

● Please  
Please  
Please  
Hear My Voice!!!

*We ARE here...*

*"A person's a person, no matter how small." ~ ~ Dr. Seuss*

# The ABC's of Advocacy...

## Aim to Act

- Bring the Basics
- Call for Change
- Aim to Act
- Share your personal story
- Contact in person, Zoom, email, phone, text, Facebook, Twitter, etc.
- Introduce yourself (family)
- Invite to your home and events
- Help in Campaigns





# Bring the Basics

- Share photos and information
- Consistent contact
- Legislative Assistants can be key contacts
- Legislative Forums

# Call for Change

- Advocate for our communities & Rallies
- Signs & Flyers Distribution
- Ideas from experiences
- Testify at hearings
- Talk radio shows
- Letters to the Editor
- Email and Phone Representatives, Commissioners and the Governor
- Virtual & In Person Meetings
- Share information with neighbors and businesses



# Contact by Zoom (make appointment):

Pick one issue most important to you and write down three main points.

- What the issue is
- How it affects your life
- Action or results you want to see

**STOP the AIRPORT  
in  
Thurston County  
Central**



# Personalized issue sheet:

- One page summary
- Name, address, phone/text #
- Use for meeting notes
- Tell message, mission and requests
- Email as a reminder of your visit



**Sunwood Lakes Homeowners Association**

8005-1 Thurlake Circle SE

Olympia, WA 98513

## **Opposition to Proposed Airport Thurston Central**

**Sunwood Lakes Homeowners Association Board of Directors**

October 13, 2022

David Fleckenstein, Chair

State Commercial Aviation Coordinating Commission

[FleckDa@wadot.wa.gov](mailto:FleckDa@wadot.wa.gov)

Dear Mr. Fleckenstein;

The Sunwood Lakes Homeowners Association (Board of Directors) has not been notified of this proposal and was made aware of it just this month. We want to go on record that we are opposed to this CACC proposal of the Thurston County area and especially of Thurston County Central as a greenfield location for the commercial airport. It appears that our development of over 375 homes is in the center of your 6 mile radius of impact for this proposed airfield.

The CACC has been contacted by The Thurston County Commissions three different times that they would not be a sponsor of this unwanted development in Thurston County and asked to have us removed from the list. The email that they received from the Washington State Department of Transportation (WSDOT) dated July 25, 2020 stated that Thurston County had been removed. Now we find ourselves in the top three locations. We do not feel that the CACC has been transparent and honest in their communications with the residents in the possible impacted locations.

We have residents who have purchased their forever homes to be able to live and retire in a peaceful, nurturing and quiet rural community. Our community water system which will be threatened by possible harmful pollutants. We have a community clubhouse, BBQ picnic area, island with a gazebo, community pool, 3 lakes, park, playground, ball field and trails that will be in jeopardy. We enjoy the wildlife that comes with the rural area and do not want to see them lose their critical habitat. They have already been pushed out of most of their original areas. We reside in a very environmentally sensitive area and do not want to see an airport come in and destroy when we have worked to have a good balance for all. Our homeowners understand that when their health or lifestyle changes required a move—their investment, their home that they are living in is in a location of increasing value and desire. An airport in our backyard would change that dramatically. Overnight our homes have decreased in desirability and value just by this proposal being on the table. We moved to Thurston County because we like the ambiance here. We enjoy raising our families here. We do not want the busyness, the constant noise, the round the clock traffic, the every increasing crime that is common for the SeaTac or King County area. We already have all the noise that we need coming from JBLM, Olympia Regional Airport and the train tracks.

Our roads would need to be enlarged for a great distance from I-5 which would also impact a larger area of Thurston County and at great cost and inconvenience for our county. To accommodate all of the increased building and horrific traffic would mean more families and family business displaced and homes razed and more importantly livelihoods lost. This again would increase noise not just for the 6 mile radius projected but for all of Thurston County (which would also include Olympia, Lacey and Tumwater and the out lying cities of Tenino, Rainier and Yelm, etc.). We do not want the unlimited congestion and disruption you are proposing to bring into our thriving community and our lives.

You have other options and communities that want a commercial and international airport. Put the airport on the other side of the mountain where there are communities wanting an airport to enhance their residents lives with jobs, etc.

We again ask as a loving and thriving community do not put an airport in our yard. We do not want to lose our homes, our neighbors or our way of life.

Respectfully,

\_\_\_\_\_  
Walter Thomason, President

\_\_\_\_\_  
Anthony Taylor, Vice President

\_\_\_\_\_  
Christin Stringer, Secretary

\_\_\_\_\_  
Laurn Knoth, Treasurer

\_\_\_\_\_  
Dan Nicholson, Board Member

\_\_\_\_\_  
Emily Treese, Board Member

\_\_\_\_\_  
Kate Cross, Board Member

# Contact by Phone:

Call office directly (360) 786-XXXX (all representatives begin with these numbers – only the last 4 digits change)

**Call the hotline (800) 562-6000**

Use for legislators and the Governor

Hotline During Session:

- Say whether to oppose or support
- Keep it brief
- Open 8 am to 8 pm weekdays
- Open 9 am to 1 pm Saturdays
- Give name, address and issue



# Timeline...CACCC proposal due to Legislature by June 15<sup>th</sup> 2023.

2019 Legislature assigned CACC to propose site(s) for a commercial international airport larger than SeaTac in area WA SSB 5370

Nisqually Tribe sent a 3 page letter in opposition to the 3 Greenfield Sites Proposed by the CACC.

Port of Olympia Commissioners voted to send a letter of opposition to the CACC choice.

CACC

September 2022

October 11<sup>th</sup>

October 13<sup>th</sup>

October 24<sup>th</sup>

September 2022 SWL HOA Realized that Thurston County Central was chosen as one of the top three proposed green fields and we are in the 6 mile circle. & Thurston County Commissioners sent 3<sup>rd</sup> letter in opposition to CACC

Sunwood Lakes Board submitted a signed letter along with signatures of homeowners that attended the October Board meeting







COUNTY COMMISSIONERS

Carolina Mejia  
District One  
Gary Edwards  
District Two  
Tye Menser  
District Three

BOARD OF COUNTY COMMISSIONERS

August 2, 2022

David Fleckenstein, Chair  
State Commercial Aviation Coordinating Commission  
[FleckDa@wsdot.wa.gov](mailto:FleckDa@wsdot.wa.gov)

Dear Mr. Fleckenstein,


The Thurston County Board of County Commissioners (Board) received your email on behalf of the Commercial Aviation Coordinating Commission (CACC) July 20, 2022, regarding its work for expanding aviation capacity.

On July 10, 2020, you were informed the Board voted unanimously to not be listed as a sponsor to explore the development of a green field airport in Thurston County. In an email from the Washington State Department of Transportation (WSDOT) dated July 25, 2020, the Board was notified Thurston County was removed from the list of potential commercial service expansion.

Since that time, the Board received concerns from citizens that the Olympia Regional Airport was placed back on the potential list for commercial service expansion. In response, the Board wrote a letter dated January 4, 2022, prior to the vote of CACC to include Thurston County as an option, reiterating its stance, that it will not support or sponsor a commercial service airport expansion in Thurston County.

During the CACC's work the Board has upheld its stance with its community in dissent of Thurston County being considered for the expansion of commercial aviation services.

It was noted WSDOT will be reaching out to County Public Works and Planning for feasibility input, for convenience the department directors have been cc'd. Thank you and if you have further questions, please reach out to County Manager, Ramiro Chavez at (360) 754-2960 or [Ramiro.chavez@co.thurston.wa.us](mailto:Ramiro.chavez@co.thurston.wa.us).

Attest:  (Initials)  
County Manager/Asst. County Manager

  
\_\_\_\_\_  
Carolina Mejia, Chair

  
\_\_\_\_\_  
Tye Menser, Vice-Chair

  
\_\_\_\_\_  
Gary Edwards, Commissioner

CC: Jennifer Walker, Director of Public Works  
Joshua Cummings, Director of Community Planning and Economic Development



# Contact by Mail/Email:

- **Handwritten letters leave big impact!**
- Say who you are/where you live
- What's important to you?
- What would you like them to do?
- Mention others who feel the same
- Contact you for info or questions
- **Remember to Say Thank you!**
- <https://leg.wa.gov/> for legislative addresses
- Security concerns lengthen receipt time

Write email same as a letter

- Be brief and to the point
- Contact info at <https://leg.wa.gov/>
- If you know the legislator's name: Legislator's first name (lowercase) A period (.) Legislator's last name (lowercase) @leg.wa.gov
- Example: [Frank.Chopp@leg.wa.gov](mailto:Frank.Chopp@leg.wa.gov)
- Security concerns lengthen receipt time



**NISQUALLY INDIAN TRIBE**

**Tribal Council**  
4820 She-Nah-Num Drive  
Olympia, Washington 98513  
360.456.5221 (main)  
360.456.2058 (fax)  
www.nisqually-nsn.gov

Secretary Roger Millar  
Washington State Department of Transportation  
310 Maple Park Avenue SE  
P.O. Box 47300  
Olympia, WA 98504-7300

October 11, 2022

Dear Secretary Millar:

The Nisqually Indian Tribe was recently made aware that The Commercial Aviation Coordinating Commission, which was tasked by state lawmakers in 2019 with identifying a potential home for a new airport to be constructed by 2040, voted to move forward with analyzing the viability of developing land on "Pierce County East" and "Pierce County Central," as well as a potential site in Thurston County. All of these sites present substantial risks to the treaty-right resources and well-being of the Nisqually Indian Tribe and we are writing today to express our concern and opposition to continuing siting investigations of these three sites.

The Nisqually Indian Tribe is a federally recognized sovereign government and is a successor-in-interest to the bands and tribes who were signatories to the 1854 Treaty of Medicine Creek. The Treaty of Medicine Creek guarantees the Tribe the right to harvest salmon running and passing through its "usual and accustomed" fishing areas (U&A) at a level sufficient to support a moderate standard of living. The Tribe's U&A includes South Puget Sound and the Nisqually Watershed. The Tribe has dedicated innumerable resources to protecting and restoring endangered or threatened species in the ecosystem, including salmon and the Southern Resident Orca Whale that rely on them. Salmon is not only a mainstay of our diet, but a foundation of our culture. Healthy land, air, and water is key to our way of life and for the survival of our people.

The siting of a major airport in our watershed and adjacent lands will have substantial and irreparable impacts to our treaty-right resources and our culture. The Nisqually Watershed has long been recognized for our collaborative work to protect and restore critical habitats for fish and wildlife and the enjoyment of all. A major industrial use that a commercial airport

represents is contrary to these efforts and will directly and indirectly harm all of our work and threaten the quality of our waters, air, and lands forever.

We are concerned about the direct impacts of the increase in noise, traffic, air pollution, and water quality and quantity associated with a major industrial use like a commercial airport. We are also significantly concerned about the indirect impacts of the support facilities that will move into the area and change the very nature of our rural communities into urban sprawl. The ancillary impacts of significantly promoting growth in the adjacent areas must be considered in your evaluation and is central to our opposition. Airports should be located in identified urban growth areas, not in rural areas dedicated to support those urban areas.

The Nisqually Tribe currently has landholdings, enterprises, and program activities operating throughout the areas identified as potential airport sites by the greenfield study. The Tribe is currently developing a state-of-the-art therapeutic equestrian program on 70 acres that is located less than one mile from the edge of the southeast Thurston site. It is completely out of the question to have this critical mental health and restorative program, important to so many tribal families, compromised by aircraft noise and related disruptions. The Tribe also maintains home-sites and timberlands within these same areas, and is currently evaluating land acquisitions for community development, environmental stewardship, and cultural preservation within these same lands. Further, tribal members live, work, and exercise their treaty hunting and gathering rights within these same areas on a daily basis. It is inconceivable that the greenfield study has advanced to this point without these issues being seriously addressed through consultation with the Nisqually Tribe.

The Nisqually Indian Tribe's reservation is adjacent to JBLM and for over the past 100 years the Nisqually people have been subjected to the impacts from training activities that has affected our quality of life, including physical and mental health concerns. The cumulative impacts of these activities are a burden for the Tribe and adding more impacts to our community is simply not acceptable. There are real environmental justice issues with all three of these sites that are paramount in our opposition. We simply cannot add any additional impacts to our community. (It should also be noted that developing a major airport more or less adjacent to JBLM might well make that federal facility less desirable for military use. Hence, this risk should have been included in the work done thus far and must be included in any future assessments.)

We have long had a shared vision for the Nisqually watershed with the State, Federal, and local governments. We have implemented programs and invested millions of dollars toward that vision. We have made progress in our watershed over the past 40 plus years to protect, restore, and enhance the values and qualities of the Nisqually. All of that work; all of that

cooperation; all of our progress could be wiped away by an incompatible use like a commercial airport at any of the three suggested sites.

The Nisqually Indian Tribe is strongly opposed to the three sites being considered in our traditional lands. The Tribe will within the next two weeks be forwarding a follow-up letter to WSDOT and other state and federal agencies detailing further concerns on the impacts of the proposed airport sites on tribal lands, resources, and programs. Our people cannot and will not be further burdened by the economic needs of others. Siting of a major commercial airport on any of the three sites being considered will place an undue and unfair burden on the Nisqually people, our treaty rights, and our trust resources. We are offering a Government to Government meeting with you at Nisqually to further explain our concerns.

Sincerely,

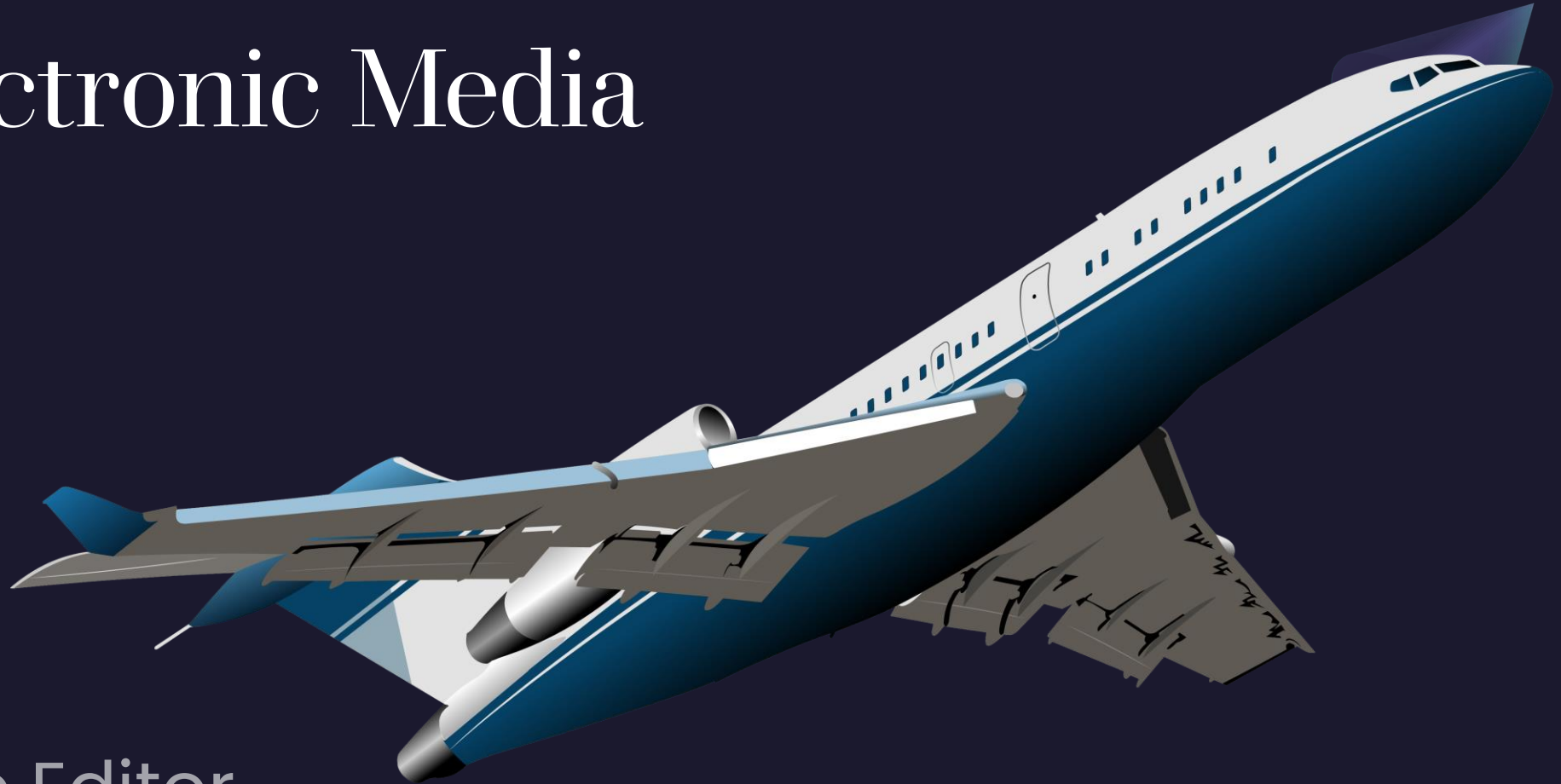
Willie Frank III, Chairman  
Nisqually Indian Tribe

# WE ARE HERE... Our Families Are Here...



# Social-Electronic Media

- Twitter
- Facebook
- YouTube
- Instagram
- Letter to the Editor
- Call-in radio shows



# What to talk about:

- Personal experiences
- Families/Businesses Impacted
- Topics of concern
- Environmental issues
- Budget
- Bill
- Change needed
- Invite to ...
- Thanks!



## HOW YOU CAN SAVE THURSTON COUNTY FROM A COMMERCIAL AIRPORT

**1**

CALL OR EMAIL THE CACC BEFORE 10.17.22  
CACC@WSDOT.WA.GOV OR  
(360) 810-0902

**2**

EMAIL PORT COMMISSIONERS TO OPPOSE  
JOED@PORTOLYMPIA.COM  
BOBL@PORTOLYMPIA.COM  
AMYE@PORTOLYMPIA.COM

**3**

SIGN THE CHANGE.ORG PETITION  
LOCATED HERE.  
SCAN QR CODE WITH YOUR CELL  
PHONE'S CAMERA



**4**

SHARE WITH YOUR NEIGHBORS,  
LOCAL BUSINESSES, AND  
COMMUNITY TO DO THE SAME!

**SAVE THURSTON COUNTY COMMUNITIES.  
MAKE YOUR VOICE HEARD BEFORE OCTOBER 17TH!**

# Bill Process

## Starts in the Senate

- Policy Committee to Public Hearing
- Fiscal Committee to Public Hearing
- Rules Committee to Public Hearing
- Chamber Floor to Public Hearing

## Then goes to the House of Representatives

- Policy Committee to Public Hearing
- Fiscal Committee to Public Hearing
- Rules Committee to Public Hearing
- Chamber Floor to Public Hearing

Once it has passed the Senate and the House it then goes to the Governor. If he signs the bill it is passed into Law

## Path for a Bill

- You have an idea!
- You present your idea/need to your representative
- The Legislator writes a bill
- Bill goes to a Committee (where it can be affirmed or opposed)
- If voted Yes it goes to a Public Hearing
- If voted Yes it goes to the Fiscal Committee
- If voted No it is considered dead
- If voted Yes out of the committee it then goes to a Public Hearing
- If voted Yes it goes to the Rules Committee
- If voted No it is considered dead
- If voted Yes out of the committee it is Pulled from Rules to the Floor
- Members on the Floor vote Yes or No
- If voted Yes it goes to the same process in the other chamber
- If voted No it is considered dead
- If it passes through both chambers it is sent to the Governor who will either sign into Law or sign with Partial Veto.
- Or the Governor can Veto the bill.

# Why do YOU matter?

2011 survey  
(by Congressional Management  
Foundation)

97% say in-person visit from  
constituents influence members  
of legislature

88% say that personalized emails  
influence their decisions

Change is being made when you  
show up!

Petition Link: [Petition · NO large commercial  
airport in Thurston County! · Change.org](https://www.change.org/p/stop-the-airport-in-thurston-county)

**STOP THE AIRPORT IN THURSTON COUNTY**

Say no to environmental pollution, noise, crime, traffic congestion, and the destruction of wildlife habitats, homes and small businesses.  
SAY NO TO A LARGE, COMMERCIAL AIRPORT IN LACEY/OLYMPIA.

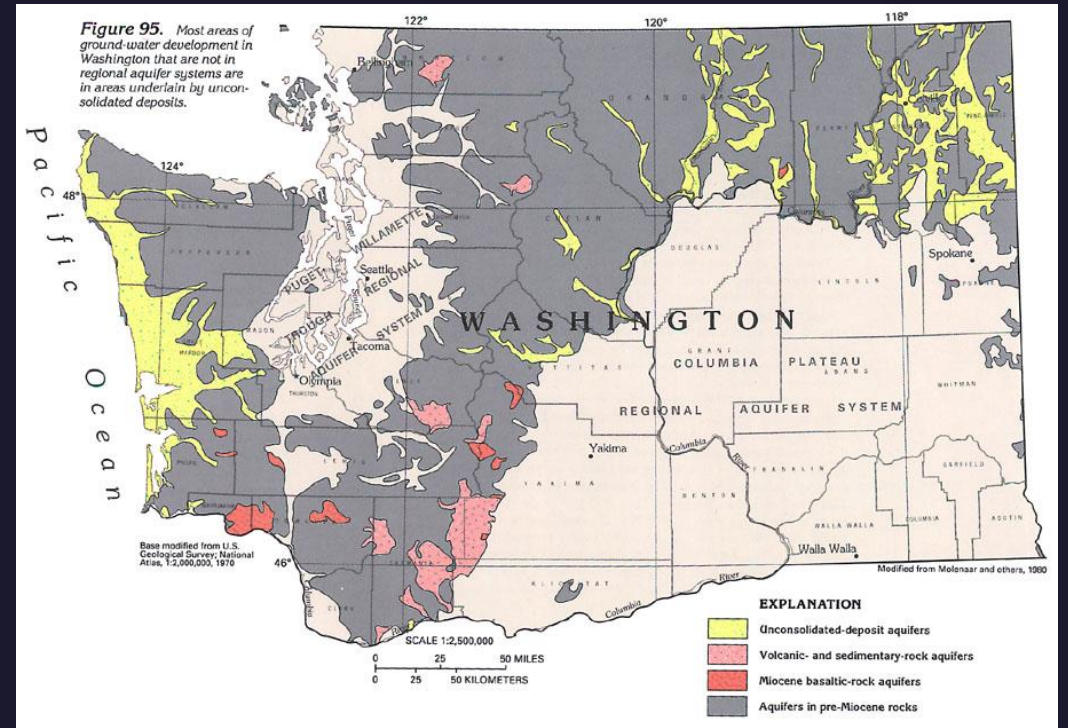
**LET YOUR VOICE BE HEARD**

- 1 VOICE YOUR OPPOSITION:**  
Commercial Aviation Coordinating Commission - [cacc@wsdot.wa.gov](mailto:cacc@wsdot.wa.gov)  
District Legislators - contact information at [www.StopTheAirport.com](http://www.StopTheAirport.com)
- 2 SIGN THE PETITION & SPREAD THE WORD.**  
Go to [StopTheAirport.com](http://StopTheAirport.com) for petition, info, and shareable links.

Hold phone camera over QR code.

**STOPTHEAIRPORT.COM**

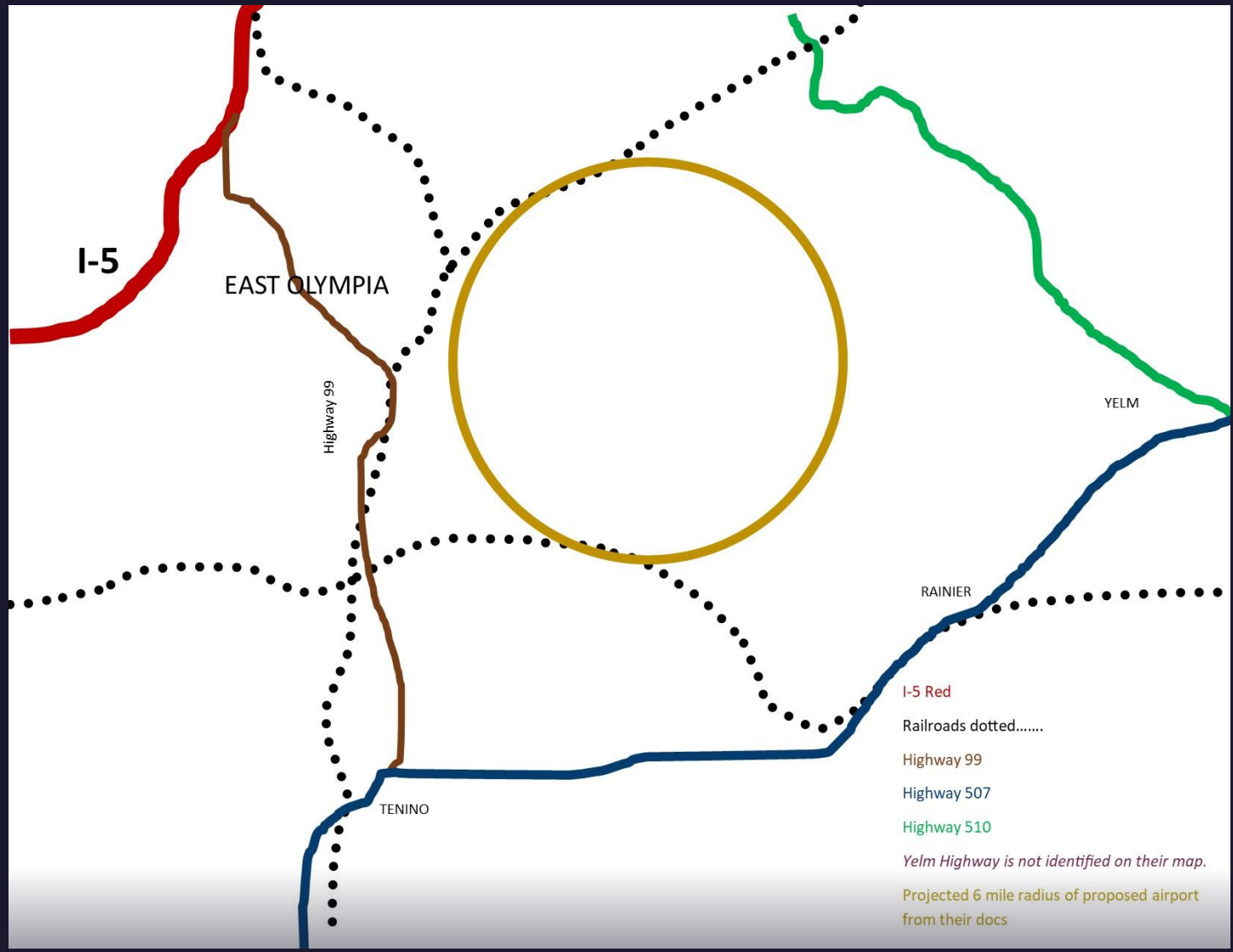




# Maps



# Where are you and your family on this map... in this 6 mile circle?



THIS IS WHY WE ARE CONCERNED...Sunwood Lakes is not showing on the CACC map as well as Rainier Road, Yelm Highway and Spurgeon Creek Road but they all appear to be in the circle area. This 6 mile circle of impact has not been fully identified to the public we are guessing to the actual location from their pictures.

- Turning right onto Spurgeon Creek Road from 80th Avenue to Rainier Road is 2.2 miles.
- Turning left and continuing onto Rainier Road to Military Road is 5.8 miles and beginning of farms/ farmland.
- Continuing on to the Rainier City limits is 7.5 miles
- Then a total of 8 miles to Highway 507
- If you reset and turn left (toward Yelm) onto Highway 507 it is 8.8 miles to the train trestle and 11.7 miles to Yelm city limits and only 13.6 miles to Yelm Center where highway 510 and highway 507 meet.
- If you reset and turn right (toward Tenino) onto Highway 507 it is 7.9 miles to Tenino and Highway 99 toward Olympia.
- If you reset and turn right (toward East Olympia/Olympia) onto Highway 99 it is 3.6 miles to the train trestle and 6.1 miles to Rich Road.
- If you reset and turn right on Rich Road (and go over the train tracks) it is .1 mile to the tracks and .6 miles to Lattins Apple Cider Mill and 2.1 miles to Fir Tree.
- If you turn right onto Fir Tree Road toward Rainier Road it is 2.2 Miles
- If you turn right onto Rainier Road it is .8 miles to Stedman Road and 1.6 miles to Spurgeon Creek Road