

25th Legislative District Democrats

Candidate Endorsement Request (*Port*)

Office Sought: Port of Tacoma Pos. 1 Today's Date: May 30, 2017

Campaign Information

Name of Campaign: People for John McCarthy for Port Commission Campaign Manager: James Rolph

Campaign Address: 2522 N. Proctor St. #246, Tacoma WA, 98406

Campaign Phone: 206-434-0793 Email: electjohnmccarthy@gmail.com

Website: electjohnmccarthy.com

Party Affiliation: Non-Partisan

Are you using union printers and/or sign shops to do your campaign printing? Yes

Personal Information:

Full Name (as shown on ballot): John McCarthy

Address: 5703 Pinnacle Court NE, Tacoma WA, 98422

Years at this address: 23 Legislative District: 27 Precinct: 27-461

Years in the district that you want to represent: Position is County-wide, I have lived in Pierce my whole life

Education (Please indicate highest level attained)

Degree (specify): Doctorate of Jurisprudence

School: University of San Francisco

Previous Public Service

Office/Position Held: Port of Tacoma Commission Dates: 1983-1992

Nature of Organization: Port of Tacoma Commission

Duties: _____

Office/Position Held: Pierce County District Judge Dates: 1992-1997

Nature of Organization: Pierce County

Duties: Adjudicating on public matters

Office/Position Held: Pierce County Superior Court Judge Dates: 1997-2014

Nature of Organization: _____

Duties: _____

Current Job Information

Employer: Retired Title: _____

Supervisor: _____ E-mail Address: _____

Work Phone: _____

Major Civic Interests

Civic Clubs or Community Organizations You Have Been Involved With?

- Member, Washington State Bar Association, 1975 to present (42 years)
- Western Washington Football Officials Association, Board President, 2017
- Mount Rainier National Park, Volunteer, 2010 to present
- Paddler, Tacoma Dragon Boat Association, 2000 to present
- High School Football Official, 2003 to 2017
- High School Basketball Official, 1996 to 2016
- Commission on Judicial Conduct, 2003 to 2014
- Superior Court Judges Association, Education Committee, 2000 to 2014
- Washington State Superior Court Judges Association, Treasurer and member, 1997 to 2014
- Paddler, World Sprint Championship Outrigger Canoe Races, Golden Master, 2006 to 2012
- Pierce County Law Library Board, President and member, 1999 to 2009
- Broadway Center for the Performing Arts, Board Member, 2000 to 2005
- Pierce County Economic Development Board, Vice President and member, 1984 to 1992
- South End Boys and Girls Club, Officer and board member, 1981 to 1992

- Tacoma Seaman's Center, Board member, 1988 to 1992
- Private Industry Council, Board Member, 1991 to 1992
- Washington State Public Ports Association, President, 1989 to 1991
- Pierce County Rape Relief Agency, Founding Board Member, 1975 to 198

Questionnaire

Please keep your answers brief.

If you need more room, attach a separate page at the end and mark "see attached" on the questionnaire.

Please list your qualifications for seeking office:

I am passionate about the Port. My family has worked there for over 75 years. The Port is at a critical point in decisions about its future use and development. I want to be part of making the decisions that will set the course for the next 100 years for our children and grandchildren. I made difficult decisions as a judge. Based on my professional experience as a former Port Commissioner and a Judge, as well as my passion for the Port and our community, I am well suited to be a leader to make sure our port continues as a working waterfront, growing more high paying Port maritime-industrial jobs. Moving forward, we must support good job growth while we protect the safety of the people who work at and live near the Port, and as we advance our values of environmental protection, conservation, and innovation. I firmly believe that we can continue to build an international maritime-industrial Port which is safe for workers, the environment, and the community.

Please list your reasons for seeking office:

- 1) **Jobs**. Growing good livable wage jobs in strong working waterfront while improving a world class international clean maritime-industrial Port.
- 2) **Safety**. Ensuring the safety of the people who live and work in and near our Port while building the public's confidence in the Port and its operations.
- 3) **Environment**. Continuing to protect and enhance the environment, fisheries clean air, and clean water, with responsible environmental conservation and mitigation.

Have you been involved in partisan politics in Washington State? Please give details:

For two decades prior to becoming a judge, I was a Pierce County Democrat and involved in supporting many Pierce County Democrats in political campaigns. I volunteered thousands of hours in helping to elect Democratic candidates to promote progressive values. I previously served as an attorney for the Pierce County Democratic Party on a pro bono basis.

Have you run for an office before? Please give details:

I was elected to both the Port of Tacoma, District Judge and Superior Court Judge

-Port of Tacoma Commissioner (1983-1992)

-Judge, Pierce County (1992-2014)

Have you held office, either elected or appointed? Please give details: **See details above**

What do you believe will be the three most important issues in your campaign?

The Port is an economic workhorse and provides tremendous jobs and economic opportunities for the people of Pierce County and beyond. It is an irreplaceable public asset which is essential for the economic success, health and wellbeing of the people of Pierce County. It has been a working waterfront providing high wage jobs and must continue to do so. We also need to make decisions which ensure the safety of the people who live and work in and near the Port, and we must remain true to our values of environmental protection and conservation.

The Port must also improve its communications, public relations, and relationships with its surrounding neighbors and the greater community, to ensure that the public is better informed about the activities ongoing and proposed at the Port; while doing a better job listening to its neighbors and articulating a clear plan for progress which incorporates the best interests of the community and the environment. Ultimately, The Port must engage the public in a way which sincerely addresses legitimate concerns, while building the public's confidence in the Port's ability to protect our community and our environment.

As a steward of the public's trust and resources, the Port must continue to build an international maritime-industrial Port which is safe for workers, the environment, and the community.

What are your feelings on the recent creation of the Northwest Seaport Alliance? Do you believe it will mitigate the impact of a wider Panama Canal to the Ports of Tacoma and Seattle?

The Alliance has increased shipping traffic through the Port and made us much more competitive with large California and British Columbia ports. I have not seen specific analysis on the Alliance's interaction with the Panama Canal, but I know that a large amount of shipping is unique to markets north of Panama, and so the competitive value of allying Seattle and Tacoma will have unique benefits. While I support the Alliance, I also want to make sure as a Commissioner that I protect the assets of the Port of Tacoma.

Do you support the LNG facility being built at the port of Tacoma for use primarily by Totem Ocean Trailer Express? Please give reasons why you do or do not support the LNG facility.

The Liquid Natural Gas plant will likely be a predominant environmental issue in this race. The LNG Plant will improve air quality by converting ships, which transit back and forth from Alaska to Tacoma, from bunker/diesel fuel to natural gas. The plant is on track to be built. The City, Port and 14 other permitting partners have approved it. The decision has been made. The next Port Commission must ensure that it is built and operated safely for workers and the surrounding community. The existing environmental impact statement, *siting*, and fire-safety studies largely conclude that the facility will be safe for workers and for the neighbors; and that environmental impacts can be safely mitigated.

However, there is still skepticism in the community. Moving forward, the Port needs to take the steps necessary to ensure the safety of the facility. This will include making sure that the plant is built in line with what has been proposed, carefully reviewing any proposed changes, and ensuring that its construction and operation are consistent with applicable local, state, and federal laws. I believe that there is an opportunity to increase the Port's

partnership with the Federal Regulatory Energy Commission (FERC) and the Washington Utilities Transportation Commission (WUTC) to ensure the plant is built and operated safely. Greater oversight will be necessary to build the confidence of the surrounding neighbors.

In addition, the Port must improve its communications, public relations, and relationships with the surrounding neighbors to ensure that the community is well informed and has the actual facts. The Port must engage the public in a way which sincerely addresses legitimate neighbor concerns, while building the public's confidence in the Port's ability to protect our community and our environment.

Ultimately, as a steward of the public's trust and resources, the Port must do what is necessary to make sure that operations at the Port are safe for the workers and the neighbors. We can do this while we continue to build an international maritime-industrial Port which is safe for workers, the environment, and the community.

Regarding reducing vessel emissions should the Northwest Seaport Alliance give incentives for vessels to cold iron by hooking to electric shore power while tied up at dock?

At this point, most of the terminals are operated by third parties that lease the terminals from the Alliance. In the past, the Port operated many of the terminals itself, which gave it more opportunities for flexibility. I am in favor of reviewing third-party contracts and attempting to identify incentives to conserve energy.

Will you support the creation of a Freight Mobility Planning Committee by the Port of Tacoma Commissioners? This committee would be made up of stake holders that will recommend the use of South Harbor tax and port revenues to increase rail and road access to the South Harbor Marine Terminals?

I am not familiar with the proposal to create this committee. I am generally favorable to bringing more stakeholders into decision making, but I cannot support this until I have learned more. I am aware that the Pierce County Executive in the last eight years chaired the Port and other stakeholders in a committee for Freight Mobility planning purposes.

Concerning transportation around the port more broadly, the Port must work diligently and tirelessly to support and complete and (if possible) fast-track critical improvements to the Gateways of SR 509 and SR 167, to ensure sound traffic flow and management for freight and neighbors alike. In addition, the Port needs to proactively seek out more immediate opportunities for effective traffic infrastructure improvements to resolve the unnecessary traffic congestion and adverse environmental impacts caused by a poorly planned traffic system. As a neighbor to the Port who daily commutes along SR 509, I can observe the poor traffic management and the negative impacts on residents, the environment, and freight traffic. Unfortunately, the current system in place has negative economic impacts on the Port's ability to be an efficient 'Gateway' terminal, and unnecessarily increases greenhouse gas emissions. We must do better. The Port needs to dramatically improve its efforts at planning and building a traffic system that works for Pierce County residents, commercial freight, and our environment.

We frequently hear about the benefits the port supplies to the community in jobs and economic growth. What responsibilities does our port have with respect to mitigating negative externalities brought on by port activity such as traffic congestion, increased demand on infrastructure, health problems due to port related pollution, controlling populations of invasive species brought into Puget Sound by ships that call on the port, etcetera?

Broadly speaking, the port is a partner and part of the community, but is also responsible for mitigating any negative impacts caused by economic growth. We must constantly consider the impacts of all Port decisions on stakeholders so that we balance all pressures, environmental, social economic and otherwise.

In terms of the environment, the Port has demonstrated a significant commitment to environmental protection and conservation by investing millions of dollars in environmental mitigation, habitat conservation and fisheries enhancement and protection. Much of this work began because of the historic Puyallup tribal land claim settlement. I was the Port Commission representative to the settlement negotiations for five years (1985-1990), and was instrumental in its success. At its adoption and approval by Congress in 1990, it was the largest tribal land claim settlement in the lower 48 states. Of the many accomplishments of this effort, the settlement agreement ensured

millions of dollars of investment in environmental mitigation, habitat conservation and fisheries enhancement and protection; and it set the stage for the past three decades of environmental cleanup and job creation in the tide flats.

Currently, the Port's environmental efforts include the clean-up of contaminated properties, investment in fish habitat restoration projects, as well as efforts to protect water quality through storm water treatment and the reduction of greenhouse gas emissions through partnerships with the ports of Seattle and Vancouver. Nevertheless, the Port has much work to do to ensure that future and proposed projects will be implemented in a way that is safe to the neighbors, workers, and the environment.

I previously served as a Port Commissioner for 11 years, and I served as a casual longshoreman for 10 years before that. I served as a judge for over 22 years. This meant constantly reviewing and analyzing information and coming to non-biased conclusions. I will bring this skillset to the Port Commission. I read news from a variety of sources, and I will be dedicated to meeting with stake holders and voters frequently to keep up to date on the issues that matter to them.

Why should the 25th Legislative District Democrats support you over any other candidates running for this position?

I have been a great volunteer and supporter of Pierce County Democrats my whole life. I have a long history of working knowledge with the Port, and I have the experience and passion to find solutions to the problems we face. I am dependable, and I will work with all parties to create solutions that truly benefit the community.

Are there any additional comments you would like to share with the 25th Legislative District Democrats?

Thank you for your consideration, and I would be honored to have your endorsement.

It is the intent of the 25th District Democrats to support qualified Democrats seeking political office for both partisan and nonpartisan races. To that end we are looking for individuals who adhere to Democratic principles as demonstrated by Democratic Party activity, community activities, their reputation among Democrats, and statements they make supporting the Democratic Party and fellow Democrats. Endorsed candidates are discouraged from giving support in any partisan race to non-Democratic candidates. If an individual is running against another Democratic candidate(s), such endorsed candidate is encouraged to draw clear distinctions and differences with his/her opponent in a friendly, informational, and non-confrontational fashion. My signature below signifies my agreement with these principles and that I understand that the 25th District Democrats may withdraw its endorsement if I do not adhere to them.

Candidate Signature: John McCarthy Today's Date: May 30, 2017

Please save this form as a PDF and return your completed questionnaire to cherde@earthlink.net