

# Port Secrecy: Hiding Public Records From Voters and Taxpayers

*The Port operates like a secret society, not like a government body.* It does not allow public comment before making major decisions on real estate or construction. It allows citizens only three minutes to speak at Port meetings. It does not allow ANY members of the public to speak at meetings of the Port Advisory Committee.

Last year, the Port was sued by local citizens and the League of Women Voters, to force it to release public records about the proposed Weyerhaeuser Log Export Facility. The Court not only ruled against the Port and ordered them to release records – *it also fined the port for violation of the public records law.*

“...the court is left with the definite impression that the attitude of the Port, that is, the platform from which they speak, is to maximize what can be kept secret and minimize what is to be made public. Instead of asking themselves “What can we make available to the public,” they ask “What can we keep from the public?”

Judge Richard D. Hicks  
Thurston County Superior Court  
Case No. 06-2000141-6  
March 29, 2006

## Port Environmental Threats and Litigation

*The Port has refused to do a comprehensive Environmental Impact Statement* on the cumulative effects of their proposed massive construction program. The Weyerhaeuser log export facility would add up to 350 log truck trips per day through downtown Olympia. The export facility would be lit 24 hours a day, affecting nearby neighbors. Dredging will stir up toxic poisons like dioxins in the sediments. Large ships would emit heavy fuel oil exhaust.

*Meanwhile the Port is spending hundreds of thousands of dollars on lawyers* to avoid the environmental impact analysis required by state law.

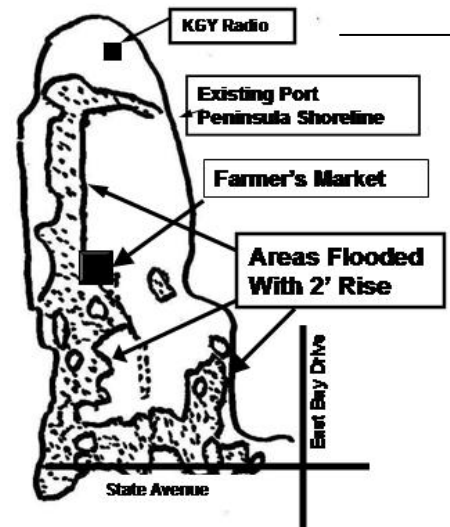
### Proposed Construction on the Port Peninsula

Weyerhaeuser Log Export Facility  
Weyerhaeuser Office Building  
Budd Inlet Dredging for Larger Ships  
Port Office Building  
LOTT Office Building  
Olympia City Hall  
Hands-On Children's Museum  
Boutique Hotel at North Point  
Marina Village Shopping Center  
Conference Hotel at East Bay Marina  
Parking Garage for Office Buildings

## The Port and Sea Level Rise

*Scientists predict at least 3' of sea level rise* in the South Sound over the coming century, and the City of Olympia mapped the impact of a 2' rise. Even this will flood about half of the Port Peninsula during a winter high tide (17). Many of the proposed new buildings would be flooded or surrounded by water.

*The Port has no plan to address sea level rise* – no plan to fund a seawall or dike, no analysis of how toxics would leach out of the soil into Budd Inlet as water levels rise, and no plan for preserving critical infrastructure like the LOTT sewage treatment plant or public buildings like the Olympia Farmer's Market. Even their own proposed new Port office building would become an island at high tide, along with the proposed City Hall and Children's Museum.



## What Else Can We Do?

Olympians for Open Government is organized exclusively to work on this year's Port election. But other good local groups are working hard to force environmental responsibility on the Port.

This mailing supported by: Bob Jacobs, Former Olympia Mayor • Dr. Sam Bradley, Former Olympia Port Commissioner • Walt Jorgensen, Former Tumwater City Councilmember • Jerry Parker, Retired, Department of Ecology • Dr. E.J. Zita, Professor • Tom Holz, P.E., Civil Engineer • Dr. Stephen Langer, Psychologist • Stanley Stahl, Real Estate Investor • Jim Lazar, Economist • Rev. Patrisa Di Francesca, Retired Chaplain • and many others.

To support the litigation demanding a comprehensive EIS on the Port Peninsula development projects, contact:

Olympians for Public Accountability  
120 State Ave. NE PMB #232  
Olympia, WA 98501

To help challenge the Airport Mega-Warehouse, contact:

Salmon Creek Basin Neighborhood Association  
scdbtrees@comcast.net

To help challenge the Maytown Logistics Center, contact:

Friends of Rocky Prairie  
www.friendsorockyprairie.com

# PortWatch 2007

1. End Port Secrecy and Port Deficits
2. Bring New Leadership to the Port
3. Elect Port Commission Candidates  
**George Barner and Bill Pilkey!**

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## This Year's Port Commission Election Is Crucial

*We've never had a Port of Olympia election as critical to our community as this year.* The Port of Olympia has refused to do responsible environmental analysis of its projects. It has refused to provide public records to citizens who request them. It is increasing property taxes to cover deficit spending, created by bad management.

*We can make a difference. By electing new leadership, we can put the Port on a new path.*

**George Barner** is a former Thurston County Commissioner, and a champion for working families and the environment. He brings great common sense to the job and understands what our community wants.

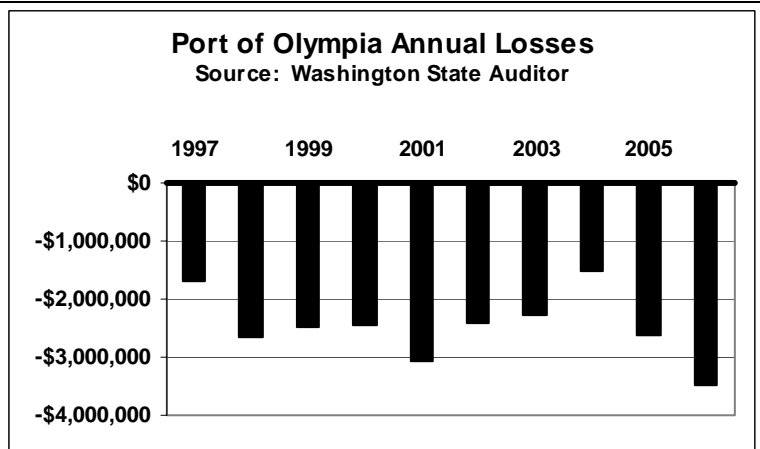
**Bill Pilkey** is a certified financial planner, with years of experience analyzing government budgets and helping families plan their retirement. Along with Bill's financial expertise, he is dedicated to protecting the environment.

Barner and Pilkey are honest, hard-working, and committed. They will return financial responsibility, environmental responsibility, and community responsibility to the Port.

## The Port Budget:

*"The Port of Olympia is a financial failure... Despite owning 200 acres of waterfront peninsula land, a 726-boat marina, a boat works, three marine terminals, 800 acres of industrial land, and a 600-acre airport, the port has never made a profit. When I left office as a port commissioner in 1995, the port was \$4.5 million in debt and collected \$1.7 million in tax subsidies annually. Today, the port is \$23 million in debt and is collecting \$4.4 million in tax subsidies this year."*

*- Dr. Sam Bradley  
former Olympia Port Commissioner, 1991-95*



## Port Property Taxes Soaring

*The Port of Olympia has been steadily increasing property taxes.* Most of this money covers operating losses, that continue year after year.

Unlike school bonds or operating levies, the public does not get to vote on Port bonds or Port taxes.

*Only new leadership will bring this cost spiral under control.*

