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**3 Granges inspire, embody statement that Grange lives in communities**

*By Pete Pompper, National Grange Community Service Director*

Past National Grange President Kermit Richardson famously stated “The Grange does not live at 1616 H St. NW, Washington, DC, but in the communities throughout this country.” These words mean as much today as they did then, if not even a little more.

So many Granges over the past two years have stepped up in their communities and have picked up where they left off. It shows not only us but our communities we as an organization are still relevant and needed to this day. We, on the National Grange level, have seen not only Granges grow and gain members but, Granges reorganized where they used to be or new Granges chartered.

The inspiration for this article comes from how three Granges - Willamette Grange #52 (OR), Antrim Grange #98 (NH) and Elmer Grange #29 (NJ) - continued to work to raise funds to literally rebuild their Grange halls.

All of these Granges have been active in their communities and have excellent name recognition throughout the area. Two of the Granges, Willamette and Antrim, have been fundraising for several years because their membership realized they would need to make extensive repairs to the halls in the future. Elmer, on the other hand, had literally shut down because of a major safety structural issue.

Elmer Grange was able to get a loan from the New Jersey State Grange to basically rebuild the hall from the ground up and did not have time to raise funds. A few months after the repairs were done, COVID restrictions were put in place. This Grange did not give up. Instead, they rethought how they would do fundraisers to pay off the loan. The response from the community has been fantastic, and they have continued to give support to other organizations through all of this.

Antrim and Willamette have been raising funds for several years to help with the needed repairs. Their members have worked diligently securing grant funding and holding a wide array of fundraisers. The communities in their areas have been supportive during this process. The residents of the surrounding areas – even though they may not be Grange members – understand the importance of that local building.

That is something we, as Grangers, need to remind ourselves of whether we have a Grange Hall or not: we are a local, grassroots organization. It is the opportunities we provide not only our members but also with our community service that help build and sustain our hometowns.

Grangers, keep up the amazing work you are doing, and let’s keep moving forward. I hope to see and meet many of you in Wichita for Nation Grange session in a few short weeks.

**FINAL DAY TO SEND LETTER OF INTERST TO SERVE ON BOARD**

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**Grange is committed to voluntary, incentive-based climate solutions**

*By Betsy E. Huber, National President*

The National Grange is a member of the Food and Agriculture Climate Alliance, which is comprised of more than 80 organizations representing farmers, forest owners, agribusinesses, manufacturers, sportsmen, state governments, and environmental advocates.

As Congress further debates and negotiates the size of the current budget reconciliation package, FACA is urging Congress to prioritize the climate-smart agriculture and forestry initiatives contained in the package.

We support investments in voluntary, incentive-based, science-based climate and conservation programs to, 1) foster carbon capture and storage on farms, ranches and forest lands, 2) reduce greenhouse gas emissions, and 3) provide many other additional environmental benefits such as cleaner water, regenerated soils and improved wildlife habitat.

We also state that the package must protect existing Farm Bill programs and do no harm through tax changes that threaten the economic sustainability and resilience of family farms, working forests and lands and the entire food supply chain.

FACA and the National Grange are committed to ensuring that this opportunity yields the best results for both the climate and the stewards of the land—farmers, ranchers and forest owners.

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**GRANGE MEMBER BENEFIT: Office Max/Office Depot**

Work Your Way from Anywhere

Whether working from home, an office building or a bit of both, make your workspace yours. From paper, ink and toner, printing services to cleaning supplies, use your Grange Office Depot Savings Program to get everything you need, to do your best work from anywhere.

Shop online and get FREE next-business-day delivery\*\*

Save on thousands of products and enjoy next-business-day delivery on qualifying orders of $50 or more within our local delivery areas.

Shop Now by going to <https://officediscounts.org/grange/>

*\*\*Free Delivery: Minimum purchase required after discounts and before taxes. Orders outside our local delivery area and most furniture, oversized, bulk items, cases of bottled water and other beverages and special order items do not qualify. Non-qualifying orders incur a delivery charge (minimum charge of $9.99). Many orders can be delivered next business day (between 8:30 a.m. and 5 p.m.) if placed online or via phone by 5 p.m. or via fax by 3 p.m., local time (in most locations).*

**USDA to establish Equity Commission, seeks nominations for membership**

*Press Release*

United States Department of Agriculture (USDA) announced it will establish an Equity Commission and is requesting nominations for membership on the Equity Commission Advisory Committee and Equity Commission Subcommittee on Agriculture. The notice represents an important step towards implementing President Biden’s commitment to create an Equity Commission and the American Rescue Plan Act provision that directs USDA to “address historical discrimination and disparities in the agriculture sector… [through] one or more equity commissions to address racial equity issues within USDA and its programs.”

The Equity Commission will advise the Secretary of Agriculture by identifying USDA programs, policies, systems, structures, and practices that contribute to barriers to inclusion or access, systemic discrimination, or exacerbate or perpetuate racial, economic, health and social disparities. The Subcommittee on Agriculture will be formed concurrently and will report back to the Equity Commission and provide recommendations on issues of concern related to agriculture. Subsequent subcommittees will focus on other policy areas, such as rural community and economic development.

The Equity Commission will deliver an interim report and provide actionable recommendations no later than 12 months after inception. A final report will be generated within a two-year timeframe.

USDA is soliciting nominations to consider membership on both the Equity Commission and the Subcommittee on Agriculture. Both seek to reflect a diversity in demographics, regions of the country, background, and in experience and expertise. USDA Rural Development strongly encourages leaders in community-based organizations including community development finance institutions, colleges and universities (tribal and historically black colleges and universities), and rural mission-driven non-profits that represent underserved communities in rural areas to apply.

Nominations will be considered that are submitted via email or postmarked by Oct. 27, 2021.

Please submit nominations to Dr. Dewayne L. Goldmon, USDA Senior Advisor for Racial Equity, Office of the Secretary, Department of Agriculture, 1400 Independence Avenue SW, Room 6006-S, Washington, DC 20250; or send by email to: EquityCommission@usda.gov. A federal official of USDA will acknowledge receipt of nominations.

For further information, contact Dewayne L. Goldmon, Ph.D., by phone at (202) 997-2100 or email at [dewayne.goldmon@usda.gov](mailto:dewayne.goldmon@usda.gov).

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**FACT SHEET: Biden Administration Efforts to Address Bottlenecks at Ports of Los Angeles and Long Beach, Moving Goods from Ship to Shelf**

*White House Press Release*

President Biden knew that there would be massive economic challenges emerging from the pandemic. The Biden Administration acted quickly to get the economy moving again – passing and implementing the American Rescue Plan to get checks in bank accounts and get Americans vaccinated.

But as the country recovers from a once in a century pandemic and economic crisis, the private businesses that make up our supply chains, which get goods to businesses and the American people, have struggled to keep up. The pandemic has led to a surge in e-commerce, with sales increasing 39 percent in the first quarter of 2021 compared to the first quarter of 2020. At the same time, COVID has disrupted workers in key transportation and logistics nodes – the jobs of 1,800 Southern California port workers were disrupted because of COVID earlier this year.

These disruptions are not just happening here at home, but all around the world as COVID has led to global shut downs and disruptions. The Chinese ports of Yantian (Shenzhen) and Ningbo-Zhoushan—two of the top 5 largest ports in the world—each experienced multi-week partial-terminal closures aimed at curbing COVID outbreaks, slowing global supply chains due to increased dwell times and cancelled sailings. In September, hundreds of factories closed under lockdown restrictions in Vietnam, halting production that supports thousands of retailers worldwide. They have been slowly reopening in early October but must still contend with mounting supply chain issues. These disruptions have made the transportation supply chain more unstable and difficult to predict.

The President launched the Supply Chain Disruptions Task Force in June, which included a focus on transportation and logistics bottlenecks to the U.S. economic recovery. After meeting with local government leaders and companies to diagnose the problems and identify solutions, Port Envoy John Porcari was appointed in August to help drive coordination between the many private firms who control the transportation and logistics supply chain.

Today, the Administration is convening business leaders, port leaders, and union leaders to discuss the challenges at ports across the country and actions each partner can take to address the delays and congestion across the transportation supply chain. And the President will meet with the leadership from the Ports of Los Angeles and Long Beach and the International Longshore and Warehouse Union (ILWU) to discuss the actions they are each taking to address these challenges in Southern California.

These leaders are announcing a series of public and private commitments to move more goods faster, and strengthen the resiliency of our supply chains, by moving towards 24/7 operations at the Ports of Los Angeles and Long Beach. These two ports are the point of entry for 40 percent of containers to the U.S., and are on track to reach new highs in container traffic this year. Through August, Los Angeles has moved 30% more and Long Beach over 20% more containers to help U.S. exporters reach customers around the world and U.S families and factories get the goods they need.

These commitments will speed up shipments of goods throughout the country and include:

The Port of Los Angeles is expanding to 24/7 operation. The Port of Long Beach expanded operations in mid-September. The Port of Los Angeles is now joining them by adding new off-peak night time shifts and weekend hours. This expansion means the Port of Los Angeles has nearly doubled the hours that cargo will be able to move out of its docks and on highways.

The International Longshore and Warehouse Union (ILWU) has announced its members are willing to work those extra shifts. This will add needed capacity to put towards clearing existing backlogs. This is an important first step, now the private businesses along the supply chain need to move their operations to 24/7.

Large companies are announcing they will use expanded hours to move more cargo off the docks, so ships can come to shore faster. Unlike leading ports around the world, U.S. ports have failed to realize the full possibility offered by operation on nights and weekends. Moving goods during off-peak hours can help move goods out of ports faster. For example, at the Port of LA, goods move 25 percent faster at night than during the day. These commitments will help unlock capacity in the rest of the system—including highways, railroads and warehouses—by reducing congestion during the day.

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