

REGULAR MEETING

July 18, 2023 - 12:00 PM Public Session Start

Fabulich Center, Room #104: 3600 Port of Tacoma Road, Fife

The Port of Tacoma Commission met for a regular meeting on **July 18, 2023** at the Fabulich Center, 3600 Port of Tacoma Road, Fife, WA. Commissioners Kristin Ang, Deanna Keller, Dick Marzano, John McCarthy, and Don Meyer were present.

CALL TO ORDER | EXECUTIVE SESSION:

Commissioner Deanna Keller, Port of Tacoma Commission President, called the meeting to order at **10:00 a.m.** and announced that the Commission would recess into a closed **Special Order of Business** until **10:30 a.m.** to discuss a labor collective bargaining agreement. The Commission would then recess into an **Executive Session** until **12:00 p.m.** to discuss:

- A. Two (2) Potential Property Acquisition Items – RCW 42.30.110(1)(b)
 - B. One (1) Item of Potential Property Acquisition – RCW 42.30.110(1)(b) and Potential Litigation – RCW.42.30.110(1)(i)
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RETURN TO ORDER:

Commissioner Keller returned the meeting to order at **12:00 p.m.**, followed by the Pledge of Allegiance. Commissioner Keller also acknowledged that we are situated on the shores of the Salish Sea and reside on the ancestral lands of the Puyallup Tribe of Indians.

APPROVAL OF AGENDA:

The agenda was adopted by unanimous consent.

EXECUTIVE DIRECTOR'S REPORT – Eric Johnson

- Maritime Center Update – A briefing for the next ILA will be given later in this meeting. Narrowed down the list to three teams for design/build. Next steps will be to hear their proposals.
 - Our outreach efforts are continuing with booths at farmers markets around Pierce County. The annual boat tours will be held August 13th and are already sold out.
 - We will be holding an All Staff BBQ on July 26th.
-

PUBLIC COMMENT:

- Jairus Brenneise, Vance Lelli, Mike Kisak, Captain Dax Koho, Seth Kellam, Devin Froud, Jasson Smith on ILWU Local 22 contract negotiations.
- Jayne Stevenson with Pacific Environment commented on the agenda item 6B addressing Zero Emissions by 2040 and requested that scope three efforts be included in this target and to set absolute net zero targets.
- Summaries of four emails received for public comment for this Commission meeting were read into record by the Port of Tacoma Commission Clerk, Helen Hickman (see Appendix): Mandeera Wijetunga (Pacific Environment) on the Zero Emissions by 2040 agenda item, Jasson Smith commented on the

maintenance leadership structure, and labor negotiations between Local 22 and the Port of Tacoma, Lisa Ross and David Wellman each commented on the contracted negotiations for ILWU Local 22 and the Port. The full emails were sent to all Commissioners prior to the meeting.

- A letter addressed to the Executive Director, Eric Johnson, from the ILWU Local 23 was distributed at the meeting and copies were given to all of the Commissioners (see Appendix).

CONSENT AGENDA:

- A. Minutes: June 20, 2023
- B. Check Certifications: Checks during the period of 6/7/23 to 7/10/23.

MOTION by Meyer: “Approve the above Consent Agenda.”

Motion was made by Commissioner Meyer and seconded by Commissioner Marzano with no discussion.

VOTE: Motion Carried 5-0

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

COMMISSION ACTIONS:

A. Proclamation 2023-04-PT: Pride Month

Commissioner Kristin Ang read the Proclamation in support of Pride Month.

MOTION: “Approve Proclamation 2023-04-PT recognizing July 2023 as the South Sound Lesbian, Gay, Bisexual, Transgender, and Queer Pride Month.”

Motion was made by Commissioner Marzano and seconded by Commissioner McCarthy.

VOTE: Motion Carried 5-0

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

B. Resolution 2023-12-PT: Approve Zero Emissions by 2040

Graham VanderSchelden (Environmental Project Manager II) with the Port of Tacoma presented the Resolution and sought approval from the Commission. This Resolution moves the deadline from 2050 to 2040 for net zero emissions within the first two scopes of this effort in areas where the Port has direct control. This new resolution would replace the original timeline adopted in Resolution 2017-04-PT.

MOTION: “Approve Resolution 2023-12-PT to update the Port of Tacoma’s Greenhouse Gas Targets, incorporating new targets to achieve Net Zero Scope 1 and 2 Greenhouse Gas Emissions by 2040.”

Motion was made by Commissioner Ang and seconded by Commissioner Marzano.

VOTE: Motion Carried 5-0

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

C. Resolution 2023-01-PT: SEPA Policy

Jason Jordan (Director—Environmental & Planning Programs) with the Port of Tacoma presented the Resolution for the new, updated SEPA Policy for adoption.

MOTION: “Approve Resolution 2023-01-PT for the new SEPA policy.”

Motion was made by Commissioner Meyer and seconded by Commissioner McCarthy.

VOTE: Motion Carried 5-0

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

D. Parcel 103 Steam Plant Environmental Clean-up

Sarah Weeks (Project Manager II—Remediation) with the Port of Tacoma presented, reviewed the scope of the remedial investigation work associated with parcel 103, and sought project authorization.

MOTION: “Approve project authorization in the amount of \$1,700,000, for a total authorized amount of \$2,655,000, for the remedial investigation of the Parcel 103 Steam Plant property. Master Identification No. 101243.01.”

Motion was made by Commissioner Meyer and seconded by Commissioner Ang.

VOTE: Motion Carried 5-0

Commissioner Ang	Aye
Commissioner Keller	Aye
Commissioner McCarthy	Aye
Commissioner Meyer	Aye
Commissioner Marzano	Aye

SPECIAL ORDER OF BUSINESS: None

NEW BUSINESS: None

COMMITTEE REPORTS:

- A. Code of Conduct & Governance Ad Hoc**— Report given by Commissioner Ang. This ad hoc committee consists of Commissioners Ang and Marzano. They are charged with reviewing the annual changes. An updated resolution will be on the agenda for the August 15th Commission meeting.

ISSUE BRIEFINGS:

A. Earley Business Center Market Analysis and High & Best Use Study

Deidre Wilson (Sr. Manager—Planning) & Gloria Fletcher (Sr. Manager—Real Estate & Economic Development) with the Port of Tacoma, and Julian Rondello & Scott Biethan from Cushman & Wakefield presented. A summary and report on Cushman Wakefield’s Earley Business Center Market Analysis and Best Use Study was summarized. Feedback for moving forward on this property was sought.

B. ILA #2 – Maritime Skills Center Overview

Alisa Praskovich (Chief—Strategic Projects & Commission Relations) & Thais Howard (Director—Engineering) with the Port of Tacoma, and Morris Aldridge (Executive Director—Planning & Construction) and Alicia Lawver (Director—Strategic Planning) with Tacoma Public Schools presented. A status of the Maritime Skills Center project was reviewed. Next steps including a second Interlocal Agreement (ILA) to address the design-build team and cost were outlined. Approval of the second ILA will be sought an upcoming Commission meeting.

ANNOUNCEMENTS / COMMISSIONER COMMENTS: None given at the meeting.

ADJOURNMENT: Commissioner Keller adjourned the meeting at **2:21 pm**.

Attest:

Deanna M. Keller, President
Port of Tacoma Commission

Dick Marzano, First Assistant Secretary
Port of Tacoma Commission

Helen Hickman, Clerk of the Port
Port of Tacoma

Hickman, Helen

From: Mandeera Wijetunga <mwijetunga@pacificenvironment.org>
Sent: Friday, July 14, 2023 12:23 PM
To: Commission Meeting Public Comment
Cc: DL_JohnMcCarthy; DL_DickMarzano; DL_DeannaKeller; DL_DonMeyer; DL_KristinAng
Subject: Pacific Environment's comments regarding Resolution 2023-12-PT: Approve Zero Emissions by 2040
Attachments: _Inclusion Absolute Zero Target and Scope 3 in the Greenhouse Gas Resolution for Port of Tacoma..pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspicious email using the Report Phish button in Outlook.

Dear Tacoma Harbor Commission,

Please accept our attached public comments regarding the commission's resolution to approve zero emission targets by 2040.

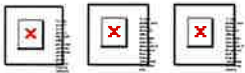
We believe given the current climate emergency, the commission must consider including scope 3 targets to the resolution and set absolute zero goals instead of net zero goals.

We commend the commission on their leadership on addressing the climate emergency and would be interested in meeting with commissioners to further discuss this matter.

Looking forward to a more fruitful relationship with the Tacoma Harbor Commission.

Sincerely,
Mandeera Wijetunga

Mandeera Wijetunga
Climate Campaigner
Pacific Environment
mwijetunga@pacificenvironment.org
www.pacificenvironment.org
(818) 414 5230



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07/13/2023

Port of Tacoma Commission
One Sitcum Plaza
Tacoma, WA 98421

Submitted via email

Re: Inclusion Absolute Zero Target and Scope 3 in the Greenhouse Gas Resolution for Port of Tacoma.

Dear Tacoma Harbor Commissioners,

On behalf of the Pacific Environment, we submit our recommendations on the upcoming resolution to reduce greenhouse gas (GHG) emissions at the Tacoma Port. While we commend your efforts to address the issue of climate change by committing to reduce Scope 1 and 2 emissions to net zero by 2040, we strongly urge you to include Scope 3 emissions in this resolution and set absolute zero emissions targets across all three scopes by 2040.

In a week where we saw the hottest days ever recorded on our planet, the [UN's International Maritime Organization \(IMO\) failed to align global shipping with the Paris Agreement's 1.5°C temperature-warming limit](#) at the 80th Marine Environment Protection Committee meeting last week. As of June 2023, we have about 1.5 years (18 months) to meet the first goal of peaking global climate emissions before 2025. We are calling on states, ports and companies to act now to avert the worse impacts of climate change.

To effectively combat climate change and limit global warming to 1.5 degrees Celsius, it is imperative that we address emissions comprehensively. Scope 3 emissions, which include indirect emissions resulting from activities outside the port's direct control, such as transportation and supply chains, account for a significant portion of the Port's overall carbon footprint. Neglecting these emissions would undermine the effectiveness of your efforts and fail to address the full extent of your environmental impact.

In order to align with the goal of limiting global warming to 1.5 degrees Celsius, it is crucial that the target you set ensures the following for Scope 1-3 emissions:

1. Peak emissions occur before 2025: The urgency of the climate crisis necessitates immediate action. By setting a target in line with the [recommendations by the UN Intergovernmental Panel on Climate Change \(IPCC\)](#), for peak emissions to be achieved before 2025, you demonstrate a commitment to urgently reducing the port's environmental impact.
2. 50% reduction by 2030: To stay on track for the 1.5 degrees Celsius goal, it is essential to achieve a significant reduction in emissions by 2030. Aiming for a 50% reduction in Scope 1-3 emissions by this date will help maintain momentum and ensure progress toward a sustainable future.
3. Absolute zero emissions by 2040: Net zero emissions, while commendable, do not go far enough in addressing the urgency of the climate crisis. We urge you to strive for absolute zero emissions from all three scopes by 2040, eliminating not only direct emissions but also indirect emissions associated with the port's operations and supply chains. This ambitious target is necessary to align with the scientific consensus and demonstrate true environmental leadership.

A recent [study by CE Delft](#) concludes that it is technically possible to reduce shipping emissions by 28-47% by 2030, relative to 2008, without having a significant impact on trade by deploying 5-10% zero or near-zero emission fuels, wind-assist technologies, and by 'climate optimizing' the speed of ships¹. These findings suggest that the Port of Tacoma can implement measures to influence shipping companies to reduce their emissions without negatively impacting their business. In light of these findings, we urge you to incorporate Scope 3 emissions and aim for absolute zero emissions targets across all three scopes by 2040 in your resolution.

By incorporating Scope 3 emissions and aiming for absolute zero emissions across all three scopes by 2040, you will send a powerful message of environmental stewardship and position the Tacoma Port as a leader in sustainable port operations. Your commitment to aggressive emission reductions will inspire other ports and industries to follow suit and contribute to the global effort to mitigate climate change.

There is record funding available for ports to transition port infrastructure to zero emission. At the federal level, EPA's Clean Ports Program will allocate \$3 billion to reduce air pollution at ports. At the state level, funding is also available to modernize berths and install shore power. This past legislative session, Washington's legislature allocated \$40 million for port electrification. \$21 million will be awarded through a competitive grant program and \$14 million will go to the Northwest Seaport Alliance. The Port of Tacoma can, and should, take advantage of this funding to advance port decarbonization.

¹ <https://cleanshipping.org/download/CE-Delft-pathways-2030.pdf>

We implore you to seize this opportunity and revise the resolution accordingly. By taking bold action and setting an example for others to follow, you can contribute significantly to the preservation of our planet and the well-being of future generations.

Thank you for your attention to this critical matter. We trust that you will consider our request seriously and make the necessary amendments to ensure a more ambitious and impactful Greenhouse Gas Resolution.

Sincerely,

Mandeera Wijetunga
Climate Campaigner - Ports
Pacific Environment

Hickman, Helen

From: Wellman, David
Sent: Friday, July 14, 2023 1:26 PM
To: Commission Meeting Public Comment
Subject: ILWU 22 Port Workers Group/ Port of Tacoma Contract Negotiations

To the Port of Tacoma Commissioners,

I am writing to you as a concerned member of ILWU 22 Port Workers Group regarding the ongoing contract negotiations between Local 22 and the Port. While there have been some positive negotiations regarding certain language in the contract, the issue of wages has become a sticking point, with the Port offering a wage increase that is considerably less than what has been proposed by Local 22.

As employees of the Port, we value our jobs, and recognize that being employed at the Port is and should be a well sought after career. As a group, we take pride in our work, and have a real interest in keeping the Port running smoothly. Members of Local 22 perform many essential jobs including clerical work, accounting, administrative assistance, customer service, inspection of projects, maintenance of Port owned equipment that is vital to the day-to-day operation of the Port, and essential maintenance and repairs to the many properties owned by the Port. Most of these jobs require us to be present, and on site for every shift. We showed up without hesitation during the pandemic, fulfilling our duties with just minimum safety accommodation. We continue to do so while negotiations continue.

Our aim is to have a contract that shows the Port truly values and appreciates our efforts. A fair contract will address the sharp increase in daily living and will continue to provide a living wage for the members of Local 22 and their families. The members of Local 22 Port Workers Group are employed exclusively at the Port and their daily efforts are a major part of the Ports success. Many Local 22 members live in Pierce County, and this is where they regularly spend their hard-earned money, benefitting the community as well.

We ask that the Commission encourage the Port negotiating committee to take all these factors into consideration and continue to bargaining with Local 22. The goal should be to reach a fair contract that benefits not just the Port, but also benefits what should be considered a valued Port asset, the members of ILWU 22 Port Workers Group.

Regards,

Dave Wellman

Port of Tacoma
Facilities Maintenance Electrician

Hickman, Helen

From: Ross, Lisa
Sent: Friday, July 14, 2023 1:37 PM
To: Commission Meeting Public Comment
Subject: ILWU Local #22 Contract Negotiations

Hello,

My name is Lisa Ross and I have been a Construction Inspector for the Port of Tacoma for 20 years. I continue to be contacted by other employers wanting me to come to work for them, but I have chosen to stay here because of the wage increases that we have gotten over the years have been pretty equal to the inflation rate. I believe if our wage increases (talking about 3%) are not close to the inflation rate (6%) then there will be many of us seeking other employment opportunities. I believe that teachers got a 20 % wage increase this year.

Right now we are being told that the Port Negotiating Team is refusing to negotiate with us. They have set the increased % rate and that is it! This is a very big problem and I believe that it will create a high turnover rate in Local #22.

Thank you,
Lisa Ross

Hickman, Helen

From: Smith, Jasson
Sent: Monday, July 17, 2023 10:45 AM
To: Commission Meeting Public Comment
Subject: Port of Tacoma Maintenance Leadership Structure

Good morning/afternoon Commisioners

On behalf of Port of Tacoma Maintenance I am writing to seek assistance in having Port Management get the Maintenance Department structured properly again at the organized labor level. We have been running on a "skeleton Foreman format", if you will, since I started here in 2010. Our Lead Foremen positions have not refilled in 10 years which in has left us without a person for the Foremen to rely on as a source of information between the Maintenance Director and has given the Directors an open door to go to each Foreman with different angles along with going around the limited Foremen we do have straight to Journey Level. Adding to that, the two Foremen that Facilities do have are responsible for up to six different trades each thus projecting duties otherwise performed by the Foremen onto the "working" Leads that already have the responsibility of laying out three different trades each and are expected to work the tools as well. This lack of Leadership at the Labor level is causing management to overstep and by pass the overwhelmed Foremen and sometimes even the Leads causing confusion amongst the crews and sometimes animosity. Another reason for concern in having limited Leadership is SAFETY due to an insufficient understanding in the scope of work for the variety of trades that report to one person. Example, the Facilities Electrical crews Foreman is a Plumber. How can the Foreman safely or efficiently run the Electrical crew? How can the Lead Electrician communicate a scope of work with the Foreman if they don't speak the same trade language? Same goes for the Lead of the Track crew and his Foreman that is not a rail worker? These are just some examples of the hurdles we jump through daily to provide the Port and it's Tenants with the service we all expect.

Next, I'd like to address some concerns regarding the current organized labor negotiations between Local 22 and the Port of Tacoma negotiating teams. Previously, towards the end of each collective bargaining agreement that I have worked under, Local 22 has asked Port Management to start contract negotiations months before every contract expiration date and every time Port Management puts negotiations off until the expiration of each collective bargaining agreement resulting in Maintenance working under the conditions of the last contract.....for months after it expires. In many opinions that is not negotiating in good faith. Currently we are working under a contract that expired 3 months ago and morale is getting low, lower than it was previously just due to the lack of proper leadership structure, mostly the skilled trades. The negotiating teams are really close to an agreement but not awarding retro pay is a must change as Local 22 was not at fault for the delay in negotiations. Next that first year bump should reflect the bump in inflation Western Washington and more specifically Pierce/King County has experienced. We are grateful for being employed by the Port of Tacoma and would like to continue to be proud of working the waterfront helping to provide a lucrative place of business and industry for all.

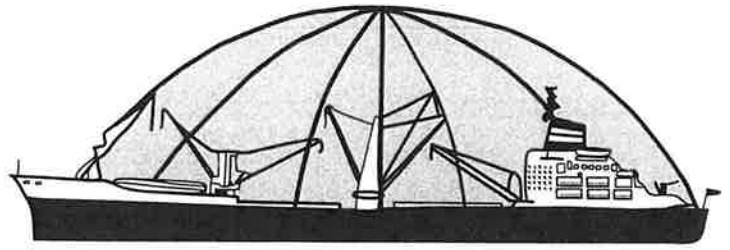
Regards

International Longshore and Warehouse Union

LOCAL 23

(253) 383-2468

1306 ALEXANDER AVE. E.
FIFE, WASHINGTON 98424



July 14, 2023

Mr. Eric Johnson
Executive Director
Port of Tacoma
One Sitcum Plaza
Tacoma, WA. 98421

Dear Mr. Johnson,

On behalf of the over 1,500 members of the International Longshore and Warehouse Union, Local 23, we write this letter today to both voice our concern regarding the status of the Port of Tacoma negotiations with its workforce represented by ILWU Local 22, as well as to reiterate our support of Local 22 to achieve a fair and equitable Agreement.

As you know, ILWU Local 23 members work for a multitude of Pacific Maritime Association member companies in the Port of Tacoma, as well as directly for the Port of Tacoma and Northwest Seaport Alliance. Our robust relationship with the Port goes back to the ports founding in 1918, which was strongly supported at the time by the precursor Union of Local 23.

We have collectively worked to position our gateway as a premier option for shipping on the US West Coast, helping to attract billions of dollars' worth of goods and products through our gateway. And perhaps more importantly, have helped to create tens of thousands of family wage jobs, be it in the port, the city, state, or region.

We now turn our attention to the contract negotiations currently ongoing between the Port of Tacoma and ILWU Local 22, who represent over 100 Port of Tacoma direct employees.

We would first like to highlight for you that quite a few of the jobs that ILWU Local 22 represented workers do are similar in scope or function to those performed by ILWU Local 23 represented workers. Specifically, while servicing PMA member companies' workplaces, maintenance and repair, clerical workers, and facilities maintenance are all jobs which otherwise would be represented by ILWU Local 23 and working under the PCL&CA Collective Bargaining Agreement. These workers, represented by ILWU Local 22 and employed directly by the Port of Tacoma have a direct comparable to guide you in terms of wages and conditions.

Next, workers in other categories represented by ILWU Local 22 have steadfastly performed work which is of vital importance to the success of our port. The vast majority of these workers have workplaces and worksites which cannot be done remotely or from the comfort of their own homes, and must physically report day in, day out to their workplace to perform their jobs. Unlike most non represented port workers (who are not required to physically be present at their workplace), ILWU Local 22 members cannot easily schedule doctors' appointments for themselves or their families, must deal with child care or schooling, rising fuel costs, and commute time while still trying to maintain a healthy work-home life balance.

The comparison of conditions between the ports non represented employees and those represented by ILWU Local 22 is simply not the same. Local 22 workers drive and dedication first through a global pandemic of Covid-19, and now through rising costs in goods and housing needs to be recognized. It needs to be applauded and celebrated.

Lastly, we will publicly state, so that there is no ambiguity in our statements nor our actions: ILWU Local 23 will fully support our sisters and brothers in ILWU Local 22 in whatever fashion or way that may be necessary.

In closing, we know that you have a monumental task before you. We know your deep commitment to the Port, the industry, the community, and your workforce. You make your decisions in the face of public scrutiny with public dollars. It is certainly no easy task. We know that you will do the right thing, which is to reach an Agreement with your workers that is reflective of what they have earned and deserve.

Sincerely,

Jared Faker
President
ILWU Local 23

CC
Commissioner McCarthy
Commissioner Marzano
Commissioner Keller
Commissioner Meyer
Commissioner Ang