

Bradley Gasawski

From: Jen Phillips <jenpknox@gmail.com>
Sent: Friday, May 1, 2026 5:10 AM
To: Jen Phillips
Cc: CDS User; Bradley Gasawski
Subject: Re: Easton Truck Travel Plaza is a complete mismatch to the needs of Easton (pop 640ish)

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Four additional points, I meant to include yesterday:

* Tire Toxicity, 6PPD, kills salmon. The EPA had been funding absorption mats on I90, between Snoqualmie Pass, through North Bend where on the Westside. This is to help protect the South Fork and Snoqualmie River system from as much deadly 6PPD tire pollution, as possible.

As Easton exists within the headwaters of the Yakima River system, and the Columbia River, we need to not add this extreme Tire Toxicity right at the outset. Find another location not right next to Lake Easton, Lake Kachess, and the Yakima River. This system feeds directly to all of the open air aqueducts, feeding agricultural needs of central Washington and the Pacific Northwest.

All of I90, between Snoqualmie Pass and Ellensburg, must have the absorption mats installed, as well, regardless of where the next truck travel center ends up.

<https://www.earth.com/news/toxic-chemicals-6ppd-from-tires-detected-in-human-urine-including-pregnant-women/>

<https://www.cbsnews.com/news/toxic-tires-6ppdq-auto-pollution-fish-kills/>

*Plastic pollution will astronomically increase, via the proposed businesses operating out of the travel center.

Despite being next to the off ramp at exit 70 North side, the proposed travel center is directly across the street from Easton State Park, Lake Easton, and the Yakima River system. All of this additional trash and harmful plastic pollution will go directly to these places, as it gets blown and washed around by wind and water.

<https://theconversation.com/one-of-the-biggest-microplastic-pollution-sources-isnt-straws-or-grocery-bags-its-your-tires-259440>

<https://kimatv.com/news/local/yakima-river-microplastics-study-traces-local-concerns-to-global-plastic-pollution>

*Increased noise pollution for the Easton community, both North and South of i90.

Easton School is already in communication with elected officials, about installing sound barriers between i90 and the school. Easton School's pollution study found freeway noise regularly exceeds levels that can cause hearing damage and loss to students, staff and families. This issue will be much worse with hundreds of new trucks, now idling at the truck center, 24 hrs a day.

* Snoqualmie Pass Utility District (SPUD), snopass.org

SPUD is the upper Kittitas County water and sewer provider at the Pass, and it operates without a budget.

Our rates have more than tripled, over 20 yrs, as the older, lower volume system had been intentionally mismanaged and ripped off by one of the former District Managers. Terry Lenihan, of North Bend, was prosecuted and convicted for criminal conduct, by enriching himself and his family using district funds.

SPUD customers have been squeezed by both Lenihan's intentionally mismanaging local upgrades to keep rates artificially low, and now unfunded mandates for upgrades to the 21st century, as well as large repairs when major breaks occur. The current costs include unfunded upgrades that the customers are stuck paying.

SPUD tried, but failed, to get the community low income grants, as many full timers are not wealthy.

Easton water utility district, and Easton residents and businesses on wells, need to be very careful that they do not get similarly compromised by unfunded costs.

A massive commercial business of this nature, will certainly require septic and/or utility upgrades, which will likely be pushed out to the local Easton tax payers. These locals deserve clean, affordable water and sewer, with predictable rate increases.

Travel Centers of this size, intended for overnight truck camping, are certainly using significant amounts of water, that the area does not have.

Truck travel centers usually include extensive restrooms, showers, places to wash trucks, and, food and beverage outlets, all adding to the limited water resources in Easton.

Please help us protect health, environment, food safety and security, and wallets, by not allowing this massive 24 hour travel center to be constructed in Easton.

Best Regards,
Jen Phillips

Snoqualmie Pass Resident since 2000
Easton School Parent, of students in grades K to 12.

On Thu, Apr 30, 2026, 10:48 AM Jen Phillips <phillipsj@easton.wednet.edu> wrote:

Greetings,

I am an 11-yr School Board Director at Easton School. The proposed Truck Travel Plaza raises issue-after-issue, and must be rejected.

* Where are all the water rights coming from? Families here buying lots and homes, have no guarantee of water rights in Easton, when purchasing land. We are going to waste all of these local residential and agricultural water resources on a for profit fossil fuel endeavour?

* 50% of people coming over Snoqualmie Pass, are driving electric cars, where is the necessary infrastructure for vehicles and green transportation?

* North Bend, a city of almost 10,000 people and rapidly growing, with major infrastructure to support overnight truck camping, has closed the Ken's Truck Stop Exit 27, in North Bend, due to how negatively it impacts the community, including trucks illegally parking in the dozens, on:

- on and off ramps of I90 - extremely dangerous to all travelers using the ramps
- in town parking on / blocking roads
- parking on the freeway, close to the travel center

* How are we going to guarantee that this new Travel Center isn't going to charge highway robbery rates for fuel, like both the Easton Shell Station (regularly a \$1.50 higher per gallon) at Turtle Town, and Lee's Summit Chevron (regularly a \$1.00 higher per gallon) at Snoqualmie Pass. I already choose not to use either of those locations, for fueling. We drive to cheaper fuel stations while shopping in North Bend, Issaquah, Cle Elum, Ellensburg.

*Protecting the environment and health of the residents and water of this location could not be more essential. Pollution will spread to Lake Easton, which is used by our Easton School Students for Outdoor Recreation, as much as possible.

*Yakima River is already a plastic pollution nightmare, starting at Snoqualmie Pass.

*Light pollution is unacceptable, especially for a facility of this size, due to migratory birds, bats, and insect traffic and migrations.

*This is the headwaters of the entire Yakima Basin Aquifer, which is extremely leaky, especially in this area of Lake Kachess. Locals in the Easton community have reported flooding of properties for years

now. Let's not introduce anymore toxic pollution from tires and burning petrochemicals, into the mix. There are way more less invasive locations, to have this center, than in a small rural community.

*Speaking of invasive, how much drug use will be underway at this facility? Most of the ones I have visited over the years, have to have locked bathrooms and blacklights, due to misuse of bathrooms for drug use by travelers. Will this introduce fentanyl?

*Interstate 90, itself, is falling apart in this section, and unfit for this purpose. Both Easton bridges are crumbling apart from the already heavy construction traffic, age, and neglect. The same issues extend to the overpasses at Cabin Creek and Stampede Pass, to the West, and West Nelson Siding and Golf Course Rd, to the East.

*This stretch of I90, is already a bog down to traffic flow, due to being only two lanes. It regularly backs, from volume, and during crashes on ice and snow, preventing emergency vehicles from moving between Easton, and anywhere else.

*I90 backs up routinely, blocks off residents on both sides of the freeway, creating headaches and uncertainty for school students and staff. We regularly have to come up with back-up transportation plans, due to Easton not having any back-up routes to get around freeway closures.

Why this project should be strongly opposed:

- **Traffic & Concurrency Failure:** The applicant's traffic study is outdated and underestimates trips by nearly **100%**. Independent analysis shows failing LOS (D/F) at the I-90 Eastbound Ramps. The project **fails Kittitas County's mandatory transportation concurrency requirements** under county code.
- **Conflict with County's Own Study:** It sits at the exact starting point of severe seasonal congestion identified in the county's **STEER I-90 Feasibility Study**.
- **Environmental & Water Concerns:** The site is in a **Critical Aquifer Recharge Area (CARA)**. The project includes large fuel storage tanks and a Large On-Site Sewer (LOSS) system. It is only 1,200 feet from Lake Easton and 1,400 feet from Silver Creek, raising serious risks of groundwater contamination and impacts to surface water.
- **Snow & Winter Operations:** Located in a heavy snow zone near Snoqualmie Pass, the project would add hundreds of daily truck and vehicle trips during dangerous winter conditions, increasing accident risks, snow removal demands, and stranded vehicle problems on already strained roads.
- **Emergency Services Strain:** Increased truck traffic, congestion, and turning movements at Exit 70 would overload local emergency response (fire, medical, law enforcement) in a rural area with limited resources, especially during peak summer and winter events.
- **Infrastructure & Community Impact:** The project would accelerate wear on local county roads (W Sparks Road, Lake Easton Road), increase noise and light pollution 24/7, and permanently change the rural, recreational character of Easton near Lake Easton State Park.

This large industrial-scale truck stop is inappropriate for this sensitive rural/recreational gateway location.

Thank you for standing up for our community, safety and environment.

Best Regards,

Jen Phillips

Easton School Board Director, since 2015.

Easton School Parent of High Schoolers, since 2014

Snoqualmie Pass Resident, since 2000