

**PORT OF SEATTLE  
RESOLUTION NO. 3827**

**A RESOLUTION** of the Port of Seattle Commission in opposition of Washington State ballot Initiative 2117, concerning carbon tax credit trading.

**WHEREAS**, the voters of King County authorized and approved the formation of a port district coterminous with King County to be known as the Port of Seattle in a special election on September 5, 1911; and

**WHEREAS**, the Port of Seattle Commission is the legally constituted governing body of the Port of Seattle; and

**WHEREAS**, the Port of Seattle’s Century Agenda guides our actions to: “Be the greenest and most energy efficient port in North America.” Objectives and strategies to achieve this goal include advocating for reducing air pollutants and carbon emissions across port operations, facilities, and transport of goods and people; growing electrification infrastructure through electric vehicle (EV) charging stations and shorepower capacity; advancing decarbonization through support for innovation accelerator hubs, emerging climate protection technologies, and low and zero-emission energy sources and innovation to grow renewable clean energy industries; working with local communities to reduce harm of environmental racism; and

**WHEREAS**, the Climate Commitment Act (CCA), passed by the Washington State Legislature in 2021, created a “cap and invest” system to incentivize polluters to reduce greenhouse gas emissions (GHG) in alignment with the GHG reduction goals set by Senate Bill 6001 of 2007 and House Bill 2311 of 2020 for Washington State; and

**WHEREAS**, the CCA seeks to grow infrastructure and investments through reinvesting revenue generated by the carbon cap and invest system via state agencies and local governments to deliver resources to tribal and overburdened communities to create and implement climate resiliency strategies, improve air quality and health outcomes related to pollution, advance emissions reductions in the transportation and transit sector, support the transition to clean energy, active transportation, ecosystem resilience, and carbon sequestration; and

**WHEREAS**, funding generated by the CCA will support many environmental and climate initiatives that include Port of Seattle priorities in building decarbonization, GHG reduction, clean energy supply chain studies and manufacturing, restoration and protection of salmon habitat, shore power infrastructure, zero emissions vehicles and fleets, port electrification, green jobs accelerator programs, research and development on sustainable fuels, air quality mitigation in South King County, and EV charging infrastructure; and

**WHEREAS**, the Port of Seattle, Port of Tacoma, and The Northwest Seaport Alliance are working to meet the goals identified in the Northwest Ports Clean Air Strategy to reduce

impacts of diesel particulate matter and greenhouse gas emissions tied to health impacts in frontline communities adjacent to our gateways are experiencing; and

**WHEREAS**, The Northwest Seaport Alliance, a port development authority for the Port of Tacoma and Port of Seattle to manage container, break bulk, and auto terminals on behalf of both homeports, is leading the Clean Truck Program which requires trucks servicing NWSA terminals to have a 2007 or newer engine or have an equivalent emission control certification. The NWSA also co-leads the Puget Sound Zero-Emission Truck Collaborative, an initiative that seeks to meet 2050 GHG emission reduction goals through a number of strategies such as increasing the number of zero emission drayage trucks deployed in our region made possible through a federal and state resources, such as CCA revenue; and

**WHEREAS**, the enacted state budget has allocated an additional \$14 million towards a demonstration Northwest Seaport Alliance shorepower project that would be eliminated by I-2117, if passed. The loss of program funding poses risks to future work by the NWSA to support independent drayage truck owner/operators to purchase zero-emission medium and heavy-duty vehicles for the transport of goods across the region, the purchase of zero emission cargo handling equipment and shore power investments; and

**WHEREAS**, the enacted state budget has allocated an additional \$250,000 to supplement the work of the Port of Seattle's Sustainable Maritime Fuels Collaborative that would be eliminated by I-2117, if passed; and

**WHEREAS**, local resources alone would be inadequate to meet the scale of need to deliver climate infrastructure, access to living wage green career training, and environmental and community health improvements for Port of Seattle constituents and drive economic benefit for Washington State; and

**WHEREAS**, repeal of Washington State's cap and invest program will cause irreparable harm to our state and local efforts to reduce GHG emissions, grow critical infrastructure to keep Washington State residents healthier and businesses vibrant, and build community resiliency against the increasing threat of climate change.

**NOW, THEREFORE, BE IT RESOLVED** by the Port of Seattle Commission hereby expresses its opposition to Initiative 2117, a proposal that will cause severe negative impacts for state and local public agencies to deliver services for constituents, protect and restore natural habitats, invest in climate and wildfire resiliency for every Washington community, especially those that have experienced generations of environmental racism, grow the climate tech and renewable clean energy sector and the businesses and jobs it will require, support decarbonization of maritime and aviation industries, and more.

**ADOPTED** by the Port of Seattle Commission at a duly noticed public meeting thereof, held this 10 day of September, 2024, and duly authenticated in open session by the signatures of the commissioners voting in favor thereof and the seal of the commission.

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*Sen 240*

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*Jodyko Hoag*

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Port of Seattle Commission