

September 2021 Meeting Minutes

Attending: Nancy Atwood, Barbara Menne, Chuck Jensen, Sue Lepore, John Doherty, Pete Weymiller, Linda Cohan, Elly Claus-McGahan, Marti Lambert, Mary Forman, Ginny Lohr, Hezekiah Rust, Jim Tuttle, Michael ___ from Olympia.

CCL National Call Clip

Mark Reynolds: talked about CCL's three current strategic initiatives.

Reconciliation Mobilization—(getting lots of calls out to officials to put a price on carbon in the reconciliation bill). The response has been outstanding, and over 50% of the participants were not even CCL members! Phone banking and text banking to both member lists and other databases are going well. Many key “grasstops” endorsers are being contacted and persuaded to contact their senators, representatives, and the White House.

He said “there has been some anxiety about the “price on carbon” language used in this initiative, because it doesn't mention the dividend. Says “CCL hasn't stopped being a fee and dividend shop” but for this “broader persuasion effort and for effective keyword searches,” they are not using the word “dividend” at this time, just “price on carbon.”

Influencer Awareness--Hired a major consultant, BPI, for support in media exposure. They have a huge database and expertise in identifying the most influential contacts such as reporters, newspapers, policy makers, White house staff, agency heads. They are making sure that carbon pricing is fully and frequently in view right now, in video displays (over a million views), op eds (soon to break an annual record), social media, etc.

Key State Initiative--beginning to select and focus on states that need extra attention. So far AZ, WV, UT.

Action Team Reports:

Tabling, Linda Cohan—The **EV Event in Steilacoom** on Sept.11 was fun and productive, although we did have our share of deniers that day. Thanks to **Chuck Jensen**, we had a spinner wheel with multiple choice questions on EV's. We handed out quite a few flyers focused on calling representatives for a price on carbon. The EVs were the big draw, of course--3 of them belonged to CCL members.

Letters to the Editor, Chuck Jensen—Chuck's letter was published in the **Tacoma News Tribune** on Sept. 12.

Interviews with candidates for Port Commissioner #2 and #4

(A link to the full recording will be available on the website soon, so the following is a brief summary only)

The candidates were sent these four questions ahead of time and presented their answers during the interview. When time allowed, further questions from the attendees were included. Introductions for the candidates were given but they are not included here.

1. **How will you encourage the growth of the green economy and green jobs at the Port in ways that also support equity?**
2. Given the IPCC's latest report, the [NEJM article](#) September 2021 on the urgency to move away from fossil fuels, and the City's goal of net zero emissions by 2050, action to reduce greenhouse gas emissions is needed immediately. **What is ONE action that you as a Port Commissioner would take to reduce greenhouse gas emissions at the Port and in Pierce County due to Port transportation? Explain how much and how quickly this action could reduce emissions.**
3. [.H.R. 2307](#), The Energy Innovation & Carbon Dividend Act, is a bill introduced in the US House of Representatives. It will drive down America's carbon pollution and bring climate change under control, unleash American technology innovation and ingenuity, and provide cash-back payments to Americans. **What are your thoughts on this bill and would you consider endorsing it?**
4. **What are tribal concerns with the Port & how will you address them?**

Dick Marzano, incumbent, Port Commissioner position #2

1. Need to make sure that the jobs we presently have are working in a green environment. We are presently investing money in getting shore power at all terminals. The clean truck program scrapped over 400 old trucks. Need to make sure new customers have the most recent and efficient equipment. Goal is to be environmentally friendly.
2. Plan to eliminate emissions by 2050 but want to get there sooner. "Our climate cannot wait, and we can't wait." They will work with shipping companies--Maersk has set a goal to build vessels that eliminate diesel particulates by 2030. Also will work with other ports and other authorities. Having trains right on the facility, on all of our terminals, eliminates 100's of trucks from our roads.
3. He supports it but has a difference about the use of dividends, prefers that they not all go back to people, but some of the money go to transportation infrastructure.
4. We have a committee to communicate with the tribe as a partner, not that we always agree. Problem is there has been a lack of dialogue lately. Untrue that we don't care. We understand that we are on their ancestral grounds. Wants to get back to regular meetings, otherwise misinformation is a big problem.
LNG plant—he understands the concern. But it is a cleaner fuel, better than not doing anything. It's a transitional step, gets us on our way. Can't eliminate the shipping lines, or we'd lose too many jobs.

Elizabeth Pew, challenger, Port Commissioner position #2

1. Collaborate with local groups for equity. Her background is in the private sector, and she knows how to partner with other groups in training workforce. Green industry-- take a look at other ports and examples in Europe. Set up a green standard and gain compliance.

2. Limit fossil fuels in the Tideflats, stop the flow! Look at rail opportunities for transportation issues and long-term infrastructure for rail at the Port.
3. She is not 100% ready to endorse this bill. The perfect bill would focus less on residential and individual use and more on corporations and industry. Worries about the bureaucracy, worries about how it will affect the average person.
4. Respect and communication is the key. Must honor past agreements. Damage control is now needed for the relationship. Even if businesses and corporations don't like what has to be done, must put people first.

Extra questions:

"NO" to LNG. It's a waste to make infrastructure for an old technology. It's a half measure, its time has passed. Must be bolder.

Trains—Best to expand train and rail in every way. Having rail now is one of our assets, build on that. Helps make us competitive, too. The backlog from the pandemic has given us a lot of data, we can learn how to be prepared and think 20 years from now.

Climate mitigation is in our best interest, especially because of coming sea level rise. Need lots of preparation and changes (to be competitive with other ports like CA, hydrogen, shore power). Money needs to come from federal, corporations, to help make this transition as quick as possible.

Don Meyer, incumbent, Port Commissioner position #4

1. Must change policies on the Tideflats, it's a big issue. Advocates biofuels and using the land base for solar and wind power component manufacture, will work with tribes, and bring jobs. Equity on multiple levels. Wants to create a maritime academy at high schools. Blue Water business focus.
2. Port of Tacoma agrees with the Paris Accord goal of fossil fuel emission free by 2050. Very big part of pollution is truck emissions, must fully implement the Clean Truck Program by 2025. Have already scrapped 440 old ones and is proud of that. Domestic as well as international ports must be clean, also ocean-going vessels using bunker fuel. Must lobby Biden to be more stringent about that.
3. Bill resembles some of the WA state bills that the Port supported, like the Clean Fuel Standard and cap and trade. He supports the concept but does have a disagreement with cash back to citizens, because the gas tax is fast disappearing. So how do we build roads? Infrastructure?
4. He helped negotiate the tribal settlement agreement in the past. The consultation process has weakened and LNG really blew up the relationship. NG is a transition fuel, but not the end goal. It's healthier because diesel particulates are so terrible for health. His tenure has seen lots of fish habitat mitigation, and improvements in the Upper Clear Creek, Wapato Creek area and Marine View drive area, of which he is proud.

Mary M. Bacon, challenger, Port Commissioner position #4

1. Emulate the Sequim Advanced Battery facility (EPA/ PNW National Laboratory Program). The Port should be a pioneer in sustainable practices. Make local community workforce

agreements for public works and use women- and minority-owned businesses for consulting and purchasing needs.

2. Put in electric material handling equipment. If there were electric shore power at every terminal (currently at only one berth), diesel particulates and nitrous oxide would be reduced immediately and in 10 years would go down over 10%. Absolutely must start this now.

3. She would endorse HR2307 because we must do something, however she has concerns about how the dividend is managed.

4. There has been a bad lack of communication with the tribe which is perceived as indifference. The Port has a responsibility to engage in meaningful conversations again, she will persist in rebuilding that relationship.

Extra questions:

The Sequim Battery facility is pursuing innovation in improving capacity and reducing the harmful acids used. Let's bring this innovation into the Port.

LNG plant-it is a transition fuel but methane is a terrible greenhouse gas, best practice would be to stop fossil fuels altogether. Must accept our reality and make bold changes.

Must act for our own security, because of sea level rise which could be 18 inches by 2030. Sea water is corrosive on metal, electricity, people, whole infrastructure at port. Planning has to happen immediately.

Oil trains--careful testing is in place but leaks or oil spills are a big concern.

All the Port safety plans are outdated. There must be a group effort to expand and update the entire area's rail system. Replacing trucks to move goods will improve I-5 at the Port which is a dangerous mess.

She is in favor of the proposed Interim Regulations that place a moratorium on new fossil fuel construction.