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

3 **Whereas** the 2021 Climate Commitment Act (CCA)¹ set a goal that Washington State meet its
4 statutory greenhouse gas (GHG) emission-reduction targets of 45% below 1990 levels by 2030,
5 70% below 1990 levels by 2040; and 95% below 1990 levels by 2050; and achieving the 2050 goal
6 depends on meeting those intermediate goals²; and

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

10 **Whereas** the Move Ahead Washington Act (2022) allocated \$200,000,000 from the CCA program
11 toward a multi-billion-dollar Ultra High Speed Rail project (UHSR) that would connect few
12 communities in Washington, would be subject to significant construction delays and cost increases,
13 would not provide substantial carbon reductions even when completed⁴, and would take funding
14 away from vital programs such as implementation of the high growth scenario in the State Rail Plan
15 (2020) (Long Range Plan for Amtrak Cascades)⁵, the transition to low emission drayage trucks,
16 electric school buses, and other transportation programs all of which would more rapidly and
17 effectively reduce CO2 emissions and health disparities and,

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

23 **Therefore be it resolved** that the 40th LD Democrats finds that diverting \$200,000,000 from the
24 CCA to fund the multi-billion-dollar UHSR project meets neither the spirit nor the letter of CCA, and
25 that CCA funds should instead be spent on projects which more immediately and directly reduce
26 CO2 emissions, reduce health disparities, and help Washington reach its 2030, 2040 and 2050
27 emissions goals, and

28 **Therefore be it further resolved** that the 40th LD Democrats calls on the Legislature to follow the
29 clear requirements of the CCA, and ensure that environmental justice requirements are
30 implemented, and that the UHSR review called for in the 2022 supplemental budget⁷ be
31 independent and not conducted by entities connected the USHR project including any partners,
32 steering committee members or staff, and that the project review must include outreach to all
33 communities likely to be impacted by the proposed infrastructure and land acquisition involved in
34 the project, and

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

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3 **ADOPTED by:** The Environment and Climate Caucus April 21, 2022. Submitted to WSDCC for adoption
4 consideration at their 2022 June 24-27 meeting.

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

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

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

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

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

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

45 ⁷ ESSB 5689 [section 204(10)]