

**2022 June 25 WSDCC Convention & Meeting**

**CONRES - 221 - PASSED – 062522 - TRAN - OPPOSE CCA FUNDS FOR UHSR**

**OPPOSE THE USE OF CLIMATE CHANGE COMMITMENT ACT (CCA) FUNDS FOR ULTRA HIGH SPEED RAIL (UHSR) IN THE 2022 “MOVE AHEAD WASHINGTON” PROGRAM**

**WHEREAS** the 2021 Climate Commitment Act (CCA) <sup>1</sup> 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 goals <sup>2</sup>; 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" <sup>3</sup>, 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 completed <sup>4</sup>, 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)<sup>5</sup>, 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 Council <sup>6</sup>,

**THEREFORE BE IT RESOLVED** that the Washington State Democratic Convention (WSDC) finds that diverting \$200,000,000 from the Climate Commitment Act (CCA) to fund the multi-billion dollar Ultra High Speed Rail (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 statutory greenhouse gas (GHG) emission-reduction targets, and

**THEREFORE BE IT FURTHER RESOLVED** that the WSDC calls on the Washington State 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 budget <sup>7</sup> be independent and not conducted by entities connected with the UHSR 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 Legislators and federal delegation members, Governor Jay Inslee, the WA State Secretary of Transportation, and the Directors of the Washington State Departments of Commerce, Ecology, and Health.

All Actions Approved by the 2022 Convention on 6/25/22 unless otherwise noted

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Footnotes:

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 (tones) of CO<sub>2</sub>=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)]
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