

1 Resolution Opposing Use of Climate Commitment Act (CCA) Funds for Ultra High  
2 Speed Rail (UHSR) Project in WA Move Ahead Program

3 Whereas, the 2021 Climate Commitment Act (CCA)<sup>1</sup> 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  
6 goal depends on meeting those intermediate goals<sup>2</sup>; 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  
9 and achieving an equitable and inclusive transition to a carbon-neutral economy"<sup>3</sup>, and

10 Whereas, the Move Ahead Washington Act (2022) allocated \$200,000,000 from the CCA  
11 program toward a multi-billion-dollar Ultra High Speed Rail project (UHSR) that would connect  
12 few communities in Washington, would be subject to significant construction delays and cost  
13 increases, would not provide substantial carbon reductions even when completed<sup>4</sup>, and would  
14 take funding away from vital programs such as implementation of the high growth scenario in  
15 the State Rail Plan (2020) (Long Range Plan for Amtrak Cascades)<sup>5</sup>, the transition to low  
16 emission drayage trucks, electric school buses, and other transportation programs all of which  
17 would more rapidly and 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  
20 been omitted or adversely impacted by past transportation policies and practices", and such  
21 CCA expenditures must be subjected to review by the Washington State Environmental Justice  
22 Council<sup>6</sup>, and

23 Therefore, be it resolved that the 46<sup>th</sup> District Democrats finds that diverting \$200,000,000  
24 from the CCA to fund the multi-billion-dollar UHSR project meets neither the spirit nor the  
25 letter of CCA, and that CCA funds should instead be spent on projects which more immediately  
26 and directly reduce CO2 emissions, reduce health disparities, and help Washington reach its  
27 2030, 2040 and 2050 emissions goals, and

28 Therefore, be it further resolved that the 46<sup>th</sup> District Democrats calls on the Legislature to  
29 follow the clear requirements of the CCA, and ensure that environmental justice requirements  
30 are implemented, and that the UHSR review called for in the 2022 supplemental budget<sup>7</sup> 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

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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.

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

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

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

<sup>4</sup> WSDOT 2019 [study](#) p. ix Over the first 40 years of operations, UHSGT would avoid release of 6 million metric tons (tonnes) of CO<sub>2</sub>=0.3% of current Washington State transportation emissions.

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

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

<sup>7</sup> ESSB 5689 [section 204(10)]