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Barner committed to the environment

When George Barner was a county commissioner, his decision-making style caught my attention. He was impeccable about gathering data relating to the relevant issue. He considered the data then arrived at a decision, which sometimes clearly was in opposition to his personal preference. This is a form of integrity I seldom see in elected officials.

A second quality of his which emerged was a strong and sincere interest on his part regarding the environmental aspects of his decisions. This quality of his led me to make contact with him. I am strongly at the passionate end of the spectrum regarding environmental protection and not always reasonable about it. What Barner did then stunned me; he asked me to be an informal advisor to the commissioners regarding environmental matters. In my experience, this is a remarkable action from an elected official.

Consequently, I have regretted the years Barner has been out of elected office. I believe he is a committed, thoughtful, effective leader who cares deeply about this area, and I hope he is elected port commissioner.

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Elected officials must listen to constituents

Bill Pilkey and George Barner, candidates for port commissioner, cared enough about the issue to attend an informational tour given by citizens concerned about the effects of the proposed logistics center just south of Olympia.

Not one current commissioner showed up to hear from the scientists about the problems with siting it there.

We need elected officials who listen to their constituents. Vote for Pilkey and Barner.

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Remember logistics center when casting votes

I have observed Bill Pilkey at Port of Olympia meetings, and I am impressed with the man in every way. He talks up to the suits and calls them on their stuff. He's brilliant and notices details other people miss. The man has guts, doesn't try to impress anyone and really cares to make things better and right.

Most importantly, he is strongly opposed to the sprawling industrial city that the current Port of Olympia commissioners have invited the Port of Tacoma to build half way between Tumwater and Tenino, next to Millersylvania State Park. This monstrosity, which if built will change the landscape of life for everyone in the greater Olympia community, would fill the environment with pollution of every kind in an area larger than the size of Olympia's downtown.

Cast your vote against this atrocity by voting for Pilkey who is pledged to do all in his power to stop it. Also, vote for George Barner for the second Port of Olympia commissioner position. He also opposes this industrial complex, which has euphemistically been termed the "logistics center." If you don't want all the terrain industrialized and belching exhaust from Tumwater to Bucoda, stop the scheme for building this thing. Tenino is opposed to the logistics center. Tumwater, Olympia and Lacey, please join us in the fight. Please vote for these two great people.

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Barner and Pilkey have foresight

This is an important moment for the Port of Olympia. It has had a string of both economic and environmental failures - from its hastily made contract with Sunmar Container Lines Inc., which left us with two dormant container cranes on our skyline and an enormous public financial debt, to the finding by the Department of Ecology that the port's waters have high amounts of dioxin.

While ongoing studies will help identify the historic and current sources of dioxin contamination, it is not unlikely that an insufficient Cascade Pole clean-up might be one contribution. One incumbent, Bob Van Schoorl, has been at the helm of decision-making during these events. I worry when I read an incumbent saying so late in the campaign that, "In hindsight, maybe it would have been a good idea to have done an EIS (environmental impact statement)" on the Weyerhaeuser contract. Hindsight is good the first time, but the many lessons learned from Sunmar could certainly have been applied to decision-making on Weyerhaeuser.

I prefer candidates with foresight. Both George Barner and Bill Pilkey have the foresight to advocate open government, transparency, and thoughtful deliberation in their public decision making role as port commissioners. They will be the best stewards of the port that we have seen in a long time.

What port needs is some common sense

It was with dismay that I saw The Olympian's endorsement of the incumbent port officials, especially since the newspaper's fine articles regarding their failings have taken up so much space in the past. Perhaps the editorial board hasn't been reading the paper.

Bill Pilkey makes up any lack he may have had in the past with his honesty and his ability to keep up with the numbers the port might throw at him. He will see they operate within a budget and not allow the tremendous losses of the past. We have had enough of the charismatic leaders who do not remember what they said last time and continuously change their story.

For instance, Bob Van Schoorl's recent support of the Logistics Center in another publication was quite opposite of what he would leave you to believe now.

We need George Barner's leadership now to sort out the various messes the port has caused and not get into catfights with his co-workers and the city council as Paul Telford does. Barner will be supportive of Ecology issues and he realizes the devastation the Weyerhaeuser trucks and the additional truck traffic routed through Maytown would cause.

We have the chance to get some good common sense leaders for the port. Vote for Bill Pilkey and George Barner.

Dorene Wheeler, Tenino

It's time for a clean face

Why is The Olympian's editorial board supporting Bob Van Schoorl for re-election to the port?

During Van Schoorl's tenure (1994-2007), port-collected taxes went from \$1.8 million to \$4.35 million.

Golf course costs, the prior executive director fiasco, airport costs (Big Sky), the open public records lawsuit and removing port funds from the county pool together cost the taxpayers millions of dollars.

Van Schoorl has taken large campaign contributions from port employees. It's time for a clean face. Vote George Barner for the port of Olympia commission.

No more blank checks for the port

One of the problems with the present port commissioner setup is the blank check system. It doesn't matter how much the port commission policies lose, they simply write the check that we, the taxpayers, have to pay. This year it was \$4.4 million.

Let us elect some commissioners who will try to run it in a more business-like manner. Vote for George Barner and Bill Pilkey.

Pilkey and Barner are better choices

In an outrageous act of public disservice, The Olympian has tried to bamboozle the voters by endorsing Bob Van Schoorl and Bill McGregor for port commissioner against the challengers, George Barner and Bill Pilkey. What was the editorial board thinking?

When I left office as port commissioner in January 1995, the port was \$4.5 million in debt and collected \$1.7 million in taxes. Now, on Van Schoorl's watch, the port is \$23 million in debt and collects \$4.4 million a year in taxes. Does Van Schoorl's \$19 million in additional debt or \$2.7 million increase in taxes matter to The Olympian? Apparently not.

And how about the \$4 million Van Schoorl approved for the container cranes that are never used? Apparently a useless expenditure of \$4 million by the port is small potatoes to The Olympian.

And then there is the problem of secrecy and budgets designed to disguise operational expenses and taxes. The public doesn't trust the port. Who's responsible for this?

Both Van Schoorl and McGregor favor a 24/7 log yard operation with lighting and noise and 350 logging trucks lumbering through downtown Olympia daily. This decision was made behind the scenes without public hearings or proper environmental review. Who's responsible for this?

The only endorsement that really counts is the people's vote. It's time for a change at the port. Vote for George Barner and Bill Pilkey. Barner is Mr. Open Government and Pilkey is a financial expert. They'll give us a port we can be proud of.

Van Schoorl tailors his comments

The Olympian recently endorsed incumbent Bob Van Schoorl for port commissioner, and one reason cited was that he expressed a "healthy skepticism" about the Maytown site for a Port of Tacoma - Port of Olympia planned logistics center.

Yet in an Aug. 1 article for the Economic Development Council, he enthuses that this site "provides a strategic opportunity for our two ports, and our entire region. ..." This is hardly

surprising, since Van Schoorl is one of the commissioners who signed off on the project. It's clear to me that he tailors his comments to his audience, and since actions speak louder than words, I believe he was at best disingenuous with The Olympian editorial board as the ports continue to move ahead with their plans. If you truly want someone with a healthy skepticism about this site, then vote in new port commissioners, people who aren't so invested in the current plans. Vote for Bill Pilkey and George Barner.

Port commissioners have thrown away our money

Incumbent Port of Olympia Commissioners Bob Van Schoorl and Bill McGregor should be replaced by their challengers George Barner and Bill Pilkey.

Van Schoorl and McGregor have encouraged the Port of Tacoma's plan to build a massive freight-transfer facility just down the road from Millersylvania State Park. If that facility is actually built, thousands of trucks each day will move through that peaceful, rural area, bring traffic congestion, noise pollution and diesel emissions. Barner and Pilkey oppose building this monstrosity.

Millersylvania State Park is the backyard for all of Olympia. How many other public swimming beaches exist in Thurston County? Many thousands of Olympia-area families enjoy the park each year. In addition, the stretches of Tilly Road and Maytown Road that would be used by the thousands of 18-wheelers is now a popular area for bicycle riders who start out from the park, as well as the site of half-marathons and 10K and 5K races.

The present port commission members have thrown away our money on a number of grandiose schemes that just end up as ongoing financial burdens to the whole community. Barner and Pilkey would certainly do better. They couldn't do worse.

Pilkey and Barner would oppose industrial complex

You have to wonder why Port of Olympia commissioners imagine as palatable or workable a major industrial mega-complex on 745 acres neighbored by a quiet, tiny country town, one of the first state parks, 1,200-plus forested acres conserved to protect and eventually expand the park, 800-plus acres of state-owned imperiled prairie and wetlands, a wolf refuge, a cattle farm, a miniature horse farm and scores and scores of rural residential homes, many with horses, cattle, goats, llamas, poultry, orchards and gardens - all that's emblematic of rural living.

Yet incumbent commissioners seeking re-election in November continue to help the Port of Tacoma pursue that port's ambition to be, at the least, the top cargo-container port on the West Coast, in part by imposing on rural Thurston County a mega-complex catering to freight trains, exchange of cargo between semi-trucks and trains, massive warehousing, manufacturing and everything that comes with heavy industrial use.

Olympia port candidates George Barner and Bill Pilkey understand the land just east of Maytown, that Tacoma bought with the blessing of at least one of the incumbents, is NOT the place to solve the region's growing cargo transport and processing problems.

Barner and Pilkey understand Olympia's commissioners must not pursue forcing an endless

parade of thousands of throbbing, diesel-belching semis through tiny Maytown and conserved forest bordering Millersylvania State Park, then, across Tilley Road to Tacoma's envisioned complex.

Barner and Pilkey understand a mega-industrial complex in residential rural south county would destroy rural nature and character.

Port needs Bill Pilkey

I believe The Olympian is remiss in saying Bill Pilkey, running for port commission position 2, "does not resonate with voters."

He resonates with Sen. Karen Fraser, ex-head of the Democratic Party Herb Legg, ex-mayor of Olympia Bob Jacobs and with more.

I have known Pilkey well since 1986, when he was a fiscal analyst for the House Republican Caucus. At that time, he worked a lot for Bob Williams, who then quit office to run for governor. It was the House Republican women, aides to various representatives, who sang his praises loudly. Everyone loved Bill Pilkey.

I think Pilkey is a financial genius. I have recommended him to many people looking for help in financial planning. Everyone has been happy.

But, in addition, Pilkey has been an effective community activist in helping the police to understand mental illness and in persisting for inmate programs for the new county jail.

The Port of Olympia now needs his help. Bill Pilkey listens!

Time to shake things up at the port

Never before have I needed to understand a more complex political structure in order to decide how to vote - in this case, this is for Port of Olympia commissioners. Having naively trusted in the past, before the South Sound Logistics Center loomed just down the road from me, I was only marginally concerned.

Frankly, I still don't get the picture. I have learned ports are fairly autonomous, sometimes insatiable, can change the quality of your life almost without your knowing it, without most types of normal recourse, without attention to community, without oversight, and even as far afield as the quiet rural/residential neighborhoods of South Thurston County. Overlay that with the obscure districts, and it seems to be nearly feudal in flavor.

Well, I know a little more now. We live and have come here for the joy of relative environmental and pastoral quality and do not want south Thurston to become little Fife or Long Beach, Calif. I now know that Thurston and especially south County must vote for: George Barner and defeat Bob Van Schoorl, and vote for Bill Pilkey and defeat Bill McGregor - for Port of Olympia commissioners.

So there will be a shake-up at the port. Perhaps it's about time.

Port of Olympia must serve the people

It seems as though two-thirds of the board of directors for the port have gotten it all wrong.

The purpose of the port (both sea and air) is to serve the people of Thurston County. It is not the purpose of the port to be served by the people of the county and their pocketbooks.

We need to help the board get it right by electing George Barner and Bill Pilkey to be a more responsive two-thirds.

Tom McLain, Olympia

Time to throw the rascals out

Elect George Barner and Bill Pilkey as the next Port of Olympia commissioners.

We need leadership and a change in direction. What are the chances that Bob Van Schoorl is going to suddenly see the light and start conducting public business in the open and set a course of action that will be different from his last 12 years in office? NOT!

Don't kid yourself thinking that running \$24 million in the red in the last 10 years is for infrastructure improvements that will pay off in the long run. Not while he's in office, or we'd have seen some proof of competency thus far. What are the chances that the port commissioners will do the responsible thing and order environmental impact statements for their proposed developments, instead of issuing determinations of non-significance regarding public health and safety issues we care about? NOT!

A Barner/Pilkey team will bring about a long-forgotten policy of public money in the public interest. It will bring to a close the legacy of public participation by lawsuit. Did you know the port is paying hundreds of dollars hourly to have attorneys appear at public meetings? It's PR grandstanding.

Can't they communicate by phone, mail or electronically? Who's footing the bill? We are, of course!

Stop this port nonsense and throw the rascals out!

If you live anywhere in Thurston County, you are in the Port of Olympia district and you MUST vote the Barner and Pilkey ticket to make a difference.

Pilkey, Barner care about environment, health

As a family doctor practicing downtown, I am very concerned about this community, especially about the health of our children and elderly.

If allowed to do business in our community, Weyerhaeuser will operate in the heart of our downtown, next door to residential neighborhoods, parks, playgrounds, and day care centers. In addition to pollution from noise and light, air pollution from diesel trucks and ships idling their engines 24 hours a day will pose the greatest risk to the health of our children.

In California, approximately 2,500 people a year die prematurely due to pollution from ports. In children, pollutants stemming from ports have been linked to asthma, bronchitis and decreased lung function. Similar effects have been observed in adults, including sharply increased incidences of lung cancer. Port commission challengers Bill Pilkey and George Barner have

communicated that they care about the future health of this community and are therefore concerned about Weyerhaeuser.

Pilkey would demand port pollution cleanup

I am familiar with the decades of deposits of dioxins, PCBs, garbage dump residue, oils, heavy metals, creosote and other pollutants on port property. It has become an even more serious health hazard since the port commissioners covered up much of the waste with asphalt.

These decades of industrial disposal have left Budd Inlet in a toxic soup that has settled in the sediment and under port property. Churning this residue to the surface through dredging will open a Pandora's Box. Studies to determine how to remove this toxic waste before dredging are a necessity.

Bringing Weyerhaeuser in with its hundreds of logging trucks and big ships belching air pollution, 24-hour noise and traffic jams through downtown Olympia is not worth the few new jobs it might create.

Bill Pilkey is a candidate for port commissioner. He has the endorsement of Sen. Karen Fraser. Pilkey wants all dangerous pollutants on port property identified and eliminated, making it safe for the people. Pilkey would apply bioremediation techniques to save taxpayers millions of dollars. He wants the people to decide the future of the port.

Pilkey asks commissioners questions they are afraid to answer. He is a critic of misleading port budgets and millions of dollars of losses annually. We need a change at the port. It's time to make the port safe for the people and defeat the incumbents. My vote goes to Pilkey. Yours should also.

Barner cares about Budd Inlet cleanup

I support George Barner for Port of Olympia commissioner. Barner cares about due process of the law — about SEPA review and environmental protection of Budd Inlet. The current incumbents do not.

Barner cares about jobs, this proposed Weyerhaeuser Co. 24-hour log yard, will bring the employees from Tacoma. No new employees in Olympia for this log yard project. Please vote for someone who really cares about dioxin issues in Budd Inlet.

Use critical thinking to evaluate candidates

Shortly, ballots will arrive in our mailboxes. Voting requires more than checking off a few boxes, before dropping the ballot into the nearest mail box. Actually practicing the spirit of democracy requires citizens to do three things:

First, we must know the issues and the candidates and what they stand for and we must evaluate the incumbents' actual accomplishments during their terms of service rather than accept their expedient new promises. Voters must assess the costs of issues, rather than cost estimates provided by endorsing agencies or candidates. More importantly, we must know societal costs, environmental costs, health costs and future costs to be passed on to our children.

The pros and cons of issues must be weighed, with the analysis based on meaningful data not pie-in-the-sky projections, agency spin or consultant evaluations. Can the taxpayers sustain the

costs, will the home planet be compromised, how will either the candidates or the legislative issue affect our community immediately and into the future?

Second, after evaluations have been made, we must do the actual checking off and mailing.

Third, after the candidates are elected, their feet must be held to the fire.

That is why I am voting for George Barner and Bill Pilkey as port commissioners. I urge you to do the same. Nothing in this community is more important. The Port of Olympia's arrogance places health, environmental and economic costs on all of us and on our children.

Port has done little to enhance shoreline

Current port commissioners undervalue Puget Sound's natural environment. This is unfortunate because the port occupies an area that is environmentally significant.

For example, much of the near- shore environment is critical for water quality, food production and spawning and rearing habitat for numerous species, some threatened with extinction. The port's 1994 environmental impact statement contains a letter from the state Department of Fish and Wildlife that implores the port to redesign their near-shore trail to be back from the water's edge with access points to the waterfront in the form of pocket parks or overlooks. Between the trail and water there should be salt marsh plants in some locations and vine maple or madrone in others. In response, all the port can do is debate whether to call the waterfront pathway a Promenade or an Esplanade.

The port's vision of lawn and artificial landscaping may provide habitat for resident Canada geese that need to be periodically rounded up and gassed, but it provides nothing for the many species whose populations are in serious decline. The shoreline of Puget Sound as it naturally existed is much more beautiful than lawn and artificial landscaping.

The port abhors the idea of habitat restoration even when it would enhance development potential. Unfortunately the port enjoys unprecedented autonomy.

They write their own determination of nonsignificance for every assault on the environment they conjure up.

It's time for a change. Vote for George Barner and Bill Pilkey for port commissioners.

New leaders will open port to the public

We need to elect new leaders for the Port of Olympia.

The incumbents have been rude and abusive to citizens who come to their meetings. They have allowed only two minutes each in public comment. That's not open government.

The port has spent tens of thousands of dollars on legal fees to avoid compliance with the state public records laws. They were even fined by the Superior Court for their refusal to make copies of public documents available for taxpayer inspection.

The port has spent hundreds of thousands of dollars on legal fees to avoid compliance with the intent of state environmental laws. They could have prepared a comprehensive environmental impact statement, looking at the cumulative effect on traffic, air quality, water quality, and other impacts on the local environment. Instead, they chose to piecemeal their projects, never telling the whole truth, and then paid a bundle to lawyers to oppose citizens seeking a comprehensive

environmental review.

The port holds over \$250 million of public real estate. You'd think they could at least break even with that big a nest egg of our resources. But, according to the state auditor, they have lost money every year for the past decade — and make it up with ever-increasing property tax levies.

It's time for a change in leadership. I'm voting for George Barner and Bill Pilkey for port commission. They are honest, hard-working, and open to citizen participation. I urge you to vote for Barner and Pilkey also.

Change needed at Port of Olympia

We urgently need to change our current port commissioners. The incumbents have been secretive and unresponsive. They have been spending our taxpayers' money in an irresponsible manner, resulting in climbing deficits. Our port is polluted with dioxin and other toxins, and the commissioners have done nothing to address the port's problems and its potential ecological disaster in Budd Inlet and Capitol Lake.

I enthusiastically support Bill Pilkey and George Barner. They will listen to us in a respectful, honest and responsive manner, address the port's budget problems and protect our environment. They both have excellent credentials and experience to bring about the CHANGE that is desperately needed!

Change port commissioners

Some residents are concerned about whether port operations are profitable or are tax burdens. Others wonder whether those who appeal port actions are obstructionists or concerned citizens.

The first question would be answered if the port budget more clearly showed income, costs and taxes collected. The second question would be answered if environmental impact assessments were thorough rather than piecemeal.

Bill Pilkey would present the budgets in a way that would allow citizens to understand what was going on. George Barner has a reputation for open government. A change of commissioners would be refreshing.

Contamination at port should be campaign issue

After decades of denial, Olympia's harbor is now recognized as one of the most chemically polluted locations in the entire Pacific Northwest. We know this as a result of recent sampling and assessment of sediments on the bottom of the bay. Unfortunately, we have only the vaguest notion of the origins or extent of these chemicals or what the lands surrounding the harbor contain.

One likely problem is the old Cascade Pole site. High levels of contamination have been found outside the containment cell to the northwest in the direction of the newly opened beach at Northpoint.

Why hasn't this beach been assessed for contamination? Contamination has also been found to the southwest in the direction of the shipping berths.

Why hasn't the port made some effort to determine whether Cascade Pole is the source of the very high levels of dioxin in those berths? Is all of the land between the two polluted? Why has

the port made such a poor effort to determine just how far the pollution extends in the direction of downtown? Some of these chemicals, especially the dioxins, are extremely damaging.

Enforcement by Ecology has been negligent, snagged in political niceties. The sole mission of the port needs to be something other than merely economic development — even those have been a string of lousy business ventures. Candidates George Barner and Bill Pilkey must replace the two commissioners running for re-election this year.

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Change leaders at Port of Olympia

Four special articles were written by Olympian editor Jim Szymanski. These covered the conflict of interest of a port commissioner who accepted questionable campaign contributions; the dioxin pollution problem; the Maytown distribution center proposal; and the commissioners' policy advisory committee recommendations for port property development with little public notice. What's next?

Many people living in Thurston County do not know the port is a countywide property taxing district. We taxpayers are liable for losses from this money-losing enterprise. If the port was a business, the stockholders would have fired the commissioners and senior staff years ago.

Weyerhaeuser would have added to the port's pollution problems. The Olympia port commissioners supported the Maytown area purchase by the Port of Tacoma, which recently cheated the Port of Seattle out of a \$300 million plus contract. There are soaring pollution clean-up costs. You have to wonder what the port commissioners are thinking, or not.

We should vote the rascals out and replace them with competent people like Bill Pilkey. I watch Pilkey address the port commissioners who don't care about the port's pollution problems, spend our precious tax dollars recklessly and ignore the public. He knows what he is talking about.

My vote goes to Bill Pilkey. He is honest, competent, a visionary, and can turn the port around with our support, so we can decide the future of our \$250 million, money-losing port.

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Fiscal irresponsibility at the port must stop

How can the port commissioners get away with losing about \$3 million of our money each year? According to the state auditor, the port lost about \$27 million over the last 12 years. We pay for these losses with our property taxes.

Bill Pilkey found port commissioners are hiding fiscal facts from the public. Commissioners tell us all but one of its businesses is profitable. Commissioners deliberately exclude overhead from business costs (40 percent of the budget).

Pilkey has been called a thorn in the side of the commissioners, and rightfully so. I watch him on Channel 3 ask commissioners questions they are afraid to answer. He asked commissioners over three months for an estimate of the budget deficit. Eventually he was told it would be \$600,000 (nearly 10 percent of the budget).

Why didn't the commissioners care enough to ask for this deficit data four months earlier so they could reduce the deficit? Last year the deficit was \$800,000 (14 percent of the budget).

This fiscal irresponsibility must stop. It is time to elect new commissioners, like Bill Pilkey, who is a true statesman. He is a financial planner, budget expert, and knows how to balance a budget. Pilkey is a community activist who wants to clean up the pollution at the port and get commissioners and staff to treat the public with respect.

It is time for the people to take back control of our port with our votes.

