

Response to Comments on the Draft Environmental Assessment



Comments Received and Responses for the Draft Environmental Assessment

The comment period for the Draft Environmental Assessment was conducted from May 11th, 2022 through June 10th, 2022.

A Notice of Availability of the Draft Environmental Assessment for the Proposed Land Acquisition and Aviation Development at Friedman Memorial Airport (SUN) was published in the *Idaho Mountain Express* on May 11th, 13th, 18th and 20th, as well as noticed on the Friedman Memorial Airport website. Copies of the Draft Environmental Assessment were made available online. Hard copies of the Draft Environmental Assessment were also made available for public review at three community locations. Additional information is included in **Chapter 5, Public Involvement and Agency Coordination**, of the Environmental Assessment.

Comments were accepted through the project website, email, and mail delivery. Comments regarding the project that were received prior to the release of the Draft Environmental Assessment are also included. Responses to comments are provided in chronological order in which they were received.

Comments were received from six members of the public, two anonymous commenters, and the Wood River Land Trust. Responses are provided for comments relevant to the Friedman Memorial Airport.

William Hughes

April 8, 2022

Email 7:39pm

(Prior to Draft EA Comment Period)



From: Billy <wilfrahug@cox.net>
Sent: Friday, April 8, 2022 7:39 PM
To: Angenie McCleary <amccleary@co.blaine.id.us>; chris@iflysun.com <chris@iflysun.com>
Subject: [EXTERNAL]Fw[2]: airport - Friedman

Angenie and Chris,

When the comment period begins, please record in the public record every word of the comments in this email, including those in the two attachments. The attachments you may have seen, the text in the two letters below have been sitting in drafts waiting for discussion on this expansion to begin.

I decided to give you both a first look in front of broader distribution next week. I know you won't read any of it, swallowing the special-interest b----- opposition to relocation you've been spoon fed, two spineless puppets of the economic aristocracy and the self-serving agenda they own, ramming it down the throats of citizens whose health, safety, and quality of life are entirely irrelevant to a corrupt local establishment.

billy

Comment 1

Comment received from William F. Hughes dated April 8, 2022

Response to Comment 1

The comment is included in its entirety, and includes attached materials as requested. Attached materials include copies of correspondence with other parties, the Friedman Memorial Airport Authority (FMAA) Board, and other materials as provided.

The 1983 Airport Master Plan first studied replacement airport sites. Subsequently, the more recent 2004 Master Plan Update, 2006 Feasibility Study, and 2008 Environmental Impact Statement (EIS) Phase I Plan of Study re-evaluated the sites. The Federal Aviation Administration (FAA) determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution.

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

Chapter 4 in the Final Environmental Assessment (FEA), *Affected Environment, Environmental Consequences, and Mitigation*, evaluates potential impacts related to the Proposed Action on each of the Environmental Impact Categories defined by FAA Order 1050.1F. No significant impacts were identified as a result of the Proposed Action.

----- Forwarded Message -----

From: "Billy" <wilfrahug@cox.net>
To: editor@volarecommunications.com
Sent: 4/8/2022 6:54:09 PM
Subject: Fw: airport - Friedman

This forwarded e-mail was an attached item to Mr. Hughes' comment dated April 8, 2022.

Dear Volare Communications d*****.

I assume you have a lucrative propaganda contract.

Your condescension in online IME comments reflect the smug assumptions of an effete economic aristocracy towards us hayseeds here in the Wood River Valley eating toxic fumes with lives constantly disrupted by an exponential increase in air traffic at Friedman. Your comments also reflect the reality that you are entirely uninformed on the history of this local issue, and the decision that has already been made to move the airport.

I sent along comments reflecting the *truth* about relocation of Friedman rather than the endless spewing of lies by a corrupt local establishment whose limited talents are confined to the s***** of rich d***, perhaps like the staff of Volare, no doubt hired to take over the misinformation campaign.

Please, just S***. No one that knows anything gives a s*** about what you think.

If local officials were not corrupt they would put a 'yes' or 'no' advisory vote on airport relocation on the ballot. But that would only happen in a democracy.

William F. Hughes
Hailey

----- Forwarded Message -----

From: "Billy" <wilfrahug@cox.net>

To: kriswirth@gmail.com

Sent: 4/8/2022 1:24:00 PM

Subject: airport

Hi Kris,

The first four paragraphs are primarily to identify the culture of corruption surrounding the local establishment promoting exclusively an agenda of malignant growth in service of the real estate industry, which includes the accommodation of Atlantic Aviation and their extremely wealthy clients whose private aircraft take priority over the health and safety and quality of life of citizens in Woodside and Bellevue.

After many years of discussion regarding relocation of the airport a completely rational decision based entirely on facts and evidence rather than special interest agendas was made by local officials, and the site selection process engaged. This effort was not reengaged after the Sage Grouse, EPA/ESA issues and economic realities following 2008 were no longer relevant. This intentional abandonment and stagnation of relocation efforts for no other reason than to accommodate the economic aristocracy and Atlantic Aviation, their convenience and interests far more important than the health and safety of thousands of working citizens severely impacted by airport operations at Friedman.

Kris,

I appreciated your brief LTE this winter insisting it is perhaps time to move FMA. I also appreciate your throwing your hat into the ring in a run for a council seat. The City of Hailey has been a cabal of useful idiots since Fritz's presence completely contaminated the public process by pretending to consider public comment for development decisions which had already been made behind closed doors, further corrupting an already tragically abbreviated process to accommodate developers with whom he has personal relationships.

Fritz's malignant growth agenda has been aggressively promoted by an unethical, empire-building CDD hired without a legitimate HR process who was run out of Ketchum. In the past, neutrality, truth, and municipal code were applied in consideration of residential development, but we have arrived in an era where false narratives, deception, dishonesty, and outright lies have been normalized, along with butchering municipal code to pass the costs of mitigating the impacts of large projects onto the backs of taxpayers, profit privatized, risk socialized.

A neophyte council and an aging mayor who had to drink the KoolAid to survive Fritz, are too clueless to make the distinction between running a special interest agenda and honestly representing the best interests of the broader community. This culture of corruption promoted by the local establishment and incestuous local legal fraternity is the only 'normal' these new council members have ever known, presuming this is just how the city conducts business. Just like the institutionalized corruption in DC, the local establishment motivated to mindlessly accommodate greed. Why there is no longer much in the way of public participation, and absolutely no trust. It is a complete waste of time.

This forwarded e-mail was an attached item to Mr. Hughes' comment dated April 8, 2022.

After the Covid lock-down in March of 2020, in April and May it became apparent to anyone with half a brain that we could anticipate considerably increased air traffic at FMA with the rapid migration of wealthy refugees into the valley. I thought this was in response to Covid, but Covid proved simply to be a trigger for the uber-wealthy to establish residency in Idaho for tax avoidance purposes, as Wyoming and Idaho have become the Caymen Islands of the Northern Rockies (Please Google 'Pandora Papers Wyoming')

Anyway, I began writing letters and contacting The FMAA Board and County Commissioners, *strongly* suggesting they needed to reengage the relocation efforts as anyone with any vision and foresight could see FMA was going to become Hailey International Airport. But the FMAA Board is owned by wealthy residents, Atlantic Aviation, and resort interests. Like the City of Hailey with development, I believe they are producing false narratives and misinformation regarding land acquisition, resulting ultimately (a decade or two?) in eventual expansion, those now engineering that path will be gone, so as with everything there will be no accountability for poor, tragically selfish, special interests decisions by local government.

A complete absence of vision and the standard special-interest agenda from uninspired local leadership, often through now corrupted public processes, will produce the same old s*** as Jackson and Aspen, I guess why Wendy and Jim Jaquet took all those trips years ago.

Moving the 'North Magic Valley Regional Airport' south of Timmerman would create a massive economic hub and would not impact tourism and resort interests. Many resort areas have much further ground travel. Moving the airport to this location would organically help meet much of the demand for affordable, workforce housing dispersed throughout other cities and counties in the area, local officials capable of producing only ineffectual contortions toward affordable housing solutions.

It is unforgivable that no draft has been produced by the FMAA for a grant from the "Infrastructure Investment and Jobs Act" to get this airport relocation accomplished. Lazy and useless public servants focused on the needs of the economic aristocracy and special interests, don't give a rat's rear end about the suffering of residents of Hailey and Bellevue.

All the local virtue-signaling about climate change complete B***, as private jet aircraft are the most destructive human contribution one individual can inflict on the atmosphere of this planet, clearly reflecting a half-century of the completely corrupted economic paradigm engineered exclusively to deliver mountains of lightly-taxed unearned investment wealth to the economic aristocracy. "Here, let me give you little of the unearned money generously flowing into my accounts for a microgrid experiment. In return all I want is a "green" sticker to put on my Gulfstream."

A busy week at Atlantic Aviation offsets a year or two of projected benefits from all future efforts locally to diminish impacts on climate change combined. All the lying and green-washing just more deceit from a corrupt local establishment serving the interests of the *elite* and *entitled* at the expense of the broader community, their *privilege* far more important than the health, safety, and quality of life of thousands of valley residents.

We see officials loudly virtue-signaling about an expensive experiment that might eventually diminish by an unknown amount the CO₂ from energy production being injected into the atmosphere, while eliminating private jet aircraft would immediately reduce that amount by known *massive* quantities. This reality is a clear refection of the superficial approach to real solutions in a valley consumed with appearances, the pretension and excess of the economic aristocracy prioritizing tired attempts to impress each other with lives of profligacy and waste in a world of pain and suffering. Endless proclamations of progressive positions by local officials on various issues when it is only ever about money, like everywhere else.

When 2021 arrived, for five very hot weekends in June and July last summer, I distributed the two attached letters I had printed to folks in Woodside and Bellevue, and was greeted with overwhelming enthusiasm by working folks, both white and Hispanic. One individual expressed great admiration for my efforts, but as a Manager with SVCO insisted relocation would never happen because rich people, the real estate industry, and the corporate church resort and hoteliers own the agenda, democracy reduced to a nostalgic concept long ago abandoned. Corruption now normalized by the influence of the all the money contaminating our political process.

Anyway Kris, I have tried to offer a perspective that involves critical thinking and an alternative POV to that of the selfish, greedy agenda of the oligarchs and economic aristocracy government primarily serves. Associated extraction and accumulation of wealth, like a strip-mine, destroying both our democracy and our planet, and now this valley.

The greatest wealth and income inequality in human history a consequence of half a century of the conservative corruption of the political economy using blueprints from a Twelfth Century, feudal economic paradigm engineered exclusively for the upward redistribution of wealth. This institutionalized corruption has created massive personal wealth for an exclusive minority who decides whether or not to move the airport and do not give a rat's rear-end about anyone but themselves, their tired and lame philanthropy just advertising costs intended to suggest otherwise.

William F. Hughes
Hailey

The following was also in DRAFTS, written September 24, 2021.

The "housing beast, elephant" metaphors in the IME for gentrification is just continued whining by a local establishment completely absent of any imagination or vision.

"In 2006, a Site Selection and Feasibility Study concluded that the current airport site was no longer a viable option for future airport operations." Fifteen years later that professional conclusion provided by paid consultants becomes even more relevant with each passing day.

Moving the airport a short distance south would have zero impact on local tourism, something even some of those strongly opposed have reluctantly conceded given issues with diversions and the continual deceit required about prohibited expansion which would prove inadequate for future air

This draft document was an attached item to Mr. Hughes' comment dated April 8, 2022.

service anyway, recent, incremental modifications, investments in futility. With federal legislation pending producing funding for hard infrastructure, the FMAA Board should have initiated this process and communication with the FAA months ago.

"Since the EIS was suspended, the FMAA has not requested FAA assistance with a new site selection study." and..."The FAA will continue to support FMAA, including any future request for assistance in relocating the airport." - Winsome A. Lenfert, Acting Associate Administrator of Airports.

So all the FMAA Board has to do is request assistance from the FAA to reengage the relocation process, but that would require real work and a proactive approach rather than perpetual procrastination and constant whining about the housing problem, for which North Magic Valley Regional Airport is the quite obvious solution. This challenge would invigorate a moribund community with the average age of Methuselah.

New policies governing management of Sage Grouse populations have removed the EIS and NEPA obstacles, for better or for worse. With environmental considerations no longer prohibitive and very limited historical use of these lands by the Shoshone-Bannock Tribes, circumstances for a green light from the BLM are quite favorable for site selection just south of Timmerman.

The local establishment appears only concerned about housing working citizens as units of labor, completely ignoring the diminishing quality of life resulting from rapidly increasing air traffic impacting those occupying the largest inventory of workforce housing in the valley, Woodside and Bellevue.

The FMAA Board perfectly willing to saturate these folks with toxic Jet-A fuel exhaust fumes and torture them with incessant noise solely for the convenience of the economic aristocracy, the only interests ever served, this forty-year, failed, trickle-down economic paradigm responsible for so many dying elephants in communities across the country.

Those engineering this abject failure are now aggressively attempting to destroy our democracy to perpetuate the delivery of mountains of lightly-taxed, unearned investment wealth to the economic aristocracy, a demographic now insisting on continuing to use the lungs of children in Hailey and Bellevue to sequester carbon rather than the sagebrush steppe south of Timmerman. *"Heaven forbid!"* the inconvenience of twenty additional minutes of ground travel. Better some local workers dead of toxic fumes than a few minutes to get to my palace to watch the landscape crew out all the floor to ceiling windows mowing the three acres of saturated lawn. They won't need housing if they are dead!

Moving ALL operations at Friedman to a beautiful new North Magic Valley Regional Airport would be a huge economic driver for our area, incentivizing profitable, free-market construction of affordable, workforce housing inventory in Carey, Fairfield, Magic, Richfield, Shoshone, and Dietrich.

I have heard conflicting narratives about the disposition of Friedman real estate when the airport is moved. Ultimately, ownership of title will determine the menu of possibilities for this property dedicated as an airport ninety years ago.

Family members of workers employed at North Magic Valley Regional Airport would no doubt be seeking employment in the valley. With the Mountain Rides Bus Barn in Bellevue, electric buses, and unlimited parking at the new airport south of Timmerman, a reliable schedule of shuttles could provide Park and Ride transportation for many to and from work in the north valley, just like in the real world, reducing commuter traffic. With the largest wind farm in the country proposed for the expansive high desert east of Dietrich, electric fleets would prove both environmentally friendly and much more economical. A good friend argued light rail would be better.

I have friends to the south on the other side of the political divide, thankfully most of them now vaccinated. They like the paychecks, but many are not really interested in living in a valley glaringly manifesting the elitism they detest. I completely understand that sentiment. These friends prefer the Tractor Supply Co., CMT lives to be led to our south, with any vacation days spent on hunting this time of year.

It is mind-boggling that so obvious a solution to the workforce housing issue as 'North Magic Valley Regional Airport' is reflexively resisted by the local establishment. Affluent residents with their palaces and estates are entirely dependent on others, but don't necessarily want them living nearby, hence exclusive, gentrified, resort enclaves where they can feel safe. Folks, this is certainly nothing new. I guess we have finally arrived! Not everyone pleased with the destination!

The establishment refuses to accept the truth that future labor demands will so far exceed available, workforce housing produced, that the time when workers could afford to live among those they are working for has passed, as in so many other resort areas. Local "band-aids" should continue to be applied, particularly small, workforce rental units in dense projects in the North Valley (now happening) providing housing for young people without families working primarily in the hospitality and food services industries. Our geriatric population desperately needs their energy and flavor.

Many employed in the occupations listed in the editorial I am responding to want to own the dirt under their home with a yard in which their children can play. An integral part of the rapidly growing regional economy, nearby communities are better situated to provide that option.

The local establishment wallowing in manure and whining incessantly about workforce housing accomplishes nothing. With imagination and vision, a little forward thinking, energy and focus, and financial and advisory assistance from the feds, we could apply that manure to grow 'North Magic Valley Regional Airport,' which would also be a boon for tourism with increased air service frequency from competitive airlines not demanding subsidies. Any opposition arguments, total BS.

Unfortunately, for those of *entitlement* and *privilege* who can easily afford the escalating costs of labor for which they have created substantially increased demand, twenty minutes of added ground travel,

way less travel time than to and from most airports, is apparently too much of a sacrifice, OMG the world would end!

I cannot think of a more entertaining short drive for visitors than through the desert over Timmerman Hill down into a valley with the pastoral vistas of the Triangle, then up to the mountains and alpine habitat, the highway four lanes. This part of my journey in *returning home*, always lifts my heart.

Substantially increased air traffic volume creating constant disturbance and poisoning thousands of working citizens in Hailey and Bellevue, now with an International Airport in their backyards, obviously not much of a concern to local officials.

The legacy in this valley of current FMAA Board members and elected officials will not be the Olympic Gold Medal, or the beautiful ice skating facility, but instead their failure to relocate the airport at the ideal time when the narrow window of opportunity was open to do so.

Solving the airport problem also provides the housing solution.

William F. Hughes
Hailey

Letter to the FMAA Board

This letter was an attached item to Mr. Hughes' comment dated April 8, 2022.

I received an email from Charlene Washington (USDOT) with an attached letter from Winsome A. Lenfert (FAA), Acting Associate Administrator for Airports, identifying the current status of prospective relocation of Friedman. This in response to recent letters mailed to both the DOT and FAA.

"Since the EIS was suspended, the FMAA has not requested FAA assistance with a new site selection study." and... "The FAA will continue to support FMAA, including any future request for assistance in relocating the airport." - Winsome A. Lenfert

So all the FMAA Board has to do is *request* assistance from the FAA to reengage the relocation process. The abandonment of relocation efforts and suspension of the requisite EIS was a dozen years ago. Since that time rigid enforcement of environmental protections including NEPA and the Endangered Species Act has been diminished considerably. A *fact*, for better or for worse.

The primary environmental obstacle of airport development south of Timmerman was the potential impacts on Sage Grouse populations, then being considered for *endangered* status. This is no longer the case under entirely new, collaborative policy bringing the State of Idaho and affected stakeholders into a process attempting to balance the protection of sage grouse populations with the multiple-use policies directing resource development on our public lands.

With environmental considerations no longer prohibitive, and very limited historical use of these lands by the Shoshone-Bannock Tribes, circumstances for a green light from the BLM are quite favorable for site selection.

Perhaps operations are tolerable right now, but everyone is intelligent enough to understand with recent, dramatically changing circumstances in this valley, just how extreme an anticipated profusion in the volume of air traffic at Friedman, driven by rapidly increasing demand, may be in two or three years.

Mr. Lenfert clearly identifies airport relocation as an anticipated event about which Atlantic Aviation was informed and well aware, the Acting Associate Administrator of Airports offering the assistance of the FAA toward this critical objective. The idea that *general aviation* operations would remain in Hailey when a new airport is built, is perhaps one of the stupidest I have ever heard, no doubt emanating from that assumption of *entitlement* and *privilege* by monied interests responsible for so much stupid in our fair valley, often at great expense to financially insecure working citizens, profit privatized, risk socialized.

We are not NYC, Chicago, or LA. We never will be. To suggest that available resources are applied to fund, manage, administer, staff, and negotiate safely the flight paths of aircraft at two separate airports in close proximity, is entirely irrational, with a third possibly nearby in Camus County, *total insanity*. Besides, private jets and recreational aircraft create perhaps more disruption in affected areas than commercial aircraft which are on a more predictable schedule. The oligarchs simply don't want the airport moved, *ever*. The question then becomes, just who do local officials represent?!

Most with modest homes in Hailey and Bellevue must open their windows morning and evening to cool their houses in the summer. General aviation aircraft often sound like they are inside those houses, with many also taking offense at the stench of aircraft exhaust. Part of the reason friends of

mine living on Baldy View moved prior to The Great Recession.

To not do anything until this becomes another *crisis*, like workforce housing, traffic, water, and everything else, would be a dereliction of duty by the FMAA Board. For once officials have the opportunity to get ahead of an imminent *crisis* by relocating *all* operations to new airport, rather than continue to apply band-aids providing inadequate solutions for long-term aviation demands in our area. North Magic Valley Regional Airport would be far more effective in providing relief from the workforce housing *crisis* created by gentrification than all of the other band-aids that have been applied to this particular issue to date.

This new airport would create a more expansive menu of solutions to managing growth and integrating more effectively the economies of District 26 in Central Idaho. Our workforce and their housing will come from nearby communities, with *hopefully* considerably more workforce rentals for service personnel in the north valley to reduce traffic volume on Highway 75.

With the Mountain Rides Bus Barn in Bellevue, and unlimited parking at the new airport south of Timmerman, a reliable schedule of shuttles could provide some relief from commuter traffic, a *Park and Ride* option. I have a sense that we will often see an uninterrupted band of metal from Bellevue to Ketchum during the commute over *high season* this summer. I hope I am wrong!

"In 2006, a Site Selection and Feasibility Study concluded that the current airport site was no longer a viable option for future airport operations." That *conclusion* is even more relevant with each passing day.

It has been a dozen years. The time has arrived to resume the process to relocate the airport beginning with a request for assistance from the FAA, starting with site selection just south of Timmerman in Blaine County. Again, to not do so would be a dereliction of duty by the FMAA Board. It is the only rational decision for a long-term solution to our future air-traffic demands and offers a cornucopia of economic benefits to our tourist/service economy.

William F. Hughes
Hailey, Idaho

HALT AIRPORT EXPANSION AND RESUME RELOCATION

Friends and neighbors in Hailey and Bellevue, and those in the north valley willing to consider the interests of the working class. It is spring! It is time to rise from your Covid-era coma and apply that newfound energy into changing a valley with a 'new normal' recently posited by my favorite local poet. "A new normal of division, waste and deception, selfishness, discord and greed? Neglect, ambivalence and apathy?" Yo Badger! Way too depressing, get off the pity pot. It is time to shake up a self-serving and self-dealing valley establishment! I need everyone to step up hard, and step up now!

From recent reporting (IME 4/9) regarding the remote tower element of rapidly accelerating airport expansion efforts - "allowing controllers to view live flight activity side-by-side with air traffic radar on a panel of monitors." Many residents of Hailey and Bellevue have the capacity to closely "view live flight activity" out their kitchen windows, soon with much greater frequency as demand for both commercial and private air service will increase exponentially with the large influx of wealthy Covid refugees, vacation travel a priority for the affluent. Then there are all the family and friends visiting from the places they departed.

An airport established in 1932 was never intended for the current level of air traffic, much less the inevitable tsunami on the immediate horizon. To anyone suggesting I am simply projecting, mostly unregulated capitalism assures that if there is money to be made, supply will always be created to meet demand, a lesson clearly learned from the perpetual war on drugs. To the idiots who will say I shouldn't have bought a home near the airport in a narrow valley, please, just shut up! If you live in the north valley or out Indian Creek, or elsewhere your lives are not directly impacted by all the noise and fumes, your opinion has very limited value.

For almost thirty years former Friedman Manager Rick Baird, and every County Commissioner and Hailey City Council Member serving on the FMAA Board, provided assurances and PROMISED citizens larger aircraft would NEVER be allowed to fly into Friedman, indicating the runway would not accommodate the weight of larger aircraft. So, if all of these officials are not to be made into liars, the only alternative would be to increase dramatically the number of flights. Citizens of Hailey and Bellevue do not want the surging population of billionaires further tightening the screws of the torture rack of noise and toxic Jet-A fuel stench from Friedman they are currently suffering under. The black residue on everyone's window blinds is also accumulating in the lungs of all the children in Hailey and Bellevue.

I strongly believe the pending purchase of the Eccles' property to the south to accommodate expansion at Friedman, is simply the beginning of an evolving agenda ultimately concluding in the extension and hardening of the runway, resulting in even more flights, with larger planes no longer prohibited, literally in the backyards of citizens of Hailey and Bellevue, entirely unacceptable.

The wealthy and powerful always get their way, 20 to 30 minutes additional ground travel not a sacrifice they will be willing to make, perfectly acceptable to throw the underclass under the bus once again, as they have been doing for forty years, destroying the quality of life for those who have worked hard to earn their place here.

In the summer of 2008, site selection for moving the airport was in its final stages, focused on BLM lands south of Timmerman with considerable room for parking both aircraft and vehicles, negotiations with the Sho-Ban over archeological considerations on the upcoming agenda. Considerable documentation and minutes from meetings produced by this process compiled by the FAA and FMAA

This letter was an attached item to Mr. Hughes' comment dated April 8, 2022.

would be readily available to provide a starting point to resume relocation efforts.

This effort was derailed by The Great Recession, an event clearly exposing a completely corrupted economic paradigm of parasitic capitalism, aggressively engineering the upward redistribution of wealth, manifested in mortgage securities fraud committed with complete impunity, devastating the nation's economy. An economic system for four decades about nothing but the extraction and accumulation of unearned investment wealth for the economic aristocracy. Subsequently, Dick Fuld of Lehman Brothers making news in the local press.

The decision has already been made to move the airport, an objective only abandoned as a result of economic realities. NOW is the time to resume the process of moving the airport! I believe Sarah Michael resigned as Blaine County Commissioner as a result of the abuse she received from north valley interests for her conscientious support for moving Friedman, clearly understanding the health and safety and also quality of life concerns of residents of Hailey and Bellevue. Such genuine compassion as exhibited by Sarah will apparently never prevail over greed in the octagon of human motivation.

The real estate industry, resort interests, and wealthy residents and second homeowners drive the local agenda. "We, the people" are irrelevant, absent representation, systematically pushed south, with many pushed completely out of the valley. No one in my neighborhood and beyond has ever been stupid enough to buy into the SVED "what is best for business is best for everyone" J B*, trickle-down lies, conveniently ignoring realities which have further widened the separation of socioeconomic stratification in the valley, real estate interests and north valley businesses flourishing while small businesses in the south valley fall like dominoes.

Officials have made decisions promoting malignant growth predicated on personal relationships, cravenly butchering municipal statute, to force working taxpayers to pay all the future costs of impact mitigation and infrastructure upgrades for the projects of wealthy, connected developers, profit privatized, risk socialized. With a large transmission line running overhead down the bike path just outside my back gate, I have been forced to pay to bury a redundant line to the north valley to accommodate the sensibilities of the economic aristocracy, when informed, credible sources, have identified that line as completely unnecessary.

I strongly support workforce housing efforts, but in the past when they could have easily afforded a place in Woodside, as a struggling homeowner I have had to subsidize affordable houses much nicer than mine for people with significantly more income than me, who were enjoying international travel, new vehicles, season passes, and often dining out. I am responsible for paying the National Guard to provide security for a conference of multi-billionaires. And then there are the minimum revenue guarantees to the airlines which subsidize \$100 seats not just for visitors, but for wealthy second homeowners who could easily afford market-rate tickets. Yeah, life can be difficult, and life isn't fair or means-tested, I get it, but these intentionally engineered economic inequities appear absolutely absurd in a valley filled with many 'players' and elected officials deceitfully identifying as liberal and progressive (D).

In the arena of social injustice "classism" apparently gets a pass, simply because it is not based on the color of the skin and ancestry of the affected and oppressed. There will be massive resistance to moving the airport by the wealthy and powerful. "No, wealth isn't created at the top. It is merely devoured there." - Rutger Bregman

It will be argued that the money isn't available to move the airport when there are a couple of dozen individuals with residences in this valley who could pay to move the airport by themselves without even noticing any discernible diminution of their mountains of unearned investment wealth in an era of avaricious tax avoidance by the economic aristocracy, the "Elite Charade" of philanthropy simply an attempted distraction from institutionalized economic injustice.

Money is cheap to borrow right now, and revenue from an infrastructure bill perhaps available from the feds. Adding costs to airline tickets and additional fees to private aircraft at a new airport would pay for the move over time, that is how healthy capitalism works. The parasitic, profit privatized, risk socialized variety of capitalism practiced over the past four decades, and on steroids in this valley, has half the population of this country circling the drain. "Trickle-down" that drain, baby!

Past dreams of a fair and just society, along with environmental idealism as a priority, were summarily tossed in the toilet by the best and brightest, self-absorbed boomers, who sold out completely, now the natural systems of our planet perhaps moving past potential recovery, destroyed for mountains of unearned investment wealth delivered by unfettered greed to a tiny minority.

The true value of working citizens in the low-paying, often seasonal, service employment of a mountain resort, is finally being realized after kicking the can of affordable, workforce housing down the road for two decades. Local officials have been frustrated by the attorneys of wealthy NIMBYs and the conservative courts of a private-property state, a situation exacerbated by their mindless accommodation of and subservience to the real estate industry, common in western resort areas.

The powers that be should embrace the objective of moving the airport after watching the elephant of gentrification rampaging down the valley for over twenty years. There is a golden opportunity in doing so. Rather than wasting so much time and energy lamenting, fighting about, and defending lawsuits over the issue of workforce housing, after the airport is moved the powers that be could then provide 100-year leases on lots at the airport for one dollar, to incentivize businesses willing to build housing for their employees, for once relieving me from having to pay for benefits to those with way more money than I will ever have. Similar to what the Forest Service has done in the past for cabins constructed on public lands they administer.

Get loud people! Do it NOW! With the statistical probability of an aircraft pancaking Hailey Elementary to soon increase significantly if the airport is not moved, keep calling the following public servants until a 'Stop Work Order' is issued for expansion efforts at Friedman. FMAA (mgr. 208-788-4956 ext. 106). FAA (1-866-835-5322). County Commissioners (Jacob FMAA Board Chair 208-788-5500 ext. 1176, Angenie FMAA Vice-Chair ext. 1173, Dick who I gave a heads-up on this 208-481-0259). State Reps (Muffy 208-806-1895, Sally 208-934-8114, Michelle 208-726-8106). Idaho's congressional delegation (Crapo 202-224-6142 & 208-734-2515, Risch 202-224-2752, Simpson 202-225-5531 & 208-734-7219). USDOT (Secretary Pete Buttigieg 202-366-4000). White House (202-456-1111 & 202-456-6213). Use a stamp and **WRITE LETTERS** every month to the USDOT and FAA, addresses online, and of course President Joe Biden at 1600 Pennsylvania Avenue.

Keep calling ALL numbers EVERY week and be extremely polite, saying something like "Airport expansion efforts at Friedman Memorial Airport in Hailey, Idaho, must be stopped immediately. The Federal Aviation Administration must resume relocation efforts abandoned in 2008." Leave a voicemail if no one takes your call. Keep calling and calling and writing until the FAA and FMAA announce they have stopped expansion at Friedman to reengage the relocation effort, even if it takes a couple of years. "Don't Give Up, Don't Ever Give Up!"

People, we can do this. I believe it is time to finally stop trashing the lives of so many for the convenience and financial interests of the few, when there is an ideal airport site twenty or thirty minutes south. With all the wealth, power, and privilege the economic aristocracy and their minions in local government possess, they will aggressively fight against moving the airport away from Hailey, using B¹, trickle-down propaganda about not biting the hand that feeds you, and the wisdom and reward of bending the knee to the Lords of Mammon in their Gulfstreams...know your place! NO MORE CAKE FOR YOU, NEXT! <https://hartmannreport.com/p/why-the-reagan-revolution-scheme>

William F. Hughes
Hailey

William Hughes

April 17, 2022

Email 11:45am

(Prior to Draft EA Comment Period)

From: Billy <wilfrahug@cox.net>
Sent: Sunday, April 17, 2022 11:45 AM
To: Chris Pomeroy <Chris@iflysun.com>; Angenie McCleary <AMcCleary@co.blaine.id.us>; mdavis@co.blaine.id.us
Subject: replacement draft

Chris P,

This is a replacement draft for the comments I sent on Friday as I revisited and modified the text as I am often inclined. Please enter these comments into the Public Record and remove the earlier version.

Thanks!

billy

Comment 1

Comment received from William F. Hughes dated April 17, 2022

Response to Comment 1

The comments received Friday, April 15th have been replaced with this comment dated Sunday, April 17, as requested by Mr. Hughes. The comment is included in its entirety, and includes attached materials as requested. Attached materials include copies of information from the Idaho Mountain Express newspaper.

I'm sure you have seen the comments below on the IME article, "Friedman moves closer to Eccles land acquisition." I believe there is sufficient resistance to expansion and associated future intentions and hidden agendas to offer an opportunity to organize this energy and point it right between the eyes of the FMAA Board.

The FMAA Board has operated entirely without public input, neither attempting any outreach to those impacted by operations nor listening or responding to anyone like me who calls them out on their exclusive representation of Atlantic Aviation and resort interests at the expense of the health, safety, and quality of life of the broader community.

THIS EXPANSION IS INTENDED TO MORE SOLIDLY ANCHOR THE AIRPORT IN HAILEY, DIMINISHING THE POSSIBILITY IT WILL EVER BE MOVED IN THE FUTURE BY AN FMAA BOARD COMPRISED OF INDIVIDUALS WITH A MODICUM OF INTEGRITY, RATHER THAN THE SERVANTS OF GREED SITTING ON THAT BOARD TODAY. THIS EXPANSION ASSURES THAT INCREASING AIR TRAFFIC AND ASSOCIATED IMPACTS WILL BECOME A PERMANENT PART OF LIFE IN THE SOUTH VALLEY.

In looking at the map delineating the new boundaries, it appears that this acquisition would more than double the footprint of the airport, which further lends credibility to suspicions that the ultimate objective of expansion will be larger aircraft.

Again, any signed document making promises prohibiting future extension of the runway to accommodate larger aircraft are subject change in Idaho's conservative courts. John Campbell's signature on an annexation agreement with the City of Hailey meant absolutely nothing.

Further investment and deeper entrenchment by Atlantic Aviation and wealthy interests through approval of additional hangers, etc., as now being proposed with expansion at this site, will give these special interests **standing in the courts** to sue if airport operations are moved to a more appropriate site.

The argument, "*We never would have invested in these private improvements if this expansion had not been approved by the FMAA Board.*" Any settlement would be massive. The wealthy special interests the FMAA Board has been in bed with for years will turn around and eviscerate them in a nanosecond with so much money involved. The hayseed attorneys in this valley would be chewed up and spit out by the best and brightest. Of course, they are conditioned to *failure* in such high profile legal contests. There is always a seat on the local bench as reward for repeated *failures*.

****, I advise you and those willing to **relentlessly** confront a corrupt local establishment concerned only with a special interest agenda in service of the economic aristocracy, to **get busy**. Comments, comments, comments! Meetings, meetings, meetings! That is if you are really invested in this airport relocation cause. This expansion is an inflection point, any leverage must be forcefully exerted **now**.

I am at the top of the black list of the local establishment who only want to hear lies from SVED and others only interested in government providing decisions which funnel more money into their special-interest pockets.

If you have talked to those connected and receiving financial benefit locally from this '*merging of state and business leadership*' (please Google italics), I'm sure there have been very few compliments directed my way associated with my social, economic, and environmental justice advocacy!

2

Comment 2

Response to Comment 2

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars. No additional development is proposed for the property at this time. If development is proposed in the future, proposed projects will be subject to review under the National Environmental Policy Act (NEPA).

Comment 3

Response to Comment 3

Chapter 5 of the FEA, *Public Involvement and Agency Coordination*, summarizes efforts to inform and obtain input from the public about the Proposed Action and potential impacts on the environment. Meetings of the FMAA Board are open public meetings that occur on the first Tuesday of the month, with public notice provided for each meeting. Since initiation of the EA, project status updates were included in the FMAA Board packages for each meeting. The Airport Director provided an update at each meeting and detailed project presentations were provided at milestones throughout the process. FMAA Board updates included details regarding the proposed action, assessment of environmental effects (specifically potential impacts to historic and archaeological resources), public involvement and agency coordination efforts, and overall environmental assessment process. The PowerPoint presentation slides developed for these updates are included in Appendix G of the FEA.

Comment 4

A Notice of Availability of the Draft Environmental Assessment (DEA) for the Proposed Land Acquisition and Aviation Development at Friedman Memorial Airport (SUN) was published in the Idaho Mountain Express on May 11th, 13th, 18th and 20th, 2022, as well as noticed on the Friedman Memorial Airport website. A project website was published and advertised, which included information about the proposed project, the DEA, and explained how the public could participate. Copies of the DEA were made available online. Hard copies of the DEA were also made available for public review at three community locations.

Response to Comment 4

The 1983 Airport Master Plan first studied replacement airport sites, and then the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution.

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars. The Proposed Action would not cause or create an increase in aircraft operations at the Airport.

Aside from developing 10.4 acres for aviation facilities, no additional development is proposed for the property at this time. If development is proposed in the future, proposed projects will be subject to review under the NEPA.

The local establishment wants everyone to observe elitist, politeness protocols in their comment on local issues, primarily to shut them up by making them more easy to completely ignore. This empowers the establishment to dismiss and discount the *truth* about everything.

Public comment became completely irrelevant in Hailey, and the reason no one participates anymore except for those representing their own financial interests. "*More and more and more density, please!*" None of which will provide much in the way of affordable housing (\$375,000.00 defined as affordable by the CDD!) despite all the lying that this is the intent of all the added density. *Total BS!*

This corrupt establishment agenda now exclusively dedicated to the real estate, recreation, and transportation interests of the economic aristocracy. Why no one in the broader community has any respect for that establishment anymore. "Blue island" (IME) my a** !

The PTB waited until it was too late to consider doing anything substantive about workforce housing. Their refusal to seriously consider relocation and *dereliction of duty* in not having composed a draft to solicit funding from the '*Infrastructure Investment and Jobs Act*' reveals the intention to make Hailey the **permanent** location of the airport, once again throwing working citizens under the bus, or in this case the Gulfstream.

All the tired whining by the establishment about workforce housing accomplishes little when the 'North Magic Valley Regional Airport' just south of Timmerman clearly presents the obvious solution. As much as the economic aristocracy doesn't want workers living in their gilded neighborhoods, many of those workers don't want to live in the exclusive enclaves of the *elitists* they detest, believing this tiny minority controlling the agenda has destroyed the atmosphere, our democracy, and now this valley for mountains of easy money.

No money left to move the airport will be the excuse, just like not much left to house the units of labor, servants. Housing now being considered in the Triangle far from jobs. Friedman absent of ALL operations is much closer.

No money left for Pre-K. If you want anything you will have to establish a 501(c)(3) and come begging on your knees so we can feel better about ourselves and our inadequate philanthropy as beneficiaries of forty years of the conservative corruption of the political economy and the PARASITIC variety of CAPITALISM that has resulted. Those already living here will have to pay for all the impacts of all the wealthy newcomers moving here for lower taxes rather than Covid as everyone assumed. Then leave when they can no longer afford to live here.

All the money has certainly cheapened the character of our fair valley. Gentrification is nothing new, neither is failure to competently address associated impacts. Adding more and more and more density, and more and more and more people not a solution, but a knee-jerk response. How did that work in the places these people are leaving to move here?!

William F. Hughes

3

Comment 5

Response to Comment 5

As documented in the FEA in Section 4.12, *Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks*, the Proposed Action, including acquisition of 386 acres and the development of 10.4 acres for aviation purposes, would not result in changes to access or uses within the project area. The Proposed Action construction and development activities are limited to the 10.4 acres immediately adjacent to existing Airport facilities and would have no adverse effect on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations in the vicinity of the Airport. The construction of the 10.4-acre aviation development area could result in short-term employment opportunities for construction workers. The development of aviation facilities on the 10.4-acre area is not anticipated to result in substantial long-term employment opportunities.

Comment 6

Response to Comment 6

The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts.

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

Hailey

rightturnclde Apr 11, 2022 8:47pm

Didn't seem like such a big thing when Suzanne was still flying her glider out of the East side of the runway, remember her hut? This runway is out of control. Landing big jets there is crazy. Most densely populated part of the Valley, just a matter of time before something goes wrong.

[Report](#) [Add Reply](#)



badgr Apr 10, 2022 10:49am

Munich Municipal Airport was relocated in 1992.

Hong Kong International Airport was relocated in 1998, overnight.

Berlin's Airport(s) were relocated in 2012.

They were not compatible with modern times.

[Report](#) [Add Reply](#)



Mack Apr 13, 2022 8:54am

So Volare if it is for the safety and to effectively enforce compatible land use and you stake you want to protect the land, then leave it alone. There is nothing wrong with it now and as the cities grow the chances of an airplane landing in the City of Bellevue is greatly enhanced. Move the airport, before we have to do it later. On another note, how much money does the present buildings on the airport and aircraft contribute to Hailey's financial well-being? Put it in writing, I think people would be surprised at how little goes into Hailey's pocket.

[Report](#) [Add Reply](#)



Volare Communications Apr 8, 2022 3:39pm

Hi all, just want to reiterate some facts, here. The Eccles land acquisition is necessary for the protection of the airport's approach and departure areas and to ensure land use compatibility around the airport helping to maintain and improve the safety of the airport and the community. FMAA feels strongly that it must acquire the additional property to ensure the area remains clear of uses incompatible with airport operations; both

4

This information from the Idaho Mountain Express newspaper was an attached item to Mr. Hughes' comment dated April 17, 2022.

natural and manmade. By purchasing the land, the airport is in a better position to effectively enforce compatible land-use practices, ensuring the health, safety, and welfare of airport users and neighbors.

The airport is not looking to purchase the land for airport or runway expansion, but rather for the purpose of preserving approach and departure areas for the airport by protecting the land, in its current condition.

The first step in the process is the completion of an Environmental Assessment. The specific purpose and need in the Environmental Assessment will make that clear. The project is supported by the City of Hailey council members, appointed FMAA Board members, as well as the Blaine County Commissioners.

A small portion of the property adjacent to the Atlantic Aviation facility will be evaluated as part of the Environmental Assessment for future potential aircraft parking and hangars consistent with the current Airport Board adopted airport master plan and FAA-approved Airport Layout Plan. The Board may consider at a future time whether the necessity has been established to develop this small portion of the land.

[Report](#) [Add Reply](#)



badger Apr 8, 2022 6:29pm

Ya, right.

[Report](#) [Add Reply](#)



Tobias Grandjean Apr 8, 2022 8:45pm

Volare Communications - <https://www.volarecommunications.com/>

This is a great example of what our Valley has become. A PR firm hired by the airport board is trying to sway public opinion in the comments section of the local paper. When did this become ok? These people are parasites whose only interest is that of their client. They don't care about you or the welfare of the Valley. They only care about where the next paycheck comes from. Not a good look for Volare Communications.

Go to the Volare website. Hilarity. "Real People, Real Support, Real Simple". They only let us know the founder is a woman named Deborah. Based in Denver. No last name. Nothing.

Say there Deb, want don't you spin your BS in Denver and stay out of our business in Idaho. Oh, but you're getting paid. Sorry.

[Report](#) [Add Reply](#)



rightturnclde Apr 9, 2022 7:51pm

Hi All? Who the f@@k are you and why do assume.

[Report](#) [Add Reply](#)



Perry Boyle Apr 8, 2022 10:36am

@swag 100%. I'd also like to know what the airport is doing to curb carbon emissions from commercial and private planes. If you ever want a chuckle look at the agendas for the airport meetings. They are devoid of content. .

[Report](#) [Add Reply](#)



Laney Hailey Apr 10, 2022 2:56pm

Oh yeah - I'm sure with you don't ever go on private jets.... pretty rich from Mr "ShoreBridge Capital Partners"

[Report](#) [Add Reply](#)



Swag1274 Apr 8, 2022 10:08am

BIG NO ON THIS: " A 10- to 17-acre section of the Eccles parcel to the south and west of the runway could be developed into a new standalone private-airplane terminal and hangar facilities, though that plan is "far from certain," according to Airport Director Chris Pomeroy. No other developments on Eccles land are proposed."

[Report](#) [Add Reply](#)



Swag1274 Apr 8, 2022 10:05am

Any approval should be tied to iron clad agreement NOT to allow southward extension of the runway or a new runway. That would facilitate larger jets, which I priorities you, will destroy peace in the Wood River Valley forever. We must have that assurance.

[Report](#) [Add Reply](#)



badger Apr 8, 2022 9:37am

coup de grace/voce no

[Report](#) [Add Reply](#)



Swag1274 Apr 8, 2022 10:06am*promise

Gordon Wait

April 21, 2022

Email 3:04pm

(Prior to Draft EA Comment Period)



From: gordo44@cox.net
Sent: Thursday, April 21, 2022 3:04 PM
To: Chris Pomeroy
Subject: Airport noise

Chris, I live in Woodside subdivision and am fed up with the increasing noise from the expansion of the airport and aircraft flying into the valley. I have decided to retire from my nursing job early at 59 years old. At least 5 years early. Between the airport and over development this valley is ruined. I'll be one less medical person in the workforce leaving for a quiet place to enjoy the rest of my time. I own my house and will likely sell out or rent out my house in the coming year or two. It's time to build a new airport elsewhere if you want to keep current workers here otherwise they will be replaced by retirees who will put more demands on the infrastructure of the valley and find no one to meet their needs for services. Goodbye.

Sincerely, Gordon Wait. Hailey

Comment 1

Comment received from Gordon Wait dated April 21, 2022

Response to Comment 1

The 1983 Airport Master Plan first studied replacement airport sites. Subsequently, the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution.

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars.

While noise levels associated with airport operations are expected to increase in the future due to projected increases in air traffic, the Proposed Action would not increase or decrease the number of aircraft operations, change types of aircraft operating at the Airport, change flight paths, expand the existing noise contours beyond the No Action Alternative, or introduce new incompatible land uses within the 65 DNL contour. The Proposed Action would not change existing agricultural land use of the property proposed for acquisition, except for the 10.4-acre aviation development area, which would be developed compatible with airport operations.

From: gordo44@cox.net
Sent: Thursday, April 21, 2022 3:05 PM
To: Chris Pomeroy
Subject: Public Record

Chris I also ask that my comments be placed in the public record. Thank you. Gordon Wait

} Comment 2

Response to Comment 2

The comment is included in its entirety, as requested.

Kris Wirth

April 21, 2022

Email 3:34pm

(Prior to Draft EA Comment Period)



From: Kris Wirth <kriswirth@gmail.com>
Sent: Thursday, April 21, 2022 3:34 PM
To: Chris Pomeroy
Subject: Friedman Expansion

Sir,

For the public record, I reason the Dual Path Mandate, should be activated in light of the extent of proposed airport expansions. Friedman's relocation should be considered as an alternative .

Kris Wirth/521 Aspen Drive Hailey

Comment received from Kris Wirth dated April 21, 2022

Response to Comment 1

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

Comment 1

The evaluation of alternatives, including at least the Proposed Action and No Action alternative, is required by NEPA and by Council on Environmental Quality (CEQ) Regulations. Chapter 3 of the FEA includes consideration of reasonable alternatives to the Proposed Action, and, for alternatives that were eliminated from detailed study, a brief discussion of the reasons for their elimination. A range of alternatives have been considered for both land acquisition and aviation development. According to FAA Order 5050.4B, the Alternatives section of an EA is based on the Purpose and Need statement in order to evaluate reasonable alternatives and their ability to meet the Purpose and Need. Relocation of the Airport was not considered as an alternative as it was not a prudent alternative to meet the purpose of the Proposed Action to protect approach and departure surfaces to the south of SUN from incompatible development and land uses.

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars.

Aside from developing 10.4 acres for aviation facilities, no additional development is proposed for the property at this time. If development is proposed in the future, proposed projects will be subject to review under NEPA.

William Hughes

April 25, 2022

Email 1:58pm

(Prior to Draft EA Comment Period)

From: Billy <wilfrahug@cox.net>
Sent: Monday, April 25, 2022 1:58 PM
To: Angenie McCleary <AMcCleary@co.blaine.id.us>; MDavis@house.idaho.gov <MDavis@house.idaho.gov>; Chris Pomeroy <Chris@iflysun.com>; ms.sarahmichael@gmail.com; kriswirth@gmail.com; Greg Travelstead <greg.travelstead@gmail.com>; Peter Lobb <plobb@msn.com>; Richard Stopol <rstopol@hotmail.com>; Tom Bergin <tbergin@co.blaine.id.us>; Jenny Emery-Davidson <jadavidson@comlib.org>; daveyten7@gmail.com <daveyten7@gmail.com>; B C Young <bcyoung.elkhorn@gmail.com>; Jim Foudy <jfoudy@blaineschools.org>; Keith Roark <keithroark@blaineschools.org>; keri@woodriverlandtrust.org; sbuetter@woodriverlandtrust.org <sbuetter@woodriverlandtrust.org>; Janet Carter <jaileyjanet@gmail.com>; heidi.husbands@haileycityhall.org <heidi.husbands@haileycityhall.org>; gstinnett@co.blaine.id.us; Jim Williams <jwilliams@co.blaine.id.us>; Mary Roberson <maryroberson@q.com>; nick.p.gilman@gmail.com <nick.p.gilman@gmail.com>; gordo44@cox.net; chiefcaballero@gmail.com; ivanbearny@gmail.com; ALPINE TREE SERVICE, INC. <wevlin@alpinetreesservice.net>; Smalls_411@yahoo.com; hwmv1@q.com; B C Young <bcyoung.elkhorn@gmail.com>; bobcloser@gmail.com; Alyssa Pinkerton <alyssap@hcn.org>; jennifer.sahn@hcn.org; jonathan@hcn.org; betsym@writersonherange.org; Len Harlig <len@lenharlig.com>; fafairfax@aol.com; letters@mtpexpress.com
Subject: the TRUTH about airport expansion vs relocation

Everybody,

Please continue recruiting people to speak out on airport relocation. I called out the gloomy resignation exhibited by my neighbor to the psyops sound torture and toxic aircraft exhaust from Friedman Memorial Airport and his belief that it will never be moved. Just what the corrupt local establishment is counting on. He agreed to write an email and attend the virtual meeting. Our objective is to get everyone to write comments and to ALL attend the virtual meeting, which will hopefully crash the site, a clear message.

Woodside and Bellevue represent the largest inventory of workforce housing in the valley. I guess local elected officials acting exclusively as servants of greed and the real estate industry have decided those working citizens they can't manage to drive out of the valley so the houses they rent or are forced to sell (more commissions!) can be converted to short-term rentals, they will simply exterminate with Jet-A aircraft fuel exhaust, their chemical weaponry of choice. All the current inventory being created in Sweetwater will be bought up by wealthy investors.

That is what the establishment has done to working citizens, s**** them so hard for so long they now willingly accept the abuse and systemic government corruption at every level, now even here in our fair valley.

"The wealth gap in our nation continues to rise rapidly. Labor's share of our national income -- the amount of GDP paid out in wages, salaries, and benefits -- has been declining since the 1980s. Meanwhile, CEO compensation has grown 940% since 1978. Worker compensation has grown

1

Comment received from William F. Hughes dated April 25, 2022

just 12%. This level of inequality was never part of the American Dream. And the increasing imbalance will only lead to economic instability and stunted growth. As recent strikes across the nation show, working people are tired of getting left behind while executives and CEOs make an average of 351 times more than the typical worker's salary." - TakeItBack.org

These FACTS neglect the wealthy individuals and families served by these greedy CEOs who have benefited most handsomely from an agenda of institutionalized corruption in service of greed. This systemic corruption has delivered the *economic aristocracy* mountains of unearned investment wealth from a political economy engineered by the American Oligarchs and the politicians they own, exclusively for the upward redistribution of wealth over the past forty years. If you work forty hours a week to merely survive you are *invisible* and *irrelevant*. This is social and economic injustice, and it is just plain *wrong!* Time to do something about it. MOVING THE AIRPORT IS A GOOD PLACE TO START!

Last year, 2021, saw the largest growth in GDP since 1984. Everyone appeared *shocked* by this reality. This is what happens when you provide financial assistance to working citizens and the poor, they go out and spend it. A good thing in a consumer economy.

While the working poor and mothers needing assistance have for years been demonized to create a distraction, all the *real welfare* like the *many trillions* in defense contracting for forever wars and failed fighter-jet programs has gone to corporations and wealthy investors over the past forty years, including members of Congress making associated decisions. The oligarchs and economic aristocracy want everyone dependent on philanthropy which gives them unlimited power in an autocratic political system. And as we have seen they are perfectly willing to destroy our democracy to perpetuate this corruption they have intentionally engineered, clearly reflected by this airport expansion and stubborn refusal to relocate the airport.

The 10% of the population, *the economic aristocracy*, receives almost 90% of unearned investment wealth and is responsible for 3/5 of the \$600 billion lost (2018) to non-compliance with tax laws, while workers have payroll taxes automatically deducted. From 2011 to 2019 *audit rates* on taxpayers with over one million dollars in income dropped 81% and the *audit rate* for large corporations dropped by half, while staff reductions at the IRS reached 14,000, the very definition of institutionalized corruption.

People in Hailey and Bellevue, this is the face of corruption insisting on flying into Friedman Memorial Airport and compromising your health and safety, and destroying your quality of life. It is about time you did something about it!

I am all-in on any effort to reduce atmospheric CO₂. But all the green-washing and virtue-signaling locally about efforts to combat climate change become exercises in futility, as all the benefits of these efforts for a few years combined are canceled out by one busy week at Atlantic Aviation in the summer.

Two irrefutable **TRUTHS**.

²

Comment 1

Response to Comment 1

The Environmental Assessment (EA) was prepared to identify and disclose the potential environmental impacts associated with the Proposed Action, as well as means to avoid, minimize, or mitigate those potential impacts. The EA was prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) Regulations Title 40 Code of Federal Regulations (CFR) §§ 1500-1508 and 1515-1518, and the implementing regulations for NEPA and in accordance with FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

Chapter 4 of the FEA, *Affected Environment, Environmental consequences, and Mitigation*, evaluates potential impacts related to the Proposed Action on each of the Environmental Impact Categories defined by FAA Order 1050.1F. No significant impacts were identified as a result of the Proposed Action.

1. Their would be ZERO impacts on the local tourist economy. Even those who don't want the airport moved have been honest enough not to lie about about this FACT. From south of Timmerman much shorter ground transportation than most resorts areas.

2. The opinions of anyone living north of Bullion Street in Hailey are entirely *irrelevant*, as their health and safety, and quality of life are not severely compromised by airport operations.

So, why is the airport still in Hailey when *THE DECISION TO RELOCATE THE AIRPORT HAS ALREADY BEEN MADE?????*

The following is an excerpt from communication with an *honest* individual with *integrity* far better informed on the airport and aware of associated history than any of the current members of the FMAA Board sadly representing a corrupt agenda.

"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a forum held prior to the election, that SV Company did not consider FMA a suitable facility for the kind of airplane service they needed and, therefore, the company favored the regional approach. Over the years, Dick Fenton, and his band of predatory realtors, have been the driving force for retention and expansion of FMA. They speak of "service to the Greater Sun Valley Community and the tourist industry" when, in fact, they don't give a damn about the public at large or the tourist industry. Their interest is entirely parochial. No high-end resort community in North America has a private-jet qualified airport just a mere 15 miles away from the Palaces they build and have built in the S.V. area. That is a little known but lucrative boon to high-end realtors who aggressively pursue the multi-millionaire and billionaire clients willing to shell out \$10 million for raw land and another \$20 million to \$40 million to build a monument to their avarice. If you have the bucks, you can land your private jet at FMA and be at your 2nd, 3rd, or 4th vacation home in Chocolate Gulch, Adams Gulch, etc. in a matter of minutes. If you purchased a similar home in Park City, Utah, the drive from the SLC airport would take 45 minutes to an hour. Just think what the standard real estate commission is on a \$10 million real estate transaction (half a million dollars!). The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."

Angenie and Muffy, please don't contaminate your reputations with this expansion. I don't believe either of you are boomers! Move the airport. The money excuse is simply another *lie*, as airports have commonly been relocated when increasing air traffic has made that move necessary. Friedman has outgrown its current location established over 90 years ago. The FMAA Board's dereliction of duty in *not* having a draft for a grant from the 'Infrastructure Investment and Jobs Act' is not the fault of those being poisoned and tortured by the airport. Remember how Mallory McMorrow responded to all the *lies*, standing up tall and speaking out strongly because "*right* still matters."

This airport relocation issue is not about left and right or blue and red as we are continually misled to sow division for decades by a political class owned by oligarchs and special interests, a consequence of the institutionalized contamination (Citizens United) of democratic principles by money, a reality now even further amplified right here in our fair valley with an agenda of malignant growth and

3

Comment 2

Response to Comment 2

The 1983 Airport Master Plan first studied replacement airport sites, and then the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution.

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

airport expansion. This is only about money and associated power. People, those that have it are going to ram this airport expansion down your throats if you don't do something about it. All you have to do is *show up*. Send comments to chris@flysun.com and ask that your comments be entered into the public record. *PLEASE!* attend the meeting:

<https://global.gotomeeting.com/join/723981309>

*WE CAN DO THIS!!! DON'T EVER GIVE UP!!! YOU ALL MUST RESIST THE SYSTEMIC CORRUPTION
RAMMING A TOXIC ELITIST AGENDA OF AIRPORT EXPANSION DOWN YOUR AND YOUR CHILDREN'S
throats without even asking you if that is okay!!!*

PLEASE DISTRIBUTE AS WIDELY AS POSSIBLE!!!

billy

P.S. TO: Chris Pomeroy, Airport Manager (a decent human being unfortunately a hostage of his employment) *please enter these comments into the public record...thanks!*



Comment 3

Response to Comment 3

The comment is included in its entirety, as requested.

Leslie Mincks

April 27, 2022

Email 1:35pm

(Prior to Draft EA Comment Period)

From: Leslie Mincks <mincksleslie@gmail.com>
Sent: Wednesday, April 27, 2022 1:35 PM
To: Chris Pomeroy
Subject: Friedman Memorial Airport

Hello Chris,
I am a home owner on Broadford Highlands Lane. Only one city block and a chain link fence away to the airport and FedEx planes along with Medical helicopters and other miscellaneous private planes.
Since I bought the house six years ago and three grandchildren later, as a grandmother, former teacher at Hemingway and an eight year survivor of ALS, I look at life differently now. For that reason I am writing to you today.
I recognize that our community is changing and growing and changing.

My concerns Chris are:

*Quality of life
*Air traffic will continue to grow exponentially over a very short time.
> *The air quality will continue spiral down effecting the health of our children and family's in south valley; where interestingly the growth will be significant not in the north.

Air traffic is and will continue polluting our quality of life Is tourism and relocating our airport based on money rather than the future and safety of our community?

Please share my concerns with whomever might wish to answer my questions, the future of our community and protecting our clean environment and the relocation of the airport.
Can we have an open discussion PostCovid as we enjoy the sound of real birds until the airport reopens!

A Relocation plan for our future, Thank you, Leslie Mincks

Sent from my iPad

1

Comment received from Leslie Mincks dated April 27, 2022

Response to Comment 1

The EA was prepared to identify and disclose the potential environmental impacts associated with the Proposed Action, as well as means to avoid, minimize, or mitigate those potential impacts. The EA was prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) Regulations Title 40 Code of Federal Regulations (CFR) §§ 1500-1508 and 1515-1518, and the implementing regulations for NEPA and in accordance with FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

Chapter 4 of the FEA, *Affected Environment, Environmental consequences, and Mitigation*, evaluates potential impacts related to the Proposed Action on each of the Environmental Impact Categories defined by FAA Order 1050.1F. No significant impacts were identified as a result of the Proposed Action.

Response to Comment 2

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars. The Proposed Action would not cause or create an increase in aircraft operations at the Airport.

Response to Comment 3

According to the US Environmental Protection Agency (EPA), Blaine County, which includes the Airport, is in attainment for all National Ambient Air Quality Standards (NAAQS). The Proposed Action would not result in changes to the number or type of aircraft operating at the Airport; therefore, there would be no increase in aircraft emissions due to the Proposed Action. The Proposed Action would result in temporary construction emissions associated with the 10.4-acre aviation development area; however, the total construction emissions for each pollutant are far below the thresholds established for the NAAQS.

As documented in the FEA, Section 4.12, *Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks*, the Proposed Action, including acquisition of 386 acres and the development of 10.4 acres for aviation purposes, is not likely to cause or create an increase in aircraft operations at the Airport beyond those that would occur under the No Action Alternative. The Proposed Action would also have no significant effect on noise, vibrations, or fuel consumption, which are of socioeconomic and environmental concern. There would be no significant impacts to Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks resulting from the Proposed Action.

Response to Comment 4

Chapter 4 in the FEA, *Affected Environment, Environmental consequences, and Mitigation*, evaluates potential impacts related to the Proposed Action on each of the Environmental Impact Categories defined by FAA Order 1050.1F. No significant impacts were identified as a result of the Proposed Action.

William Hughes

May 2, 2022

Email 11:52am

(Prior to Draft EA Comment Period)

From: Billy <wifrahug@cox.net>
Sent: Monday, May 2, 2022 11:52 AM
To: Angenie McCleary; MDavis@house.idaho.gov ; mdavis@co.blaine.id.us; Chris Pomeroy; ms.sarahmichael@gmail.com; kriswirth@gmail.com; Greg Travelstead; Peter Lobby; Richard Stopol; Tom Bergin; Jenny Emery-Davidson; daveyten@gmail.com ; B C Young; Jim Foudy; Keith Roark; keri@woodriverlandtrust.org; shoettger@woodriverlandtrust.org ; Janet Carter; heidi.husbands@haileycityhall.org ; gstinnett@co.blaine.id.us; Jim Williams; Mary Roberson; nick.p.gilman@gmail.com ; gordo44@cox.net; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ALPINE TREE SERVICE, INC.; Smalls_411@yahoo.com; hymy1@q.com; B C Young; bobclosser@gmail.com; Alyssa Pinkerton; jennifer.sahn@hcn.org; jonathan@hcn.org; betsym@writersontherange.org; Len Harlig; falairfax@aol.com; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; philip.rucker@washpost.com; editorial@nytimes.com ; letters@nytimes.com ; oped@nytimes.com ; senator@durbin.senate.gov; senator@hiroono.senate.gov; senator@booker.senate.gov; senator@klobuchar.senate.gov; senator@brown.senate.gov; senator@warren.senate.gov; senator@tester.senate.gov; Christopher Hollins; senator@sanders.senate.gov; senator@murphy.senate.gov; feedback@own.tv; editorialboard@mrexpress.com ; Greg Foley; mgriffith@sunvalleyidaho.gov; Christopher Seldon; W.R.Weekly Publisher
Subject: relocation yes, expansion no!

Friends and Neighbors,

Even those opposed to moving the airport for their own selfish personal interests have admitted there would be ZERO impacts on the tourist economy from relocating the airport a short distance south, with the added benefit of totally eliminating diversions. No, this is only about conceited, self-centered human beings and their private aircraft who don't give a rat's rear end about the servant class in Woodside and Bellevue they are poisoning with Jet-A fuel exhaust while callously disrupting their lives.

This expansion effort is simply another lie from the local establishment in a blatant attempt to *permanently anchor* the airport in Hailey after the decision to relocate Friedman has already been made by officials who were not corrupt. The FMAA Board are nothing more than toadies of the economic aristocracy and the real estate industry, simply *servants of greed* just like elected officials at every other level of government, the *italicized* text below from the most knowledgeable source in the valley on this airport issue.

Relocating the airport would create the 'North Magic Valley Regional Airport' and no doubt prove an economic driver and hub for the area economy, organically providing an expanding inventory of workforce housing built in surrounding communities. Ground travel from just south of Timmerman much shorter in time and distance than most resort areas.

Local efforts at meeting demand for workforce housing will never even come close to keeping up, as the labor shortage is state and nationwide. A large percentage of the people moving here do not

Comment received from William F. Hughes dated May 2, 2022

Comment 1

Response to Comment 1

The 1983 Airport Master Plan first studied replacement airport sites, and then the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution.

Comment 2

Response to Comment 2

As documented in Section 4.12 of the FEA, *Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks*, the Proposed Action would not result in changes to access or uses within the project area. The Proposed Action construction and development activities are limited to the 10.4 acres immediately adjacent to existing Airport facilities and would have no adverse effect on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations in the vicinity of the Airport. The construction of the 10.4-acre aviation development area could result in short-term employment opportunities for construction workers. The development of aviation facilities on the 10.4-acre area is not anticipated to result in substantial long-term employment opportunities.

work and will continue to gobble up any housing inventory created, while also substantially increasing demand for units of labor, workers, a number quickly outstripping any of those inadequate local efforts at increasing the supply workforce housing.

Contrary to another false narrative, all those migrating from California to Idaho did so not in response to Covid, which was simply a trigger, but motivated primarily by tax avoidance. Let's see how that works out when boom turns to bust, and the short term economic benefits vanish while the ballooning demand for natural and human resources remains. The buffoon Republican Governor too stupid to realize this *malignant growth* agenda is exactly the Californication Idahoans have condescendingly sneered at for decades. And yet he is the still the best option in a one-party state that would elect a Republican serial killer before a Democrat.

An uninspired local establishment listening only to the real estate industry and SVED were led to believe *malignant growth* was the answer to all our problems. How has that worked out for the rest of us and those officials who are not corrupt struggling to find solutions created by this mindless agenda?

For those who are not *directly impacted* by the disruption of their lives and contamination of the air they breathe by operations at Friedman, please, just shut up. Your opinion in this debate over airport *expansion versus relocation* is entirely irrelevant. Is twenty minutes such a huge inconvenience for the economic aristocracy they are willing to completely compromise the health, safety, and quality of life of children in Woodside and Bellevue without even bothering to ask their parents if this is okay?!

I appreciate Angenie stepping up for another year of service on The Board of Health. If she really cares about the health of valley citizens she will actually *walk the talk* and step up and *lead* on airport relocation. Given her new adventures in parenting, how would she feel if she were subjected to all the disturbance from exponentially increasing air traffic in her backyard with her son spending his days breathing all those toxic fumes?!

The attitudes of the *entitled* and *privileged* allowing them to simply *presume* it is acceptable to contaminate and disrupt the lives of others while also completely defeating any efforts locally to diminish carbon in the atmosphere simply for their own personal convenience, are both archaic and pathetic. Private aircraft and fractional air service represent a massively disproportionate assault on this planet's atmosphere by those consumed by the *obsession with self*, refusing to even consider the health, safety, and welfare of others.

So, why is the airport still in Hailey when *THE DECISION TO RELOCATE THE AIRPORT HAS ALREADY BEEN MADE?????*

The following is an excerpt from communication with an *honest* individual with *integrity* far better informed on the airport and aware of associated history than any of the current members of the FMAA Board sadly representing the corrupt, self-serving agenda of the economic aristocracy and real estate industry.

Comment 2
Continued –
Response on
previous
page

Response to Comment 3

According to the EPA, Blaine County, which includes the Airport, is in attainment for all NAAQS. The Proposed Action would not result in changes to the number or type of aircraft operating at the Airport; therefore, there would be no increase in aircraft emissions due to the Proposed Action. The Proposed Action would result in temporary construction emissions associated with the 10.4-acre aviation development area; however, the total construction emissions for each pollutant are far below the thresholds established for the NAAQS.

Comment 3

While noise levels associated with airport operations are expected to increase in the future due to projected increases in air traffic, the Proposed Action would not increase or decrease the number of aircraft operations, change types of aircraft operating at the Airport, change flight paths, expand the existing noise contours beyond the No Action Alternative, or introduce new incompatible land uses within the 65 DNL contour. The Proposed Action would not change existing agricultural land use of the property proposed for acquisition, except for the 10.4-acre aviation development area, which would be developed compatible with airport operations.

Comment 4

Response to Comment 4

The 1983 Airport Master Plan first studied replacement airport sites, and then the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution.

"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a forum that SV Company did not consider FMA a suitable facility for the kind of airplane service they needed and, therefore, the company favored the regional approach. Over the years, Dick Fenton, and his band of predatory realtors, have been the driving force for retention and expansion of FMA. They speak of "service to the Greater Sun Valley Community and the tourist industry" when, in fact, they don't give a damn about the public at large or the tourist industry. Their interest is entirely parochial. No high-end resort community in North America has a private-jet qualified airport just a mere 15 miles away from the Palaces they build and have built in the S.V. area. That is a little known but lucrative boon to high-end realtors who aggressively pursue the multi-millionaire and billionaire clients willing to shell out \$10 million for raw land and another \$20 million to \$40 million to build a monument to their avarice. If you have the bucks, you can land your private jet at FMA and be at your 2nd, 3rd, or 4th vacation home in Chocolate Gulch, Adams Gulch, etc. in a matter of minutes. If you purchased a similar home in Park City, Utah, the drive from the SLC airport would take 45 minutes to an hour. Just think what the standard real estate commission is on a \$10 million real estate transaction. The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."

Move the airport. If the local establishment refuses to do so it will reveal the corrupt economic paradigm institutionalized in DC for over forty years to create wealth for an elite minority, motivated exclusively by greed, has clearly contaminated the Wood River Valley, the continuing delusions from the IME about a "blue island" has now become misinformation worthy of FOX News.

The money excuse is simply another lie, as airports have commonly been relocated when increasing air traffic has made that move necessary. Friedman has outgrown its current location established over 90 years ago. The FMAA Board's *dereliction of duty in not* having composed a draft for a grant from the "Infrastructure Investment and Jobs Act" is not the fault of those being poisoned and tortured by the airport.

Relocating the airport south of Timmerman would have massive collateral benefits including expanding the menu of workforce housing options. A free park and ride from an airport with unlimited free parking would incentivize many commuting from the south to leave their cars and take the bus. With the largest wind farm in the country proposed for the high desert east of Dietrich, an electric fleet from the Mountain Rides Bus Barn in Bellevue saves both money and carbon.

The rapid gentrification and malignant growth engineered by a clueless, short-sighted valley establishment, apparently absent of any creative intellect or capacity for critical thinking, continues to habitually do the same thing over and over again expecting different results, money the only variable considered in the same old tired, failed equation constructed by greedy developers and the elected officials they own.

Moving the airport creates unlimited opportunities to adapt with improved agility to a rapidly growing regional economy spurred by an artificially accelerated increase in population as the exodus from beleaguered California continues. The pain is in not in the change, but in the resistance to that change. I guess everyone around here is too old to meet such a challenge, so apparently the FMAA Board will decide to continue to use Friedman to gas and torture residents of Woodside and Bellevue

3

Comment 5

Response to Comment 5

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars.

with the swarm of private aircraft now flying into Atlantic Aviation, making all the phony lament about climate change locally, and caring about workers, absolute *hypocrisy*.

YOU MUST EMAIL LETTERS AND COMMENTS TO:

chris@iflysun.com

Tuesday, May 3rd, 2022 - 5:30 PM - ONLINE MEETING!

<https://global.gotomeeting.com/join/723981309>

William F. Hughes
Hailey

P.S. Chris P. Please enter into the public record.

P.P.S. - addendum - Saturday, in talking to my neighbor across the fence, he indicated problems in the financial markets, about which he is required to be attentive. In *Evil Geniuses* by Kurt Anderson, Mr. Anderson identifies the objective of Hedge Fund Swine and Private Equity Pirates is to strip-mine as much wealth from the economy as rapidly as possible, like the real estate industry locally with a huge assist from local officials. The fastest way to do this is to convert intangible assets (e.g. mortgage securities CDOs) into financial instruments, the very definition of crypto-currency. These are the kind of people FMAA Board represents, not the citizens living across the street from Friedman with lives severely impacted by rapidly increasing air traffic. *Integrity has no value because it cannot be monetized.*

Comment 6

Response to Comment 6

The comment is included in its entirety, as requested.

Neil Jessen

May 2, 2022

Email 1:26pm

(Prior to Draft EA Comment Period)

From: Neil Jessen <sunvalleyadvisorsneil@gmail.com>
Sent: Monday, May 2, 2022 1:26 PM
To: Chris Pomeroy
Subject: Airport relocation

Hi Chris,

For the record, I live in Hailey and really have enjoyed the lack of airport noise in the area for the last two weeks. I believe we have already decided to move the airport and already picked a new location. This seems like a good time to get the ball rolling and start to work on the relocation. Thank you. Neil Jessen

Comment received from Neil Jessen dated May 2, 2022

Response to Comment 1

The temporary closure of the airport for approximately 30 days was to complete a runway, taxiway, and apron rehabilitation project associated with the existing airport facilities. That project is separate and independent from the Proposed Actions evaluated in the EA.

Comment 1

Regarding relocation of the airport, the 1983 Airport Master Plan first studied replacement airport sites, and then the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution.

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

William Hughes

May 5, 2022

Email 3:12pm

(Prior to Draft EA Comment Period)

Comment received from William F. Hughes dated May 5, 2022

From: Billy <wilfrahug@cox.net>
Sent: Thursday, May 5, 2022 3:12 PM
To: Chris Pomeroy; kriswirth@gmail.com; Greg Travelstead; Peter Lobb; Richard Stopol; Tom Bergin; daveyten7@gmail.com ; B C Young; Jim Foudy; Keith Roark; keri@woodriverlandtrust.org; sboettger@woodriverlandtrust.org ; Janet Carter; heidi.husbands@haileycityhall.org ; gstinnett@co.blaine.id.us; Jim Williams; Mary Roberson; nick.p.gilman@gmail.com ; gordo44@cox.net; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ALPINE TREE SERVICE, INC.; Smalls_411@yahoo.com; hymy1@q.com; B C Young; bobclosser@gmail.com
Subject: Fw: sad irony

Chris P. - Please enter into the public record.

Comment 1

----- Forwarded Message -----

From: "Billy" <wilfrahug@cox.net>
To: "senator@durbin.senate.gov" <senator@durbin.senate.gov>; "senator@hirono.senate.gov" <senator@hirono.senate.gov>; "senator@booker.senate.gov" <senator@booker.senate.gov>; "senator@klobuchar.senate.gov" <senator@klobuchar.senate.gov>; "senator@brown.senate.gov" <senator@brown.senate.gov>; "senator@warren.senate.gov" <senator@warren.senate.gov>; "senator@tester.senate.gov" <senator@tester.senate.gov>; "Christopher Hollins" <christopherghollins@gmail.com>; "senator@sanders.senate.gov" <senator@sanders.senate.gov>; "senator@murphy.senate.gov" <senator@murphy.senate.gov>; "ktershel@supremecourt.gov" <ktershel@supremecourt.gov>; "pio@supremecourt.gov" <pio@supremecourt.gov>; "pmccabe@supremecourt.gov" <pmccabe@supremecourt.gov>; "swatson@supremecourt.gov" <swatson@supremecourt.gov>; "Christen.Cromer@aspeninstitute.org" <Christen.Cromer@aspeninstitute.org>; "Kalissa.Hendrickson@aspeninstitute.org" <Kalissa.Hendrickson@aspeninstitute.org>; "Stephenie.Mauren@aspeninstitute.org" <Stephenie.Mauren@aspeninstitute.org>; "allison.perry@aspeninstitute.org" <allison.perry@aspeninstitute.org>; "cristal.logan@aspeninstitute.org" <cristal.logan@aspeninstitute.org>; "philip.rucker@washpost.com" <philip.rucker@washpost.com>; "editorial@nytimes.com" <editorial@nytimes.com>; "letters@nytimes.com" <letters@nytimes.com>; "oped@nytimes.com" <oped@nytimes.com>; "feedback@own.tv" <feedback@own.tv>; "betsy@writersontherange.com" <betsy@writersontherange.com>; "Alyssa Pinkerton" <alyssap@hcn.org>; "jennifer.sahn@hcn.org" <jennifer.sahn@hcn.org>; "jonathan@hcn.org" <jonathan@hcn.org>; "senator@whitehouse.senate.gov" <senator@whitehouse.senate.gov>; "Vice President Kamala Harris" <info@contact.joe Biden.com>; "team@email.lucaskunce.com" <team@email.lucaskunce.com>; "Team Benson" <jocelyn@votebenson.com>; "christopherlhayes@gmail.com" <christopherlhayes@gmail.com>; "robert.costa@washpost.com" <robert.costa@washpost.com>; "robert.costa@washpost.com" <robert@imcivicaction.org> <robert@imcivicaction.org>; "dccc@dccc.org" <dccc@dccc.org>; "Amanda Sands" <info@abbyfinkenauer.com>; "info@dscc.orgnews" <info@dscc.orgnews>; "info@trevornoahfoundation.org" <Angenie McCleary> <AMcCleary@co.blaine.id.us>; "mdavis@co.blaine.id.us" <mdavis@co.blaine.id.us>;

Response to Comment 1

The forwarded e-mail referred to in Mr. Hughes' comment dated May 5, 2022 is provided, as requested.

This forwarded e-mail was an attached item to Mr. Hughes' comment dated May 5, 2022.

"ms.sarahmichael@gmail.com" <ms.sarahmichael@gmail.com>; "Jenny Emery-Davidson"

<jdavidson@comlib.org>; "jimasv@cox.net" <jimasv@cox.net>

Sent: 5/4/2022 1:46:17 PM

Subject: sad irony!

So Oprah,

Perhaps in a way amusing that I have been naively appealing to you to use your considerable influence to help relocate the toxic airport contaminating Hailey, Idaho. It has outgrown its current location and is disproportionately disrupting and poisoning the lives of the residential neighborhoods of working citizens, half of whom are POC. Sadly ironic that I have been making this appeal while apparently you are or soon will be part of the problem, as someone indicated you have plans for a palace in Sun Valley.

Of course, you probably don't really give a rat's rear end about the environmental injustices inflicted on underprivileged communities, clearly more talk than walk. Demi Moore's lawsuit to prohibit river access another of the many local injustices inflicted on locals by the economic aristocracy. *All the money has certainly cheapened the character of our fair valley!*

Perhaps in my last attempt at communication you read about why when the decision has already been made to move the airport, corrupt local officials are doing everything they can through expansion to anchor it permanently in Hailey. If not, the following three paragraphs are from something I already sent you.

So, why is the airport still in Hailey when *THE DECISION TO RELOCATE THE AIRPORT HAS ALREADY BEEN MADE???????*

The following is an excerpt from an exchange of emails with an *honest* individual possessing *integrity* far better informed on the airport and aware of associated history than any of the current members of the FMAA Board sadly representing the corrupt, self-serving agenda of the economic aristocracy and real estate industry.

"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a forum that SV Company did not consider FMA a suitable facility for the kind of airplane service they needed and, therefore, the company favored the regional approach. Over the years, Dick Fenton, and his band of predatory realtors, have been the driving force for retention and expansion of FMA in Hailey. They speak of "service to the Greater Sun Valley Community and the tourist industry" when, in fact, they don't give a damn about the public at large or the tourist industry. Their interest is entirely parochial. No high-end resort community in North America has a private-jet qualified airport just a mere 15 miles away from the Palaces they build and have built in the S.V. area. That is a little known but lucrative boon to high-end realtors who aggressively pursue the multi-millionaire and billionaire clients willing to shell out \$10 million for raw land and another \$20 million to \$40 million to build a monument to their avarice. If you have the bucks, you can land your private jet at FMA and be at your 2nd, 3rd, or 4th vacation home in

Chocolate Gulch, Adams Gulch, etc. in a matter of minutes. If you purchased a similar home in Park City, Utah, the drive from the SLC airport would take 45 minutes to an hour. Just think what the standard real estate commission is on a \$10 million real estate transaction. The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."

Oprah, the gentrification you represent has forced a huge number of working citizens out of the valley, and now your private aircraft will bombard those remaining in Woodside and Bellevue with Jet-A fuel exhaust and further contribute to the sustained screeching of private and fractional service jet aircraft. No peace for these citizens and certainly no justice.

The systemic corruption of government in an email I sent you and others this morning, plainly manifests locally in the corrupt expansion of an airport no longer compatible with residential neighborhoods in Hailey.

I hope you choose to be part of the solution and help in moving the airport a short distance south, rather than being part of the problem in permanently anchoring the airport in an entirely inappropriate location ruining the lives of so many.

William F. Hughes
Hailey, Idaho

INTEGRITY HAS NO VALUE BECAUSE IT CANNOT BE MONETIZED.

William Hughes

May 12, 2022

Email 1:22pm

Comment received from William F. Hughes dated May 12, 2022

From: Billy <wilfrahug@cox.net>
Sent: Thursday, May 12, 2022 1:22 PM
To: Chris Pomeroy
Subject: airport relocation
Attachments: privilege, greed , and corruption.....conservative values!

Chris Pomeroy,

Please enter the attached document into the public record.

Thank you,

William F. Hughes
Hailey

Response to Comment 1

The document attached to Mr. Hughes' comment dated May 12, 2022 is provided, as requested.

Comment 1

From: Billy <wifrahug@cox.net>
Sent: Wednesday, May 11, 2022 3:22 PM
To: senator@durbin.senate.gov; senator@hirono.senate.gov; senator@booker.senate.gov; senator@klobuchar.senate.gov; senator@brown.senate.gov; senator@warren.senate.gov; senator@tester.senate.gov; Christopher Hollins; senator@sanders.senate.gov; senator@murphy.senate.gov; ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; philip.rucker@washpost.com; editorial@nytimes.com ; letters@nytimes.com ; oped@nytimes.com ; feedback@own.tv; betsy@writersontherange.com; Alyssa Pinkerton; jennifer.sahn@hcn.org; jonathan@hcn.org; senator@whitehouse.senate.gov; Vice President Kamala Harris; team@email.lucaskunce.com; Team Benson; christopherlhayes@gmail.com; robert.costa@washpost.com; robert@imcivication.org; dccc@dccc.org; Amanda Sands; info@dsc.orgnews; info@trevornoahfoundation.org; Angene McCleary; mdavis@co.blaine.id.us; heidi.husbands@haileycityhall.org ; ms.sarahmichael@gmail.com; Jenny Emery-Davidson; jimasv@cox.net; kurtandersenemail@gmail.com; support@salon.com; stoone@house.idaho.gov ; NBurns@house.idaho.gov; hymy1@q.com; sboettger@woodriverlandtrust.org ; keri@woodriverlandtrust.org; Keith Roark; Jim Foudy; proutyjp@gmail.com; christopherlhayes@gmail.com; kisis@cox.net; perez_g2@denison.edu; gordo44 @cox.net; chiefcaballero@gmail.com; bobclosser@gmail.com; heatheruptmor@hotmail.com; ALPINE TREE SERVICE, INC.; fafax@aol.com; Byron Meador; Tom Bergin; Billy; B C Young; Jim Williams; gstinnett@co.blaine.id.us; Ben Worst; Greg Travelstead; Janet Carter; Mary Roberson; Peter Lobb; Richard Stopol; John Whipple; daveyten7@gmail.com ; don.lemon@cnn.com; donor-events@wikimedia.org; editorial@nytimes.com ; info@emailactionnetwork.org; faa-air21@faa.gov; Greg via FFP; Rep. Mike Simpson; sara.cannon@mail.house.gov; correspondence_reply@crapo.senate.gov ; The Juggernaut Project; Len Harlig; letters@nytimes.com ; lawrence@msnbc.com ; Women's March Team via LeftNet; Rachel@msnbc.com; oped@nytimes.com ; reglom@cox.net; nick.p.gilman@gmail.com ; Team Progress America; contact@perfectunion.us; media@lincolnproject.us; valeriehayes@boisestate.edu; Smalls_411@yahoo.com; yebbie.watkins@mail.house.gov; Yarit Rodriguez & Paige McMahon; Planned Parenthood Votes Northwest and Hawaii'; ivanbeanny@gmail.com; press@obama.org
Subject: privilege, greed , and corruption.....conservative values!

FMAA Board and Fellow Citizens,

Old man winter may be in retreat, but has fired a shot back over his shoulder in that process, and didn't need a military assault weapon to do so. Inclined to remain indoors, I spent some time at the keyboard Monday and Tuesday to process my emotions around this unusual space in time.

Each day as my personal consciousness shifts emotional locations I go back and look at what I have written. I read this after I finished up yesterday and did not like how it began, so I will try again.

With the fever dreams of Covid now loosening their grip on the collective consciousness of our country, the **reality** replacing this nightmare which killed a million citizens doesn't appear to be much of an improvement, as attempts from the right to destroy our democracy continue to be *organized* in service of the conservative oligarchs now owning the Republican Party and heavily funding

This e-mail was an attached item to Mr. Hughes' comment dated May 12, 2022.

its *organized madness* to strip Constitutional Rights and Voting Rights from citizens living in red states, and later everyone else.

Moscow Mitch's objective articulated yesterday is to make such retrograde policy carefully patterned after Twelfth-Century, patriarchal, feudal social structure the national paradigm. Ancient, decadent, conservative, white, male Republicans in the Senate doubling down on their total failure at policy and governance, and unable to simply let go. Republicans need to stop obstructing forward movement at a time this country desperately needs *solutions*.

Moscow Mitch, *please*, just put on some Depends, get out of the way, and let the women who are so inclined clean up the disaster you and the Republican Party have made of everything. In your attempt to destroy our democracy at the bidding of the oligarchs, you and Idaho's Republican Senators continue babbling incoherently about state sovereignty, apparently forgetting that the first Republican President had to take command over a bloody, brutal Civil War **to preserve the Union**, which took the lives of 620,000 Americans. Some toxic Republicans in the Congress are openly advocating for such an atrocity today. January 6th revealed just how contaminated the Republican Party has become, still being held hostage by a rancid piece of human garbage and the fascist propaganda machine of Rupert Murdoch.

Also yesterday, I listened to an argument by a liberal pundit suggesting that prosecuting a former President for serial felony criminal violations including *sedition* might be inflammatory, weakly and unconvincingly advising against it, straddling the moral fence as many such invertebrates are often inclined. The absence of any conviction with regards to 'Rule of Law' is why it no longer exists, or is easily manipulated by those who can afford an army of attorneys to deliver any preferred outcome desired along with even more unearned investment wealth funneled into the pockets of the economic aristocracy.

The Federalist Society funded by such *Evil Geniuses* as the Scaifes, Kochs, and Mercers, with the help of Moscow Mitch, now *owns* a hyper-partisan, conservative SCOTUS constructed through the systematic corruption of the nomination and confirmation processes by Moscow Mitch to seat three Republican political hacks on the court to compliment Alito and Thomas, whose wife was serving as the QAnon liaison with the Trump White House.

Federalist Society Architect Leonard Leo was apparently part of the Trump transition team after he won the election in 2016. Q: Transition to what?! A: A Fascist Dictatorship of course! Didn't quite get there with the attempts to seat an alternative slate of electors, Pence wisely refusing cooperation, so a violent insurrection was aimed at the Capitol the day of election certification, a coup in hopes of changing the outcome of a free and fairly conducted election.

HEAVEN FORBID THE PRESIDENT, OFFICIALS, AND MEMBERS OF CONGRESS HELPING ENGINEER THE EVENTS OF JANUARY 6TH ARE EVER HELD ACCOUNTABLE, IT MIGHT DISTURB THE CULTURE OF PRIVILEGE, GREED, AND CORRUPTION WE HAVE WORKED SO HARD TO ESTABLISH OVER THE PAST FORTY YEARS!

My deepest sympathies to the fine ladies on the Supreme Court, particularly Ketanji Brown Jackson, who have to sit each and every day in the "STENCH" resulting from the complete contamination of their workplace by right-wing zealots who couldn't give a rat's rear end about *justice*. Perhaps the good ladies should call OSHA and request an investigation and efforts toward remediation, that is if that particular regulatory agency which might perhaps interfere with profits even still exists.

The oligarchs *owning* the Republican Party have been heavily engaged in weaponizing a minority thirty percent of the population by aggressively constructing deep division primarily along racial lines in an all-out effort to perpetuate minority power. Their propaganda machine has exploited the worst tribal inclinations of their base which include bigotry, hatred, and intolerance, as part of an effort to consolidate power and ram their Authoritarian agenda down the throats of the majority seventy percent of the population.

In the late 80s and early nineties, the Wood River Valley had Aussies and Kiwis in abundance, overstaying their visas and working and playing in the Northern Rockies. Some were conservative and some were liberal, but each and every one of them identified Rupert Murdoch as a *fascist propagandist*, fascism defined in my 1985 American Heritage Dictionary as "*A system of government that exercises a dictatorship of the extreme right, typically through the merging of state and business leadership, together with belligerent nationalism.*" A profoundly accurate definition of the Republican agenda.

So, parallel to the time of the Trump Presidency our fair valley also suffered from an aggressive, self-serving agenda of extremely wealthy real estate developers also fronted by a megalomaniac, *merging state and business leadership*, driven to get their way no matter what, in this case instant and automatic approval of their real estate development applications with whatever waivers and variances and added density they might desire, served up on a silver platter, any municipal code governing the review process butchered, circumvented, or simply ignored. A perfect reflection of the national political economy systematically corrupted over the past forty years to prioritize exclusively shareholder value.

The Publisher of our local weekly managed to keep the paper going through the Covid crisis, quite an accomplishment. Though banished from comment, I have taken issue in these emails with her identification of our fair valley as an island of *blue* in the *reddest* of states, Idaho. *Denial* is often employed by humans confronted by very challenging circumstances where *survival* is the singular motivation, most local weeklies in smaller communities already victims lost to the digital age.

Anyway, out of kindness I won't call this Publisher *delusional* for insisting our fair valley is *blue*. But all the billionaires and celebrities moving here and establishing Idaho as their primary residence are doing so for *tax avoidance* purposes as Idaho and Wyoming have become the Cayman Islands of the Northern Rockies (Google 'Pandora Papers-Wyoming'). Blaine County Democrats are *at best* Manchin/Sinema Democrats as this missive will clearly reveal.

Now the segue to yesterday's text focused on the relocation of an airport which has outgrown its current location established over 90 years ago. The malign influence of a local real estate

industry has effectively lobbied the local officials they own for expansion of that airport in service of their billionaire clients, part of an effort to PERMANENTLY ANCHOR this airport in Hailey when a decision to move the airport has already been made. The CONVENIENCE of the economic aristocracy taking precedent over the health, safety, quality of life, and welfare of citizens in Woodside (HAILEY) and Bellevue.

WOULD ONE OF YOU GOOD CITIZENS ACTING IN AN ELEVATED OFFICIAL CAPACITY IN WASHINGTON DC PLEASE FORWARD THIS EMAIL TO SECRETARY OF TRANSPORTATION PETE BUTTIGIEG, JUSTICE KETANJI BROWN JACKSON, MERRICK GARLAND, AND JOHN ROBERTS IF YOU CAN FIND WHATEVER UNSTABLE LEGAL FENCE THE CHIEF JUSTICE FINDS HIMSELF STRADDLING TODAY.

Any current analysis and review of real estate development applications no longer even bother to consider *planning* for future impacts on traffic, the availability of water, sewage capacity, and increased demand on protection services, etc. Any thoughtful *planning* entirely abandoned in Hailey, replaced by Horowitz's P&Z *rubber stamp*.

Calculation and assessment of development impact fees through *detailed financial analysis* demanded by Municipal Code were butchered from the Annexation Ordinance by the corrupt tools of a corrupt local establishment owned by real estate interests. This pattern of *privilege, greed, and corruption* identical to that of an ancient, white, male, Republican Senate serving the ultra-conservative oligarchs demanding the corruption of the SCOTUS through the confirmation of three political hacks to overturn Roe v Wade. Yes, two entirely different objectives, but using the identical blueprints *merging state and business leadership* to achieve them. This MERGING OF STATE AND BUSINESS LEADERSHIP (again, please Google caps!) is the primary characteristic of fascism, whether locally or nationally.

Except for individuals representing real estate interests with a desire to extract benefit from the systemic corruption at Hailey City Hall, the public quit participating in the development review process when it became obvious that any related decisions had already been made behind closed doors. This *farce* as the development review process has become to be known by citizens who are neither lemmings nor inclined to drink the KoolAid, much less swallow all the *lies and deceit* being served up at a Hailey City Hall sadly contaminated by Fritz. The residue of that contamination, the current mayor and former Community Development Director, Horowitz, now the recently appointed City Administrator, still lingering. The concept along with the practice of a legitimate HR process, abandoned long ago to install sycophants acting as *servants of greed*.

By all means *rubber-stamp* the 48 units on less than 3/4 of an acre proposed by a strip-mall developer from California, which will be purchased by investors for short-term rentals despite all the continued *lying* relentlessly about how all the mindlessly added density will somehow magically produce *affordable* workforce housing. Horowitz identifying \$375,000.00 as *affordable!*

For over a decade Hailey officials have embraced the chaotic, malignant growth agenda of *greedy* developers. In doing so they have accommodated personal relationships along with the real estate industry's profit privatized, risk socialized objective of burdening working taxpayers owning property

and those owning property on limited, fixed incomes, with all the massive future costs of mitigating the impacts of their conveniently *rubber-stamped* projects.

Easily up to \$10 million in prospective impact fees for two large residential projects lost to city coffers by Fritz's coterie of sycophants eagerly throwing working citizens who own property under the bus, prioritizing the interests of developers. This following Fritz and Ned losing a couple million dollars of revenue from fees in the Cutter's annexation as a result of a massive administrative failure to secure Hailey's financial position with an intercreditor agreement. This loss of city revenue to incompetence compounded by expensive litigation and an appeal destined to fail based on precedent.

Many taxpaying property owners are hanging on by the skin of their teeth. Many others will simply be more collateral damage as is often the case with gentrification, nothing new. Rental properties formerly housing workers have mostly been converted to short-term, vacation rentals with insane daily and weekly price tags. Many in the local workforce have simply moved elsewhere. It will be interesting to see the extent of the gridlock this year as a majority of the workforce now commutes from the south.

Contrary to yet another convenient, false narrative manufactured by the wealthy, white, classist, local patriarchy, the hordes of rich refugees migrating from California to Idaho did so not in response to Covid, which was merely a trigger, but motivated primarily by *tax avoidance*. Let's see how that works out when boom turns to bust.

As a consequence of malignant growth, private and fractional-service jet air traffic has increased exponentially, clearly outgrowing the Friedman Memorial Airport location in Hailey established over 90 years ago. Air traffic will only continue to grow in our fair valley as many oligarchs have established primary residences here to avoid state taxes elsewhere. Please Google "*Pandora Papers Wyoming*" so you will better understand Idaho and Wyoming's new role as the Caymen Islands of the Northern Rockies.

Local officials are perhaps aware of all this, or not, but I am writing for those not familiar with just how the conservative corruption in DC is perfectly mirrored by the similar destruction of guard rails and regulation by the *servants of greed* in local jurisdictions.

I am perhaps naively hoping someone with a platform, microphone, power, and influence, will rescue local citizens being poisoned and tortured as the result of a rapidly growing airport being located in their back yards. The decision to move this airport has already been made. But the *convenience* of a classist economic aristocracy once again TRUMPS' the health, safety and welfare of the servant class. With the population of Woodside fifty percent Hispanic, it is difficult to ascertain how much of this injustice attributable to classism is underpinned by elements of racism. The local establishment will do some hand-wringing and quickly project denial over this possibility, but all the malignant growth they have endorsed and cleared a path for has seen increased local support of the former president in our fair valley.

Imagine my surprise in attending my very first '*gotomeeting*,' of the Friedman Memorial Airport Authority (FMAA), when the composition of that Board had changed from that represented on the '*iflysun*' website. Councilman Sam Linnett and long-time Board member Ron Fairfax were not in attendance, but instead Mayor Martha acting as Hailey's representative on the Board and I guess acting as chair at the meeting, which appears to be her thing and provides her purpose. She is good at it, but apparently *oblivious* to the abundant adverse outcomes of those meetings she chairs.

At that '*gotomeeting*' Martha deceitfully suggested my advocacy for airport relocation which I typed in the '*chat*' section including "*North Magic Valley Regional Airport*" was somehow inappropriate as the regional airport option discussed decades ago required all municipalities in the Southern Idaho area to be committed for FAA consideration. Attorney Fritz taught Martha well how to *totally misrepresent* what others have said. Maybe she should work on passing the Bar Exam, she couldn't be any worse an attorney than Fritz.

I typed in response to Martha's distortion, to simply remove "*Regional*" and just call it the "*North Magic Valley Airport*," as a new airport to replace Friedman Memorial Airport had already advanced to the "Site Selection" stage of a process engaged by the FAA and a FMAA Board not corrupted by the classist, high-end real estate interests fleecing the billionaire class who can easily afford it. These realtors subsequently scuttled relocation, with Sarah Michael resigning as Blaine County Commissioner, honoring a conscience not contaminated by *greed and obsession with self*.

Below we will take a closer look at Martha's possible motivation for *misrepresenting the truth*, obviously supporting anchoring the airport permanently in Hailey, consistent with her role as *a faithful servant of greedy developers*, all-in on the malignant growth agenda championed by the real estate industry.

Of course, the current FMAA Board knows all of this as I sent them a letter about a year ago titled "Letter to the FMAA Board" containing the eight paragraphs below.

The following italicized script is from the FMAA Board regarding the airport relocation process which had been responsibly engaged. "*In 2006, a Site Selection and Feasibility Study concluded that the current airport site was no longer a viable option for future airport operations.*" That *conclusion* from a paid consultant with no vested interest is even more relevant with each passing day as air traffic increases exponentially at Friedman.

I received an email from Charlene Washington (USDOT) with an attached letter from Winsome A. Lenfert (FAA), Acting Associate Administrator for Airports, identifying the current status of prospective relocation of Friedman. This email was in response to letters I had recently sent, (Spring 2021), mailed to both the USDOT and FAA.

"Since the EIS was suspended, the FMAA has not requested FAA assistance with a new site selection study." and... "The FAA will continue to support FMAA, including any future request for assistance in relocating the airport." - Winsome A. Lenfert (FAA), Acting Associate Administrator for Airports.

Of course an FMAA Board acting as *servants of greed* for classist, high-end, predatory realtors has made no such *request*, instead moving forward with an expansion which I believe will eventually result in larger aircraft operating on a schedule of increasing frequency. With *lying* now completely normalized by a culture of *privilege, greed, and corruption*, FMAA Board members who might suggest otherwise further validates their designation as *servants of greed*.

It is unforgivable that the FMAA Board neglected to draft a grant request for funding from the 'Infrastructure Investment and Jobs Act' to move the airport. This infrastructure legislation represents a much smaller dollar amount than the massive welfare package *gifted* to the economic aristocracy and corporations by the multiple-felony criminal formerly inhabiting the WH with an assist from corrupt Republicans in the Senate. *Permanently anchoring* the airport in Hailey clearly reflects these priorities of *privilege, greed, and corruption*.

So all the FMAA Board has to do is *request* assistance from the FAA to reengage the relocation process. The abandonment of relocation efforts and suspension of the requisite EIS was a dozen years ago. Since that time rigid enforcement of environmental protections and review including NEPA and the Endangered Species Act has been diminished considerably. A *fact*, for better or for worse.

The primary environmental obstacle of airport development south of Timmerman was potential impacts on Sage Grouse populations, then being considered for *endangered* status. This is no longer the case under entirely new, collaborative policy bringing the State of Idaho and affected stakeholders into a process attempting to balance the protection of sage grouse populations with the multiple-use policies directing resource development on our public lands.

With environmental considerations no longer prohibitive, and very limited historical use of these lands by the Shoshone-Bannock Tribes, circumstances for a green light from the BLM are quite favorable to reengage the site selection process, and get the airport moved.

So, why is the airport still in Hailey when *THE DECISION TO RELOCATE THE AIRPORT HAS ALREADY BEEN MADE?????*

The following is an excerpt from communication with an *honest* individual with *integrity* far better informed on the airport and aware of associated history than any of the current members of the FMAA Board sadly representing the corrupt, self-serving, classist agenda of the economic aristocracy and the local real estate industry.

"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a forum that SV Company did not consider FMA a suitable facility for the kind of airplane service they needed and, therefore, the company favored the regional approach. Over the years, Dick Fenton, and his band of predatory realtors, have been the driving force for retention and expansion of FMA. They speak of "service to the Greater Sun Valley Community and the tourist industry" when, in fact, they don't give a damn about the public at large or the tourist industry. Their interest is entirely parochial. No high-end

resort community in North America has a private-jet qualified airport just a mere 15 miles away from the Palaces they build and have built in the S.V. area. That is a little known but lucrative boon to high-end realtors who aggressively pursue the multi-millionaire and billionaire clients willing to shell out \$10 million for raw land and another \$20 million to \$40 million to build a monument to their avarice. If you have the bucks, you can land your private jet at FMA and be at your 2nd, 3rd, or 4th vacation home in Chocolate Gulch, Adams Gulch, etc. in a matter of minutes. If you purchased a similar home in Park City, Utah, the drive from the SLC airport would take 45 minutes to an hour. Just think what the standard real estate commission is on a \$10 million real estate transaction (half a million dollars!). The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."

What might Mayor Martha's motivation be for passively agreeing to have Friedman Memorial Airport remain in Hailey? Yes, some might hypothesize the marginal revenue resulting from airport retention in Hailey is a quid pro quo from those high-end, predatory realtors owning the FMAA Board and calling the shots. But perhaps it is wise to take a closer look.

Martha's long-time ex-husband, Stoney Burke, is one of those high-end realtors. Mr. Burke purchased all the property out Quigley Canyon belonging to Faulkner's (ranchers) and others. He consolidated all private property and inholdings out Quigley into single ownership, once attempting annexation himself before deciding it would be much easier to sell it and let someone else deal with such a controversial annexation, this canyon being critical wintering habitat for migrating mule deer populations.

With Idaho statute offering zero transparency in such matters there was considerable speculation at the time by those citizens bothering to pay attention whether or not the *closure* of the Quigley sale to big-time investors in Connecticut, and how much money was to eventually be paid for this unique property, might be contingent on annexation *approval*.

No, Mayor Martha might not directly benefit financially from any annexation outcome, but her daughters will no doubt receive a substantial inheritance from their father when the time comes. Difficult to determine how much of it is from the sale of the Quigley property.

Yet given these opaque circumstances and relationships over the years, Martha never considered it necessary to identify this possible *conflict of interest* and recuse herself from a vote on the final annexation proposal. Of course the annexation was approved following a completely corrupted review process ending in the anti-climatic announcement of a decision that had been made long before any vote, the *farce* of local legend previously identified above. This is why there is a complete absence of *trust* in local government, particularly regarding the expansion of an airport which clearly needs to be relocated as a result of intensifying air traffic.

Angenie, any outreach now as an afterthought, to citizens in Woodside and Bellevue, might fairly be interpreted as simply more hypocrisy from local government. Hope you had an enjoyable Mother's Day celebration, the quality of any such pleasantries severely diminished for those living across the

street from an active, busy airport. The peace and quiet during re-paving has been sublime, even the birds are much happier.

Working full-time and driving cab at nights and on weekends, Sofro's Copper Ranch development happened in the blink of an eye during the administration of a mayor who was a Doppelganger in both appearance and behavior for the lady mayor in episodes of South Park. A former Police Chief revealed that a city employee was paying the mayor rent for a unit in Copper Ranch. He was at war with the mayor and subsequently resigned, but discovered the title of the property being rented was registered to an LLC. Nothing wrong with that, right?

The following three paragraphs are an excerpt from extensive text sent to the Idaho State Bar Association after Fritz and Ned in their official capacities as Mayor and City Attorney used taxpayer money to retain another attorney to threaten me with civil litigation, demanding I "Cease and Desist" from writing the *truth* about the actions, motivations, and intentions of officials and staff at City Hall, in a failed attempt to intimidate me. *Maybe* part of the reason I continue to write. It is a thin line between persistence and obstinacy!

You will find references to Jim Azumano in the materials submitted. It was quite some time ago, and perhaps the only time the City of Hailey actually got something right. Jim was County Manager for Lane County (Eugene), Oregon, by far the most competent individual to ever set foot in Hailey City Hall. For the first time in hiring a City Administrator, Hailey conducted a *legitimate* HR process. It didn't even disturb me that in a valley rife with technical recruiters (headhunters), a council member's brother in Seattle was paid forty thousand dollars to deliver qualified candidates to the selection process. They hired the right guy. Jim was the *real deal*, smarter and with more relevant experience than all the good-'ol-boys-and-girls and attorneys put together. I spoke with him at length a number of times during his brief tenure.

Jim moved to Hailey purchasing a house and rental property. After sufficient time to acclimate to his new job and surroundings, in reviewing and examining city affairs Jim's first decision of consequence was to put the City Attorney's contract out for competitive bid. With unflinching integrity he would not abandon his position, perhaps for some reasons that will never be disclosed, understanding that if he could not do this, then he could not perform his job to the standards someone possessing an accurate moral compass would be dedicated.

Six or eight months later, Jim resigned, soon leading an Oregon Governor's task force on something or other. I emailed him a couple of times, but he would not reveal any of the information I was after. No doubt a NDA and very generous settlement from the City of Hailey precluding any cooperation with my request for information, all such personnel matters never seeing any transparency in this valley, insurance regulations commonly invoked as another lame excuse from officials. When there is never any *accountability* for the ethically challenged, they are encouraged toward continuing dubious actions and behavior because they *always* get away with it. There are never any *consequences* or

accountability.

Funny, I never heard another word from these two clowns about any of this. Heather was the doormat desired, installed as City Administrator, and could probably reveal some possibly incriminating information if she was so inclined. Highly regarded and immensely qualified Jim Azumano's salary was \$85K. After a year or so, bookkeeper Heather's salary was elevated to \$112K. I was always curious about that.

I have a great deal of sympathy for and genuinely like Heather, pleased that she was able to retire. I was tempted to intervene before one Quigley meeting at the High School as Fritz was giving Heather orders (*Achtung Baby!*) in an inappropriate, aggressive manner he would never use with his wife. It made me sad that Heather sat alone and detached throughout the meeting at a table distanced from others, hopefully finding her happy place. I delivered a hospital bed for Heather's father as he was approaching his expiration date, and I believe later emailed her condolences. I don't think the Handmaiden patriarchy has been easy on Heather, and wish nothing but happiness for her in retirement.

Over the years I *watched* and participated in the review process as various projects presented in annexation applications were being considered. I *watched* as the competent Department heads of Public Works and Community Development departed for Colorado, replaced by sycophants hired without a *legitimate* HR process. Horowitz for some unknown reason, except to insiders, run out of Ketchum. I believe she was an intentional component of the insidious real estate agenda aggressively promoting malignant growth. I also *watched* as any *honesty* and *integrity* in the review process quickly eroded after Carol Brown left, as Fritz and Ned and Lisa began aggressively representing development interests rather than the City of Hailey and its citizens.

I *watched* this shift manifest as the county "*Planning and Zoning Department*" became "*BUILDING Services*." In Hailey the "*Planning and Zoning Department*" became "*Community DEVELOPMENT*." What's in a name, right?! Clearly mirroring the evolution of government in Washington DC, special (real estate) interests owning local government, officials ramrodding an agenda prioritizing *privilege, greed, and corruption*, to aggressively promote the upward redistribution of wealth.

I *watched* as requisite identification of *ex parte communication* by various mayors and city council members regarding city-related business was entirely abandoned. I *watched* as the identification of *conflicts of interest* were no longer even considered (SCOTUS). In one meeting I *watched* as the Hailey City Attorney persuaded the council to waive parking requirements for the project of Walter King, aka Bruce Willis, who was a client of his private practice.

I *watched* as the same City Attorney butchered Municipal Code demanding *detailed financial analysis* used to calculate and assess impact fees, no one at the city responding to the three emails of inquiry I submitted as to why this was being done. My suspicions that it was to grease the skids for Quigley proved accurate.

I watched as an application for a large residential project including 45 units of additional density worth many more millions was presented for a property annexed I believe in '81. The application was submitted by Ed Trumpke (Marathon Partners) who grew up with former mayor Fritz in the cloistered environs of privilege in the north valley. It is still incomprehensible to me how two individuals who grew up in this valley could so wantonly pimp out this place for money and whatever phony prestige their fragile egos apparently require. They both have plenty of money, but absolutely no class. Perhaps I should not be surprised by any of this in a culture prioritizing *privilege, greed, and corruption*.

I watched as a neophyte council having no experience with guiding development applications through the review process was sworn in, January of 2020. A meeting was scheduled for mid-April, 2020, announced in the Wednesday weekly where most acquire such information, for a meeting the following Monday.

I watched as a Covid lock-down order was initiated in March of 2020. Not knowing any better this neophyte council was led down the primrose path by the former Mayor, the Community Development Director, the developer, and his attorney who cravenly lied about potential traffic impacts and possible opposition from those unable to attend this ZOOM meeting, of course without any consequences or accountability for those lies. The council approved this project in that ZOOM meeting which no one without the requisite technological capabilities could possibly attend, clearly discriminatory.

Then I watched this craven manipulation of process and exploitation of a council not adequately equipped to apply *due diligence*, a reality once again reflecting a culture prioritizing *privilege, greed, and corruption*. Ed Trumpke avoiding many millions in impact fees. I watched as the former mayor deceitfully manipulated these inexperienced officials in this ZOOM meeting advising from the sidelines "take the water" representing only a small fraction of the right, instead of the \$200K, when in fact the *entire water right and three million dollars* or more would have been a fairly negotiated price to mitigate the considerable future impacts from 145 residential units in East Hailey.

Of course, many of you have heard all this before, and are aware of it and maybe not particularly concerned over this pattern of local government prioritizing *privilege, greed, and corruption*, with all the "I got mine boomers" selling out and sticking their heads in the sand.

On Friday I had the music on while I was doing not much of anything out back. I got a little choked up as very familiar lyrics suggested, "*There's something happening here, what it is ain't exactly clear, there's a man with a gun over there, telling me I got to beware...*"

So Billy, what on God's green Earth does all this have to do with relocating the airport? Easy question...the same malign influence of the real estate industry responsible for the systematic malfeasance applied to the development review process in Hailey, now reduced to a rubber-stamp, are being exerted to **permanently anchor** Friedman Memorial Airport in Hailey. For anyone on the FMAA Board to suggest otherwise would simply be yet another *lie* from local officials once again

discharging their duty as *servants of greed, privilege, and corruption*, while those with lives severely impacted by Friedman have remained both invisible and irrelevant to this expansion agenda.

The empty gesture of perhaps now having a meeting filled with empty words and officials pretending they care about the suffering of folks in Woodside and Bellevue as a result of the contamination and disruption of their lives by an airport located in their back yards, *is not a solution*.

There is really nothing to *talk* about. The *solution* is non-negotiable. The decision to relocate the airport has already been made by officials representing the entire community, a decision predicated on facts and evidence not the disproportionate political influence and self-serving *classism* of wealthy and powerful individuals in the local real estate industry, and their billionaire and celebrity clients.

Please move ALL airport operations to an appropriate location to the south. Anything less proves that for local officials twenty minutes of *convenience* for the economic aristocracy is way more important than the health, safety, quality of life, and welfare of citizens in Woodside and Bellevue, clearly reflecting the *culture of privilege, greed, and corruption* destroying our democracy.

PLEASE DISTRIBUTE WIDELY!

William F. Hughes
Hailey, Idaho

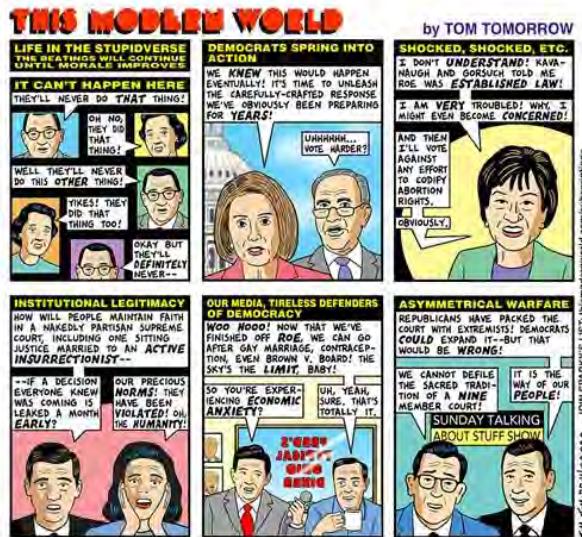
P.S. Last Sunday I reminisced on my deceased (2016) Mother's fight for social justice in the early to mid-seventies, very actively advocating for the Right to Choose, the Equal Rights' Amendment, and Title IX. She graduated from Berkeley before it became known as a bastion for liberal activism, but apparently there is something in the water. She was an active member and President of a couple of local chapters of 'The League of Women Voters,' one in Twin Falls, Idaho, another in Jacksonville, Illinois, very conservative Republican agricultural hubs still, Jacksonville forty miles west of Springfield, IL.

She had attended Democratic functions in Springfield when Obama was a State Senator, so I knew of him before he arrived in the U.S. Senate, as politics was commonly the subject of dinner conversations when I was back there, or she was out here, where she purchased a little shack in East Hailey ('91) five blocks from my home, spending her summers in Hailey for 23 years. Twilight often found she and her BFF from Twin Falls drinking cocktails and watching CNN and discussing the news of the day.

In their earlier years neither of these two women would have sat still and tolerated this contaminated culture of *privilege, greed, and corruption* inflicted on this country by a morally bankrupt, corrupt, primarily Republican white patriarchy applying a death grip to our democracy. As life-long, die-hard Democrats and competent organizers, I believe they would have caused a great deal of *good trouble*, no doubt advising moving quickly past any potential disagreement on various issues between moderate and progressive positions, uniting people for a cause much greater than such minor details, the very preservation of our democracy.

It is time for the women not wearing wimples and bowing in subservience to old white men, to more strongly assert themselves. Republicans endorsing and giving power to stupid and incompetent tyrants manifesting multiple, chronic personality disorders in an attempt to destroy our democracy, is like giving a loaded TEC-9 with the safety off to a toddler, totally irresponsible!

RISE UP LADIES!!! KLOBUCHAR IN '24!!!



Ladies, it is time to be much more aggressive in calling out the "STENCH" Sonya Sotomayor clearly finds so offensive, *much more often and much louder*. Sexual assault is apparently now a prerequisite for an endorsement from Trump in PA. The stereotypical portrayal of Democrats identified in cartoons like the one above require Democratic **women** quickly and assertively change that narrative by strongly and repeatedly kicking the Republican patriarchy in the "*nuts*," "*nuts*" (noun) of course being a colorful metaphor for the retrograde, patriarchal Republican agenda which is completely "*nuts*" (adjective), promoting the objective of re-creating Putin's Russia here in the U.S. for the benefit of Peter Thiel and all the other fascist oligarchs with unlimited resources pushing relentlessly for that outcome. Besides, McConnell, Graham, Grassley, Scott, Cotton, Rubio, Cruz, et al, are just constantly whining crybabies pathetically overcompensating for their pathological insecurities about their "*nuts*!"

PLEASE DISTRIBUTE WIDELY!

William Hughes

May 13, 2022

Email 11:37am

From: Billy <wilfrahug@cox.net>
Sent: Friday, May 13, 2022 11:37 AM
To: Angenie McCleary; mdavis@co.blaine.id.us; Jenny Emery-Davidson; ms.sarahmichael@gmail.com; Chris Pomeroy
Subject: Fw: environmental justice

My mouse is apparently self-actualized or the coffee has me moving too fast! Chris Pomeroy, *please* enter this version of the email into the FMAA public record.

Comment 1

----- Forwarded Message -----

From "Billy" <wilfrahug@cox.net>
To "Angenie McCleary" <AMcCleary@co.blaine.id.us>; "mdavis@co.blaine.id.us" <mdavis@co.blaine.id.us>; "Jenny Emery-Davidson" <jdavidson@comlib.org>; "ms.sarahmichael@gmail.com" <ms.sarahmichael@gmail.com>; "chris@iflysun.com" <chris@iflysun.com>

Date 5/13/2022 11:30:15 AM

Subject environmental justice

From an article on WAPO Newsroom's Pulitzer Prize.

Our stories revealed that Black and Brown Americans face problems and pollution that White Americans don't: freeways that dissected their communities and razed their homes; pollution sites such as scrapyards in areas that already host dozens of polluters; water shortages that result from poor infrastructure and contamination.

...and airports in their backyard in Hailey, Idaho. Classist, racist, or both?!

Comment 2

Response to Comment 1

The two previous versions of Mr. Hughes' comment received Friday, May 13th have been replaced as requested.

Response to Comment 2

As documented in Section 4.12 of the FEA, *Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks*, the Proposed Action, including acquisition of 386 acres and the development of 10.4 acres for aviation purposes, is not likely to cause or create an increase in aircraft operations beyond those expected under the No Action Alternative. Land use would remain the same following acquisition, except the 10.4 acres developed for aviation uses, and project activities would not have significant effects on air quality, climate, hazardous materials, noise, and water resources. The Proposed Action would have no effect on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations in the vicinity of the Airport. Likewise, the Proposed Action would have no significant effect on the environmental health of low income and minority populations or children's environmental health and safety.

William Hughes

May 17, 2022

Email 6:07pm

From: Billy <wilfrahug@cox.net>
Sent: Tuesday, May 17, 2022 6:07 PM
To: ivanbeanny@gmail.com; kriswirth@gmail.com; hymy1@q.com; Smalls_411@yahoo.com; gordo44@cox.net; perez_g2@denison.edu; chiefcaballero@gmail.com; Angenie McCleary; mdavis@co.blaine.id.us; Chris Pomeroy
Subject: airport

When the assault of noise and gas fumes on those living in Woodside and Bellevue resumes and your neighbors start complaining, be sure they contact members of the FMAA Board and insist the airport **must** be moved.

Also, be sure to email any comments to chris@iflysun.com and request they be entered into the public record.

Doing nothing is not an option. If you don't fight against this social and environmental injustice, in a couple of years the level of noise and exhaust fumes will rival LAX. The only reason the airport was not moved is because local officials don't care about citizens in Hailey and Bellevue. They represent only the real estate industry and their billionaire clients.

Comment 1

Comment received from William F. Hughes dated May 17, 2022

Response to Comment 1

The EA was prepared to identify and disclose the potential environmental impacts associated with the Proposed Action, as well as means to avoid, minimize, or mitigate those potential impacts. The EA was prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) Regulations Title 40 Code of Federal Regulations (CFR) §§ 1500-1508 and 1515-1518, and the implementing regulations for NEPA and in accordance with FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

Chapter 4 of the FEA, *Affected Environment, Environmental consequences, and Mitigation*, evaluates potential impacts related to the Proposed Action on each of the Environmental Impact Categories defined by FAA Order 1050.1F. No significant impacts were identified as a result of the Proposed Action.

According to the EPA, Blaine County, which includes the Airport, is in attainment for all NAAQS. The Proposed Action would not result in changes to the number or type of aircraft operating at the Airport; therefore, there would be no increase in aircraft emissions due to the Proposed Action. The Proposed Action would result in temporary construction emissions associated with the 10.4-acre aviation development area; however, the total construction emissions for each pollutant are far below the thresholds established for the NAAQS.

While noise levels associated with airport operations are expected to increase in the future due to projected increases in air traffic, the Proposed Action would not increase or decrease the number of aircraft operations, change types of aircraft operating at the Airport, change flight paths, expand the existing noise contours beyond the No Action Alternative, or introduce new incompatible land uses within the 65 DNL contour. The Proposed Action would not change existing agricultural land use of the property proposed for acquisition, except for the 10.4-acre aviation development area, which would be developed compatible with airport operations.

The 1983 Airport Master Plan first studied replacement airport sites, and then the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution.

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

Anonymous
May 24, 2022
Project Website Comment Form



From: Microsoft Power Apps and Power Automate <microsoft@powerapps.com>
Sent: Tuesday, May 24, 2022 8:51 AM
To: Brad Rolf
Subject: New comment - Friedman Memorial Airport Public Meeting

A new comment has been submitted. Please see below.

From: anonymous

Comment: I do not support any airport expansion. If the property is being acquired as a safety buffer then I could support the acquisition. The airport creates air pollution, noise pollution, and potential safety hazards to all area residents, and disproportionately benefits the wealthy, who are consuming the limited resources of our planet at a reckless pace. Not that many years ago, a government report deemed this airport as unsafe and needing to be moved. Ever since then we've gotten nothing but expansion and pollution.

If you want to unsubscribe from these emails, please use this [form](#).

Anonymous comment received dated May 24, 2022

Response to Comment 1

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition.

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars. The Proposed Action would not cause or create an increase in aircraft operations at the Airport.

Comment 1
Comment 2
Comment 3

Aside from developing 10.4 acres for aviation facilities, no additional development is proposed for the property at this time. If development is proposed in the future, proposed projects will be subject to review under NEPA.

Response to Comment 2

The EA was prepared to identify and disclose the potential environmental impacts associated with the Proposed Action, as well as means to avoid, minimize, or mitigate those potential impacts. The EA was prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) Regulations Title 40 Code of Federal Regulations (CFR) §§ 1500-1508 and 1515-1518, and the implementing regulations for NEPA and in accordance with FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

Chapter 4 of the FEA, *Affected Environment, Environmental consequences, and Mitigation*, evaluates potential impacts related to the Proposed Action on each of the Environmental Impact Categories defined by FAA Order 1050.1F. No significant impacts were identified as a result of the Proposed Action.

As documented in Section 4.12 of the FEA, *Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks*, the Proposed Action, including acquisition of 386 acres and the development of 10.4 acres for aviation purposes, is not likely to cause or create an increase in aircraft operations at the Airport beyond those that would occur under the No Action Alternative. The Proposed Action would also have no significant effect on noise, vibrations, or fuel consumption, which are of socioeconomic and environmental concern. There would be no significant impacts to Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks resulting from the Proposed Action.

Response to Comment 3

The 1983 Airport Master Plan first studied replacement airport sites, and then the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. The FAA determined in 2011, during the EIS for a replacement airport, that the relocation project should not proceed at that time due to concerns about project cost and potential wildlife impacts. Most recently, the 2018 Airport Master Plan included a site evaluation for a replacement airport and concluded that FMAA should continue to upgrade the existing airport to comply with the FAA airport design standards; and proceed with plans for a replacement airport as a long-term solution. The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition. The Proposed Action does not preclude plans for a replacement airport as a long-term solution.

Anonymous
May 25, 2022
Project Website Comment Form



From: Microsoft Power Apps and Power Automate <microsoft@powerapps.com>
Sent: Wednesday, May 25, 2022 11:01 AM
To: Brad Rolf
Subject: New comment - Friedman Memorial Airport Public Meeting

A new comment has been submitted. Please see below.

From: anonymous

Comment: The assurances I would like to see are as follows. 1- That the airport will not use the property for further future runway expansion. We don't want this to enable FMA to continually expand the runway length as they see fit. 2- That the fencing "required around an airport" will not extend around the entire newly acquired property and it will remain much as it is now. 3- That once the airport has their 10 acres that's currently abutting the airport, the remaining property acquired will not be sold or developed and remain open space as a safety corridor permanently. 4- Will the land be leased for continued livestock grazing? Great, as long as it does not lead to more fencing or further restricted river access. This proposal appears like it has the potential for the least amount of impact and would keep the open space intact. Is that true?

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Comment 1
Comment 2
Comment 3

Anonymous comment received dated May 25, 2022

Response to Comment 1

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars. The Proposed Action would not cause or create an increase in aircraft operations at the Airport.

Aside from developing 10.4 acres for aviation facilities, no additional development is proposed for the property at this time. If development is proposed in the future, proposed projects will be subject to review under NEPA.

Response to Comment 2

The Airport perimeter fence will be relocated to encompass the 10.4 aviation development area. No additional fencing is proposed.

Response to Comment 3

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. Areas currently used for livestock grazing will continue to be used as such under lease. As discussed in Section 4.5 of the FEA, no public parks, trails, trailheads, or rodeo grounds will be affected by the Proposed Action. The Broadford/River Street Loop is adjacent to the property proposed for acquisition, but will not be affected by the Proposed Action. The only area in which the airport perimeter fence will be relocated to incorporate is the 10.4-acre aviation development area.

Robin Leahy

May 25, 2022

Email 11:05am



From: robin leahy <robinleahy@cox.net>
Sent: Wednesday, May 25, 2022 11:05 AM
To: Brad Rolf
Subject: Land Acquisition

You don't often get email from robinleahy@cox.net. [Learn why this is important](#)

Hi Brad:

The assurances I would like to see are as follows.

1- That the airport will not use the property for further future runway expansion. Will this plan enable FMA to continually expand the runway length as they see fit?

2-Will the fencing "required around an airport" extend around the entire newly acquired property or will it remain as it is now?

3- Once the airport has their 10 acres that's currently abutting the airport, will the remaining property acquired will be developed or will it remain open space as a safety corridor?

4- Will the land be leased for continued livestock grazing?

5- Will this plan lead to further restricted river access?

This proposal appears like it has the potential for the least amount of impact and would keep the open space intact—is this correct?

Thanks,
Robin Leahy

220 Melrose, Bellevue
robinleahy@cox.net
208-720-5501

Comment received from Robin Leahy dated May 25, 2022

Response to Comment 1

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars. The Proposed Action would not cause or create an increase in aircraft operations at the Airport.

Aside from developing 10.4 acres for aviation facilities, no additional development is proposed for the property at this time. If development is proposed in the future, proposed projects will be subject to review under NEPA.

Response to Comment 2

The Airport perimeter fence will be relocated to encompass the 10.4 aviation development area. No additional fencing is proposed.

Response to Comment 3

The purpose of the Proposed Action is to protect the approach and departure surfaces to the south of SUN from incompatible development and land uses and to meet ongoing and future demand for apron and hangar development by developing a small acreage of the property proposed for acquisition.

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. Areas currently used for livestock grazing will continue to be used as such under lease.

Response to Comment 4

The Proposed Action will have no impact to river access. As discussed in Section 4.5 of the FEA, no public parks, trails, trailheads, or rodeo grounds will be affected by the Proposed Action. The Broadford/River Street Loop is adjacent to the property proposed for acquisition, but will not be affected by the Proposed Action. The only area in which the airport perimeter fence will be relocated to incorporate is the 10.4-acre aviation development area.

Response to Comment 5

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area.

Chapter 4 in the FEA, *Affected Environment, Environmental consequences, and Mitigation*, evaluates potential impacts related to the Proposed Action on each of the Environmental Impact Categories defined by FAA Order 1050.1F. No significant impacts were identified as a result of the Proposed Action.

William Hughes

May 25, 2022

Email 12:44pm



From: Billy <wilfrahug@cox.net>
Sent: Wednesday, May 25, 2022 12:44 PM
To: Chris Pomeroy
Subject: please enter into public record
Attachments: intentionally engineered, systemic injustice

Chris,

If you feel so inclined you can just enter into the Public Record the comments on FMA beginning with the bold, italicized text on down. Much of the comments prior are about the attitudes of privilege, greed, and corruption that make some ondividuals beleive it is okay to poison and disrupt the lives of less entitled citizens. Please ad this paragraph as well!

William F. Hughes
Hailey

Comment 1

Comment received from William F. Hughes dated May 25, 2022

Response to Comment 1

The document attached to Mr. Hughes' comment dated May 25 is provided, as requested.

The attached material makes reference to systemic injustice. As documented in Section 4.12 of the FEA, *Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks*, the Proposed Action, including acquisition of 386 acres and the development of 10.4 acres for aviation purposes, is not likely to cause or create an increase in aircraft operations beyond those expected under the No Action Alternative. Land use would remain the same following acquisition, except the 10.4 acres developed for aviation uses, and project activities would not have significant effects on air quality, climate, hazardous materials, noise, and water resources. The Proposed Action would have no effect on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations in the vicinity of the Airport. Likewise, the Proposed Action would have no significant effect on the environmental health of low income and minority populations or children's environmental health and safety.

From: Billy <wifrahug@cox.net>
Sent: Monday, May 23, 2022 3:13 PM
To: senator@durbin.senate.gov; senator@hirono.senate.gov; senator@booker.senate.gov; senator@klobuchar.senate.gov; senator@brown.senate.gov; senator@warren.senate.gov; senator@tester.senate.gov; Christopher Hollins; senator@sanders.senate.gov; senator@murphy.senate.gov; ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; philip.rucker@washpost.com; editorial@nytimes.com ; letters@nytimes.com ; oped@nytimes.com ; feedback@own.tv; betsy@writersontherange.com; Alyssa Pinkerton; jennifer.sahn@hcn.org; jonathan@hcn.org; senator@whitehouse.senate.gov; Vice President Kamala Harris; team@email.lucaskunce.com; Team Benson; christopherlhayes@gmail.com; robert.costa@washpost.com; robert@imcivication.org; dccc@dccc.org; Amanda Sands; info@dsc.orgnews; info@trevornoahfoundation.org; Angene McCleary; mdavis@co.blaine.id.us; heidi.husbands@haileycityhall.org ; ms.sarahmichael@gmail.com; Jenny Emery-Davidson; jimasv@cox.net; kurtandersenemail@gmail.com; support@salon.com; stoone@house.idaho.gov ; NBurns@house.idaho.gov; hymy1@q.com; sboettger@woodriverlandtrust.org; keri@woodriverlandtrust.org; Keith Roark; Jim Foudy; proutyjp@gmail.com; christopherlhayes@gmail.com; kisis@cox.net; perez_g2@denison.edu; gordo44 @cox.net; chiefcaballero@gmail.com; bobclosser@gmail.com; heatheruptmor@hotmail.com; ALPINE TREE SERVICE, INC.; fafax@aol.com; Byron Meador; Tom Bergin; Billy; B C Young; Jim Williams; gstinnett@co.blaine.id.us; Ben Worst; Greg Travelstead; Janet Carter; Mary Roberson; Peter Lobb; Richard Stopol; John Whipple; daveyten7@gmail.com ; don.lemon@cnn.com; donor-events@wikimedia.org; editorial@nytimes.com ; info@emailactionnetwork.org; faa-air21@faa.gov; Greg via FFP; Rep. Mike Simpson; sara.cannon@mail.house.gov ; correspondence_reply@crapo.senate.gov ; tours@risch.senate.gov ; The Juggernaut Project; Len Harlig; letters@nytimes.com ; lawrence@msnbc.com ; Women's March Team via LeftNet; Rachel@msnbc.com; oped@nytimes.com ; reglom@cox.net; nick.p.gilman@gmail.com ; Team Progress America; contact@perfectunion.us; media@lincolnproject.us; valeriehayes@boisestate.edu; Smalls_411@yahoo.com; yebbie.watkins@mail.house.gov; Yarit Rodriguez & Paige McMahon, Planned Parenthood Votes Northwest and Hawai'i; ivanbeanny@gmail.com; press@obama.org
Subject: intentionally engineered, systemic injustice

Hope all y'all had a good weekend!

Many citizens left, right, and middle agree the problem is structural as a direct consequence of the contamination of the political process by unlimited money which results in a government disproportionately influenced by those providing the most, all citizens accurately condemning *elites* on the opposition side. Media is now primarily owned as subsidiaries of huge corporations intent on persuading citizens that the problem is somehow left to right to create a distraction from the massive wealth and income inequality intentionally engineered exclusively for the aggressive upward redistribution of wealth to the benefit of the economic aristocracy.

For the past forty years Dems willingly participated in a corrupted conservative agenda which destroyed the middle class. Now they are struggling to reel back in Rule of Law, Constitutional Rights, and Voting Rights, after passively watching the institutions of government being systematically

This e-mail was an attached item to Mr. Hughes' comment dated May 25, 2022.

dismantled by a Republican Party owned by right-wing oligarchs. Again, most of the media are now simply smaller components of huge corporations.

And of course in the absurd decision on Citizens United it was determined "*Corporations are People*" who obviously *covet the power of their privilege*, just like the unethical, conservative Justices (and the QAnon spouse of Justice Thomas who engaged in a *seditious conspiracy* to overturn a free and fair election, and obstruct the transfer of power) on the SCOTUS, entirely absent of any integrity and seated on the bench of the High Court through a corrupted process and the Machiavellian manipulations of Moscow Mitch. The resulting rancid "*STENCH*" eliminating any legitimacy the SCOTUS may have once possessed.

The cartoon below reflects perfectly the control of the narrative by media executives who insist on elite protocols which *do not* allow the debate to focus more extensively on extreme wealth and income inequality, the primary source of all the political division and social dissonance commonly portrayed as left to right ideologically as a distraction while wealth is strip-mined from the economy leaving behind a wasteland that will probably produce another recession.



"Technological change and the fortunes it created have given a vanishingly small club of massively wealthy individuals the ability to play arbiter, moderator and bankrolter of not only the information that feeds the nation's discourse but also the architecture that undergirds it." - NYT

In Evil Geniuses by Kurt Anderson, Mr. Anderson identifies the objective of Hedge Fund Swine and Private Equity Pirates is to strip-mine as much wealth from the economy as rapidly as possible, like the objective of the real estate industry locally, receiving a huge assist from local officials who are now scrambling to manage the serious consequences of eagerly accommodating an agenda of malignant growth.

The same corruption of process used by Mitch McConnell to stack the SCOTUS has been used in Hailey to butcher, circumvent, or simply ignore any prudent restraints on development, a morally deficient CDD installed to rapidly deliver any outcome desired by developers with *rubber-stamp* approval of development applications entirely absent of responsible *due diligence* which requires detailed analysis of the extent of future impacts and the costs to mitigate those impacts.

"Private equity buys up housing at record rates. Housing costs skyrocket. Private equity invests \$100 billion a year in health care. Costs explode. Hedge funds and private equity firms buy up half the nation's daily papers. Reporters are laid off in droves."

- Inequality Media

https://click.actionnetwork.org/ss/c/oZT1C-8NKsWHIAiWATd-7Etvm887R64m9mXyDwi3QJzqLzxDB_L1fR_YdVdKrYaG33CLWK0flqwPZj8CRaTvIBzyBOmDdpqhCNZrg7aPfp7VNj1_uVLjsurVmblTw9ziTyJC6E3Riq56bwS1RbvQlmXviWclQPshJ_aZJ3FQ8p8splU0lbni29PRTZAXhlu5vsCCGqmMSFOC4oVXap12bIluw0oqjwifg5SJsdwgsUi7p10MouCn4q6NdMVd864G1pnvk4OhWBBlx89LABC3y4vNdKD5Wq62VbaYxkN8L8/3m4/p8kHYFKoQAYmzT338aAmwA/h1/Pm9qMm9aSflzz8UeVpddCkf-0i1FnJ3kHgoBP2tuDic

Locally, all the housing inventory being produced is gobbled up by wealthy investors, even more aggressively than they did the abundant distressed properties following 2008. Then these wealthy investors who own all the housing are managing such assets not as a place for people to live, but as an opportunity to squeeze as much money as they can out of others. *Vacation Rental* best meets this objective in our fair valley.

https://click.actionnetwork.org/ss/c/oZT1C-8NKsWHIAiWATd-7Dkmde6j_t3OdlzosrJ0gbEloCl0qhfY5bNiBw_nojKaoR7_gzMbLubvhkileDevfzf7zlaQaAFcgmO06GQXnjVIVOpappaKbLiWvLbgdTle29rGehaOP6QTFbH7LVZXbe1g7CXek2eGvgloHVn6Xu1LsTGUDtjdAdw0aCfZhfyd7uyTH73B2aBP_WaZ_tcaNAboGpiVzTEC_UbSB_h8sp9DanqRFM4ZZfpDeUq2drwDS7CpYeeSN01UjqpgTaq28dQ3ATinfoH2fN-IR1RnMhjifdCoHgllgpjiD3CBH/3m8/j1SnlBFrQkuoA2t5VtWGUA/h2/KXvxw_S6ifkUY2KRtUsMV5tP-LxpDyY8OakNnGH-CWE

I still remember a decade or two ago a pundit interviewing an economist and suggesting "*Isn't our rising economy a tide that lifts all boats?*" Without hesitation the economist responded, "No, Just the yachts." I once heard a boat defined by a friend constantly paying for repairs as "*A hole in the water you throw money in!*" Yeah, I would hate to see all that money spent on luxury yachts, billionaires launching p***** much larger than their own almost into space, and social media platform purchase

antics, instead used to help diminish the considerable suffering of a rapidly growing, global refugee population.

I would imagine a house in the Wood River Valley will maintain more of its value over time than the crypto-currency designed to exploit the same feckless idiots who were encouraged to buy homes they couldn't afford by a *Predatory Financial Sector* who will once again sit in their Ivory Towers and watch the mayhem they have intentionally inflicted, always finding a way to exploit the government through bailouts, extracting additional wealth on the back-side of the disasters they themselves have manufactured for profit.

The merging of state and business leadership over the past forty years prioritizing exclusively massive, unearned financial benefit for the economic aristocracy at the expense of everyone else, is the primary characteristic of *fascism*. This extremely aggressive profit privatized, risk socialized economic paradigm has destroyed the atmosphere of this planet, collapsed ecosystems, significantly accelerated extinction events, and may result in a climate that makes it impossible for agriculture to keep up with the feeding of an expanding human population.

Me?! I'm not that worried. The universe will eventually balance the equation without emotion. What most steams my potatoes, is that those *Evil Geniuses* sitting at the 'Business Roundtable' and all the other greedy assholes engineering this train wreck will be delivered from any accountability, sacrifice, or suffering, by their own mortality.

The fascist oligarchs (Scaife, Mercer, Koch, Thiel, et al) who own the ancient, decadent Republicans in the senate, The Federalist Society, and the conservative political hacks on the SCOTUS, have constructed a narrative continuously delivered on omnipresent digital screens in an attempt to convince humanity that the solution to everything is creating personal wealth for yourself, regardless of the collateral pain and suffering the extraction and accumulation of that wealth inflicts on others. You know, like no development impact fees calcualted or assessed for large residential projects in Hailey!

This morally abhorrent narrative manifests clearly and is perfectly reflected by the attitude of local officials that it is somehow acceptable to poison and disrupt the lives of the servant living in Woodside and Bellevue with an airport now experiencing significantly increased air traffic, quite obviously outgrowing its location in Hailey 90 years after it was established.

Moving the airport would have ZERO effect on the local tourist industry, and depending on the resolution of ownership and title might provide land for workforce housing as I wrote over a year ago:

The powers that be should embrace the objective of moving the airport after watching the elephant of gentrification rampaging down the valley for over twenty years. There is a golden opportunity in doing so. Rather than wasting so much time and energy lamenting, fighting about, and defending lawsuits over the issue of community (workforce) housing, after the airport is moved the powers that be could then provide 100-year leases on lots at the airport for one dollar. This might be used to provide an

economic incentive to businesses willing to build housing for their employees, for once relieving me from having to pay what is in essence a housing subsidy for those with way more money than I will ever have. Similar to what the Forest Service has done in the past for cabins constructed on public lands they administer.

Even though the decision to relocate the airport has already been made, the only reason it hasn't been moved is that twenty minutes of CONVENIENCE for the oligarchs, economic aristocracy, celebrities, as well as the PROFITS of high-end real estate parasites, in a morally depraved culture of PRIVILEGE, GREED, AND CORRUPTION, usurps the health, safety, and welfare of working citizens. The former, orange, "Realtor-in-Chief" powerfully symbolizing this craven obsession with self. Such malignant narcissism his only display of competence in a life of privilege, greed, and corruption.

Local officials apparently embracing their role as servants of greed by refusing to reengage relocation efforts, not even bothering to write a draft requesting funding from the 'Infrastructure Investment and Jobs Act.' Just like none of them have ever even bothered to ask those losing sleep and choking on aircraft exhaust fumes how they feel about having a busy airport in their backyards.

The corrupt, conservative agenda attempting to destroy our democracy in DC is now destroying the quality of life and threatening the health of citizens in Hailey and Bellevue.

ALL THE MONEY HAS CERTAINLY CHEAPENED THE CHARACTER OF OUR FAIR VALLEY, AND APPARENTLY ALSO INDIRECTLY CORRUPTED OFFICIALS RESPONSIBLE FOR THE WELFARE OF THE ENTIRE COMMUNITY. THE "FLOP" APPEARING TO BE INTERESTED PRIMARILY IN HAVING HIS NOSE PLANTED FIRMLY IN ALL THE MOST ECONOMICALLY ELEVATED B C*******

THE REALITY OF FRIEDMAN AS DOCUMENTED IN THE IME. PLEASE PLAY SOME SPEED METAL ON HIGH VOLUME TO EXPERIENCE THE TOTAL EFFECT.



William F. Hughes
Hailey, Idaho

Wood River Land Trust

June 10, 2022

Letter via Email Transmittal 12:30pm



Comment received from Amy Trujillo dated June 10, 2022

From: Amy Trujillo <atrujillo@woodriverlandtrust.org>
Sent: Friday, June 10, 2022 12:30 PM
To: Brad Rolf
Subject: Comments re FMAA Draft EA
Attachments: WRLT comments re FMAA Draft EA.pdf

You don't often get email from atrujillo@woodriverlandtrust.org. [Learn why this is important](#)

Please find attached our comments for the FMAA Draft Environmental Assessment report for the acquisition of the Eccles Flying Hat Ranch. Please let me know if you have any questions.

Best,
Amy

--
Amy Trujillo
Deputy Director

Wood River Land Trust
119 E Bullion Street
Hailey ID 83333
Ph: 208-788-3947
www.WoodRiverLandTrust.org



Recipient of the 2021 National Land Trust Excellence Award

Comment 1

Response to Comment 1

The document attached to Ms. Trujillo's comment dated June 10 is provided, as requested.



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WoodRiverLandTrust.org
Federal ID: 83-0474191

June 10, 2022

Chris Pomeroy
Friedman Memorial Airport Authority
1616 Airport Circle
Hailey, ID 83333

Board of Directors

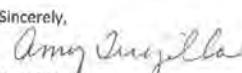
RE: Public comment on Draft Environmental Assessment, acquisition of a portion of Eccles Flying Hat Ranch

Dear Mr. Pomeroy,

Thank you for the opportunity to provide comment on the Draft Environmental Assessment (EA) for the acquisition of 386 acres of the Eccles Flying Hat Ranch. The protection of the open space between the cities of Hailey and Bellevue has been a priority for the Land Trust for over 20 years. After reviewing the Draft EA, we support the Airport's acquisition of the property given that:

- With the exception of the 10.4-acre aviation development area, the remainder of the property will continue to remain open and in agricultural production.
- The acquisition will secure a significant reach of the Big Wood River and floodplain habitat, which will be protected from future development.
- The historical and visual resources on the property will be protected.

We look forward to working with the Airport in the future, should management be interested in habitat restoration or enhancement on this important property.

Sincerely,

Amy Trujillo
Deputy Director

Comment 2

Comment 3

Response to Comment 2

Under the Proposed Action, approximately 386 acres of land would be acquired, of which 375.6 acres would remain unchanged with agricultural use/irrigated pastureland throughout much of the project area. The remaining 10.4 acres would be developed as aviation facilities with pavements and hangars. The Airport perimeter fence will be relocated to encompass the 10.4 aviation development area, and no additional fencing is proposed.

Aside from developing 10.4 acres for aviation facilities, no additional development is proposed for the property at this time. If development is proposed in the future, proposed projects will be subject to review under NEPA.

Response to Comment 3

As documented in Section 4.8 of the FEA, *Historical, Architectural, Archaeological, and Cultural Resources*, the FMAA has agreed to include a condition in future lease agreements for the property requiring the use and maintenance of the contributing and NRHP-eligible resources to the District to be in compliance with the requirements and guidance of the Idaho State Historic Preservation Office (SHPO) and that construction or improvements on contributing or individually eligible buildings and structures be done with the approval of the Airport, in consultation with SHPO, and according to the Secretary of the Interior's Standards for Rehabilitation. This agreement by FMAA will be included in the NEPA decision document relating to the Proposed Action and included as a special condition describing required environmental mitigation in any future FAA grant for acquisition for use on the property acquired under the Proposed Action.

As documented in Section 4.13 of the FEA, *Visual Resources*, the Proposed Action would not change the visual character of the project area and the surroundings, except for the 10.4-acre aviation development area, which would change pasturelands adjacent to existing airport facilities to apron, hangars, and vehicle access and parking. Although the Proposed Action would result in a new visual element from the 10.4-acre aviation development area within the District, the runway and concentrations of existing hangars and apron parking areas are currently adjacent to the 10.4 acres, already visible from the core of contributing resources of the District, and are located at the periphery of the Historic District.