Seattle than SeaTac is!!! It already has commercial jet traffic (Boeing/Cargo), max it out first!</p> <p>Then expand at Paine/Renton where the freeways already are. You also could throw some money at the Air Force to use McChord for some commercial/cargo also. There are 4 airports to expand before even thinking about further expansion/new airport.</p>
<p>Please reduce regulations for construction of airports. It's a huge burden that discourages air travel.</p>
<p>Please reduce the environmental impact for all humans.</p>
<p>Please reduce traffic at Tacoma Narrows airport! Please no expansion! These beautiful neighborhoods in the woods in Wollochet are bombarded with flight traffic and noise. PLEASE NO EXPANSION!</p>
<p>Please reject any plan to enlarge or create a new airport in Thurston County. There are many good reasons to look elsewhere but of prime concern are inadequate roads and serious erosion airports have on the natural habitat in those areas much of which is protected by Land Trust and environmental efforts. Neither our transportation network of roads nor our environment are suitable for a massive influx of traffic--air or land.</p>
<p>Please REMOVE Gig Harbor airport from any and all expansion lists</p>
<p>Thank you</p>
<p>Please remove Olympia, Lacey, Tumwater and Thurston County from your list of sites being considered. As the state's capital city we already deal with exceptional issues (influx of armed political protesters, influx of homeless individuals from other cities and states, etc) and don't need</p>

to make access even easier to our formerly quiet little city. In addition we are surrounded by environmentally sensitive areas which would be harmed by the effects of a large commercial airport in the area. Please consider a less populated area or one that isn't already facing multiple difficult community issues. Thank you!

Please remove the Narrows Airport from the list for expansion. This airport is located in an extensively residential area whose quality of life would be negatively impacted by the resulting noise level from increasing air traffic. There are other locations more suited to this kind of growth than Gig Harbor. Thank you!

Please remove the options of the Olympia Airport expansion and a new field south of Tumwater from the consideration of increased airport facilities. This is a rapidly growing residential area and much of the land under consideration borders protected wildlife and wetland areas that have been saved due to much involvement of local residents. A more rural area would be a better option would be safer for the environment and populations which include many young families with children.

Please remove the Tacoma Narrows Airport from the proposed expansion list. It is simply not suitable for expanded commercial use.

Please remove the Tacoma Narrows Airport of your possible expansion list. It does not meet the requirements and the local community does not want it. Please take it off the list. Thank you.

Please remove the Tacoma Narrows airy from the list. I do not want any expansion for this airport. Thank You !

Please rethink the idea of expanding the Narrows Airport in Gig Harbor, WA. I live in an apartment complex within the flight path. I cannot even begin to imagine what it would be like if more planes were flying overhead. We are a small town. So many other infrastructure items are needed prior to airport expansion. Thank you for your consideration.

Please say No to the expansion of the Olympia Airport either as a cargo airport or a greenfield airport. Large urban airports come with huge social and economic costs. In addition to diminished residential property values, best available science and research associates air and noise pollution generated by large airports with significant increased causal risks to public health, including higher risks for heart, lung and brain diseases and cancer as well as likely causal increased risks for learning problems in children and poor birth outcomes. We need to be focused on protecting people's well being, and environmental healing, not the profits of an elite class.

Please say no to the expansion of the Olympia Airport.

But also please say "NO" to developing an airport in the area SW of Tumwater. Much of this area has been designated as a rural bypass, or areas for protection of spotted frog and salmon. Development of such magnitude would spell the end for salmon in South Puget Sound and the Puget Sound Orca. It also would spell the end to rural Thurston County's quality of life.

Individuals, local, state and federal government have been working to protect key prairie and wetland habitat for decades. Our open space is needed for our quality of life. Already the level of development in Tumwater threatens our ability to enjoy recreation and enjoyment of natural lands. Please do not put up our county for this development. KB Seiler

PLEASE STOP considering Olympia's Airport in Thurston County as an expanded cargo airport in Western Washington.

We do not want a greenfield airport in SW Tumwater in 2050. A greenfield airport would be a Sea-Tac sized airport. It will threaten rural Thurston County that has protected prairie and wetland habitat, rural lands and farmlands .

Look north of Seattle where the transportation system is growing with the light rail link for workers to go to a cargo airport.

Thank you.

Nina Carter

Olympia, Thurston County resident

Please stop this further attempt to reduce and infringe on our precious remaining wildlife habitat, particularly for an endeavor as invasive and polluting as an airport.

Please stop this nonsense. We do not want an airport of any kind in our rural area. The Tumwater airfield is fine just as it is. Leave this area out of your expansion schemes.

Please study how adding a high speed rail station at SeaTac Airport can address growth projections and reduce need for building additional airport(s). Coordinate a 2040 solution with WSDOT Ultra High Speed Ground Transportation project, which is on a similar timeline:

<https://wsdot.wa.gov/planning/studies/ultra-high-speed-travel/ground-transportation-study>

High speed rail has the same capacity as 91 airport gates, 2 airport runways, and 6 highway lanes. It uses less land and costs less than building a new airport (\$24-42B for rail system, compared to \$37B-100B for airport.)

Source:

<https://www.gao.gov/assets/gao-17-504t.pdf>

<https://wsdot.wa.gov/planning/studies/ultra-high-speed-travel/2019-business-case-analysis>

High speed rail can serve distances within 500 miles and be competitive with air travel times. Using a fast train to supplement regional flights opens up more airport gates for more profitable long-distance flights rather than occupying gates with 70-seat regional jets (or 11 seat green airplanes of the future). According to WSDOT, high speed rail can move up to 32,000 passengers per hour and is powered by renewable energy. Delegating regional trips to high speed rail and prioritizing long-distance flights at the airport will make Washington more attractive and competitive to the aviation labor market. Aviation experienced a labor shortage in 2019, which worsened as a result of the pandemic. Long-haul flights are more attractive to pilots as they offer better pay and more flight credit time, which is needed for promotions.

If you research high speed rail, you will find there is a mutual benefit between fast trains and aviation that is good for business and good for the environment.

Please take GH off the list.

Please take Gig Harbor off the airport expansion list.
Please take Gig Harbor off the CACC list.
Please take Gig Harbor off the list for airport expansion. Such a plan will be devastating to the future environment of Gig Harbor.
Please take Gig Harbor off the list for possible airport expansion.
Please take off SeaTac Airport from the list of airports being considered
Locate any new airports in less populated areas to reduce the health impacts on residents
If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.
Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.
Please take the South Olympia area and Olympia airport off your list of considerations for a massive airport. We are happily suburban and rural. We have a wide array of wildlife in the area with many wetlands and reserves. Don't let anyone ruin the hard work we've done to preserve nature.
Please Take the Tacoma Narrows Airport off of you expansion list. The expansion may sound like a good idea, however the airport is not in Tacoma but instead in a small town. The surrounding community is very close to the airport and all residential with little room for the massive expansion.
Please take the Tacoma Narrows Airport off the list. We do not want this airport expanded in any way. Thank you!
Please take the Tacoma Narrows Airport off your list of airports to expand. This airport was sited in a residential area many years ago, and has been a source of noise for the local residents. Any expansion would worsen the noise level to the detriment of people and wildlife, especially birds.
Please take Tumwater/Olympia airport off your list. We live here for the natural beauty and clean air. A Greenfield size airport would threaten the beauty, quiet and livability of our area.
Please vote no on this. This would be terrible for the quality of life in our town due to the increase in noise, pollution and traffic. Would definitely lead to an increase in crime. Just the worst idea ever. Please no. Vote no.
Please, NO expansion of the Tacoma Narrow's airport !!!
Please, Bremerton is an ideal place for an airport! It's centrally located for many people in the surrounding communities, it already has a runway that's long enough and we need the jobs it would provide here.
Part of the reason it's difficult to drive growth in Kitsap and surrounding counties is the long distance to services like SeaTac, good hospitals and so on; please help alleviate that by opening Bremerton to commercial air traffic.
Please, do not put an airport in Thurston County! We chose to live and build here because of its less urban and more rural character. Support the airports we already have. Not in Thurston, please!
Please, for the sake of our children, the animals, and general quality of life, please do not build more airports. Look into your heart and find the courage to stand against the river destruction. You will not be alone in doing so. If you fail, you will know in your heart you made the wrong decision.
Please, NO commercial passenger or cargo flights out of Gig Harbor!! This is a peaceful, quiet community. Aircraft noise and jet fuel pollution right over our heads will dramatically and forever alter and destroy our quality of life here.

Please, no expansion of the Tacoma Narrows Airport!!!!
Please, No expansion of the Tacoma Narrows Airport.
Please, no more airports. The climate crisis cannot be ignored. We must set ambitious carbon reduction goals and actually work to meet those goals. While we all may debate whether or not we need another airport, what cannot be debated is that another airport and more flights over Seattle will increase carbon emissions and particulate pollution.
No more airports.
Please, no new airport in Thurston County. And please no net loss of wildlife habitat at the Olympia Airport. The most important requirement is to leave nature intact for future citizens of Washington.
Please, please no even though I'm sure you have your minds made up. We duck as it is when private planes and jets come in low over house going into the airport now or when planes and jets from JBLM take off and land right over houses here.
Take Gig Harbor off the list.
Please, we do not need another airport anywhere in our region. Just spend the money on making SeaTac as climate friendly, safe and updated as possible. Then contribute money towards alternative environmentally friendly travel: trains, e cars, e- planes, no food waste in Seatac restaurants etc etc.
Please, we do NOT need larger aircraft/ jets, or anything else added to the Tacoma Narrows airport. There are already enough airports within a reasonable distance where this is allowed. This is a small rural area for the most part, and the noise and air traffic created by this would be too much. I've lived in the Harbor for over 20 years now, and dealing with the population growth and traffic has been challenging for us. We already get enough noise from aircraft and artillery fire from Jt. Base Lewis/McCord. Noise pollution also creates additional stress - haven't we had enough of that these past couple of years! This is a RESIDENTIAL community, PLEASE no more growth at TACOMA/NARROWS airport. Thank you!!
PLEASE,
NO EXPANSION OF GIG HARBOR/TACOMA NARROWS AIRPORT.
PLEASE Take Gig Harbor off any list that might consider this town for airport expansion. More noise and traffic would not be an improvement!
Plz take the airport to South Tacoma, not Gif Harbor. The enviroment & impact with traffic & more buildings & ammenties, like hotels , restaurants & rental car facilities would ruin the residential community & town of Gig Harbor.
Population growth should not be concentrated to small towns like Shelton or Centralia, that's an extension of sprawl and unsustainable. Instead, population growth should be directed directly into the Seattle CSA urban growth area to allow for greater density in an area supportive of new growth.
Private aviation is a key transportation link for smaller communities in Washington. WSDOT must maintain and improve small public airports throughout the state. Examples include Sullivan Lake, Lind, Stehekin State, Copalis State and Little Goose.
All airports in the state are supported by public dollars and must remain open to the public.
Progress
Puget Sound area is already beyond capacity. Eastern Washington airports are generally ignored by west coast planners. There already IS excess capacity in Eastern Washington!
Put an airport in Sunnyside or Moses lake and then provide train passenger service to connect it to the other cities. Use Biden infrastructure dollars to finance it

<p>Putting more fossil fuel guzzling planes in the air is NOT climate friendly! We would be better off using high speed rail service instead</p>
<p>Putting the airport in Shelton would provide better access for residents on the Olympic Peninsula and the South Sound. It would reduce traffic on I5 through Tacoma. Easy access from Olympia.</p>
<p>Rather than add an airport, WSDOT should add a high speed rail option along the I5 corridor. This will provide better service and help us reduce greenhouse gas emissions.</p>
<p>Rather than focusing on building a new airport that leads to more climate change, I beg you to think of solutions to reduce greenhouse gas emissions in our current airports and airlines. We need to be funding more trains and better means of transportation that will include a future for our children. Please consider the following two items as well:</p> <p>The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).</p> <p>Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded</p>
<p>Re a 'new' international, freight airport location for the greater Everett-Seattle-Tacoma area? What about JBLM? Add two runways and a terminal to the east of the current military airport? Doesn't Spokane share an airport with the military; Albuquerque, NM as well?</p>
<p>RE: KTIW airport use for commercial flights. Not a good idea. Gig Harbor is a bedroom community. Large commercial flights would greatly degrade the standard of living. Most passengers would incur a bridge toll. However, a limited number of small commuter operations meeting stage 4 noise regulations during the day only, would not be that disruptive to the community. The best place for a new regional airport in the south sound would be a joint use of McCord AFB. This military airport is under used with very low traffic volumes. We already have many joint use airports. Wichita Falls, TX, Honolulu-Hickem and Frankfurt Germany to name a few. The long runways and infrastructure is already there. I am a private pilot based at KTIW</p>
<p>Re: possible commercial airport in Gig Harbor. Living near an area that is in the flight path for the current small airport in our town is not a big issue. However, putting in a bigger airport would totally destroy the noise level, the environment and the property values. What attracted people like us to this area would be destroyed so weâ€™re 100% AGAINST this idea.</p>
<p>RE: Tacoma Narrows Airport</p> <p>I am very opposed to an expansion of the Tacoma Narrows Airport.</p> <p>Sincerely, Philip T Stanley</p>
<p>Recognizing that this areaâ€™s population could grow by 2 million means that we must plan for an additional large regional airport and areas for growth boundary. I suggest the Kitsap peninsula is the most logical growth target and consequently Bremertonâ€™s airport is the best choice for expansion.</p>
<p>reconfigure McCord Air Force Base as a commercial airport. this would be a very much needed improvement for the people who live in the south Puget Sound area.</p>
<p>Regarding expansion of the TIW Narrows Airport, this is in the middle of a residential community with multiple neighborhoods and no room to expand. Why would this tiny airport be considered as a future expansion rather than finding a current industrial area to expand to?</p>

Regarding Tacoma Narrows as a candidate for the new commercial service airport:

The city of Gig Harbor, and the surrounding area, would NOT be an ideal location for increased aviation traffic, whether it be cargo or passenger service.

- The roadways are not able to handle the current amount of traffic

- Where the airport is located, to get to I-5, the main corridor, one would have to drive over the Narrows Toll bridge, then deal with the traffic before and after the interchange where highway 16 meets I-5. Going North on I-5 will result in slow downs near the Tacoma Dome/Fife, and going South will run into traffic from JBLM

- There is not adequate mass transit to/from major centers to Tacoma Narrows. Choosing a location that could eventually have light rail to the airport seems like a priority, and it is unlikely a light rail will be crossing the Tacoma Narrows anytime soon.

- There has been significant growth and development in the area in the last 20 years, and Gig Harbor is maxed out. Any further growth and development would destroy the quiet beauty of the area that makes it a place where people have chosen to live.

Regarding the airport in Gig Harbor

No, No, No, and this is why

1. Too small a space
2. Traffic problems in and out, Route 16 is already backing up at traffic times.
3. Air traffic at odds in the air itself with SeaTac, same air small space

If you are saying by 2050 it will increase so much, then look at the east side and southern Washington. Get traffic going the opposite direction. Service people in different areas. What's going on with Paine Field??? Expand that area.

So the upshot is not in Gig Harbor

Thank you for listening

Regarding the new airport option, I am very much opposed. You may see this as unused land but we see it as productive agricultural land, rare preserved prairies, Capitol Land Trust holdings that protect the Black River corridor. It is a quiet, peaceful area with clean air and clean water.

Additionally, an airport would wipe out 25 years of Thurston County Growth Management planning and our climate action plan.

You will get a lot of push back if you try to put a airport in this area.

Regarding the open house, multiple choice questions were preceded by information regarding projected growth in aircraft operations, about insufficient capacity to handle that growth and economic benefits of aviation.

The open house should have included specific information regarding public health impacts associated with large airports, such as the SeaTac public health study / MOV-UP study discussed during the August 26 CACC meeting. The open house should also have included more specific information regarding global warming and aviation's contribution to it as well as information regarding goals required to avert climate catastrophe.

Multiple choices should have included options such as "growth of aviation and flying should be discouraged until technology advances and is implemented to the point of significantly reducing overall adverse impacts of aviation" and "transportation alternatives such as hi speed rail should be promoted".

We're in a climate emergency. WA state goal is to decrease GHG by 45% by 2030 from 1990 levels. That's less than 10 years from now. Climate change will not wait the decades required for things like electric aircraft to significantly reduce overall aviation-generated pollutants. Indeed, given projections of aviation growth, it appears that any short-term benefits of technology will be offset by growth.

At this crucial time in history air transport / flying needs to be discouraged and reduced rather than promoted and enabled. CACC recommendations to the legislature should reflect that.

Thank you for this opportunity to comment.

Regular commercial flights to and from Olympia Airport are needed to alleviate congestion at SeaTac.

Remember the most important thing for our well-being is our healthy environment.

Remove Thurston County for consideration of airport expansion or growth. Thurston County is not an appropriate place for consideration of any airport expansion. The unique rural nature of Thurston County consists of farmland, wetlands, parks and conservation lands. Expansion of an airport in Thurston County is not wanted nor is it appropriate.

Retired military pilot, air carrier pilot, and general aviation pilot. Have seen the issues of environmental/noise with population growth around USAF bases.

Right idea with a major hub (Grant Co ???) fed by small green aircraft from GA airports. Remove all cars from Olympic Peninsula with commensurate parking problems by transporting passengers to Seattle/Elsewhere out of PWT, SHN, OS9,CLM, HOQ , not unlike Ferry Service.

Right now the airport noise doesn't bother me" we are an airplane family :) I do not want to see our neighborhoods become more crowded and I don't want Paine Field traffic to impact our I5 traffic.

Sea Tac airport has reached capacity for land expansion. It is time for a new location further from the suburbs of Seattle, Burien, etc.

Sea tac is dangerously congested according to many commercial pilots. Noise over federal way is impacting quality of life already

Sept 21, 2021

Hello CACC;

Studies on the environmental impacts of large scale airports, show that the emissions from these facilities are significant. Most people do not want to live near a major airport, because of the health impacts. Do not consider the Tumwater Airport as a possible site. We already have traffic and congestion here. We already have huge neighborhoods in the area. We do not need or want this source of environmental pollution in our area. Our cousin, who lived near the Seatac airport, died an early death. He had lung problems from the pollution there. Thank you,

September 28, 2021 E-Distributed

Commercial Aviation Coordinating Commission (CACC)
CACC Chair David Fleckenstein
CACC Members Listed on Page 9 & 10
c/o Christina Crea, WSDOT Communications

re: CACC Open House Input on Beacon Hill Neighborhood Equity Requests

Honorable CACC Chair Fleckenstein and Commissioners,

Greetings from Beacon Hill Council. Our mission is to advocate for a welcoming, diverse and healthy Beacon Hill neighborhood community. We hope that this email finds the Commercial Aviation Coordinating Commission (CACC) Commissioners and staff safe and well.

Our purpose is to provide input to the CACC open house. We would like you to fully understand our circumstances so that when you are making decisions about our future, you know the adverse implications for our health, environment, and climate status.

Our Beacon Hill community is located in south Seattle. Sea-Tac Airport has highly impacted our community environment, health and with the impending expansion, climate. We are a majority people of color community that is part of the southeast city of Seattle vulnerable communities because of our social determinants.

Our requests align with three of the four planning principles you adopted, namely: 1) public benefit, 2) environmental responsibility, and 3) social equity. We are heartened that your webpage specifically states that "In the past year, the focus has included a broader strategy that no community is disproportionately impacted." (Note that 4th planning principle economic feasibility is highly possible given the robust federal dollars available for COVID recovery and Build Back Better presidential initiative.)

The issues at hand are complex leading us to land in positions that we had not imagined taking.

About Us:

Seattle Beacon Hill six miles long and 1-2 miles across. Beacon Hill is part of the south Seattle vulnerable neighborhoods. We have 32,000 residents with:

ï,§ 70+% people of color.

ï,§ Ethnic and racial composition includes 45% Asian, 27% White, 11.9% Black, 9.6% Latino and others.

ï,§ 44% of our residents are immigrants and refugees.

ï,§ 61% speak a language other than English at home.

ï,§ 23 languages are spoken in Beacon Hill.

ï,§ Common languages spoken include Cantonese, Mandarin, Vietnamese, Spanish, Tagalog, Amharic, Somali & Tegryan.

We are extremely disappointed that the CACC outreach was inadequate, leaving many of our people of color, immigrants and refugees at Beacon Hill and elsewhere left out of the CACC open house community engagement process. We have written a separate letter to WSDOT community engagement and environmental justice leaders for HEAL Act to remedy this egregious gap that has excludes numerous impacted communities.

Our advocacy for equity journey since 2015 evolved from environmental justice to health justice, and now includes climate justice when SeaTac Airport informed us in 2018 of their plan to expand capacity to accommodate the flight increases to service 47 to 66 M passengers, the doubling of international flights and the tripling of air cargo by 2034 due to regional growth.

With our Beacon Hill aircraft impact experience, we ask the Commission to address the following equity request to prevent further harm to Beacon Hill and our state:

1. take off SeaTac Airport from the list of airports being considered
2. locate the new airport where no one lives so nobody's health suffers
3. if a new airport is going to be built, have the state build and run the airport that complies with state climate commitments and the HEAL Act.

You will see that our equity requests reflect our journey in seeking to partially address environmental injustice, health injustice and now climate injustice, and prevent further harm.

1. Take off SeaTac Airport from the list of airports being considered

Sea-Tac Airport greatly impacts our environment as we are underneath the flight paths.

In 2017 and 2018, El Centro De La Raza partnered with EPA on a collaborative problem-solving project to educate and empower Beacon Hill community regarding air and noise pollution from land and aircraft sources. Because the land transportation pollution had been well documented with response plans in progress, the project focused on aircraft air and noise pollution challenges on Beacon Hill that was invisible to many including the Port of Seattle.

In 2017, an inventory of health and air and noise impact information and studies were inventoried by

retired EPA Toxicologist Dr. Roseanne Lorenzana that identified respiratory, cardiovascular and learning impacts. Outreach and facilitation in 6 languages (Chinese, English, Spanish, Somali, Tagalog and Vietnamese) to engage 467 Beacon Hill community members in 24 meetings resulted in the creation of a Community Action Plan (CAP) based on community input. The CAP called for impact mitigation, reduction of flights, promotion of alternative transportation, and improvement of tree canopy and other actions.

In 2018, we called for Beacon Hill neighbors projects that align with the CAP and regranted funding to three Beacon Hill community projects that all measured aircraft noise, namely:

• Blue Sky Trails with Beacon Arts to stencil on canvas airplanes that flew over Beacon Hill Jefferson Park and document the fly over time, the noise level of the aircraft and ambient noise level without airplanes. See and hear the video documentation of the project Earth Day 2018 Blue Sky Trails

<https://onedrive.live.com/?authkey=%21AHP4q1RqzNZ99Yk&cid=FE5A69EEBE1E62CC&id=FE5A69EEBE1E62CC%214987&parId=FE5A69EEBE1E62CC%214270&o=OneUp>

• Beacon Hill Noise Measurement Team that measured at least for 24 hours noise measurements with some 2-3 day measurement for 52 homes in Beacon Hill. The study had the required EPA QAPP (Quality Assurance Project Plan) Since then, they have increased the numbers of residences measured to 140+ homes. <https://beaconhillseattlenoise.org>

• Seattle's Segregated Soundscape Maps for Environmental Justice Initiative by Cleveland High School Environmental Club with Western WA University Huxley College of the Environment Dr. Troy Abel.

In short:

• Aircraft fly over Beacon Hill every 90 to 180 seconds, more frequent than originally thought of as flying over Beacon Hill every 3 to 5 minutes.

• The sound increases anywhere from 70 to 90 decibels when aircraft fly over.

• 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill.

For details on the above projects, see 2018 El Centro De La Raza and EPA Air & Noise Health Impacts Project 2017 and 2018 accomplishments.

<https://onedrive.live.com/?authkey=%21ADiMwudNeKKPCTE&cid=FE5A69EEBE1E62CC&id=FE5A69EEBE1E62CC%214592&parId=FE5A69EEBE1E62CC%214591&o=OneUp>

In looking back, we now believe that the massive increase in flights occurred when the third runway was opened by SeaTac Airport (which was under-sold as a part time runway) and green skies initiative to narrow the flight path to save fuel that accommodated

To exacerbate matters, Beacon Hill is not eligible for any mitigation because it is not near the Sea-Tac Airport. We have been engaging the Port of Seattle executive branch and Port Commissioners which runs SeaTac Airport to acknowledge our Beacon Hill aircraft impacted circumstance. It is a long-

involved process with many levels of government grappling with the fundamental issue of jurisdiction versus responsibility.

We have a dire future, facing added adverse environmental harm with Sea-Tac Airport's upcoming SAMP (Sustainable Airport Master Plan) that proposes to expand capacity to accommodate the massive increase in regional aircraft travel (going from 47 to 66 million passenger, doubling international flights) and air cargo (tripling cargo). We were informed in 2018 that SAMP was going to happen and have been in a constant state of anxiety since then.

This September 2nd, Beacon Hill Council and community received a preliminary presentation on the proposed construction projects and have asked the Sea-Tac staff 1) what the current capacity to accommodate air operation is, 2) what is the current level of use, and 3) what the intended increase in the number of air operations SAMP is proposing to accommodate. We have not received the data. We have been told Sea-Tac Airport will be releasing SAMP this October or in early January.

When you zoom out, SeaTac Airport impacts well over a quarter million (269,509) with 50% BIPOC (135,578) and 28% immigrants and refugees (77,487) living in Burien, Des Moines, Federal Way, Normandy Park SeaTac and Tukwila Cities around the Sea-Tac Airport and living in Seattle Beacon Hill and the Duwamish Valley Allentown, Georgetown, and South Park underneath the SeaTac flight paths.

Non-action on this request from CACC would be out of alignment/compliance with your planning principles of 1) public benefit, 2) environmental responsibility, and 3) social equity.

We respectfully ask that you remove SeaTac Airport from your list of possible sites.

2. Locate the new airport where no one lives so nobody's health suffers.

As we hear the aircraft every 90-180 seconds, we breathe its emissions that includes carbon and other toxins as it cumulates its effect on health and resiliency that is low because of our social determinants.

One part of the EPA and El Centro De La Raza Collaborative Problem Solving project was the inventory of studies on air and noise pollution and health that was conducted by retired EPA Toxicologist, Dr. Roseanne Lorenzana. The established health impacts of air and noise pollution include the respiratory (asthma) and cardiovascular systems; sleep issues/deprivation and mental health; and learning.

In December 2020, Public Health King County Seattle conducted the "Community Health and Airport Operations Related Air and Noise Pollution: A Report to the Legislature in Response to Washington State HOUSE BILL 1109". It is a meta-study that inventoried relevant studies that provides a health profile to see which areas of health are impacted by aircraft air and noise pollution within 10 miles of the airport. The Study has been peer reviewed.

https://apps.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=Community%20Health%20and%20Airport%20Operations%20Related%20Pollution%20Report_c7389ae6-f956-40ef-98a7-f85a4fab1c59.pdf

The 2020 study confirmed what we learned in 2017 regarding air and noise impacts on the same areas of health. In addition, it identified the ultrafine particle emissions impacting women's reproductive systems that resulted in pre-mature births and low birth weight. See 2020 Study entitled Preterm Births Among Infants Exposed in Utero Ultrafine Particles from Aircraft Emissions.

<https://pubmed.ncbi.nlm.nih.gov/32238012/>

Our community members and family bear the emotional, familial, financial, and economic burden of the health impacts of air and noise pollution from aircraft. Even though we are in the Zone 3 of the 10-mile radius furthest from SeaTac, we need to remember that Beacon Hill is right underneath the flight path with 70% of landings going over Beacon Hill where aircraft engines exert more energy and emit ultrafine particles.

No other community should suffer our collective fate with over quarter million residents living near and far from SeaTac airport.

Non-action on this request from CACC would be out of alignment/compliance with your planning principles of 1) public benefit, 2) environmental responsibility, and 3) social equity.

We ask that the CACC site the new airport where nobody lives so nobody's health suffers.

3. if a new airport is going to be built, have the state build, and run the airport that complies with state climate commitments and the HEAL Act.

Looking at the bigger picture, Washington state is highly progressive environmental and equity state with the passage of:

§ In 2020, the Washington Legislature set new greenhouse gas (GHG) emission limits in order to combat climate change. Under the law, the state is required to reduced emissions levels:

- o 2020 " reduce to 1990 levels.
- o 2030 " 45% below 1990 levels
- o 2040 " 70% below 1990 levels
- o 2050 " 95% below 1990 levels

§ In 2021, the Washington Legislature passed the Health Environment for All (HEAL Act) that promotes environmental justice and equity that:

- o expand air quality monitoring for overburdened communities
- o required an environmental justice review every two years starting 2023 to determine if criteria pollutants and greenhouse gasses are being reduced
- o requires Dept. of Ecology and local clean air agencies to adopt additional measure if emissions do not increase.

Note that the HEAL Act definition of “Environmental harm” which includes “projected harm”. The full definition state “Environmental harm means the individual or cumulative environmental health impacts and risks to communities caused by historic, current or projected”

<http://lawfilesexternal.leg.wa.gov/biennium/2021-22/Pdf/Bills/Senate%20Passed%20Legislature/5141-S2.PL.pdf#page=1>

We learned from COVID how much harder hit vulnerable communities of color, immigrants, refugees, and people with low income and those likely at risk for poor health outcomes as demonstrated by COVID rates of infection, hospitalization, and death. This is a sobering thought with the current and impending adverse aircraft impacts on our health impacting us harder because of the social determinants from disinvestment and discriminatory treatment.

On the positive side, we also learned that with COVID safety practices, people learned to work, learn, and play without traveling to a workplace or school or other venues. We appreciate the silence and clean air experienced during COVID travel restriction times. Public, private and non-for-profit employers learned that work can be conducted from off-site generating savings. We anticipate human resources flexible work place policies that will benefit climate and possibly reduce aircraft flight regional and international demands.

CACC must now consider the Climate GHG limits and HEAL Act requirements along with COVID learnings in siting an airport to meet regional demand.

To that end, we ask that “if an airport is going to be built, have a state authority build and run the new airport that has consistent with the state climate commitments and the HEAL Act” and here is why:

1. Compliance with the GHG limits and HEAL Act is more likely to happen with state authority to resolve the question of jurisdiction over environmental, health and climate responsibility to aircraft impacted communities. The Port of Seattle that runs SeaTac has not addressed the environmental, health and climate impact of their aviation operations on Beacon Hill.
2. An updated Regional Aviation Baseline Study to identify the projected air travel and cargo increase in demand given COVID impact is necessary for the CACC to accomplish its mission properly and meet the GHG emission requirements.
3. A new PSRC study to review and analyze flight operations for local, regional, national, and international travel and cargo is necessary to create more options to manage the current and future air travel and cargo demand from an integrated land, air and water multimodal transportation planning approach.
4. We also noticed the lack of representation on the CACC be it voting or non-voting from airport impacted communities. The CACC voting members are well represented by industry and geography. The addition of community voices from impacted communities would bode well for CACC integrated decision making based on its adopted planning principles of public benefit, social equity, and environmental responsibilities.

Non-action on this request from CACC would be out of alignment/compliance with your planning principles of 1) public benefit, 2) environmental responsibility, and 3) social equity.

We have copied our respective legislators in this letter to inform them of these recommendations for the CACC to successfully accomplish its mission.

We've also alerted SDOT to the lack of outreach inclusion of people of color, immigrants and refugees in the CACC's community engagement open house. We hope SDOT is responsive in remediating the problem.

Finally, we look forward to a positive response from the CACC on our equity requests through dialogue and presentation to your Commission. Thank you again for asking for input. Salamat po.

Respectfully,

Maria Batayola

Beacon Hill Council Chair

c: Beacon Hill Council & EJ Task Force Members

Beacon Hill Noise Measurement Team Leaders Deirdre Curle & Lynda Wong

Climate 350 Leaders Sarah Shifely & Laura Gibbons

Climate Action Families Megan Slade & Dr. Heather Price

Climate Reality WA State Chapter Ali Lee

Duwamish River Cleanup Coalition ED Paulina Lopez and Adrienne Hampton

El Centro De La Raza ED Estela Ortega, Deputy Miguel Maestas & Environmental
Justice Educator & Organizer Maritza Laureana Ortega

Friends of Historic Georgetown Rosario-Maria Medina

Front & Centered Co-Directors Deric Gruen & Aurora Martin

Futurewise Policy Director Tim Trohimovich

Got Green Boardmember Alice Park

Interim Community Development Association ED Pradeepta Upadhyay

King County International Airport Community Coalition Chair Velma Veloria

King County SCAP Climate Equity Community Task Force

Quiet Skies Puget Sound Chair Sheila Brush

Quiet Skies SE Seattle Chair Eric Stanford

Seattle Chinatown International District Preservation & Development Authority

ED Maiko Winkler-Chin

Wing Luke Asian Museum Deputy ED Cassie Chinn

Senator Bob Hasegawa

Senator Rebecca Saldana

WA Representative 37D Sharon Tomiko Santos

WA Representative 37D Kirsten Harris-Talley

WA Representative 11D Steven Bergquist

WA Representative 11D David Hackney

King County Executive Dow Constantine

King County Council President Claudia Balducci

King County Vice Chair & King County Board of Health Chair Joe McDermott

King County Council Mobility & Environment Chair Rod Dembowski

King County Council Law & Justice Chair Girmay Zahilay

King County Council Regional Policy Chair Pete von Reichbauer

King County Climate Director Rachel Brombaugh

King County Equity Chief Anita Whitfield

King County Public Health Environmental Equity Administrator Darrell Rodgers

Mayor Jenny Durkan

City Councilmember D2, Community Economic Development Chair &

King County Board of Health Board of Health Member Tammy Morales

City Council President and at large Lorena Gonzalez

City Councilmember At-Large Select Budget Committee Chair Finance &

Housing Committee Chair Teresa Mosqueda

Seattle Office of Sustainability & Environment Interim Director Michelle Caulfield

Seattle Office of Sustainability & Environment Climate Director Lylianna Allala

Senator Joe Nguyen

Former City Council President Bruce Harrell

Port of Seattle Commissioner Chair Fred Felleman

Port of Seattle Commissioner Vice Chair Ryan Calkins

Port of Seattle Commissioner Secretary Sam Cho

Port of Seattle Commissioner & Former Chair Stephanie Bowman

Port of Seattle Commissioner & Former Chair Peter Steinbrueck

Port of Seattle ED Steve Metruck

Port of Seattle Senior Director for Equity, Diversity & Inclusion Bookda Gheisar

Port of Seattle Intergovernmental Affairs Director Nate Caminos

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Got Green Board Member Alice Park

King County International Airport Community Coalition Chair Velma Veloria

Quiet Skies Puget Sound Chair Sheila Brush

Quiet Skies SE Seattle Chair Eric Stanford

Distribution List for CACC Voting and non-Voting members on page 9 and 10.

Commercial Aviation Coordinating Commission

Voting Members List

1. Representative of commercial service airports and ports â€” County with a population of two million or more Jeffrey Brown
2. Representative of commercial service airports and ports â€” Port in eastern WA with a runway of at least 13,500â€™ in length Stroud Kunkle
3. Representative of commercial service airports and ports â€” Commercial service airport in eastern WA located in a county with a population of 400,000 or more Larry Krauter
4. Representative of commercial service airports and ports â€” Association of ports Jim Kuntz
5. Representative from the airline industry and private sector Shane Jones
6. Representative from the airline industry and private sector Open
7. Representative from the airline industry and private sector Andrea Goodpasture
8. Citizen representative from eastern Washington Mark Englizian
9. Citizen representative from western Washington Steve Edmiston
10. Representative from the freight forwarding industry Spencer Hansen
11. Representative from the trucking industry Joseph Braham
12. Representative from a community organization which understands the impacts of a large commercial aviation facility on a community Arif Ghouse
13. Representative from a statewide environmental organization Bryce Yadon
14. Representative from the Department of Commerce Robin Toth
15. Representative from the Division of Aeronautics (Aviation), Dept. of Transp. David Fleckenstein

Commercial Aviation Coordinating Commission

Non-Voting members list

1. Representative from the WA state Aviation Alliance (WSAA) Warren Hendrickson
2. Representative from the Department of Defense Robert Rodriguez
3. Senate member from the two largest caucuses in the Senate, appointed by the President of the Senate Senator Jim Honeyford
4. Senate member from the two largest caucuses in the Senate, appointed by the President of the Senate Senator Karen Keiser
5. House of Representatives member from the two largest caucuses, appointed by the Speaker of the House Representative Tom Dent
6. House of Representatives member from the two largest caucuses, appointed by the Speaker of the House Representative Tina Orwall
7. Representative from the Division of Aeronautics of the Dept. of Transportation Robert Hodgman
8. Representative from an eastern WA metropolitan planning organization Sabrina Minshall
9. Representative from a western WA metropolitan planning organization Josh Brown
10. Representative from an eastern WA regional airport Tony Bean
11. Representative from a western WA regional airport Rudy Rudolph

ADDT™L

12. Multi-Modal Planning Kerri Woehler

Ser más conciente en la tecnología y ciencia y en la capa de ozono y especial

Be conscious of technology and science and of the ozone layer and space

Servicing southern and eastern WA not just seattle Tacoma. Smaller hubs less traffic to drive to a major airport.

Share the burden

Shelton would be a great location. Convenient for people in Lewis, Thurston, Kitsap and especially people in Gray's Harbor and living on the coast. PDX is already expanding and SeaTac is almost out of control with the number of people passing through. North has Paine field and Bellingham. There is a huge need for an airport down here. Thank you

Since all of western Washington depends on SeaTac for airline travel and the travel time to Seattle is getting longer and longer with so much traffic, it would be wonderful to have commercial airlines operating from Olympia or somewhere along the I-5 corridor south of Seattle.

Siting a new airport? What year is this? Did you feel the heat dome in June? The last thing our climate-change-impacted PNW needs is more infrastructure that necessitates fossil fuels, which

airplanes do. Plus the noise & air pollution, which no one should take into their bodies, disproportionately damage the bodies of People of Color.
Slow down the growth
Small hubs only mask the problem and will still require transfer to flights on full size aircraft. They don't solve SeaTac's problem.
Snohomish County is the biggest county, and Paine Field has the largest potential capacity as well as the largest runway. As Boeing's Everett facility has recently announced that it is moving hundreds of jobs out of state, the new positions at the airport could potentially be filled by those employees who will be losing their jobs.
For all of these reasons I believe that Paine Field is the best possible option for a new commercial airport out of the proposed location choices.
Some of this can be accomplished, but let's be real a lot of people won't support more taxes.
Some years ago there was abortive attempt by Seattle interests to promote a mega airport in the Littlerock area They went away with their tails between legs. If you have forgotten this fiasco I would be glad to tell you about it.
Something needs to be done immediately to reduce the AWFUL noise for those of us in Beacon Hill in the SeaTac Airport flight path. The other day, on a clear, sunny day I was standing within arms reach of my car - LESS THAN 3 FEET. I clicked the automatic lock on the remote. I couldn't hear the beep the car makes when locking. That level of noise 24/7. It is MUCH worse when it is cloudy, especially low clouds. I can't carry on a normal conversation INSIDE my house when planes are overhead. We moved here over 20 years ago and the conversation has been going on since then WITH NO CHANGE. If the neighborhoods under the flight path were Magnolia, Broadmoor or View Ridge you can bet this would have been dealt with YEARS AGO. Yes, I am suggesting that there is racial and wealth discrimination that is at the root of this ongoing issue.
South Puget Sound does need better access to airports, but instead of expanding- why not focus on high speed rail, or bus connectivity? We are trying to REDUCE our carbon footprint, air travel should be DIScouraged, not encouraged.
South, like Sumner, where the growing population is.
Start by reserving potential land for (y)our use for air travel needs. This panic of expansion would not exist had previous leadership done this. Apply this also to a 2nd interstate corridor to parallel interstate 5.
Stay on the ground, leave the skies alone
Stay out of aviation. We can't afford you!
Stop burning shit to fuel our lives. Use rail whenever possible, reduce lane miles of private automobile highway, give space back to humans outside of vehicles and for the love of god stop glorifying being stuck in a metal tube at altitude as a viable form of transportation. If we invested half as much in rail as we did in felling the airline executives, people would see that travel by rail is vastly superior to getting dehydrated on a jet plane. If you build or expand one more goddamn airport, I will call my representatives every day until I can take a bus to the downtown Olympia rail depot to Portland, buy a Blue Star Donut, return, and make it to a post lunch meeting for less than \$20 including the donut and a 12oz coffee. Stop subsidizing necro-capitalist industries ya doofs.
Stop with expanding or increasing capacity by building new. Enough.
The Climate crisis is begging you to downsize. Today
Strongly oppose the expansion of the Toledo Airport

Strongly opposed to expansion of Olympia Airport for commercial use or consideration of another airport facility in the Tumwater area.
Support passenger expansion at Payne Field because it's already open too passenger fights, but not at another airport. The environmental impact of all options must be critically addressed.
Tacoma narrows airport is too small and in a poor location to be considered a hub for Sea-Tac.
Tacoma Narrows Airport should NOT be expanded!!!
Other solutions should be explored.
Tacoma Narrows Airport should NOT become a part of the Seattle commercial hub. There is already enough air traffic in and out of this airport.
Tacoma Narrows Airport? Absolutely NOT! Too many residents living nearby. We have already seen and HEARD significantly more air traffic in recent years. What about the extra traffic on our already backed up streets and highways? What about the environmental impact? Many more reasons. No, no, no!
Tacoma Narrows option is not feasible due to access through the Rt 16 corridor and Narrows bridges. Also, residential areas around the airport would be severely impacted by continued expansion.
Tacoma narrows would be a perfect airport near many population centers to focus on a future airport design concept of green, electric, and urban air mobility. It would work within the runway length, while being able to utilize the space around the airport of facilities. Close proximity to peninsula, as well as I5 and highway 16.
Tacoma owns the golf course on the north approach path to the airport. Consider modifying or eliminate the course to lengthen the runway
Take a serious look at Paine Field. Surrounded by I-5, Highway 525 and 526, and adjacent to I-405 and Highway 99 it is uniquely located to serve all of these arterials. With support, development of the West side of the airport property would even support more infrastructure if not a second runway to supplement the 9010 foot main runway. I understand the concern of the local residential areas but the choice is simple and clear, there is no existing airport that would serve the most populated areas of Western Washington. I also recognize that my home is in the direct flightpath of the 16-34 runways, but I would be willing to accept that increase in noise to help support the needs of the area. Paine is the clear choice.
Take Gig Harbor Airport OFF THE LIST of expansion for SEA-TAC. Our community is small and fragile, being over-crowded as we speak, with traffic, water, and infrastructure issues. CONSIDER KITSAP AIRPORT. TAKE GIG HARBOR OFF YOUR LIST.
Take Gig Harbor off the list of places to expand the airport!
Taking into consideration both the climate crisis, and how air pollution unequally impacts communities of color and poor people, I urge you to NOT expand nor build a new Sea-Tac airport. Air travel and air freight should be shrinking, not expanding.
Thank for opening this questionnaire.
Thank you
Thank you
Thank you
Thank you for allowing me to participate in this forum.
Thank you for allowing our input.
Thank you for asking
Thank you for giving me an opportunity to comment.
Thank you for having a process of inclusion in this manner.

Thank you for including citizen input in the planning process
Thank you for including the opinions of the public in these future plans!
Thank you for opportunity to participate
Thank you for putting this virtual open house together
Thank you for reaching out to me for comment on the direction of aviation in this area. Seattleites are good at many things but making hard decisions isn't one of them.
I moved to Des Moines 7 years ago and since then have been impacted by a tremendous increase in the level of air traffic and the noise associated with it.
This is partly because there has been little pushback from regulators. When I moved to Des Moines, there was little air traffic after 10pm. Last night, airplane traffic went on past midnight, which I suspect was due to increased freight traffic. This new policy was initiated by the Port of Seattle without consideration of the effects on the residents in the area. Do they believe people don't need to sleep? Quite honestly I would ask if regulators are completely powerless against the bullying tactics of the airport?
Yes, the airport provides a valuable service. But unending and unregulated air traffic at the expense of those who live near the airport has been banned in other cities and should not be allowed here either.
For one, I don't see why most or all freight traffic cannot be done out of Boeing Field, which is over mostly unoccupied warehouse areas at night. For another, the increase in airport traffic also creates an increase in road traffic which is back to almost gridlock.
We need to all stand up and put a stop to these bullies who seem to constantly push the limit until they get pushback.
Thank you for requesting input
Thank you for starting this group. I am amongst a "not small enough" group of people who live within a short distance of the actual 3rd runway. My husband is 1 of 2 men that I am aware of whose CPAP machine records the middle of the night landings of 3 different freight planes. Both of their doctors receive their incident reports from their machines and call to find out what is going on. This means they have proof of the harm these plane landings at night cause. To be sure many many planes land at night, and they do not follow the rules that say they MAY NOT land on the 3rd runway at night. The Port people know this yet nothing is done.
Why not fine them???
Thank you for the informative survey.
Make sure you incorporate input from ALL, not just the so called "experts" because they often do not see the real world impacts. I work for a large employer and see this over-and-over again; either bad ideas implemented OR good ideas badly implemented.
Thank you for the opportunity

Thank you for the opportunity to comment. I represent District 7 on the Pierce County Council, where the Tacoma Narrows Airport is located. Pierce County also owns and operates the airport. As we've made clear since the beginning of this process, Pierce County does not welcome consideration in this process and opposes any attempt to expand TNA to a commercial airport.

The inclusion of TNA has led to confusion in the community and impacted real estate transactions in the vicinity of the airport. We ask that you remove TNA from any further consideration and note our objections in the record.

Thank you for the opportunity to comment. The problems with current arrangements continue to worsen.

Thank you for the opportunity to give my feedback. I understand that air travel is critical, but a move to green energy with future air travel, might be viable.

Thank you for the opportunity to provide input.

Thank you for the opportunity to share my opinion!

Thank you for your engagement with the public on this issue. I live in southeast Olympia, in the flight path of the Olympia Airport and JBLM. The noise disturbance from planes and helicopters has been increasingly steadily over the past 15 years that I've lived here. Expanding the Oly airport is moving in the wrong direction for the quality of life (including silent skies) we enjoy here. It is the wrong direction for decreasing our dependence on fossil fuels, on protecting our air quality, on protecting the health of our communities. While some efficiencies and savings might be garnered from NOT traveling to SEA-TAC or PDX, WSDOT should focus on moving travelers and freight in and out of the region more efficiently via public transportation options. Expanding the airport may look like the right answer to our transportation needs, but it really just the BIG answer. I encourage you to look harder elsewhere for the right solution to this problem. Thank you.

Thank you for your work on this issue. It's an important one for all of us including our children and grandchildren.

My priorities are reducing environmental impacts from both passenger and cargo flights and the associated vehicle/truck impacts associated with both.

Another priority for me is to spread the availability, costs, benefits and negative externalities to all users throughout the region.

Thank you.

Thanks

Thanks

Thanks

Thanks for allowing the public to comment. I live near McChord AFB. I was also a pilot at the base. It is underutilized. It has very little traffic. I've seen many fields work in joint civil/military relations. It should be strongly considered for both cargo and passenger operations. Where as SEATAC is having a landing every minute or so - McChord Field is boring to aircraft watch. Sometimes you have to wait hours to see an actual flying aircraft. We are isolated in the PNW unlike the East coast- we cannot just drive to NY etc. we need affordable options which means more capacity.

Thanks for the opportunity for input.

<p>Thanks for the opportunity to give input. SeaTac is getting too crowded - the traffic flow approaching the airport is horrible with people merging from all directions creating a significant bottle neck. I can't imagine what will happen with additional flights.</p>
<p>Thanks for the survey</p>
<p>Thanks!</p>
<p>That would be good to build another airport facility. I have lived in Seatac over 25 years and I now sleep with ear plugs, because of the</p>
<p>constant noise. No fun</p>
<p>The airplane noise is terrible lately. Engine testing at Boeing Field occurs at any hour of the day or night and lasts a long time. If I'm on the phone I often need to go inside or pause until it's done to be able to hear anything. Nearly every morning, Sea-Tac incoming flights head South directly overhead and wake us up if the window is open at all. The flights are endless! I'm hearing one about every minute or two right now, at 10:30am non-stop since they woke me up at 5:00am today. Some types of planes are much louder than others, too. We are required to have mufflers on our cars and be quiet between certain hours, yet these deafening planes can fly right over residential areas any time, day or night! Often, I can smell jet fuel outside in the morning when walking the dog. It's gotten a lot worse in recent years and since covid lockdowns is much more noticeable. My husband and I built our home ourselves from a neglected shell with the intent of living here a long time. We put a lot of time and effort into restoring its vintage character, building a greenhouse, and converting our lawn to a productive garden in the past 10 years. We love our neighbors and neighborhood, but with the increased noise and pollution, we're ready to leave it all behind for clean air and quiet somewhere else.</p>
<p>The airport expansion should serve the users. Since PAE opened for scheduled service, the people north of Seattle have an option to driving to SEA - therefore, the next scheduled service expansion should be south of SEA - near where the people live. McChord would be the best location, if you can swing it. Otherwise, PWT is next best as Tacoma Narrows would be difficult to expand to a useful size. Air cargo may be easier to distribute to multiple locations (if the shipper is willing to build the land side infrastructure. But, PWT could serve freight to the whole Peninsula. The downside to PWT is the prolific flight training that occurs there. This scheduled service expansion should not be allowed to impact general aviation - build a separate runway for them, do not charge access fees, landing fees, etc. Build ample hangar space for GA. I predict the delivery of small electric aircraft will allow rapid expansion of short-haul passenger service (e.g. Spokane to the new airport) which may congest the runways and airspace without adding many more passengers. I am surprised that OLM is not on the list - good location, room to expand and a great way for the Legislature to connect to their constituents. Certainly a better solution than TDO.</p>
<p>The airport in Gig Harbor does not have the infrastructure to support a regional airport, nor is there room to build what's needed.</p>
<p>The airport in Gig Harbor seems to be a poor choice. It's immediately adjacent to the tacoma narrows bridge, it will cause additional traffic in both directions. Gig Harbor is already relatively close to Sea-Tac compared with the other locations. It's also in an area that is not heavily commercial or industrial. There is also a lot of military air traffic in this area already.</p>
<p>The airport is too busy as it is. I do not approve of an expansion</p>
<p>The airport should have fast train connection to Seattle, Belkevue, Tacoma and Portlnd. Not linkrail, that is not fast.</p>

The amount of air traffic in king county is fucking obscene. There is nowhere in the county, at any time of day, where I am not bombarded with noise pollution coming from the sky.

Existing facilities are more than adequate. And if it were up to me, I would ban air travel from 10pm to 6am.

The amount of air traffic in the central Puget Sound region including Gig Harbor, North Tacoma and Spanaway is ridiculous and dangerous. Tacoma Narrows airport should not be allowed to carry commercial airlines or expand commercial flights in any way. The region needs to deal with needing expansion for SeaTac and not by relying on small, outlying airports. The transportation system cannot handle that kind of traffic and it does not make sense to put that kind of traffic into rural Pierce County.

The amount of air traffic now is about right. If they expand the airport the surface street and hwy 16 will need expansion.

The area around SeaTac is too dense and cannot accommodate increased traffic needed to serve this growth. You need another regional airport.

The area around SeaTac is too dense and cannot accommodate increased traffic needed to serve this growth. You need another regional airport.

The Aviation industry is one of the biggest fossil fuel polluters. Climate change must be incorporated into the criteria for any new airport. Questions like, "How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?" should be asked.

Additionally, equity must to be included into analyses of each possible airport location. This is required under the law as the HEAL Act. We need to know how each new airport and airport expansion would impact the health of the communities that have already been overburdened by pollution, such as people of color. Equity considerations mean that SEA TAC cannot be expanded.

The CACC needs to plan for a future world where all of our children, no matter their race, ethnicity, religion, etc. can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

The Bremerton location is a terrible choice for airport expansion. Way too far from population centers and there isn't the highway infrastructure to handle the amount of traffic nor any mass transit options.

The Bremerton site seems fitting as it has the capacity to transport cargo to Seattle/Tacoma via the waterway. It would also serve the the Olympic National Park communities - Sequim, Pt Townsend and communities west of the Tacoma Bridge. Communities are also familiar with air traffic in Bremerton and other commercial noises from the Navy base and Bangor. Road infrastructure for commercial flights would need to be improved.

The Narrows is a great location and would be convenient too. But the Gig Harbor community would not embrace the extra noise, as it echos across the many waterways.

Arlington does not make sense with Bellingham so close. Payne is a decent choice but again, South and West Puget Sound would greatly benefit from an airport closer to their vacinities.

The CACC needs rules of order help. Live motions have been improperly ignored and motion to table out of order.

Nobody knows the safe level of noise and emissions for a commercial airport community therefore it must be remote. Continuing to toy with public health, ignore pandemic level of risk invites unnecessary suffering and deaths - even more sinister when this planning seems to target the most vulnerable because it's easier for

Government to do.

The CACC needs to add 2 additional scenarios to the plan: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Thank you for the opportunity to comment.

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The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030). We cannot ignore our way out of the existential crisis we are in. There should be no expansion until flights themselves somehow fit into our climate goals. Advocates for expansion lean on the growing demand of passenger and freight air travel as justification--just because there is a demand, doesn't mean we should fill it. There is also insatiable demand for opioids--should drug manufacturers be meeting that demand despite all the harm and negative financial impact to communities? There is also demand by some adults to have minors to use for sex--but that doesn't mean we should legalize pedophilia or sex trafficking.

Equity needs to be included into analyses of each possible airport location, avoiding communities of historically marginalized groups, communities already receiving disproportionate health impacts as shown on the health disparities map. Health impacts should be given a thorough analysis and include lifecycle impacts of fuels, activities, building materials, noise pollution.

The CACC needs to consider climate change first and foremost, including adding reduced aviation as a potential scenario. The west coast is burning, Washington farms are starving for water, and we have assertive climate goals to meet - a new airport is the last thing we need. Focus first on moving people and goods without burning more jet fuel.

The CACC needs to include equity into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

Thank you for the opportunity to comment.

The CACC needs to plan for a future that can benefit from green transport by trains, ships, and electric vehicles.

Thank you for the opportunity to comment.

The citizens of Lewis county choose to live in this county because of the less restrictive rules and rural areas. By considering to bring a SEATAC size airport into our area would destroy our way of lifestyle. We know this to be fact because of the other airports in Washington and Oregon and other large cities. Yes it brings in more jobs and housing, but it also brings in homeless, drugs, traffic, congestion, and a huge impact on our environmental climate to include noise pollution, air pollution and possible water pollution. I truly do hope that you consider the citizens of Lewis county and this decision. Just because of outside large investment capital investors think this would be good, it is not true for the citizens of Lewis County .

Gene Potter

The City of Tumwater is adamantly opposed to expansion of the existing Olympia airport. The northern approach for this airport (the direction most planes land from) would pass over or near several residential neighborhoods in Tumwater, as well as the South Capitol neighborhood in Olympia and very close to the WA State Capitol. The airport runways, taxiways, and support facilities, are surrounded by prime prairie habitat and the home of federally designated endangered species. Expansion would be expensive and difficult, if at all possible.

The City of Tumwater is also adamantly opposed to a new airport southwest of Tumwater. In addition to the above issues, there are several large environmentally sensitive wetlands in this area that have been purchased by various conservation groups. Plus this area contains much prime prairie habitat for federally designated endangered species. This prairie habitat is planned for purchase as future mitigation land under Tumwater's habitat conservation plan to enable Tumwater to fill out our urban area per our GMA plan. Building a airport here would not only require finding a large amount of mitigation land, which will be very difficult, it would prevent Tumwater from filling out per our GMA plan. Furthermore, building a new airport outside of our UGA would be contrary to Thurston County's GMA plan that has been in place for 25 years leading to significant urban sprawl. It is beyond Tumwater's utility service area and would likely be required to acquire its own water rights, which we know from experience will be exceedingly difficult in this area. It would also likely have to build a new sewage treatment plant with no apparent place to discharge the treated effluent except to the environmentally sensitive Black River.

The climate catastrophe we are dealing with now has no room for increasing airport capacity. SeaTac should not be expanded. Any future investment in transportation should be in electrification of rail and car transport.

The climate crisis and environmental impact to communities of color need to be taken into account when deciding whether to build a new airport. There is currently no reliable way to eliminate greenhouse gas emissions from air travel. Building a new airport that seeks to increase polluting flights will put us in danger of not meeting our goals laid out in the Paris agreement and put nearby communities at risk. Our region is already seeing devastating impacts of climate change including extreme heat and wildfire smoke. This will only get worse with the new proposed airport. Please take this seriously. It is of the utmost importance that we maintain a livable climate for future generations.

The climate crisis must be a critical component of any future endeavors. We must be aggressive in reducing the impact that aviation has on the climate. I would like to see two scenarios in the future proposals: (1) a no-growth scenario of the industry; and (2) an aviation reduction scenario. We have limited time and every moment we waste not reducing impact to the climate is a moment lost. We must meet a 50% reduction in GHG emissions by 2030.

We must also understand that addressing climate change is also a climate justice problem. Equity must be included in each of the possible airport locations.

We must make the aviation industry more green and DOING SO WITHOUT GREEN WASHING.

The climate is changing because humans are emitting too much carbon. All life on the planet - human life, animal life, plant life - is suffering. If we do not change our behavior it is going to get worse.

Airplanes emit a lot of carbon. Please do not build another commercial airport in the state that would add even more plane travel than we already have.

You are public officials. It is up to you to make the right choice. Please prioritize the life on the plant over profit and economic growth.

The combination that makes the most sense to me, due to proximity to population and multimodal connections (Sound Transit, Amtrak) is 1) expanded Amtrak Cascades train service, 2) expansion of the new terminal at PAE to serve Snohomish and North King County, and 3) coordination with the Air Force to build a second parallel runway for joint civil / military use, and modest new commercial airport terminal on the scale of Orange County or San Jose, on the east side of McChord Field. If the Air Force won't cooperate, the committee should consider Olympia airport and improving its public transportation connections, instead of Toledo or Narrows. Bremerton and Shelton are too remote, and Arlington is too close to PAE.

The Commission appears to be considering a site for a major new airport in south Thurston County. This is a bad idea for a number of reasons: ESA listed species in the area; it is outside of the urban growth area; the existing forests would be clear cut contributing to climate change; and it would be cheaper and more sustainable to build high speed rail, at least for north-south travel on the coast and to Moses Lake where a large existing airfield exists that can be used.

The commission must take to heart the bald fact that any plans to expand airport facilities that do not make climate their first and controlling priority would be irresponsible and a failure to respond to the trust the public has placed in the commission. Accordingly, the commission should include in its planning a scenario that actually reduces the total amount of emissions from air transport.

With currently available technology, air travel presents a serious threat to efforts to meet climate goals. Contrary to near-term assumptions, air travel will not increase forever, and the more it increases in the near term, the sooner it will stop altogether: A system that is not sustainable is a system that will crash.

The community of Gig Harbor including my family strongly oppose commercial air traffic to the Tacoma Narrows Airport.

the constant barrage of jets has escalated 2 fold. we may have had 90 mins between planes in the past. NOW it is one right after another.....on and on and on. the state should be ashamed of itself blighting out a once lovely neighborhood w/ tons of low-flying jet noise, pollution and an out-right disregard for the people who live here.

The cost of living room n Washington is already high. Commercial airlines are subsidized by the government and they should be the ones to pay for whatever expansions they want, not the citizens.

the current terminal is too small. There is a need for better and safer parking. The assaults and thefts in the current parking garage are too great mainly because it is so easily accessible by foot from Hwy 99. It would be better to use that area as additional terminal space and relocate passenger parking to a structure in the industrial area West of the runways. Trains are needed to both passenger parking and employee parking. Do not put sidewalks near the passenger and employee parking. We need less foot traffic so people can park their cars safely. I feel bad for the ruined lives of the people that roam Hwy 99 but making passenger and employee cars get stripped of parts does not help those people. There is a lot of noise buffer area that can be used for parking. Parking and the trains need a police presence, The police currently stand a lot at the doors to the terminal but a sweep through the lots at random intervals would be an improvement.

Most cargo operations should be shunted to Boeing Field or Paine Field due to the constraints of terrain and the inadequate road access for volume of vehicles. Paine Field needs to be developed into a larger operation. Trains should run between all 3 airports to facilitate further development,

If McChord ceases operation as a military airfield do not plow it under like Gray and Sanderson. We need vastly increased parking, trains and Commercial airfields. If an airfield is being eyed to be shut down view it as a public resource and don't sell it to the public. We need train stations and parking. We've already thrown away too much public space that can be used for such.

Also rail tracks should be used for light rail before walking trails The walking trail from Maple Valley should be light rail linking to the airport. it could serve thousands of paying customers instead of a handful of walkers and bikers. The more people you can link by train into the airport the less parking you will need. There also needs to be a train linking from the ferries (maybe with a short bus segment) and you need a train that goes all the way to Olympia. Feed the people into the airport by a network of light rail and a lot of issues will resolve quickly. We are decades behind on light rail. I don't want to drive to the airport in 2050 traffic. Get me there by light rail from any area in a 50 mile radius

The expansion of the airport is so necessary for this region. Please do not let the NIMBYs get in the way of this necessary development.

The expansion of the airport need to continue to be transparent with the city at large and also those living close by. Airports create a lot of noise and pollution that tends to affect those who live close by the most. The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The expansion of the Tacoma narrows Airport is completely inappropriate. It will start a domino effect of noise & traffic issues that will increase exponentially. There is enough noise from the current situation at the TNA. If the residents of the Gig Harbor area wished to have that type of living environment, they would move to Tacoma or Sea-Tac.

The Gig Harbor airport does not need to expand. It is connected to I5 through one of the most congested corridors on the wrong side of the sound. The air traffic from JBLM including rotary wing is enough. Go South of Olympia or East of Bellevue.

The idea of GH as a Seatac hub is preposterous. Unbridled development has already outgrown our infrastructure. We don't need any more noise and congestion. Would be willing to bet that anyone proposing this does not actually live here.

The idea of siting a new airport on a Sea-Tac scale will not fly from a climate angle. We simply cannot afford growth in aviation, and must limit it to have any chance of staying within temperature sideboards that avert climate impacts that swamp the capacity of civilization and nature to adapt. I speak with some expertise on this. As Research Director for Climate Solutions, I was research-writing lead for Sustainable Aviation Fuels Northwest mapping regional production chains, in which the Port of Seattle and Alaska Air were stakeholders, and which is the genesis of current aviation biofuel initiatives as Sea-Tac. I was lead consultant on Natural Resource Defense Council's 2016 and 2017 Aviation Biofuel Scorecards evaluating airline efforts. I also drafted the BioJet Abu Dhabi roadmap on contract with Boeing, Etihad Airways and Masdar Institute, and was a reviewer for Boeing on the roadmapping process in Brazil, I have presented on the topic of sustainable aviation fuels at an ASEAN meeting in Bangkok, as well as biofuels conferences in Amsterdam, Rotterdam and Honolulu. My takeaway from all this is that, yes, you can gain a supply of aviation biofuels that meet sustainability sideboards, that do not undermine food security or endanger ecosystems. But feedstocks to do so are limited and unlikely to supply more than a fraction of current aviation demand, let alone growing demand. And I have to caveat that statement by saying there are significant uncertainties, particularly in the issue of indirect land use change. The major processes qualified for aviation use today employ natural oils, and palm is something like 8-9 times more productive per acre than other oilseed crops. There is a great danger that an uptick in aviation demand could push existing demand into tropical forests and peat bogs, with huge carbon releases and biodiversity loss. Finally, even with SAF, CO2 will still be emitted, and at an altitude where global warming impacts are intensified. Hydrogen-powered airplanes are decades off, if ever. And electricity cannot run airplanes at jetliner scale. If we value our children's lives, we must not only limit the growth of aviation, but also its current footprint.

The increase of air travel is an unnecessary example of wasteful, vanity travel that is an example of what future generations will call "the joke time" when all was ruined and wasted. Air cargo is the least efficient, most polluting thing imaginable, all so rich people can get their lobster and salmon quicker. It's time to face facts and take REAL steps to save the planet!

The Kitsap area needs a airport for short distance commercial travel to at least California area, short distance of about 1200 miles or so or flight connections to major airports like SFO, Sacramento, Colorado, Oregon or Reno.

The Kitsap Penn. does not have roads to handle more traffic! Currently the traffic backs up on the interstate and on side roads during rush hours leading into Gig Harbor, especially from the north going south. Also traffic congestion around the Bremerton shipyards. Adding an airport would make it even worse!

To build more highways and an airport would also require cutting down trees, Those trees are needed to help with climate change and to "filter" out pollution. While none of us like to be inconvenienced while flying, passengers may need to accept that flights are more limited because of capacity. Same with air cargo. We all get spoiled with Next Day Delivery, but we can learn to be patient again. Paine Field has growth potential and should be used before another airport is planned.

The lands that are best fit for a regional airport in Thurston County have these characteristics which makes loss to airport use counterproductive for the county:

- * In the GMA of Tumwater and close to current or future populations
- * Outside of GMA and in prime location of endangered species - areas likely to be purchased for protection of those species under a Habitat Conservation Plan
- * Outside the GMA and on prime agricultural land that may currently be designated agricultural land of long-term commercial significance or subject to being so designated through a review being undertaken at this time.

The last thing we need is more airplanes flying and landing to and from WA. The impacts of aviation on our human health, and planetary health are well documented and drastic. Primarily, it should be noted that airplanes for transport of humans and cargo are an unnecessary luxury when compared with the potential of maritime and overland shipping and privilege of human needs. Aviation's impact on GHGe is disproportionate and frightening. Aviation drives pollutants which cause respiratory illness. All attempts should be made to reduce aviation not encourage it.

The local community should bear the costs of airport sustainability; not expansion. Why.? Because expansion can bring growth. If the local community wants to Benefit from that growth. They need to help sustain the source. But airport improvement and expansion should be from state and federal means since they will take credit for it. If local communities aren't invested in the maintenance then why make the change? And why spend millions of change if the local community doesn't want it and won't make efforts to keep it sustainable?

The major roads and overpasses in Gig Harbor are already insufficient for daily traffic. Highway 16 cannot have additional lanes. The road connecting 16 to the airport is a narrow undivided 2 lane "country" road. Years back when the airport petitioned to lengthen the runway the neighbors said NO! They were afraid this would happen! Pierce county assured the community the runway was only being lengthened for SAFETY not for large jet traffic! We are paying tolls on a second bridge and traffic has gotten worse the past 3 years. Gig Harbor is a bedroom community! People did not move here for the noise or traffic of the big city. Our infrastructure cannot support international airport traffic!

The Narrows Airport in Gig Harbor has been considered for expansion to commercial air travel. I am opposed to this idea as I think it would have devastating environmental impacts on Gig Harbor. the Narrows Airport should remain a general aviation airport.

The Narrows Airport would be a poor location for an alternative commercial aviation airport to SeaTac. Gig Harbor is a city of 12,000 with limited infrastructure. Accessibility to public transportation is almost non-existent. The well known winds of the Narrows may often limit use. Overall, it's not a good location for a second commercial airport.

The Narrows or Bremerton would make great options based on their location and vicinity to military bases and urban expansion in the area.

The need for a new airport does not in any way outweigh the priorities and responsibilities we have to reduce the impacts of climate change. Please hold off on this idea until we have an actual grasp of the problems we have created as a society. Our world is suffering, why destroy more land and harm it further?

The north Olympic Peninsula has significant demand for travel by residents and by visitors wanting to come to Olympic National park. The roads to/from SEA-TAC continue to become more congested. Taking advantage of the already existing Fairchild airport seems an easy, cost efficient solution.

The old McChord runway seems like a viable solution or a starting point. I'm surprised it isn't on the list of alternatives?

The oly airport is a perfect place for a new commercial airport in Western Wa. Due to its proximity to I5 and the increasing population of the South Sound.

However, I suspect the elitist democrats that live by the moto "œrules for thee but not for me"• would object to this idea and since they are the ruling class will get what they want.

The Olympia airport has ample space to build freight terminals and passenger terminals for expansion s with easy access to and from the I-5 corridor.

The Olympia Airport should not be a candidate for expansion for air and noise pollution reasons. Jet fuels contain dangerous lead. Flight paths of landing planes will be over densely populated urban areas of Olympia and take offs will center over historic Millersylvania State Park and 1000s if acres if other conservation areas and land trust lands protected for rare prairie habitat and

the endangered mazama pocket gopher, oregon spotted frog and some butterflies. Thurston jurisdictions and State Agencies have devoted significant time and millions and millions fo dollars.to carefully plan land use and protect for the area south, west and southwest the Olympia Airport. It would shameful to pollute both of these critical assets, people and wildlife. Thank you.

The only possible solution that allows civilization to exist is the one counter to your purpose, No airport.

Cutting CO2 emissions in half by 2030, for example, does NOT happen if we follow the industrial crystal ball forecasts for air travel growth.

Electric flight decades away and true SAF do nothing to stop emissions if we build more jet planes and places to board them.

No new airport is the ONLY possible meaningful cap to travel lawmakers might consider approving on our ever-expanding system of deadly air traffic.

No new gates, no new runways, limiting takeoffs to certain hours, and other constraints meant to protect local residents, and our biosphere, prove unwieldy or impossible over time. Yet without a runway or terminal in the first place, we might end this jet-fueled acceleration to the end of governable countries, air travel growth, which is now in 2021, a bizarre form of collective suicide,

You can do your family and your country a great service by putting forward the only rational proposal. Limit existing takeoffs and ban construction or expansion of airports.

Until your elected leaders recognize the dangers of current emissions, and propose how to slash flights 50%-70% like COVID briefly did, our economy and national security depend on people like you understanding that failing to open a new airport is the only future we survive, though it is a sorry excuse for a 'plan', because it is the only way to limit the acceleration towards mass suffering death and oblivion.

Thank you for doing your civic duty today with integrity. We may yet protect our young, though precious little chance or time remains for us to stop ourselves.

The only way to reasonably meet demands of expansion is with a second major airport. Most big metropolitan areas are serviced by more than one airport and it is unrealistic to try and meet upcoming demands with SeaTac airport as the only major airport.

The current negative effects of increased pollution and noise, air quality reduction, and loss of natural green space needs to be ratified and repaired, not expanded upon in south king county and SeaTac. No more expansion of the current airport. Build a new one to serve the needs of growth.

The Port Orchard/ Bremerton area was once quiet and I want it to remain so as much as possible. Tacoma and Gig Harbor are already lost to this and a new or expanded airport would make more sense than here at the Bremerton area

The primary consideration for any new transportation infrastructure must be its carbon footprint. Flying more-in the case of a new airport-means flying toward an unsustainable future. And we already live in an unsustainable present.

The priorities as I see them:

- 1) Utilize existing airports (Boeing Field?) Expand infrastructure therein to optimize their use. Create transportation between fields so a network is created that is relatively seamless to travelers.
- 2) Minimize or reduce impact of current airports and any expansion to residential communities. If you add an airport, locate it in an industrial area (Kent Valley?) where impact is minimal to residential area and mass transit can tie in fairly easily.
- 3) Support any new airports with transportation infrastructure to support ease of access by travelers.

Questions:

- 1) Can rental car centers at SeaTac expand or accommodate additional volume so that satellite airports can shuttle people there rather than add more footprint at new locations?
- 2) Can the same philosophy apply to other services?
- 3) Do you really need to add another full-on airport or can you just add a landing strip somewhere?
- 4) In airports like Frankfurt, many planes are loaded on the tarmac away from the terminals via buses/shuttles. Some of these buses take 20+ minutes to get to the plane. Could you shuttle people from a Kent landing strip to Seatac with light rail or underground tunnel? What about the Auburn valley south of Kent?

The priority should be to determine the cleanest and most efficient means of transportation, rather than the assumption that we need to dramatically increase commercial aviation.

The proposed project would put commercial flights in the path of current flights from JBLM to Whidbey Island and other military bases....there are already enough military planes and helicopters and commercial flights from Sea Tac in the limited airspace above Gig Harbor.

The push for a new airport seems immensely out of touch and frankly counterproductive with respect to the major issues facing our state today. In particular, the idea of spending millions of dollars to encourage population and industry growth while the state is in the midst of a historic housing driven by population and industry growth is remarkably tone-deaf. As a seasonal hospitality worker on San

Juan Island, I can assure you we have no shortage of tourists (though we could really use some bike lanes and sidewalks).
The region needs another commercial airport.
Best options for the infrastructure and population: OLM & PWT
Is JBLM an option? There are other Military + commercial airports in the US.
The regional airports you're suggesting are a great idea, but not if tied to electric aircraft specifically. Electric aircraft are likely to be rare and unaffordable for the general population for decades. You need to plan for these new airports for regional electric transport to also support populations of GA aircraft to make them worthwhile.
The roads and residential housing cannot accommodate commercial air traffic. At most, only regional airlines should be considered.
The Shelton area has the best combination of freeway access, potential for growth, and negative impact on a relatively smaller group of existing residents. The Leacy area is one of the fastest growing areas of the region, and there is additional space for residential population growth in the area south of Olympia along the I-5 corridor. It could serve these areas, and the capital, very well. In addition, it would provide a geographical triumvirate of major air facilities that reaches from the north Puget Sound area, Paine Field, to the central Puget Sound area, SeaTac, to the south and west Puget Sound area. Although it would not be particularly convenient for me personally, it seems to have the greatest potential for the largest number of people in the Puget Sound region and beyond.
The small aircraft and jets accessing the Narrows Airport is already disruptive to the Gig Harbor neighborhoods. The larger, noisier commercial aircraft will destroy the peaceful neighborhoods that people have moved here to enjoy.
The State of Washington planning to build a new airport and expand capacity is completely inappropriate, immoral, unhealthy for its citizens, and inconsistent with goals to cut carbon pollution severely by 2050. Its a fools errand based on current trends and old thinking.
Currently ice sheets are melting, wide swaths of forests are burning, coral reefs are dying, massive floods are accelerating, and food crops are being effected. Its only projected to get worse with more carbon pollution and therefore expanded air travel is SUICIDE.
If you were good at your work, and leaders who cared about the future, you would be investing planning into low carbon RAIL solutions in our country so we could meet the need to travel with a low-carbon solution. I see no trend line where aviation is solving air travel without or with very little fossil fuels. However we CAN build high capacity and low carbon RAIL travel.
The Tacoma Narrows Airport is a VITAL lifeline to the community. Expansion, including a longer runway, is necessary to keep the community's needs serviced. KTIW adds MILLIONS to the local economy. A certain Gig Harbor Councilwoman is spreading false information by implying any expansion will mean hundreds of airliners will "Invade" the airport daily. Way too many "NIMBY" comments are being sent to you without knowing all of the facts.
The Tacoma Narrows Airport is small with limited expansion options. It is already surrounded by housing. Surely there is some empty land along the east I-5 corridor that provides more room and better access for an airport. I do not want to see any further expansion of this airport.
The weather is too poor in the Olympia area for a major airport. There is also JBLM nearby which would create numerous air space conflicts with increased traffic at Olympia.

The west coast is suffering from prolonged droughts, unnaturally intense wildfire seasons and its impact on air pollution, collapsing salmon runs, dwindling orca numbers, etc. We know the timeline is rapidly dwindling for reducing Co2 emissions to limit ourselves to 1.5deg C warming. With that in mind, will the CACC include climate change and equity in its decision making? Common sense would indicate that it's vitally important to consider when exploring the building of a new airport that will release tons of CO2 into the atmosphere. How will we meet our climate targets if this airport expansion proceeds? The CACC needs to include additional options in its exploration: a no-growth scenario and an aviation reduction scenario that fits a 1.5deg C trajectory. Further, the commission must include an equity analysis that considers noise and air pollution and which communities and demographics are impacted by them. It is unacceptable to consider expanding an airport if its health impacts are just going to be dumped on people of color.

There are many reasons why expansion of the tiny Tacoma Narrows Airport for commercial purposes is a BAD IDEA.

Water on 3 sides of the Gig Harbor Peninsula is beautiful, but it also very negatively impacts the small semi-rural area. Narrow country roads are not able to handle increasing over-development that is occurring, with Hwy 16 experiencing regular traffic backups between Tacoma and Poulsbo during commute times.

Air and noise pollution over residential areas is dangerous to the population. Undeveloped areas southeast of I-5 would be better suited for an expanded airport.

These are just a few of the reasons I say:

NO EXPANSION FOR TACOMA NARROWS AIRPORT

There are too many airports already. Destroys, and takes away our way of life here as farming community too. The Airport would have to cleared for about 4 to 5 miles for it to be viable which would drastically effect our way of life here in Thurston County. Noise pollution would be major. Airplanes contribute to environmental damage way more than cars. They also dump their fuel from time to time. We are totally against this business venture being even brought up to vote, or even a consideration. No No No

Preacher Chris

There is a definite need for relief to traffic through KSEA, but I am concerned about the local impacts getting to and from the additional airport. Vehicle traffic is already saturating roads to most of the proposed locations, and without significant improvements to ingress/egress routes I think it is unrealistic to expect a significant amount of passengers or cargo to move through those airports.

There is a definite need to address current issues of environmental impact at SEATAC. The airport is overloaded with flights and the poor design heading to and from the airport itself causes extra impact from idling vehicles lining the roadsides on the way into the airport/

Any new airport MUST incorporate climate change planning.

The CACC needs to add 2 additional scenarios:

1) The No-Growth Scenario

2) The Aviation Reduction Scenario (fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution.

Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where we can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

There is already an airport in Olympia, The community here does not need or want more air traffic.

There is already considerable noise in Des Moines from planes landing/taking off from SeaTac. SeaTac capacity SHOULD NOT BE INCREASED FURTHER. What about further developing Boeing Field (King County Internat'l Airport) and Paine Field? Wouldn't diverting more air traffic to those locations eliminate the need for more SeaTac air traffic?

There is an airport at SeaTac, an airport in Bellingham, and an airport at Paine Field and it seems there needs to be an additional airport put in place in between Paine Field and Bellingham to be able to fill the needs of increased demand. Paine Field Commercial Service was put in place in a community that was assured the Mitigated Role Agreement would hold and we purchased our home and built our lives here because of that agreement. We do not want Paine Field to increase to the capacity you describe here. Maybe you could expand your research and look to Burbank CA airport to see how they have done right by the small community impacted by that airport when making your decision about Paine Field!

There is as yet no sustainable solution for powering aircraft. Deal fully with climate change now or our grandchildren will experience the end of our culture and civilization later.

No new airports until airplanes do not add to climate change. Please do not kill many of our grandchildren and civilization for them.

There is no place for a large, congested airport in Arlington or at Paine Field. I ask you sincerely to not consider these two airports in your decision.

Snohomish county offers nothing in the way of infrastructure or commerce that would draw the necessary amount of passengers whereas Gig Harbor does allow travelers to be in the center of industry and the current road system would accommodate the level of travel.

Please leave the air traffic further south and keep the small airports, such as Arlington, Paine, and Bellingham to handle the smaller numbers of travelers. They can continue to handle the smaller, domestic flights, but the only thing that would be accomplished by enlarging either of them is to destroy rural communities.

There should be no expansion of the Olympia Airport in Tumwater. Thurston County already has a large ground traffic problem, we don't need more air traffic, too.

It seems there is a trend to make the I-5 Corridor one massive urban commercial area, instead of the residential area it once was -- which made it a nice place to live.

If there is a need for more air traffic, push it out to the east where there is more open space and fewer people.

There's a right answer, but we can't overcome nearly a century of bad decisions and poor governance structures that led us to the point we're at. But, if we were to do this well, we should put an airport straddling the US-Canadian border to consolidate YVR and SEA. Yes, it's far from SEA, but we can retain SEA as a regional and freight airport, redevelop Boeing field for housing, and let Vancouver/Richmond redevelop YVR for housing. We'd need a high-speed rail link, but an appropriately-designed set of terminals could both boost and consolidate international service, distribute local traffic throughout coastal Washington, and give both metro Vancouver and the Puget sound a chunk of land for development that both badly need.

There's one transportation system. The modes need to do more to work together as a coherent system. Transportation issues cancerous cannot be separated from land use/ development issues and from pollution and climate issues. Looking at transportation alone, especially only one mode, cannot adequately address any issue.

These agencies must spend all of their energy and funding to build actual operationally carbon-neutral infrastructure like high speed rail now, not fossil fuel based infrastructure that will "transition" some number of decades in the future when technology is available and economically feasible. There is neither room for compromise nor any time to delay further. We have to get serious about addressing the climate emergency directly with a completely shift in our transportation sector to carbon-neutral modes that are currently available, not those still being developed with uncertain timelines stretching decades into the future. We've been doing things wrong for hundreds of years; it's time to finally do better.

They can't build this fast enough in my opinion. It's about time!

This airport is located dead center in a prime residential section of Gig Harbor. Utilizing this airport for a significant increase in commercial aviation would be a real detriment to the entire Gig Harbor community. The downtown area, the Up Town commercial area and the surrounding residential areas would all be impacted in a negative way. The Bremerton Airport would be a much better fit for a commercial aviation site.

This community is small. We cannot handle increased traffic and housing that would accompany making our airport a hub. Traffic is already a problem coming off the west bound bridge going into Gig Harbor.

NO HUB

This effort is deeply flawed:

It doesn't consider an integrated multi-modal approach for freight or people. It should consider dedicated separate freight facilities with integrated warehouse and logistics centers permanently shifting capacity from mixed use airports. We need to be looking at an integrated solution that includes investments in freight and high speed rail integrates with air transport.

This entire area is saturated with military planes and helicopters training and keeping the forces ready at all times

This is a residential area with no heavy industry Adding a commercial airport in the midst of these homeowners and undeveloped areas would be counterproductive to the economy as well as the character that needs to be protected

This group needs to think outside of the box. Simply identifying locations where there is flat land with limited development is not enough.

First and foremost, community opinions matter. The member of the CACC who suggested the community opinions should be ignored has no business in a public policy discussion. He should be removed from further discussions.

Second, alternatives to airport expansion should get equal consideration. Specifically, the Bipartisan Infrastructure Bill includes funding for high speed rail improvements. I believe that high speed rail improvements in the Vancouver BC to San Diego corridor move forward, a great deal of current and future air traffic can be diverted to a lower-polluting form of transportation.

The distance from Shanghai to Beijing, 819 miles, is similar to the distance from Seattle to San Francisco, 807 miles. Nearly 90% of the trips between Shanghai and Beijing are now by rail. Essentially all current air traffic from Vancouver BC through Seattle, Olympia, Portland, Eugene, Medford, Redding, Sacramento, and San Francisco could be diverted to rail. This would relieve current SeaTac congestion a great deal. I would personally prefer a five hour rail trip from Olympia over a five hour trip from Olympia to a regional airport (currently Seattle), clear security, wait for a flight, fly to San Francisco, pick up luggage, and transfer to BART to go into town. I've done the latter many times. Rail will be a welcome improvement.

Another outside the box solution is a regional airport at Moses Lake, where the land is already dedicated to air travel. Moving passengers by high speed rail from Moses Lake to Seattle would be a 45 minute trip at Chinese/Japanese/French rail speeds.

The news coverage has indicated that Paine Field is really the only realistic alternative on the list of potential sites. I agree with that.

I urge the Committee to report to the legislature that there is no public support for a major airport development in Pierce, Thurston, Lewis, or Kitsap Counties. And without community support, there is little purpose in pursuing those locations.

THIS IS A BAD IDEA FOR MANY REASONS.
This is a difficult situation. Please be strong and honest.
This is a terrible idea! We already have enough traffick and bridge issues without adding a bunch of airport traffic to the mix. Do something on the main I-5 corridor and not out here on the peninsula
This is an absolutely horrible idea. This area is for people, homes, farm animals, light industrial and calm. Nightmare idea.
This is an aviation hub. Furthermore, air travel is the only way to get to other parts of the US and world from the PNW.
This is an idea: electric planes for in-country traveling and aircraft that use fuel for long-distance traveling? But the downside of electric planes is the charging time. I don't know how it will work, but I just wanted to share that!
This is disastrous and the very last thing our region needs! Pollution, air traffic and noise, environmental destruction are just a few of the reasons why this should never happen. As someone who has been born, raised, and currently raising my own family in the Seattle area, this matter concerns and affects me deeply.
This is important work. Thank you to all of the Commission members.
<p>This is like a recurring nightmare. I live in the area of the the Ed Carlson Airport and will be directly impacted by a decision to expand the facility. After loud negative comments the Lewis county commissioners submitted a letter dated March 24, 2021 . to the CACC , stating that Lewis county wanted to be removed from the list of possible expansion sites . Yet here we are again . This expansion into this community will adversely affect the rural way of life that many people that have moved to the area were seeking. Many, like myself are being kept in limbo, do I plan any home improvement projects, do I start any land or house improvements? If the expansion is approved my house and property will basically be worthless, except to the airport. Every community in the area, not just Toledo, will feel the adverse impact of having a major airport in the area. Our homes, schools,</p> <p>and recreation areas will all be adversely impacted. People that have lived in the community for generations, plus the thousands that have relocated to the area for it's rural life style will watch all of that disappear . Listening to the residents , the Lewis County commissioners submitted a letter to the CACC, stating that the airport expansion would not be supported by Lewis County . I believe that the CACC should listen to the people of Lewis County and their elected Commissioners. Remove the Ed Carlson Airport from the list of possible expansion sites. By keeping Lewis County on the list, the residents of the county are being being held hostage, until a decision is finalized . The ability to make plans concerning new construction , or improvements have already had negative impacts on the local area . New business and potential home buyers are concerned about the negative impact the expansion will have on the area. The airport expansion is not wanted , is not supported by the communities or Lewis County .</p>
This is not a good ideaâ€! having just moved to gig harbor 4 years ago even Ive had time to experience the massive growth here. beyond the added congestion to infrastructure that is already far behind, the i5 /hwy 16 interchange continues to be a mess during most hours of the work day. Locating this somewhere to the south if i5 is a more appropriate location.
This is such a huge contributor to the greenhouse gas emergency. We can no longer pretend business is more important than the planet it relies on. Thank you, Ty Kocher
This is valuable work, thank you for doing it and keeping in touch.

<p>This location is only convenient for WSDOT and our State Bureaucrats. However is its NOT convenient for anyone who actually lives in this area due to the traffic, noise, environmental impacts, etc. etc. as stated numerous times over the years whenever this idea returns from the grave.</p>
<p>I realize government now thinks they are above the deplorables, but last I heard you were actually elected to work and serve THE PEOPLE, not yourselves. So please take this latest attempt at yet another end around and place it in the dust bin, or where the sun does not shine. BAD IDEA.</p>
<p>This needs to have a broader focus of looking at integrated transportation systems. How does regional rail play in. Can we free up huge % of commercial spots by better (any rail) connecting north south and E-W across state. Rail is a proven green technology. Let's evaluate and incorporate that into any aviation planning. To do otherwise would be a poorly thought out endeavor.</p>
<p>This study should be considering statewide high speed rail instead of just airport expansion.</p>
<p>This survey was very leading and you are clearly looking for a certain outcome. You are also probably aware that many people are skeptical of the environmental impacts of this proposal, otherwise you would not gone to such awkward lengths to avoid those opinions. It does not make me confident in your willingness to work with communities or create racially equitable outcomes.</p>
<p>This was a poorly composed survey. I logged off without realizing that the first page was not the whole thing, so then had to go back. There was insufficient information to call it an "open house." The choices were forced.</p>
<p>This whole project does not adequately address the dire situation that we are in with regards to climate change. Scrap the project and find another way to accomplish these transportation goals that align with climate equity.</p>
<p>This will have a negative impact on our quiet little town.</p>
<p>I am opposed to adding increased commercial traffic to Tacoma Narrows Airport.</p>
<p>This would have a catastrophic impact on the environment.</p> <p>Besides that, there are already technologies existing, which makes this profit driven enterprise superfluous and definitely not in the interest of people who are residing in this area.</p> <p>Sincerely</p> <p>Monika Conte</p>
<p>Thurston county and South Puget Sound do not need another airport. There is already a tremendous amount of noise pollution with the Olympia Airport and frequent sorties from JBLM. In addition, the increased freeway traffic will make commuting all the more difficult. Please select an alternate site.</p>
<p>Thurston County cannot currently handle the population growth, road congestion, , inadequate resources of support facilities like hospitals, specialty services, and the like, let alone add a major airport and influx of even more people. We are already under-manned, under-funded, and insufficiently serviced.</p>
<p>Thurston county has too many wetlands that would be adversely affected. The population is already too great for the noise and pollution created by airport expansion. Please find remote areas of our state to expand. Light rail should be expanded to get us there.</p>

Thurston County is not interested in the growth in pollution - air, sound, light, and environmental of a large airfield. Neither does it welcome the peripheral & related increases in all sorts of transportation that go with a larger airfield.

Please take this proposed site off your list for consideration. You do not have vested interest here. Please go look where you are being invited.

To what point your estimate includes technology advances on virtual meeting, remote work, teleworking and video conference that after COVID are demonstrating feasibility, cost reduction and attractiveness to big companies which are the major drivers for domestic and international travel

To whom it may concern - I live in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

1. Please take off SeaTac Airport from the list of airports being considered
2. Locate any new airports in less populated areas to reduce the health impacts on residents
3. If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

I most often realize the noise coming from airplanes when I am waking up or trying to go to sleep. I like to have my radio on, several times a day I am unable to hear it because aircraft are flying over Beacon Hill as often as every 90 seconds.

The sound levels on the ground are 70 - 90 decibels, disturbing our work, learning, conversations, and sleep. While many of us benefit from having access to an international - airport I have learned that 70% of aircraft landings at Sea-Tac Airport go over Beacon Hill! I have to assume that residents of more affluent neighborhoods are using the service more than lower income neighborhoods like Beacon Hill. Equity in flight patterns seems the least we can do, especially since the Puget Sound is only a couple miles to the West.

Thank you for your consideration,

Jennifer Anderson Medau - 3812 13th Ave. S. Seattle WA 98108

To whom it may concern,

I am writing in opposition to the proposed expansion of civilian or commercial aircraft at KTIW. To truly understand the impact that KTIW has on local residents and feedback for CACC's future plans, I encourage the CACC to send a mailer to impacted residents.

Below are a few concerns that are shared by many.

The increased noise pollution will impact not only residents, but also wildlife.

More aviation fuel (exhaust) deposited during departures.

The existing roadways (Narrows Bridge & Hwy 16) are currently saturated. The expansion, along with normal growth, would push the existing infrastructure well beyond its limits.

Surely, there are additional inland options to address air travel capacity while respecting all WA residents.

Sincerely,

Seth Johnson

To Whom It May Concern,

I live in the Beacon Hill community in Seattle. I am writing to you today to prevent further harm to Beacon Hill and our state.

Please take off SeaTac Airport from the list of airports being considered

Locate any new airports in less populated areas to reduce the health impacts on residents

If a new airport must be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our community has been disproportionately impacted by Sea-Tac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and neighbors.

Aircraft fly over Beacon Hill as often as every 90 seconds

The sound levels on the ground are 70 - 90 decibels, disturbing our work, learning, conversations, and sleep

70% of aircraft landings at Sea-Tac Airport go over Beacon Hill

Beacon Hill is not eligible for any mitigation because it is not close enough to the Sea-Tac Airport

To Whom It May Concern,

There should be no consideration for an expansion at the Tacoma-Narrows Airport. There is improper road/traffic infrastructure in the area to handle additional congestion and many neighborhoods are right in the airport's backyard. It would ruin the quiet, historical maritime town of Gig Harbor. Please take this airport off your list of considerations.

Thank you.

To whom it may concern,

I am opposed to the Tumwater airport expansion due to the impact on surrounding wildlife habitat, farmlands, and residential areas.

We must preserve the precious little remaining open space.

Thank you,

Donna Snow

Totally in favor of this. I feel the Nartows airport in under utilized and with traffic what it is to SEA, this would be a great alternative.

Totally opposed to any expansion of south Lewis County or Olympia airports as I live between them and would find the noise unacceptable. I live below the Chehalis airport flight path and it's too loud even with very few jets. NO to further expansion, we can't house all who are here now.

Tough decisions on where to expand - not sure why JBLM isn't on the list - seems ideally located to major population groups (similar to Paine Field), and there are several joint military/civilian airports around the country. You are going to face a tough NIMBY crowd that wants the convenience but not something too close as to make it intrusive on their particular community.

Traffic is already a concern making the narrows airport more commercial will negatively impact my community

Transportation is the biggest source of CO2 in the PNW. We need the WSDOT to lead if we have any hope of avoiding climate disaster. A new airport will not only induce demand and create far more pollution, but also it will take funding and energy away from climate-friendly transit initiatives. We need rail, bus, bicycle, and electric car infrastructure. Not more carbon-spewing flights.

Travel is amazing. But we are just going to have to do less of it by plane. Does that suck? Yeah. But we didn't give up driving and other bad habits decades ago so now we have to give up a lot of really cool things. Or we could give up on a liveable planet. It makes me sad that we are continuing on the path to disaster. No new airports. No new highways. Leave the oil in the ground.

Trees are what help us with the carbon added to the atmosphere by pretty much everything we use these days.

Please show you care about the fate of humans and other living things by NOT destroying forested areas. I am against this project.

Trying to get to Sea-Tac from Tacoma/Gig Harbor is a joke. And it is only going to get worse. Being able to catch a flight from TIW Would be ideal. The complainers knew there was an airport there when the moved here.

Until airplane manufacturers can devise carbon neutral planes, we cannot continue air traffic at it's present rate MUCH LESS INCREASE capacity. We MUST stop the course of earths destruction

<p>Until such time as carbon-neutral aviation is a commercial realityâ€”quite unlikely in the near-to-medium termâ€”construction of major new airport infrastructure, built with the intention to increase total air traffic (and thus total aviation emissions) is completely irresponsible from an ecological viewpoint and entirely unacceptable if any comprehensive response to accelerating anthropogenic climate change is to be achieved.</p>
<p>Used for commuters and regional flights would be most welcome. It is a terrible underused facilit</p>
<p>Using fuel cell technology for energy supply(solar. . . .) And calgren renewable fuels for Gig Harbor Airport will be a promotion and economic gain to our local, regional, state and country for environmental way foward to spearhead.</p>
<p>Very concerned about climate change...</p>
<p>Many European countries are discontinuing their national flights. Can you consider how high speed rail in the Northwest could offset some of the forecasted increases in international travels?</p>
<p>Very concerned about expansion of Tacoma Narrows airport. Traffic congestion has continued to increase and infrastructure hasnâ€™t kept up with growth.</p>
<p>Very concerned about the impact on the environment and biodiversity in the area including the waterfront. Also there is no viable public transport and traffic in Gig Harbor has become a problem. There is a toll and access is not easy from many areas.</p>
<p>Very interested in aviation and the growth of aviation in my area. Lewis County.</p>
<p>Wake up and get your brain out of your portfolios and 'wealth creation' delusions. We can't even maintain or improve our current roads. What we need are viable (IE, NON FOSSIL FUEL USING) rail lines that move people with a tiny carbon footprint. I imagine you pay lip service to how much you love your children. Well folks, this is your chance to prove you love them enough to give them a plant that will support their existence. At the rate we're going, we don't have long. Believe me.</p>
<p>Want to participate</p>
<p>Was wondering why Pangborn airport in East Wenatchee WA was not considered?</p>
<p>Washington has green trees and blue skies and beautiful mountains and waterways. Another airport would increase the pollution levels which will degrade what we hold dear. High speed rail is a much better solution. Please donâ€™t allow another airport in Washington state.</p>
<p>Washington is one of smartest state in US. Keep doing good job please.</p>

Washington should not develop any more airports. Aviation travel will of necessity decrease in the future as people become increasingly aware of the connection between the increasingly disastrous impacts of climate change and aviation.

Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

We absolutely do NOT want any commercial aviation (or other aviation increase) operating at the Tacoma Narrows Airport. If tried, I believe this will get ugly. I would suggest as an alternative, an expansion of the Olympia airport, which is much more out-of-the-way.

Thanks for the opportunity to provide input.

We already get plenty of air traffic from Fort Lewis on a regular basis. We do not need commercial airlines flying over or onto the Olympia area as well. Flying at all hours, noise disrupts neighborhoods and families. Traffic is already a big problem in the area and the extra traffic from people getting off and on the planes or from cargo trucks loading and unloading doesn't fit the current road infrastructure in the area. The I-5 corridor is already overloaded and the extra traffic could potentially cause delays for everyone. Please consider those who are already stressed because of the pandemic. Who find refuge in their quiet homes with their loved ones. Who have purchased and cared for their homes over the years but whose value would plummet if an airport were built nearby. Thank you.

We already have 24 flights from Paine Field after being promised for years there would be no commercial flights. Even 24 flights create a lot of noise. We should not expand commercial flights, not expand the FedEx shipment flights and continue to limit current flights from 9 pm to 7am. Thanks for asking.

We already have enough noise pollution from the airport without adding more. Presently planes are taking off and landing from 6:00 am to well past midnight and circle the area for hours. In addition, traffic congestion is only getting worse as they continue to build housing in the area. You need to first address infrastructure before any planned expansion of the airport.

We are 100% apposed to any commercial traffic at the Tacoma Narrows airport. We have a nice community and do not want this in our neighborhood.

We are against having more car and plane traffic at the Gig Harbor airport.

We are against the expansion of the Gig Harbor Airport. We live next to Colvos Pass and are directly below the flyway to the airport. Air traffic has increase 10 fold in the last few year and now jet traffic is also building. The noise is considerable making our exterior property useless and as a result unenjoyable especially when they are coming in low enough to read id numbers. The older smaller planes used to cut back the power while lining up to land but that courtesy has vanished. Expansion

of the airport will impact hundreds of folks in a negative way due to noise pollution from both a health and financial position. Thank you

We are at a "code red" juncture with the planet. We MUST stop pumping carbon into the atmosphere and begin to drawdown ASAP. Building airports and increasing air traffic is not the way to go.

We are decades too late in making the decisions regarding a new airport. There should be no doubt we have to have expanded capacity met through airports other than SeaTac.

Your 6 potential expansion sites did my include JBLM, which is ripe for a land swap deal. This would make the impacts on the surrounding communities less, as the already exist. And, frankly, Pierce County could use the economic benefits.

We are greatly impacted by the air traffic flow over our home. I stopped counting how many planes per hour, and what types are flying lower or are louder. It hurts my head to hear the constant flow (arriving planes), about 1 plane every minute or so. I can hear the plane approaching, getting right overhead, and then leaving, but after that plane, another approaches. This means no quiet time whatsoever, not a moment of silence to have a normal conversation outdoors with guests or to hear nature working. I wonder why the planes can't be fanned out or paths changed or altered every so often to give these neighborhoods so greatly affected a break from consyant air noise, some peace and quiet. We have two lanes of traffic now. One almost directly over our head, and this includes cargo planes (much louder) Fed Express, Amazon Prime, China Air, etc. Then a few blocks over another lane of traffic, commercial airlines. In addition to this during good weather, we get departing planes turning to go east right over our home. It just isn't fair. When I have complained in the past, they tell me , "you're centrally located, it will never change" . That is extremely frustrating! It seems something sensible could be done about this ongoing issue. Definitely not EXPANSION! Please listen to the folks , it is real, and unless you have experienced it, you can't imagine how very disturbing it is. With all this said,take off SeaTac Airport from the list of airports being considered. Locate the new airport where no one lives so nobody's health suffers. If a new airport is going to be built, have the state build and run an airport that has reduced/zero greenhouse emissions consistent with state climate commitments and the HEAL Act.

Our communities have been disproportionately impacted by SeaTac's air and noise pollution and we hope you can address our requests before making decisions that will further harm our families and friends.

Thank you for reading,

Eve Cohen, Central District, Seattle

We are in the middle of an existential climate crisis. Until we can replace fossil fuels with an alternative that does not add to the crisis nor pollute fence-line communities, we simply have to reduce the number flights. As a travel enthusiast, I get how much this sucks. But it's what we have to do to meet the present challenge. The last thing we need right now is expanded capacity for flights.

Therefore:

*Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

*The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

*Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

We are in/near the flight path of the smaller aircraft currently using this airport, and that does not present a problem for us. But, approval of larger aircraft in the area WOULD add/increase the noise pollution that we would have to endure while trying to enjoy the "serenity" we have tried to create (within Tacoma City limits). We have worked hard to produce and maintain this little area of tranquility and have enjoyed it over the past 20 years. Having larger aircraft traffic flying above/nearby would destroy what we have worked so hard to create. That's like inviting a rock band on steroids into our backyard!

We are opposed to any new or expanded regional airport in Thurston County. It will destroy the environmental resources in our community including sensitive prairie habitat, shallow groundwater and the connecting surface waters to the Black River Unit of the Nisqually National Wildlife Refuge. The noise, pollution, traffic, and development associated with an airport will totally destroy the rural nature and peace and quiet of Tumwater area. The low lying, wet and foggy area south of Tumwater is completely unsuitable for an airport and the impacts cannot be mitigated. An airport is not in the urban growth plan and no one wants it.

We are strongly opposed to expansion of the Tacoma Narrows Airport. I was born and raised on Wollochet Bay and still live close to the airport. The air traffic is barely tolerable now, but planes often fly over our house, certainly not in the approved flight path, and I shudder to think more and bigger planes could be polluting our area with noise. Please do not consider expansion of this airport.

We are unable to fly in airplanes in a carbon-neutral way. We need to fly less. Period. We can't afford the time, energy, money to put into trying to finding ways to increase air travel.

The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

We can not have additional capacity at SEA. We understand it is technically possible but disastrous for a quality life and environmental perspective.

Consider Vashon Island as an airport site with a tunnel to the city. This would be a 50 to 100 year solution.

Paine Field should be expanded in the short term as well as Boeing field.

We cannot afford to add a new airport. We are all experiencing the detrimental effects of the climate crisis and we need to reduce air travel/traffic, not increase it!

Here are some important points to consider:

--Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?

--The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).

--Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution.

--Equity considerations mean that SEATAC cannot be expanded.

--The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.

Thank you for the opportunity to comment here.

We cannot allow expansion of an industry that contributes so much to climate change. We do not need to expand the problem.

We cannot find afford another commercial-size airport in the Seattle area. Already SeaTac creates significant pollution and noise pollution that harms the people in the Puget Sound area. Nor does any of the planning seem to include easy, sustainable transit options to a new airport. A new airport would significantly increase congestion, worsening traffic, air pollution, and noise pollution, while putting us on a trajectory that cannot meet our local climate commitments. Please seriously reconsider such a plan.

We definitely don't want a larger Olympia Airport or any larger Thurston County airport. It will be environmentally damaging, make unbearable noise and affect our property values, which will hurt your property tax intakes. It will produce unhealthy pollution and make Olympia properties undesirable. NO!!!

We Do Not approve of the narrows airport becoming an expansion site for larger aircrafts.

We do not need a larger airport in Thurston county. Service in Seattle or Portland for air travel is sufficient.

We do not need any expansion which entails airline activities in Gig Harbor.

We do not need extra air traffic or larger aircraft flying over our residential areas. It contributes to the already excessive noise pollution in the area.

<p>We do not want the airport expanded in any way in Gig Harbor. Do not put anymore next to the beautiful area by the water. Keep it as such. Go inland to make an airport or training center or anything more for air related. We do not want this!</p>
<p>We do not want to see expansion of the Gig Harbor airport.</p>
<p>We do not want to turn Gig Harbor into another SeaTac. We do not have the infrastructure to handle all the growth we have now so cannot even imagine how horrible it would be with our airport turned into an airline hub. We would strongly oppose such an action.</p>
<p>We don't have the infrastructure to support a larger airport and frankly don't want to have it increase. We are a small community that prefers it to stay that way. We live on a peninsula that is very hard to travel alternate routes and the thought of having a major airport just seems crazy here.</p>
<p>We don't want any expansion at the Gig Harbor Airport.</p>
<p>We don't want this airport here!</p>
<p>we don't need a second airport, we can continue to expand on light speed rails throughout the entire state to help get people where they're going without adding to air pollution</p>
<p>We don't need anymore Airports to speed up the broiling of the planet and the American people, the globe and our wildlife,</p>
<p>We DON'T want any airport to be built/expanded in Thurston County and its surrounding areas/counties. Thank you for your consideration.</p>
<p>We had a HELL of a Summer like nothing before if you can not see</p>
<p>climate is a big problem than get out of office and lets get in people that care about are One Earth and Country!</p>
<p>We have fought to keep industry and "progress" limited in the rural area of Thurston County for decades by investing in Land Trusts and civic organizations to stop the incessant march of industry on our local landscape. Logging, mining, mega warehouses, asphalt and cement coverings have marched across nearly the entire strip of land from Mexico to Canada. When is enough enough? Never! And at some point we must draw a line. We have accelerated the extinctions of thousands of our plant and animal friends for the sake of profit and fouled the earth, skies and water in the process.</p>
<p>Michael Moore</p>
<p>We just purchased a home next to the Gig harbor airport. There was no mention that the airport was going to allow commercial traffic. I don't believe the roads leading to the airport could handle the extra traffic either. Is there a reason they are considering this option?</p>
<p>We know how much carbon we can afford to add to the atmosphere before our planet becomes unlivable for our children and even ourselves. Airplane emissions are a major contribution to climate change and we can't afford another big airport in Washington State. Please consider the options of not building a new airport or how you could contribute to lowering emissions.</p>
<p>Thank you,</p>
<p>Roxanne Glick,</p>
<p>A concerned citizen and landscape architect</p>

P.S. have you considered bio fuels from seaweed?
We live adjacent to the airport and strongly object to increasing the traffic at the Tacoma Narrows airport. It would be a definite safety issue, and noise and vehicle traffic problem as well. this densely packed neighborhood would be adversely affected by making this small airport of hub of Seattle.
We live directly under the flight path of the Tacoma Narrows Airport. We enjoy watching/hearing the small planes practice takeoffs and landings. We DO NOT support the expansion of the airport. We have coexisted with our airport without any trouble for 16 years and are concerned about the idea of increased air and road traffic, pollution and noise.
We live down the hill from the airport. We definitely do not want any more air traffic. Bigger planes bring more noise. Our lovely community does not need more air traffic noise. Please, no expansion!
We live in Gig Harbor to be away from the mainstream. I have enough air traffic flying over my house as it is and I certainly don't need more.
We live in Olympia and see the incredible rate of growth in our community, as well as increased bottlenecks affecting traffic north and south on I5. We would also love to see more commercial options further south in Thurston County.
We love in the flight path of TACOMA Narrows airport and in a rural area. We do not support expanding the airport and diminishing the tranquility of our area.
We moved to Gig Harbor from Tacoma to reduce the noise from the city and aircraft (JBLM). We now live 1.5 miles from the Narrows airport. Please do not bring commercial air craft to our small town.
We must act to take part in this amazing growth and to mitigate environmental impacts.
We must meet our state and global climate targets, no matter what else. How will the increased emissions from a larger airport affect carbon dioxide emissions? Climate change must be incorporated into the criteria for a bigger airport. I lived in Seattle for 20 years and care about its air quality. Emissions have to be considered with every decision leaders make.
We need an airport on the west side. SeaTac is congested would rather drive to Portland than Seattle traffic
Bremerton or Olympia
We need increased airport capacity, but not at the expense of general aviation and in a way that will most effectively solve the demand for capacity, yet not gambling on future technologies that may never happen.
We need more general aviation hangar spaces at KBFI, KPAE and alike. The wait lists are way too long and the prices too high! Many thanks,
We need more Hangars for General Aviation at Paine Field
We need political willpower to override the vocal opposition from NIMBY residents and pursue projects that benefit the greater population.

<p>We need to be looking at ways to fly LESS, not more!!! There is already too much air and noise pollution from traffic in and out of Sea-Tac.</p>
<p>Climate change must be incorporated into the criteria for any new airport. How can we meet our state and global Paris/Glasgow targets given the increased greenhouse gas emissions and other aviation warming effects from the proposed plan?</p>
<p>The CACC needs to add 2 additional scenarios: a no-growth scenario, and an aviation reduction scenario that fits aviation activity within a 1.5-degree warming trajectory (a 50% reduction by 2030).</p>
<p>Equity needs to be included into analyses of each possible airport location, as required under the HEAL Act. We need to know how each new airport or airport expansion would impact the health of the communities that have already been overburdened by pollution. Equity considerations mean that SEATAC cannot be expanded.</p>
<p>The CACC needs to plan for a future world where our children can rely on health equity and a livable climate, and can benefit from green transport by trains, ships, and electric vehicles.</p>
<p>We need to decrease air travel & save our eco-system, as if it was a nice thing to have.</p>
<p>We need to decrease airplane use, not increase it, if we are to address the climate crisis.</p>
<p>We need to expand our aviation infrastructure to meet expected demands. The SeaTac master plan adding a second terminal seems to be the most realistic outcome to support this demand immediately. Spreading passenger travel across too many airports across the region without solid access to it seems like a bad plan. I would love to see Seattle connected regionally with Portland and Vancouver by high speed rail to help reduce the capacity at the airports that could be handled by more efficient and environmentally friendly options.</p>
<p>We need to grow PAE and add an additional airport south between Tacoma and Portland. Toledo and Shelton may seem far removed now, but that means there is available space to grow a large airport in the future. Look at Denver and other cities that moved their airports to what seemed like the middle of nowhere.</p>
<p>We need to have climate and clean air as our priority.</p>
<p>Air traffic is a big polluter, so until we have electric airplanes, please no more airports!!</p>
<p>We need to push the aerospace design industry hard to develop aircraft and infrastructure that will meet Paris accord requirements by 2035.</p>
<p>We need to reduce air travel to reduce emissions. Building new airports or expanding capacity at existing ones is in direct opposition to this goal, and the realization of new technology that would make additional air capacity anything other than devastating to the climate does not actually exist, and is unlikely to ever exist.</p>
<p>We need to take better care of what is left of our environment, for people, wildlife, marine life, and plant life.</p>
<p>We need to take the politics out of this process. We need more citizens on this committee and less government agencies bargaining for thier positions at the table. Airport directors do not represent the people, they represent their airports. Do the right thing and correct this now.</p>
<p>We oppose a new airport anywhere in Thurston County.</p>
<p>We own 5+ acres on 113th just off Littlerock Rd. We have lived there for 21 years. It would be a tragedy to have massive development in this rural area, destroying wildlife habitat, farmland, and</p>

cattle ranches. Please do NOT consider this delicate area for airport development. You will be destroying both the human spirit of folks removed and untold numbers of fish and wildlife.
We prefer no expansion to Tacoma Narrows Airport. Thank you!
We really NEED to be looking at methods of moving people and cargo that are more environmentally friendly. Building additional airports only adds to the harmful emissions and noise. There are currently existing and newly developed electric and low emissions semi-trucks, busses and rail options that can efficiently move passengers and cargo. We do not need to increase aviation capacity and the associated emissions and other associated environmental impacts. I believe if the existing aviation systems are used more efficiently, that would be most beneficial. In order to combat the existing global warming crisis, we will all, at the very least, need to move around less, move more efficiently, and shop for products produced locally. I fully support electric rail options, electric cars and semi-trucks and increased electric public transportation. I absolutely oppose the thought of building any new aviation facilities. The existing aviation facilities are sufficient if we plan properly for the future and make the best use of the lower impact electric and low emissions ground options including better investment in low or no cost public transportation bus and rail options to significantly reduce private vehicle use.
We should be phasing out air travel, not building another airport. Until aviation uses nature friendly fuel, this airport is irresponsible.
We should study how our airports can be better connected to green ground transportation such as light rail and high speed rail. Supporting more air travel and more car trips to get to the new airport is not an environmentally sound strategy.
We strongly oppose to the building / expanding any airports in Thurston County and its surrounding areas/counties. Please help us protect our environment. Thanks.
We would hate to expand the Olympia Airport from its existing use. This will increase the noise level immensely, cause traffic to increase and negatively impact home value.
We would like to know if the Thurston county (Littlerock) site is still being considered as a greenfield airport site.
<p>Thank you,</p> <p>Larry and Linda Remmers</p>
<p>We would not support a commercial airport and an increase in local air traffic in western Pierce County and specifically at Tacoma Narrows Airport. The residential nature of western Pierce County is wholly inappropriate for such an air impact. In addition, domestic air travel is destined to diminish as rail and other means of land transportation catch up with the more advanced systems available in more advanced countries. Lets spend funds for more sustainable modes of transport. NO! for adding Tacoma Narrows commercial capabilities!</p> <p>Guy and Ann Hoppen</p> <p>8402 Goodman Drive NW</p> <p>Gig Harbor, WA. 98332</p>
We would rather continue with our local airport here in Tacoma than see an expansion. Due to size, noise disturbances and growth pace we support the expansion of another site. Thank you
We've recently moved to NE Olympia and have already experienced the numerous helicopters, small planes and corporate jets flying into the Olympia airport. Seems the flight path is directly from north

to south over our house. We moved here to be near our kids and grandkids. Olympia is a lovely smallish city with great neighborhoods, great small businesses and forward progressive people. We like living here away from huge metropolitan city and suburb complexes with their endless traffic and noise (both land based and air). I've adjusted (just barely) to the air traffic both commercial and military. However, an increase of air traffic outlined in the above discussion would be intolerable. If there is anyway to avoid making this (our new home) a bigger commercial airport I'd be delighted.

What about JBLM McChord as a new public airport? Aren't we advanced enough to stop subsidizing warfare and start subsidizing commerce?

What is our for airplane travel in the climate change future. I do not think that flying should be expanded. Hopefully flying will done out of necessity rather than pleasure.

What will this do to our already stressed highways and to our town. I can't imagine anyone living here thinks this would benefit the people who call this home. Will there be 737s landing and taking off at all hours?

When several millions of dollars was spent adding yet another runway to Seatac - all pointing in the same direction - it should have been obvious to the least capable person that in the long run this would not be a solution. At the time there were studies to include commercial traffic at Paine for the north end, and possibly expand Olympia for those south-enders. Both were rejected for what I consider to be strictly political reasons.

Not all travelers coming into Seatac have Seattle as a destination. From the airport they must use ground transportation, adding to the already congested road system in the city.

I think, and thought so at the tie, that the obvious solution is to greatly expand the Olympia airport thereby giving many travelers an option of scheduling their travel to a closer airport to their ultimate destination. This would allow much of the 737 and Airbus-type airplanes and commuter (Dash 8) traffic to operate there rather than to and from Seatac

The same holds for Paine Field. There is plenty of room there for commercial expansion, although, as always, there is much noise from the citizens in the area crying against the added traffic. Again, Small - 737 and Airbus - as well as commuters would then have a specific destination for their passengers arriving for the north end.

There are NO easy solutions to the crowded conditions at and around Seatac. This is not a local issue, but a regional one which will need regional thinking, rather than political thinking. King County is not the only county in the state, and the leaders must begin working for the Northwest, not just Seattle and King County.

Byron Gene Fish

While aviation growth in the Puget Sound region is important, one cannot forget Central, South, and Eastern WA. Spokane, Tri-Cities, and Moses Lake have airports that could be greatly improved upon.

While Crest Airpark is very small, the area around it is large and flat enough for a major airport with at least four runways.

While I understand the need for more airport options in Puget Sound, region, I don't think that expansion of GH airport is a workable solution. It's location, close to the Narrows Bridge would create a chokehold to the existing traffic in an area that is highly impacted. We waited a long time for a second bridge to provide relief to the daily gridlock coming and going. It is now primarily residential, local malls, medical clinics and schools. The traffic and noise would destroy the quality of life that

brought people to the harbor. Even out in the rural area where I live, we are already experiencing increased air traffic and noise from military air traffic of Ft Lewis/McChord and Bremerton/Bangor.

While I understand the need for important aviation infrastructure for the Puget Sound region, the MOST important consideration you can make is how to best minimize the damaging noise impacts to local communities most affected.

Please look at other major airports -- Denver International as a good example -- to determine how best to site an airport so that the noise impacts are minimized to communities, schools, hospitals, wildlife, parks, etc.

Paine Field is a terrible location for a commercial airport -- the current operations generate damaging noise impacts that negatively affect communities, schools, hospitals, wildlife, and parks.

Thank you for your consideration. I trust that you will prioritize the health impacts of aviation noise above all other considerations when charting the future of flight in the Puget Sound region.

While it is important to fully take into account all of the impacts, NO ONE will want either a new airport or increased air traffic around them. A new airport isn't feasible due to the many restrictions so it comes down to increasing use at an existing airport that has the existing facilities and infrastructure that can be expanded and more fully utilized. Ground transportation is also a key component so that also requires a certain level of existing infrastructure. Anyone that bought land around an existing airport already knew what they were in for so the impacts would be marginalized to a certain degree.

While no one wants to ruin the environment we can't allow overzealous environmental focus to hinder development. Please continue to provide the public as much data as possible for comment and input.

While on the surface it seems like a good option to explore the option of the addition of an additional airport location, the reality is that given the pandemic and associated disruption to air travel with predicted long term impacts to travel patterns, it seems unwise to make what is likely a multi billion dollar investment in a new airport location when the changes in travel behavior are not yet clear. It is with this in mind that the April 2020 straw poll which had most commissioners overwhelmingly deciding to "Combine these strategies to meet near-term capacity needs from existing airports while conducting the processes necessary for a large new airport" is concerning as it suggests that the commission is spending time and money investing in a specific idea (a new airport) without considering the bigger picture reality and possible alternative options. It is easy to imagine a world where long term changes in travel behavior brought on by both the pandemic and associated remote working models, combined with concerns about the environmental impact of flying somewhat lessen flying demand. This combined with minor expansion efforts (additional runways, alternative terminal arrangements, etc) and efficiency improvements at existing airports as well as alternative travel modalities in the form of high speed rail travel, autonomous vehicles, etc. can result in supply sufficient to meet demand, with the avoided cost of an additional airport. Additionally, should a carbon price be imposed upon CO2 emissions, this is likely to negatively impact air travel demand due to the high cost of offsetting carbon emissions from plane travel. Because the implementation of such a carbon tax/fee is likely to occur prior to 2050 as the world works to mitigate the effects of climate change and this will impact travel demand, I would like to see the commission take this into consideration prior to making a decision on additional space for aviation.

I understand the white paper on the April 29, 8:30 a.m. - 12 p.m. webinar and virtual meeting lays out the limitations posed to possible expansion of existing airfields and the creation of a new Greenfield airport. While I understand the very real issues these limitations pose, this seems to be a matter of being unable to see the forest for the trees - the demand may not even exist so why build the supply. Thank you for your consideration of these comments.

Why are we right back where we were? You had already identified the best uses for all the airports on the list in April 2021. Toledo was to be a good fit for general aviation. Now the list has come right back up. You are simply foot dragging. People here are fed up with this being strung out. Yes you needed more time to check on alternative fuels and other issues, but now you don't have to make a decision until 2022. The excuse was due to covid you needed more time, well nothing has changed covid is worse than ever people are still working from home. So now why should we the public expect the CACC to actually come up with end result by 2022.? The few people who want SeaTac II to be in Toledo don't even live here. No one can make plans, to put money into their property, to sell, to subdivide until the CACC makes their recommendations final. MAKE A DECISION. During this last year hundreds of properties have sold here because people went with the last set of recommendations, many have no idea that Toledo airport could even potentially be turned into a major airport. The entire footprint area is in a Cowlitz Tribe archeological site, including burials, the Hudson Bay Company Cowlitz Farm, the 1855 Indian war internment site, the first Catholic mission church and graveyard and the current Cowlitz senior housing. Please be considerate of the turmoil this has caused and continues to cause for the residents in all the small communities where the airports are located.

Why aren't we looking at rail as an option? The area is well suited for a high speed option with so many large communities in the area to make connections easier. More road lanes and airports will only make the current problems worse as they are limited in the capacity they can handle. High speed rail is a great option we can do for cheaper and in doing so, be a leader in the field nationwide, instead of following poor policies that have failed time and time again.

Why don't you address the use of airports outside of the Puget Sound such as making Moses Lake a new international airport and adding a high speed train to get there?
Why is an expanding, suburban tri-city area being considered for nonstop cargo flights? Besides increasing family health risks with more air and noise pollution, our sensitive eco systems will be attacked nonstop. The South Sound will not survive. Thurston County is already dealing with military reconnaissance, helicopters, jets, and port traffic. Add to the mix, wind and weather patterns that would force commercial aircraft to fly directly over residential neighborhoods, sensitive parks, and farms. Olympia airport has been instrumental in training firefighters who increasingly battle forest fires. Please do not eliminate the airport's essential functions by turning a small, ubiquitous field into a commercial pollution center. Please take Olympia Airport off the list for commercial aviation. Thank you.
Why is making McChord joint use not on the table? The east side of McChord has plenty of room and the runway is already in place. Many bases are joint use.
Why is zero consideration given to high-speed rail as an alternative to short- and mid-range flights? We blindly assume that airplanes represent the only way forward, which is just absurd.
Why is zero consideration given to diverting cargo to Grant County?
Why isn't McChord Field being considered as a joint use field like Charleston, SC? The infrastructure (runway) and access (I-5/512) already exist. Plenty of land for a terminal on the east side of the runway. Runway maintenance costs could be shared with the military. It would require approval that has already been solved at other locations in the country. Environmentally, financial and logistically this seems the obvious answer.
Why no mention of Boeing Field? Sure there are issues, but it may be the best alternative. What's the main problem with it? Expanding Paine Field and Boeing Field seem like the best solution for our region's citizens and businesses to me.
Why not have an airport in Moses Lake and then high speed rail to Seattle?
Why not utilize Grant Co. International Airport (KMWH) for cargo headed further east. It's already built and would save \$\$\$\$ on new construction and save the cargo trip over the passes.
Why wasn't Olympia Regional included in the short list? KOLM is close to growing population centers in the south Sound, significantly reducing driving time (and therefore emissions) otherwise required to get to SeaTac or Portland. It's in a lightly developed area that could easily be used to extend the primary runway. The airport already provides limited commercial and general aviation services so could easily be expanded to higher capacity.
Why would you build a new airport?? We need to be traveling LESS by air, not more, if the planet is going to be livable for future generations. Building an airport is incredibly short sighted - how are you going to make any money when people can't even live here, let alone by plane tickets? No one wants this. No one even likes air travel. We want high speed rail.
WINDOWS! Mine are so old and drafty. I am having to purchase new ones and would be great to have some kind of discount. I am tired of having double sliders.
With all respect to the folks working hard at WSDOT, but relying on airports to travel is a sure way ticket to a front row seat to the pending climate crisis.
We can't be proud of telling our grandkids that we worked together to get a airport expansion built whilst in the midst of record setting wildfire blazes...
With it would come commercial support for the airport and use of the limited roads, added traffic congestion, destruction of limited green space left which still includes deer, bear, owls, migrating

birds. Additionally orca, porpoise, salmon, other whales frequent the waters around it and the noise and pollution from planes would further disturb them. We already have Lewis McChord flights as well as occasional SeaTac traffic. It would be horrible.
With population growth in Snohomish county moving north it seems that the development of the Arlington airport would make the most sense.
Would be great if WA had high speed trains that were available to also take us to the airport rather than always getting stuck in the single occupant traffic jams that are Seattle.
Fully open Paine Field.
Would like more information about the future of air service in the State of Washington
Would love to see new terminal at Seatac
Would love to see Washington become one of the leading states in aviation.
Would not like to see a commercial airport located in a peaceful setting like Mason County. This is why people move out here to get away from the noise and pollution. Property values would plummet as well.
WSDOT has so many projects to finish first before it gets into airports. While I realize the importance of aviation, I simply have little confidence in the agency, the legislature or the Governor to get anything meaningful completed. Once exception: continuously raising taxes, tolls, and ferry fees while reducing service has been successful.
Yes an airport in W WA that is not in the Seattle area would be great. There are regional airports all over E WA why not more in W WA? Thurston, Mason or Lewis County would be excellent for commercial aviation. Thank you!
Yes!!! For bringing a small, local branch of SeaTac to our Narrows airport. This will greatly increase employment opportunities to our local population. It will reduce clogged traffic between Gig Harbor, Tacoma all the way up to SeaTac. Delta traffic impacts around Gig Harbor itself should be negligible because the same amount of people traveling to Sea Tac from Gig Harbor must use the main roads anyway. Think about traffic ... it would actually be reduced because folks could take a local shuttle instead of an individual car to get to Tacoma public transport or SeTac. Less expensive for Gig Harbor travelers... no bridge fees, no long term parking at SeaTac needed. Easier to get to plane vs hours to get to SeaTac.
This expansion of the SeaTac hub to Narrows will be a great benefit to Gig Harbor, Tacoma and all travelers on the Peninsula and southern WA.
Yes, a regional airport in the south end makes sense
Yes, to expanding the Bremerton airport. It would be the next, successful Paine field. This airport could serve Kitsap County and all of Western Washington without the hassle of the bridge, Tacoma traffic, and SeaTac parking.
You cannot put an airport of this size in with the current state of 1-5 from JBLM through Olympia and the few lanes available for 101.
You can't just keep raising the number of flights, planes, and carriers without killing the planet. Stop now and wait for the new technologies to emerge. Then you will know how to move forward efficiently and with the least financial risk and impact.
You guys are going to do whatever you want anyways. And pass the cost off to the middle class taxpayer
You need to consider Moses Lake
This is hub is and ready to go and the community is begging for it

It would help economically and support a community that is on the verge of expansion

You should know who I am by now as I continuously send you your own rules & we live in a high sensitive/high rent neighborhood next to the golf course. No reason you can't move out to Bremerton Airport where there's plenty of room for growth & zoned commercial. I've lived here for 15+ years & love this community & hate your air traffic. When outside can't talk on the phone or entertain because continuous interruptions & a constant barrage of air traffic & noise off the flight path. Is this going to be another Tacoma Screw ploy to expand commercial development with total disregard for its citizens? Wasn't that long ago you claimed "no expansion", just "upgrading runway & taxi area". Explain why you already have a hotel planned. If anything at least be honest. Your greed is showing & you're destroying this community.

NO AIRPORT EXPANSION!!!

You should quit worrying about aviation and should, instead, worry about the roads and bridges. Let aviation issues alone. The industry is already so far ahead of you that you won't be able to catch up.

Your plans appear to assume existing growth trajectories. By 2050, the climate crisis will be more than a crisis, it will be an outright emergency that will influence every facet of airline transportation and airline freight. Has this been factored into your planning? (Your questions certainly do not indicate this thinking or planning.) I live in Thurston County and do not favor any expansion of local airport *except* for local flights from Olympia to other key cities in Washington, which might realize energy-saving for state agency staff or legislators working in Olympia.

You've been irresponsible with the monies you've collected in the last 25 years. Only partial upgrades and poorly executed projects. Other critical and logical areas you've completely neglected.

Appendix I: Hotline calls

Name	Date	Comments/questions
Dick Kuykendall	11/29/2021	Dick expressed concerns that Tacoma Narrows Airport (Gig Harbor) is under consideration as a site for the airport expansion. He stated that the Gig Harbor community presented a resounding negative sentiment towards expanding the airport a couple years back to the Federal Aviation Administration regarding the Gig Harbor Airport Master Plan. This sentiment was also expressed to the Pierce County Council during that period of time. Dick said all you have to do is check the meeting minutes from those meetings to gather community feedback on the topic - this is a source of his present frustration seeing the new WSDOT study. He feels like we're not taking historic data into consideration. Dick said approximately 30 neighborhood associations around Gig Harbor previously expressed negative sentiment regarding expanding Tacoma Narrows Airport to the FAA and to the Pierce County Council.
Steve Shrader	12/1/2021	Steve expressed concerns with the Tacoma Narrows Airport (Gig Harbor). Traffic is already congested in the region. Wooded areas are being developed with housing, which adds to the traffic congestion in Gig Harbor and to the traffic congestion across the Tacoma Narrows Bridge (commuting). Traffic is already horrible. The city cannot handle the addition of an expansion of the Tacoma Narrows Airport. Steve understands the need for another Sea-Tac airport but Gig Harbor is not a good fit. Gig Harbor is already stretched past capacity. He suggests putting the expanded airport off of Interstate 5 instead of pushing vehicles across the Tacoma Narrows bridge to get to an expanded airport.