

## Sheila Rogers

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**From:** Martin Pagel [REDACTED]  
**Sent:** Wednesday, January 25, 2023 7:36 PM  
**To:** Sheila Rogers  
**Cc:** Kelly McGourty  
**Subject:** comment for PSRC Exec Board Meeting on 1/26/2023 on Climate Change Implementation Strategy

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While we appreciate the effort to align the PSRC plan with the region's carbon goals, we have some concerns on the implementation strategy:

The carbon accounting is focused on daily carbon emissions without taking the embodied carbon into consideration. PSRC should take the carbon footprint of any effort into consideration:

- **ZEV:** Any ZEV incentive may ultimately favor further car usage and ignores the fact that battery production has a huge carbon footprint. The cost of such incentive may be better spent on car alternatives such as support for rolling and walking (sidewalks and pedestrian overpasses) in particular around transit infrastructure. Any education facility should be connected to high frequency HCT so that there is no need for students to buy a car. Neighborhoods close to Link stations (Lake City, Bitter Lake, First Hill, Factoria, Southcenter, Kent, Auburn) should be connected either via high frequency bus services or even better automated systems like APMs, funiculars, or gondolas which match the frequency and operating hours of Link.
- **Transit expansion:** Tunneling, bridges, and high guideways have a huge carbon footprint. WSBLE will generate 3 million ton of carbon! Do we really need new tunnels in West Seattle, downtown Seattle, and Ballard? Why not consider increasing the frequency in our existing downtown tunnel and exploring aerial gondola connections? Link project schedules have been slipping and with it VMT reductions so that PSRC plans won't get met. Would it be better to build a separate line connecting SLU and Ballard to downtown sooner and use automated trains (like Skytrain) with smaller stations to reduce carbon footprint?

Martin Pagel and Conrad Cipoletti  
(concerned South Seattle citizens)