

Resolution Opposing Use of CCA Funds for UHSR Program in WA Move Ahead Program

Whereas the 2021 Climate Commitment Act (CCA)¹ set a goal that Washington State meet its statutory greenhouse gas (GHG) emission-reduction targets of 45% below 1990 levels by 2030, 70% below 1990 levels by 2040; and 95% below 1990 levels by 2050; and achieving the 2050 goal depends on meeting those intermediate goals²; and

Whereas "climate commitment" is defined by CCA as "the process and mechanisms to ensure a coordinated and strategic approach to advancing climate resilience and environmental justice and achieving an equitable and inclusive transition to a carbon-neutral economy"³, and

Whereas the Move Ahead Washington Act (2022) allocated \$200,000,000 from the CCA program toward a multi-billion-dollar Ultra High Speed Rail project (UHSR) that would connect few communities in Washington, would be subject to significant construction delays and cost increases, would not provide substantial carbon reductions even when completed⁴, and would take funding away from vital programs such as implementation of the high growth scenario in the State Rail Plan (2020) (Long Range Plan for Amtrak Cascades)⁵, the transition to low emission drayage trucks, electric school buses, and other transportation programs all of which would more rapidly and effectively reduce CO2 emissions and health disparities and,

Whereas the CCA requires that expenditures "be made for transportation carbon emission reducing purposes" with "the goal of achieving equity for communities that historically have been omitted or adversely impacted by past transportation policies and practices", and such CCA expenditures must be subjected to review by the Washington State Environmental Justice Council⁶, and

Therefore be it resolved that the 36th District Democrats find that diverting \$200,000,000 from the CCA to fund the multi-billion-dollar UHSR project meets neither the spirit nor the letter of CCA, and that CCA funds should instead be spent on projects which more immediately and directly reduce CO2 emissions, reduce health disparities, and help Washington reach its 2030, 2040 and 2050 emissions goals, and

Therefore be it further resolved that the 36th District Democrats calls on the Legislature to follow the clear requirements of the CCA, and ensure that environmental justice requirements are implemented, and that the UHSR review called for in the 2022 supplemental budget⁷ be independent and not conducted by entities connected the USHR project including any partners, steering committee members or staff, and that the project review must include outreach to all communities likely to be impacted by the proposed infrastructure and land acquisition involved in the project, and

Therefore be it finally resolved that this resolution be distributed to all Democratic Washington State and Federal Legislators, the Governor, the State Secretary of Transportation and Dir. Dept. of Commerce, Dir. Dept. of Ecology, Dir. Dept. of Health.

¹ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65>

² <https://www.ipcc.ch/sr15/about/foreword/>

³ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.010> (15)

⁴ WSDOT 2019 [study](#) p. ix Over the first 40 years of operations, UHSGT would avoid release of 6 million metric tons (tonnes) of CO2=0.3% of current Washington State transportation emissions.

⁵ <https://wsdot.wa.gov/sites/default/files/2021-10/2019-2040-State-Rail-Plan.pdf> pg48-49

⁶ <https://app.leg.wa.gov/RCW/default.aspx?cite=70A.65.040>

⁷ ESSB 5689 [section 204(10)]

ADOPTED by: The Environment and Climate Caucus on April 21, 2022

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Subsequently adopted by: 28th, 32nd, 46th, 48th LD's and Snohomish County Democrats.

Submitted to: WSDCC for adoption consideration at their 2022 June 24-27 meeting.

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