

## RTC Testimony for December 2, 2014

The level of detail and data provided in the 2014 Update DRAFT of the RTP is indicative of a thorough process and indeed a great deal of work by both the RTC and your staff. However, there is an important area of discussion that is currently lacking, perhaps due to the fact that the RTC is hesitant to embark on issues under consideration by the EFSEC process, and related to the various oil and coal terminal plans.

After my own citizen research including questions to WASDOT, Army Corp of Engineers and PUD it becomes obvious that overlapping and sometimes conflicting areas of responsibility render this type of discussion difficult. However, whether it is included in the RTP itself, or put on the RTC agenda for discussion, I think that the significant increase in hazardous freight traffic across all of our rail lines will indeed have impact on our general regional transportation planning for the following reasons:

- Highway traffic and safety due to both the number of highway crossings, and proximity of the rails to our roads, and need for safe speeds of these trains.
- Significant increase in cost of disaster planning and recovery and the need for public emergency and evacuation routes via all forms of public transport that are required to mitigate the known risks of oil/coal transport.
- Comparative analysis of economic development related to jobs and tax revenue from transport and handling of hazardous materials versus the fact that other development projects which will languish (e.g., Vancouver Waterfront) and which would bring significantly more jobs and tax revenue at less risk than hazardous transport.
- Need to update studies, as with the Freight Movement Study and the BNSF feasibility study, which were done before the specter of this new business model was presented.

The Freight Movement study was completed in 2010 and the BNSF study in 1999.

In summary, there are few Commissions in Clark County which have as members so many of the organizations which are needed to work together to resolve this very thorny problem the citizens are facing with a definite level of fear.

I strongly encourage you to struggle mightily with this complex issue.

Karen Hengerer

ADDITIONAL COMMENTS TO  
RTC 2035 DRAFT  
TRANSPORTATION PLAN

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## Additional comments to the 2035 Transportation Plan

1. Global warming and climate change: The Washington Governor's Task Force on Carbon Emissions has just<sup>1</sup> submitted their final report to the Governor. See <http://www.governor.wa.gov/issues/climate/cert.aspx>, and Exhibit A hereto. The content of that report contains a number of references to the problem with ICE's and attendant pollutants. See Exhibit B hereto. Notably, King County has taken an aggressive stance to address the matter. See Exhibit C hereto. Some of the more salient comments are as follows:

"The decisions we make locally and regionally...will set the state for success or failure in reducing GHG pollution and ensuring our communities are livable and resilient to climate change impacts." P. 40

"In July, 2014, [King County] voted ... to adopt a shared target to reduce...GHG emissions [which] **are even more ambitious** than the State's reduction limits". (emphasis added) *Id.*

The transportation sector is the largest source of GHG emissions in Washington State, comprising almost half of the State's emissions, and must be covered under a market-based policy. Because of the heavy reliance in Washington State on fossil fuel energy for transportation, additional complementary actions will be needed to achieve deep reductions for this sector. **Overall, a policy design going forward needs to consider an integrated approach which supports efficient land-use policies, transit oriented development, and alternatives to current single occupancy vehicles such as transit, zero emissions vehicles, and alternative fuels.** (emphasis added). P. 41.

The RTC 2035 Plan should be no less ambitious than that already adopted by King County; and just as committed to addressing the problems of GHG's.

Creative means of addressing traffic congestion which lowers average road speeds, leading to increased hydrocarbon emissions, should be considered. Janice Wilson, former member of Oregon's citizen Transportation Board, observed that urban freeway congestion was exacerbated by short-distance users. A toll mechanism with negative incentives should be considered, such that drivers on I-5 and I-205 would pay a moderate toll for distances of less than five miles; and a lower toll for distances of between five and ten miles. Metro, a member of RTC, should be strongly encouraged to work with ODOT to construct local access on and off of Hayden Island. See discussion, *infra*, regarding CSA I and II. A comparable toll mechanism would discourage 'local' use of the I-5 bridge and the Hayden Island segment.

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<sup>1</sup> November 17<sup>th</sup>, 2014.

<sup>2</sup> Portland's approach to street improvement funding deserves at least a footnote reference under the topic of transportation finance; its proposed household fee (City Council to act on December 3<sup>rd</sup>, 2014) may serve as a model of what might be anticipated for transportation needs within RTC, in both incorporated and unincorporated areas.

2. Electric mass transit options: In addition to certain suggestions previously submitted, the following merit mention in the 2035 Plan. It is impossible to entertain thoughts of transportation in the 'regional' sense without acknowledging that Vancouver is the largest city in our MPO, and also the largest suburb of Portland in the Greater Portland Metropolitan Area as defined by the Federal transportation authorities. Vancouver's connection to Portland is vital to our local economy. As an urban setting, Vancouver can only gain by improving transit options, and specifically electric mass transit options, to serve Vancouver's urban core.

- a. CSA I. Labelled a 'Common Sense Alternative', and proposed by Jim Howell, director of AORTA, and George Crandall, architect, both of whom were former employees of Tri-Met, this alternative to the CRC recommended a piece-meal approach to transportation transitions across the Columbia River between Vancouver and Portland. See Exhibit D. Electrified mass transit would cross West of the existing bridge with an elevation that would not impact airline approaches into Pearson or PDX, yet allow for maritime navigation without lifts.
- b. CSA II. After the demise of the CRC, Howell and Crandall each came up with modifications to CSA I, such that a new multi-lane bridge would be constructed immediately adjacent to the existing I-5 bridge, with true limited access avoiding Hayden Island altogether. This alternative would provide for electrified mass transit to be placed on the existing bridge after the new structure was in place. See Exhibit E.

Both of these alternatives merit mention as means to address the GHG concerns identified immediately above.

3. Reasonably foreseeable financing: The Plan should identify possible methods of future financing for consideration in the near future, i.e., within the next five years. Examples include a 'mileage' tax; increased hydrocarbon fuel taxes; a flat 'household' fee<sup>2</sup>; through-way tolls; and LID's for limited road improvement projects.

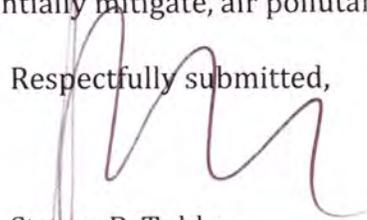
### Summary

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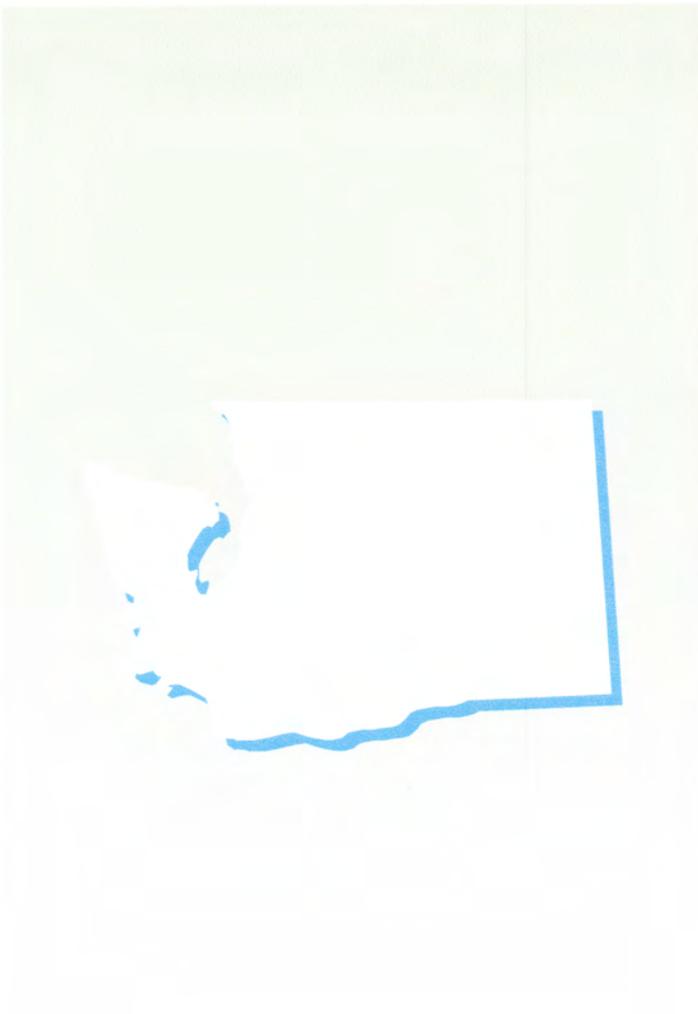
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A commitment to materially reduce greenhouse gases requires that the transportation plan for the next two decades to make material alterations in transit, which in turn requires planning efforts that emphasize that commitment as a priority, at least equal to other goals. The Plan should undertake an analysis of each 'project' identified in its construction plans and indicate how each such project will eliminate, or at a minimum, substantially mitigate, air pollutants.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'S. Tubbs', is written over the text 'Respectfully submitted,'.

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# **Carbon Emissions Reduction Taskforce**

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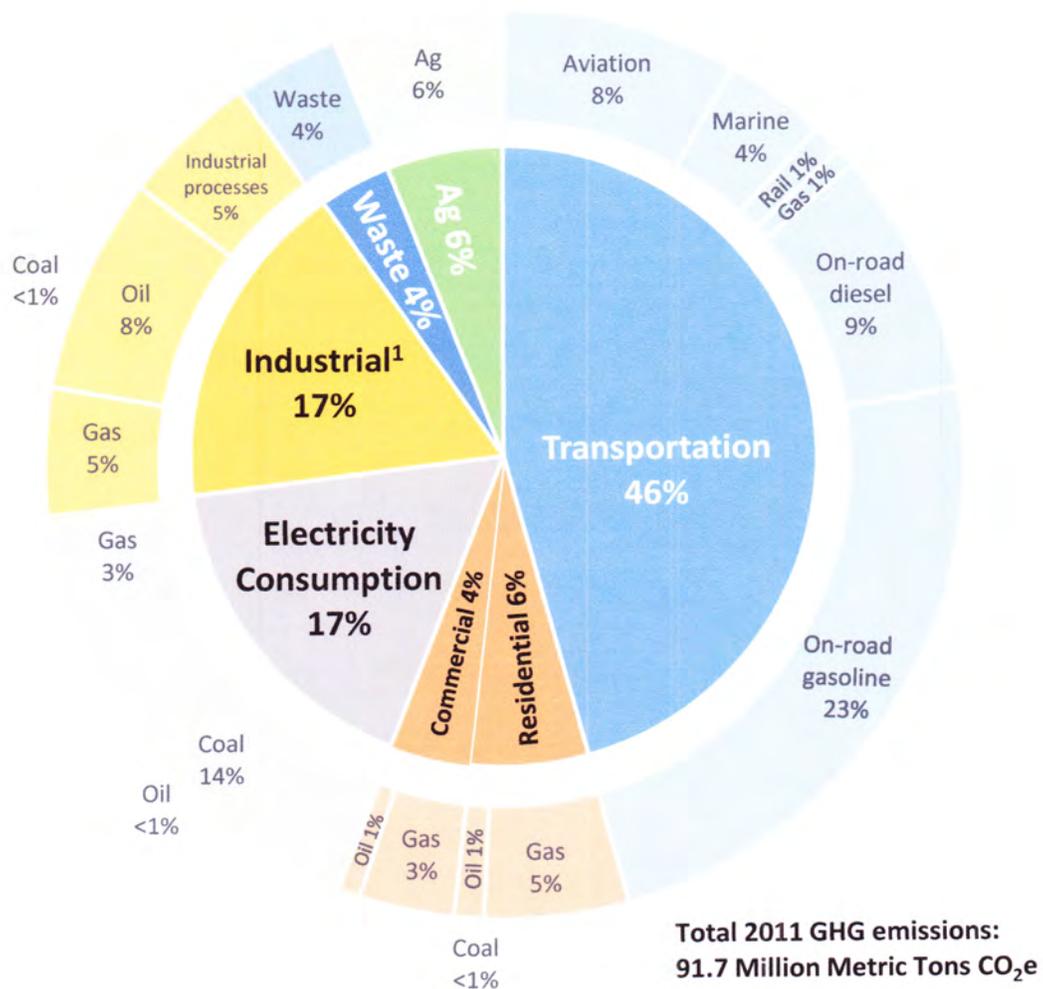
Report to the  
Washington State  
Governor's Office

Submitted by the  
Carbon Emissions Reduction Taskforce  
on November 14, 2014

## Appendix 2: Washington State GHG Emissions in 2011 and Washington's Historical GHG Emissions, Business-As-Usual Projection, and Emissions Limits

**Figure 1. Washington State GHG Emissions, 2011. Source: Washington State Department of Ecology**

<sup>1</sup>Industrial includes fossil fuel industry (natural gas), industrial processes (e.g. cement, aluminum production, ODC substitutes, semiconductor manufacturing and SF6 from electrical power), as well as the industrial component of the RCI sector. Source: Washington State Department of Ecology. 2011 Inventory reflects correction made by the Department of Ecology in September 2014.





## King County

### **Dow Constantine**

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November 10, 2014

The Honorable Jay Inslee  
Office of the Governor PO  
Box 40002  
Olympia, WA 98504-0002 Dear

Governor Inslee:

Thank you for the opportunity to serve on the CERT, to conduct a thorough review of different models for cap and trade and carbon taxes, and to hear a wide range of perspectives on the design of a market-based price on GHG Emissions.

The CERT was charged with providing recommendations on the design and implementation of a carbon emissions limit and market mechanisms program for Washington State. The CERT spent significant time reviewing cap and trade and carbon taxes that have been implemented in Europe, Canada, and California. Much of the CERT's discussion about key design elements is captured in the member perspectives, but is not reflected in the high-level consensus findings. I would like to take this opportunity to weigh in with specific recommendations on the design, consistent with the original charge of the CERT.

### **Need for Action**

Climate change is the paramount challenge of this generation and has far-reaching and fundamental consequences for our economy, environment, public health, and safety. Across Washington – and in King County and its cities – we are already experiencing the impacts of climate change: warming temperatures, acidifying marine waters, rising seas, decreasing mountain snowpack, and less water in streams during the summer. These changes have the potential for significant consequences for public and private property, resource-based economies like agriculture and forestry, health of vulnerable populations, and numerous other issues that are important to our environment, economy, and quality of life.

We are not on track to meet Washington State's greenhouse gas (GHG) emissions limits, as committed to by state law. Based on the information provided to the CERT and King County's own assessments of "what it will take" to achieve local GHG targets, I have concluded that internalizing the cost of GHG emissions – whether through a cap-and-trade

program similar to the one adopted in California or a carbon tax as adopted in British Columbia – is essential to the State’s overall strategy to reduce GHG emissions.

Initial modeling done by the State in support of the CERT indicates a net minor, but positive, statewide effect of modeled carbon pricing scenarios on jobs, GDP, and personal income. These findings are consistent with other market-based programs around the U.S. and world that are showing economic benefits to establishing a market based price on carbon. By internalizing the cost of climate pollution, both a cap and trade and carbon tax should spur innovation, investment, and growth in the clean energy and technology sectors in Washington State.

In addition to the direct economic benefits that will come with a thoughtfully implemented market-based policy, there will be concurrent and important co-benefits from Washington’s effort to reduce GHG pollution. For example, reducing fossil fuel use in transportation will not only reduce GHG emissions, but will also reduce air pollution and associated health impacts, such as asthma risk.

We have enough information about the performance of models from other regions, as well as analysis of likely outcomes in a Washington State context, to proceed with thoughtful, informed design and enactment of a successful and effective Washington State policy.

### **Relationship to Local Actions**

The decisions we make locally and regionally, such as where our communities will grow and how they will be served by transportation, will set the stage for success or failure in reducing GHG pollution and ensuring our communities are livable and resilient to climate change impacts.

Local governments will play a critical role in progress towards the State GHG requirements, and many Washington cities and counties are taking action. In July 2014, the King County Growth Management Planning Council – a formal body of elected officials from across King County and its 39 cities – voted unanimously to adopt a shared target to reduce countywide sources of GHG emissions, compared to a 2007 baseline, by 25 percent by 2020, 50 percent by 2030, and 80 percent by 2050. These goals are even more ambitious than the State’s reduction limits.

Since these targets were adopted, elected officials from many of these cities – through a regional partnership known as the King County-Cities Climate Collaboration (K4C) – have come together to chart out and formally agree to a set of joint actions to help reach these targets. There is much we can and must do at the local level to reduce emissions, from pursuing transit-oriented development to adopting green building standards. But we’ve also highlighted the essential role of a market-based price on carbon pollution and other GHG emissions to send a broader price signal that would reduce fuel use and drive investment in energy efficiency and clean technologies. Reinvestment of a portion of the revenue from the

market-based programs would further leverage local GHG reduction efforts, such as expanded transit service, energy efficiency projects, and forest protection and restoration initiatives.

### Recommendations

- **Ease the transition:** While the shift to a market-based approach to reduce GHG pollution is essential, the state should reduce impacts to low income families and individuals through provisions such as offsetting tax reductions and credits.
- **Include transportation:** The transportation sector is the largest source of GHG emissions in Washington State, comprising almost half of the State's emissions, and must be covered under a market-based policy. Because of the heavy reliance in Washington State on fossil fuel energy for transportation, additional complementary actions will be needed to achieve deep reductions for this sector. Overall, a policy design going forward needs to consider an integrated approach which supports efficient land-use policies, transit oriented development, and alternatives to current single occupancy vehicles such as transit, zero emissions vehicles, and alternative fuels.
- **Carefully design allowances and exemptions:** It will be important to design a market-based program that ensures a smart transition to cleaner energy sources for fossil fuel based industries, but also a program that learns from other cap and trade and carbon tax programs and does not give windfall profits to fossil fuel based industries or delay action to reduce emissions in these sectors of the economy. In addition, the design should provide allowances or exemptions for actions that are fuel and energy dependent, but provide significant community scale reductions in GHG emissions, such as transit service.
- **Reinvest in actions that reduce GHG emissions:** A substantial share of revenues generated by either an emissions or price-based market mechanism should be invested in actions that reduce GHG emissions and help communities prepare for the impacts of climate change. For example, California's cap and trade program helps fund local transit service and operations, recognizing the GHG reduction benefits that transit provides by reducing congestion, providing alternatives to cars, and supporting efficient land use and transit-oriented development. Because a market-based solution should not be relied on to achieve all the State's GHG reductions, it will be important to reinvest a significant portion of the program's revenue into efforts that support further reductions beyond the impact of the price on carbon.

The time for action is now to protect the future of our environment and public health and safety, and to position Washington State to attract investment and economic development in clean energy and 21<sup>st</sup> century technology.

Sincerely,

A handwritten signature in black ink that reads "Dow Constantine". The signature is written in a cursive, flowing style.

Dow Constantine  
King County Executive

cc: Rod Brown, Co-Chair, Governor's Carbon Emissions Reduction Task Force  
Ada Healey, Co-Chair, Governor's Carbon Emissions Reduction Task Force  
Rob Greenwood, Principal, Ross Strategic  
Chris Davis, Governor's Advisor on Carbon Markets, Office of the Governor

# CRC – Common Sense Alternative - Phase I

## *(Projects for Immediate Construction)*

1. Modify the BNSF Railroad Bridge (\$100 million).
  - Provide a new lift-span closer to the middle of the river and decommission the existing swing span.
  
2. Build a local bridge over Portland Harbor (\$100 million).
  - Provide a bridge over the Portland Harbor similar to the current CRC proposal,
  - Connect Expo Road/East Marine Drive and Hayden Island with a two-lane street,
  - Accommodate local traffic, light rail, pedestrians and bicycles,
  - Extend light rail to a station at the PUC Site on Hayden Island with accommodation for connecting buses (no park and ride)
  
3. Build a local bridge (Columbia Street Bridge) between Hayden Island and Vancouver (\$500 million).
  - Provide a local bridge over the main channel of the Columbia River on the same alignment over the river as the proposed CRC bridges,
  - Provide a high span with at least 72 feet river clearance similar to the exiting bridges,
  - Provide a bascule draw-span aligned with the existing I-5 lift spans,
  - Accommodate local traffic, light rail, pedestrians and bikes and a southbound auxiliary freeway lane connecting SR-14/downtown to I-5,
  - Connect Hayden Island Drive and Columbia Street with a two-lane local street,
  - Close the exiting south-bound on-ramp at the north end of I-5 Bridge,
  - Close the existing on and off ramps at the south end of I-5 Bridges,
  - Extend the MAX Yellow Line under the BNSF RR fill to a Terminal Station at Washington Street south of Fifth Street with accommodation for connecting C-Tran buses (no park-and-ride).

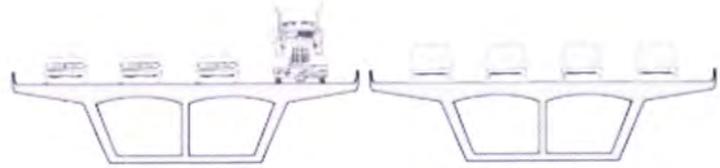


Local Traffic  
H.I. – Vanc.



Bus / LRT /  
Cycle Track

## Existing Bridges



I-5 Southbound

I-5 Northbound

## New I-5 Bridge

# Common Sense Alternative II

(Cross-Section looking North toward Vancouver)

Another key difference: instead of running light rail through downtown Vancouver, this plan would end the Yellow Line south of downtown, where the city has been hoping to develop a [new waterfront residential district](#). From there, rail passengers could connect to Clark County's C-Tran buses:



- LIGHT RAIL LINE
  - EXISTING CONSTRUCTION
  - NEW CONSTRUCTION
  - EXISTING ROAD REMOVED
- VANCOUVER END**  
 I-5 SUPPLEMENTAL BRIDGE  
 COMMON SENSE  
 ALTERNATIVE II

Here's what Hayden Island, much of which would have been bulldozed to build a massive highway interchange, might look like under Howell's proposal: