

PRIORITIZE DEVELOPMENT OF CONVENTIONAL RAIL

WHEREAS the world's foremost body of climate scientists, the Intergovernmental Panel on Climate Change, and many members of Congress recommend the development of an economic plan to rapidly mitigate impending worldwide climate crisis and hardships associated with this crisis;

WHEREAS it is incumbent upon us to respect the science underlying the urgency to initiate such mitigation by rapidly reducing greenhouse gas emissions by 45% of 2010 levels by 2030;

WHEREAS to do so requires that the most effective and efficient solutions be implemented as quickly as possible in response to the urgency of this crisis including transitioning to renewable energy;

WHEREAS Washington State is likely to have approximately 1.5 million new residents by 2030, which will put additional pressure on our congested highways, and will require transportation solutions beyond the scope or area served by Sound Transit;

WHEREAS the electric power requirements to transition to renewable energy will be substantial and challenging to provide in sufficient quantity across all sectors;

WHEREAS the transportation sector is a large contributor of carbon emissions and roadway vehicles amount to the largest portion of transportation carbon emissions;

WHEREAS transportation by rail requires about 1/3 the energy requirement of roadway vehicles and conventional rail projects can be steadily implemented in segments thus providing immediate benefits in terms of reducing carbon emissions, reducing roadway congestion and improving service connectivity, and also recognizing that electrification provides additional environmental benefits;

WHEREAS the potential for rail development as an effective strategy for addressing climate solutions has been almost completely excluded in transportation legislation and environmental planning and the continuing addition of more highways for roadway vehicles has been the legislative priority; and

WHEREAS the Amtrak Auto Train carries passenger vehicles between Sanford, FL and Lorton, VA and is Amtrak's highest revenue long distance route;

THEREFORE BE IT RESOLVED that conventional rail development, expansion, improvement, and electrification be preeminent strategies for transitioning to a renewable energy economy in Washington, the Pacific Northwest and beyond, and that it be recommended and prioritized in legislative planning concerning state and regional transportation funding and development and improvement projects, and transportation electrification projects, and that conventional rail be given priority over expanded highway development;

THEREFORE BE IT FURTHER RESOLVED that the 46th District Democrats recommend the rapid development, improvement and implementation of conventional rail, including electrification where feasible, as an effective and efficient climate mitigation solution; and

THEREFORE BE IT FINALLY RESOLVED that this resolution be sent to all elected representatives of the 46th District Democrats urging them to consider conventional rail when planning budget and transportation legislation.

Submitted by Anne Udaloy (206.512.7517; annedualoy@gmail.com; 46th LD PCO 46-0734; 46th LD ECC).
Originated by Lael White and Tom White (32nd LD). Date of submission: May 15 2019.

Intergovernmental Panel on Climate Change: [https://www.ipcc.ch/sr15/https://www.ipcc.ch/sr15/https://www.congress.gov/bill/116th-congress/house-resolution/Central/Eastern WA Rail Service and Development Project](https://www.ipcc.ch/sr15/https://www.ipcc.ch/sr15/https://www.congress.gov/bill/116th-congress/house-resolution/Central/Eastern%20WA%20Rail%20Service%20and%20Development%20Project):
<https://drive.google.com/file/d/17U9j0vwqZqhZ3fBo3vB8ltryevIgCtjW/view>