

Lisa Enourato

From: H Boyle <Boylehp@yahoo.com>
Sent: Friday, April 08, 2022 3:14 PM
To: Participate
Cc: Wolfgang Dieterich; Mark Dee
Subject: NYTimes: Are 1,818 Airbnbs Too Many in Joshua Tree? 700 are too many for Ketchum

To the Council:

While Ketchum has made a start toward STRs paying more of the fair share of their impact, the City has done nothing to limit their continued spread and further crowding out of locals.

There is still more to be done to mitigate the damage STRs have caused to our housing market, contributing to both our workforce shortage, and degradation of our neighborhoods.

Suggestions:

1. Convert STR to LTR by implementing a Truckee type program to pay STR owners an incentive to return their units to the LTR market.
2. Postpone the LOT referendum and reconfigure the LOT tax to raise the bed tax on tourists rather than the sales tax on locals.
3. Limit the number of STR licenses by block. This is permitted under the Idaho statute to preserve the character of neighborhoods.
4. Implement an InDEED program to empower locals to buy condos out of the STR market to permanently house residents.

Thank you,

Perry Boyle
Ketchum

Are 1,818 Airbnbs Too Many in Joshua Tree?

<https://www.nytimes.com/2022/04/07/travel/joshua-tree-california-airbnb.html?referringSource=articleShare>

Lisa Enourato

From: Courtney Hamilton
Sent: Monday, April 11, 2022 1:08 PM
To: Participate
Subject: Fwd: airport
Attachments: airportrelocation.odt; friedman.odt

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From: Billy <wilfrahug@cox.net>
Sent: Monday, April 11, 2022 12:27:55 PM
To: editorialboard@mtexpress.com <editorialboard@mtexpress.com>; Greg Foley <gfoley@mtexpress.com>; letters@mtexpress.com <letters@mtexpress.com>; MDavis@house.idaho.gov <MDavis@house.idaho.gov>; nbradshaw@ketchum.org <nbradshaw@ketchum.org>; Courtney Hamilton <CHamilton@ketchumidaho.org>; Byron Meador <meadorbyron@yahoo.com>; Tom Bergin <tbergin@co.blaine.id.us>; Ben Worst <ben@benworstlaw.com>; Jim Williams <jwilliams@co.blaine.id.us>; John Whipple <bsawood@gmail.com>; Keith Roark <keithroark@blaineschools.org>; Jim Foudy <jfoudy@blaineschools.org>; Peter Lobb <plobb@msn.com>; Richard Stopol <rstopol@hotmail.com>; reglorn@cox.net <reglorn@cox.net>; Jenny Emery-Davidson <jdavidson@comlib.org>; daveyten7@gmail.com <daveyten7@gmail.com>; B C Young <bcyoung.elkhorn@gmail.com>; Alyssa Pinkerton <alysap@hcn.org>; greghanscom@hcn.org <greghanscom@hcn.org>; jennifer.sahn@hcn.org <jennifer.sahn@hcn.org>; jonathan@hcn.org <jonathan@hcn.org>; 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>; Janet Carter <haileyjanet@gmail.com>; Greg Travelstead <greg.travelstead@gmail.com>; heidi.husbands@haileycityhall.org <heidi.husbands@haileycityhall.org>; Len Harlig <len@lenharlig.com>; gstinnett@co.blaine.id.us <gstinnett@co.blaine.id.us>; kerl@woodriverlandtrust.org <kerl@woodriverlandtrust.org>; sboettger@woodriverlandtrust.org <sboettger@woodriverlandtrust.org>; nick.p.gilman@gmail.com <nick.p.gilman@gmail.com>; ALPINE TREE SERVICE, INC. <weylin@alpinetreeservice.net>; kisis@cox.net <kisis@cox.net>; Mary Roberson <maryroberson@q.com>; Gordon Wait <gordo44@cox.net>; philip.rucker@washpost.com <philip.rucker@washpost.com>; sara.cannon@mail.house.gov <sara.cannon@mail.house.gov>; chiefcaballero@gmail.com <chiefcaballero@gmail.com>; ms.sarahmichael@gmail.com <ms.sarahmichael@gmail.com>; jconard@sunvalleyidaho.gov <jconard@sunvalleyidaho.gov>; philip.rucker@washpost.com <philip.rucker@washpost.com>
Subject: airport

*****,

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.

The source of corruption since the dawn of humanity that what is best for "me" is best for everyone else, such self-seeking motivation responsible for the destruction of our planet, this country, and the cheapening by wealth of the character of our fair valley.

*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 **special interests** far more important than the health and safety of thousands of working citizens severely impacted by airport operations at Friedman.*

*****,

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.

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 Norther 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 shit 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 BS, 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 reflection 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 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

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 a 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

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" BS, 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 BS, 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