



## Future Trends in Energy, Technology & Transportation

JUNE 1

*Cascadia Center and  
Microsoft Present:*

**Future Trends in Energy,  
Technology and Transportation**

*Part of Cascadia's  
TransTech Forum Series*

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Welcome to the Cascadia Center of Discovery Institute's third annual transportation and technology series of forums co-hosted by Microsoft. Today's session was preceded by an April 12 forum in Seattle ("Are We Ready For Tolls?") and May 31 workshops on West Coast freight, urban congestion, passenger rail, and special needs transportation.

At our Cascadia Center for Regional Development, three principles guide us: think regionally, think far ahead, and think boldly. The purpose of these sessions is to examine the transformative role technology plays in transportation and, ultimately, our economy and environment.

This year, the forum has three themes:

- Urgency to improve the interoperability of technology systems for port security, freight mobility and emergency communications,
- Emerging U.S. and Canadian technologies, including Bus Rapid Transit, public private partnerships for tolled bridges and HOT lanes, "smart" transit cards, urban maglev and high speed ferries, and
- Moving from foreign oil dependency to domestic power production using alternative technologies from biofuels to extreme electric plug-in hybrids.

Energy, security and transportation. Topics usually covered in separate conferences come together today for our common goals of conservation, community and commerce. With international experts, community activists, and three distinguished Members of Congress, we have a first-rate program.

Our appreciation goes out to our host Microsoft for their corporate and community leadership and personal commitment to our joint venture, and to our co-sponsors who actively participated in the development of today's program.

Bruce Agnew  
Cascadia Center for Regional Development

# Microsoft®

On behalf of the Microsoft Corporation, its employees and their families, I welcome you to our campus. This is the third year that Microsoft is serving as the host for the Cascadia Center's conference, and I am proud of the past successes—and I believe this conference will be the best thus far. Collaboration across geographic, economic and political boundaries is often the best, and sometimes only, way to solve difficult problems such as designing and deploying a strong, integrated, regional transportation system. Such a transportation system helps enable companies like mine to grow and compete in the global economy.

Improving transportation and security, and building a stable, reliable energy infrastructure are very important objectives for all of us. I am looking forward to hearing from executives who will share a vision and roadmap for solving these tough problems—and seeing solutions, some that are available today, that will help keep America strong.

We at Microsoft strive every day for innovation, and it's energizing to see the innovation at this conference. I look forward to seeing you.



Tom O'Neil  
Transportation Industry Executive

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Seattle Electric Vehicle Association  
Van Ness Feldman

# JUNE 1 AGENDA

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## WELCOME

7:30      **Registration**

8:30      **Welcoming Remarks**

**Bruce Agnew**, Cascadia Center

**Tom O'Neil**, Microsoft

## MORNING SESSION

8:35      **Maritime Security and Real World Implications**

**Hon. Adam Smith**, U.S. House of Representatives

**Timothy J. Farrell**, Port of Tacoma

9:00      **Transportation, Urban Design, Telecommunications & Sustainability**

**Gary Lawrence**, Arup

9:05      **Existing and Future Technology**

*Grant Degginger*, Mayor of Bellevue & *Rosemarie Ives*, Mayor of Redmond — Moderators

**Brian Brooke**, Sound Transit — SmartCard Update

**Jerry Hautamaki**, HNTB — Update from April 12 Tolling Forum

**Walter Kulyk**, Federal Transit Administration – Maglev: As It Is Being Used Today and Plans for Its Use in U.S. Demonstration Projects — *via teleconference*

**Brian Mills**, TransLink — Transportation and Intelligent Transportation Systems for the Vancouver 2010 Olympics

**Matt Mullett**, All American Marine — High-Speed Boats

**Jack Opiola**, Booz Allen Hamilton — Transport Technology for the Athens 2004 and London 2012 Olympic Games

**Ron Posthuma**, King County Metro — Bus Rapid Transit and HOT Lanes

10:45      **Break**

11:00      **Port/Border Security, Freight Mobility& Emergency Communications for Disasters and Terrorist Attacks**

**Hon. Dave Reichert**, U.S. House of Representatives, Chair, House Homeland Security Subcommittee on Emergency Preparedness, Science and Technology

### **Response to Rep. Reichert**

*John Niles*, Global Telematics and *Michael Zachary*, Port of Tacoma — Moderators

**Dick Dickinson**, TeleCommunications Systems, Inc. (TCS)

**Gary Brown**, West Coast International Longshore and Warehouse Union

**Jim Mullen**, Emergency Management Division, Washington Military Department

**Dr. Ned Wogman**, Homeland Security Programs, Pacific Northwest National Laboratory



## LUNCHEON PROGRAM

12:00 **Boxed Lunch**

12:10 **Keynote**

Hon. Maria Cantwell, U.S. Senate

Tom Richey, Director, Homeland Security Practice, Microsoft

Continuation of 11 a.m. Homeland Security panel discussion

## AFTERNOON SESSION

1:10 **Energy-Saving Cars, Trucks and Buses:** *Biofuels and Electric Plug-In Hybrids*

Dr. Andrew Frank, University of California, Davis

Felix Kramer, CalCars (The California Cars Initiative)

1:40 **Vehicle Demonstration & Break**

1:55 **Plug-In Hybrid Partnership**

Roger Duncan, Managing Dir., Plug-In Partners (via videotape)

2:00 **Energy/Security Education**

Greg Shelton, Dir., Global Trade, Transportation & Logistics Studies (GTTL), Univ. of Wash.

2:05 **Prescriptions for U.S. Energy Policy**

*Steve Marshall, Chair, Municipal League — Moderator*

Hon. Sam Brownback, U.S. Senate — *via teleconference*

Paul Genoa, Director, Policy Development, Nuclear Energy Institute

K.C. Golden, Policy Director, Climate Solutions

Hon. R. James Woolsey, Vice President, Booz Allen Hamilton, Inc., former Dir. of CIA

3:45 **Technical Solutions in the Nation & Region**

*Steve Marshall, Chair, Municipal League — Moderator*

Susan Fahnestock, The Green Car Company, Kirkland, WA

Rich Feldman, Apollo Alliance

Ed Furia, CEO, AFS Trinity Power Corp., former Reg. Admin., EPA — 250 MPG plug-in hybrid

Hon. Janéa Holmquist, WA State House of Representatives

Hon. Doug MacDonald, Secretary, WA State Department of Transportation

Martin Tobias, Imperium Renewables (formerly Seattle Biodiesel)

5:00 **Hosted Reception**

6:00 **Adjourn**

### Bruce Agnew

Since 1993, Bruce Agnew has been the Director of Discovery Institute's Cascadia Center. The Cascadia Center is a strategic alliance from Vancouver, BC, to Eugene, Oregon, promoting high speed passenger rail, Interstate-5 freight mobility, seamless border crossings, bi-national and bi-state tourism marketing, and sustainable community development.

From 1987-93, Mr. Agnew was Chief of Staff for U.S. Representative John Miller from Washington state's first district. Before his congressional service, Bruce Agnew was elected to two terms on the Snohomish County Council, and served as President of the Puget Sound Regional Council in 1985.

He is a former member of the Citizen Oversight Panel for Sound Transit, and is a member of the Regional Freight Mobility Roundtable.

Mr. Agnew is a 1974 graduate of Stanford University, and a 1977 graduate of U.C. Berkeley, Law School.

### Brian Brooke

Brian Brooke has been with Sound Transit since 2002, managing fares, pricing and the implementation of new fare collection technology. His experience includes over nine years in transportation and five years of pricing and market analysis in other industries. His current position is Project Manager at Sound Transit's Executive/Office of Policy and Planning.

Brian holds a Masters in Business Administration from UC Berkeley and a Masters in Public Policy from Harvard's Kennedy School. Brian is a native of the Pacific Northwest, where he received his undergraduate degree in Economics at the University of Washington.

### Hon. Sam Brownback

Sam Brownback has spent his life in the service of others. He was born in Parker, Kansas and raised on a farm where his mother and father still live.

He was a leader in high school, in Future Farmers of America as state president, as student body president at Kansas State University and president of his class at University of Kansas Law School.

Sam served as a White House Fellow in the first Bush Administration and was the youngest Secretary of Agriculture in Kansas history. When he was 38, he was elected to the House of Representatives with the Republican Revolution in 1994. In 1996, he was elected to the U.S. Senate seat held by Bob Dole.

In the U.S. Senate, Sam serves on the Appropriations and Judiciary Committees. He chairs the DC Appropriations Subcommittee as well as the subcommittee responsible for the Constitution. He also chairs the Helsinki Commission on Security and Cooperation in Europe, co-chairs the Senate Cancer Coalition and the Human Rights Caucus, chairs the Senate Values Action Team, and is a founding member of the Senate Fiscal Watch Team.

The Economist called Sam "The Wilberforce Republican." And the New York Times declared that he is "one of the most conservative, religious, fascinating -- and, in many ways, admirable -- politicians in America today." Over the years, Sam has been a radio broadcaster, attorney, teacher, administrator, congressman and senator. Senator Brownback and his wife Mary have five children.

### Hon. Maria Cantwell

Maria Cantwell currently serves as a United States Senator for the State of Washington. As a respected leader - both in public service and in the private sector - Maria has always embraced the values she first learned growing up in a strong working-class family. With the help of Pell Grants, Maria was the first member of her family to graduate college. Later, a successful businesswoman in Washington's hi-tech industry, she helped build a company that created hundreds of high-paying jobs from the ground up.

Maria was elected to the U.S. Senate in 2000, pledging to honor the hard work, aspirations, and faith of the people of Washington state; to create affordable opportunity for consumers, businesses, and families; to make our nation more secure today; to foster innovation for tomorrow; and to stand with parents as they educate and care for their children.

Maria gets results. She cut taxes for the middle-class by ensuring that Washington taxpayers can deduct state and local taxes from their federal returns. She fought attempts by the Bush Administration to raise local electricity rates. And when bankrupt Enron officials tried to charge Washington ratepayers for millions of dollars in undelivered electricity, Maria led the effort that successfully stopped them. Maria has protected countless jobs in Washington's aerospace industry by cracking down on foreign companies' unfair trade practices and has worked to create still more good-paying jobs through effective investments in new technology and valuable job training. Maria successfully led the fight to stop drilling in the Arctic National Wildlife Refuge. She has been a proud advocate for better educational opportunities for our children and less expensive, more accessible health care for our families. Maria continues to build new growth and strong partnerships, insisting on responsibility and making life more affordable for all of Washington's families.

### Grant Degginger

Grant Degginger is the Mayor of the City of Bellevue. He has served as a member of the Bellevue City Council since November of 1999, including one term as Deputy Mayor. Prior to his election to the City Council, he served for over six years on the Bellevue Planning Commission. Grant has assumed key leadership positions in regional infrastructure and growth planning. He is the Chair of the Cascade Water Alliance, a consortium of eight East and South King County cities and water districts that supply water to over 300,000 residents and 22,000 businesses. He serves on the King County Growth Management Planning Council and the PSRC Growth Management Policy Board. As chair of the City of Bellevue's Construction Codes Advisory Committee, Grant worked hard to streamline the permitting process, improve delivery of inspections and other development services. Grant is a shareholder in the Lane Powell PC law firm where he chairs the firm's construction and real estate litigation practice group. Grant and his wife Kathy have lived in Bellevue since 1982 and have two teenage sons.



### Richard Dickinson

Following graduation from the U.S. Military Academy at West Point in 1973, Dick Dickinson served 12 years in the US Air Force. After leaving the Air Force in 1985, he spent several years as a 911 call center manager at the University of Washington. Following the lure of wireless technology, Dick joined McCaw Wireless in 1991 and eventually went to work managing the logistics for building the first cellular network in Colombia, South America during the height of the drug wars in that country. When the demand for wireless E911 deployments commenced in 1998, Dick was recruited to join XyPoint Corporation (later acquired by Telecommunications Systems, Inc) as an E911 wireless deployment manager. Because of his expertise and wide range of industry contacts, Dick now represents TCS in many industry forums, including NENA, ESIF, APCO, E911 Institute, ComCare. He is also a member of the State E911 Advisory Councils in both Washington and Tennessee. Most recently, Dick has applied his E911 wireless expertise to the challenge of VoIP. He is also the co-chair of the NENA workgroup for developing SS7 Technical Information Document for E911 trunks for VoIP vendors and chair of the E911 Institute IP Issues Subcommittee on Policy. Dick speaks frequently at NENA, APCO, and other industry forums on subjects related to wireless and VoIP E911.

### Roger Duncan

Roger Duncan is the Deputy General Manager of Austin Energy, the Municipal Utility for Austin, Texas. He manages Strategic Planning, Government Relations, On-site Generation, Demand-side Management, and Green Building for the Utility. Prior to joining Austin Energy, Mr. Duncan was Director of the Environmental Department for the City of Austin and was elected to two terms on the Austin City Council.

Mr. Duncan is currently co-chair of the Urban Consortium Sustainability Council and serves on the Board of Directors of the Environmental and Energy Study Institute and the Electric Drive Transportation Association. He also is a member of the Western Governor's Association Committee on Energy Efficiency and was appointed by the Secretary of Energy to the Federal Energy Management Advisory Council. Business Week magazine recognized Mr. Duncan as one of the "Top 20 Individual Carbon Reducers" in the world.

Mr. Duncan holds a B.A. degree with a major in Philosophy, University of Texas at Austin.

### Timothy J. Farrell

Timothy J. Farrell was appointed as Executive Director of the Port of Tacoma on January 1, 2005. Mr. Farrell served as the Port's Deputy Executive Director from 2000 through 2004.

Mr. Farrell joined the Port of Tacoma after eight years with the Massachusetts Port Authority, where he served as Deputy Port Director, Business and Administration. He authored the Marine Terminal Optimization Program. Prior to joining Massport, Mr. Farrell spent two years working at the Port of Seattle conducting market research and financial analysis.

In 2003, Mr. Farrell was recognized as one of the "40 Under Forty," 40 young executives on the rise in Washington State by the Puget Sound Business Journal based in Seattle. Mr. Farrell was further recognized as a fresh face among 50 executives who shaped business in Washington State in 2005 by the Puget Sound Business Journal.

A native of Massachusetts, Mr. Farrell earned his Bachelor's degree with High Honors from Middlebury College, ranked 8th Best Small College by US News and World Report. He is also an alumnus of the American Maritime Studies program at Williams College, ranked number one Best Small College by US News and World Report. He received his Master's degree in Port and Marine Transportation Management from University of Washington.

Mr. Farrell was born in 1965.

### Richard A. Feldman

The Apollo Alliance for Good Jobs and Clean Energy provides a message of optimism and hope, framed around rejuvenating our nation's economy by creating the next generation of American industrial jobs and treating clean energy as an economic and security mandate to rebuild America. America needs to hope again, to dream again, to think big, and to be called to the best of our potential by tapping the optimism and can-do spirit that is embedded in our nation's history.

Richard A. Feldman coordinates the Apollo Alliance of Washington - a coalition of labor, environmental, business and community organizations focused on supporting good jobs and energy independence strategies for Washington State.

He was a member of Governor Locke's Sustainable Washington Advisory Panel. He also served on Mayor Nickels' Green Ribbon Commission on Climate Protection. He is a member of the National Plug-in Partners Steering Committee.

He has over 10 years experience in research and economic development activities with a wide-variety of industries and unions. Feldman initiated the formation of the Duwamish Coalition - a broad alliance of labor, business, government and community - which focused on resolving contaminated land issues in the industrial area south of Seattle and retaining and expanding industrial employment. He developed the business, labor and environment Build Them In Washington Coalition and coordinated a team of economists, public relations and lobbying consultants that successfully insured that a major ferry construction job was built in-state and by local workers. Feldman co-developed the Harvard/Ford Foundation Innovations in Local & State Government award winning Community Voice Mail (CVM) system, which enables homeless and phoneless people access to critical phone communications.

He also is currently the executive director of the economic development and workforce division of the King County Labor Council, AFL-CIO (the Worker Center) in Seattle, Washington.

### Edward W. Furia

Ed Furia is the Chairman, CEO and Co-Founder of AFS Trinity Power Corporation, which, in association with UK-based Ricardo, is developing the 250 MPG Extreme Hybrid™ plug-in vehicular drive train. A former Regional Administrator of the U.S. Environmental Protection Agency, Furia established the EPA's first Middle Atlantic Office in 1971-73, enforced the Clean Air Act of 1970 for the first time, and directed the successful defense of the Act in the landmark Supreme Court constitutional test case brought by Getty Oil in 1972. He is also the former Executive Director of the first Earth Day and Earth Week in Philadelphia in 1970, as well as the international Earth Day 20 in 1990. From 1983 to 1999 he worked closely with four-time Presidential cabinet member, the late Hon. Elliot L. Richardson, with whom he formed a partnership that represented the People's Republic of China before the U.S. Congress. Furia's training as a city planner and lawyer provided preparation for a long career in environmental and energy policy and international relations, including bilateral and trilateral relations among U.S., China and Japan.

Furia holds a Bachelors degree cum laude, a Law degree and a separate Masters degree in City and Regional Planning from the University of Pennsylvania. A Philadelphia native, he currently resides in Bellevue, Washington.

### Paul H. Genoa

Mr. Genoa is the Director of Policy Development at the Nuclear Energy Institute. His focus is on developing unified industry policies and effectively communicating those policies to key stakeholders. His technical, regulatory and political experience makes him a valuable resource to policymakers on nuclear energy and environmental issues.

His professional career in the nuclear industry has spanned 24 plus years working as a Health Physicist on radiation protection and environmental issues at the Florida Power Corporation - Crystal River Nuclear Plant, the Arizona Public Service - Palo Verde Nuclear Generation Station, and at the Consumers Power - Big Rock Point Atomic Plant. He joined the Institute in March of 1995.

Mr. Genoa received his B.S. Degree in Environmental Health at Colorado State University's School of Veterinary Medicine & Biomedical Sciences. He received his M.B.A. from NOVA University's School of Business and Entrepreneurship.

### Jerry Hautamaki

Mr. Hautamaki is a Senior Systems Engineer at HNTB Corp. His specialties are Electronic Toll Collection Systems and Intelligent Transportation Systems. He has been involved in a full range of project activities from planning to implementation.

Mr. Hautamaki received Bachelor of Science and Master of Science degrees in Civil Engineering.

Prior to HNTB, he worked in the electronics industry where he developed systems for billing and accounting of telephone usage.

He began his career in computing as the Chief Engineer at the Computing Center of a major research university nearly 40 years ago. At this time, computers occupied huge, air-conditioned rooms.

He wrote his first software on vacuum tube computers in the early 1960s.

When not struggling with technology, he expends vast sums of patience and money on the restoration of his 100 year old house.

### Hon. Janéa Holmquist

Janéa Holmquist serves as Representative to the 13th District of Washington state, located in the Columbia Basin of Central Washington. Janéa is a graduate of Colville High School and Gonzaga University where she earned degrees in Political Science and Sociology. She studied for six months in England as part of the Watford-London Exchange Program. She was raised in the Eastern Washington communities of George and Colville. Janéa grew up on family farms, raising horses, cattle and hay. She currently resides in Moses Lake. Janéa is past president of the Kiwanis Key Club, a former member of the Setons organization at Gonzaga. She is a member of the Washington Farm Bureau and was recently honored by the Farm Bureau as its 2005 Legislator of the Year. Janéa is also a member of the Grant County Republicans. In 2004, she served as Republican Assistant Floor Leader, a leadership position in the House Republican Caucus. Janéa is now serving as Ranking Republican on the House Housing Committee and is also a member of the Commerce and Labor Committee, the Economic Development, Agriculture and Trade Committee, and the House Transportation Committee.

### Rosemarie Ives

Rosemarie M. Ives is currently in her fourth term as Mayor of Redmond. As the City's chief administrative officer, she oversees the day-to-day operations and functions of city government and is responsible for carrying out public policy adopted by the City Council.

A native of Stamford, Connecticut, Mayor Ives has resided in Redmond since 1980 and lives in the Education Hill neighborhood. Prior to becoming Mayor in January 1992, she served one term on the City Council (1988-1991) and a term on the Redmond Planning Commission (1983-1987). Previous work experience has included teaching, public relations, and communications positions.

Mayor Ives represents the City of Redmond on a number of committees that address regional issues in the Puget Sound region, particularly those affecting Eastside cities. Some of the issues being addressed include transportation, growth management, public safety, environmental protection, and water resources. A strong supporter of open government and citizen involvement, Mayor Ives invites citizens to call or email her office with questions or comments about city services or issues facing Redmond.

## Felix Kramer

Kramer is a startup person and environmentalist going way back ([www.nlightning.com/resume.html](http://www.nlightning.com/resume.html)). He has been a Congressional aide, run fee-for-service energy conservation nonprofit, journalist, was an early desktop publisher and wrote the first book on the business of desktop publishing. He became an online marketer for software and a microtransactions company. In 2001, he sold eConstructors.com (marketplace for web development) and became involved with Rocky Mountain Institute/Amory Lovins' Hypercar Inc. Kramer's change in focus to immediate solutions led to the launch of CalCars, where he was a full-time volunteer until recently when it was able to raise money to get paid. His personal motivation evolved from general environmental goals to seeing plug-in hybrids (PHEVs) as a keystone component of a strategy to address global warming both nationally and internationally. He envisions millions of PHEVs, charged from off-peak electricity from a modernized grid and from distributed photovoltaic and wind power, with the range extension engine powered by zero-carbon cellulose ethanol, as a way to significantly reduce the more than 30% of greenhouse gases that come from transportation. See Kramer's blog, "Power, Plugs and People" at [www.hybridcars.com/blogs/power](http://www.hybridcars.com/blogs/power).

CalCars.org is a Palo Alto-based nonprofit startup. It's a group of entrepreneurs, engineers, environmentalists and consumers promoting high-efficiency, low-emission cars and harnessing buyer demand to help commercialize plug-in hybrids. It focuses both on public policy and technology development. Formed in 2002, CalCars promotes "100+MPG Hybrids"—a campaign that began to be noticed in early 2005 with wide media coverage, after it converted the first Toyota Prius. By early 2006, the solutions CalCars promotes had become so broadly welcomed that they were supported by President Bush. In May the organization flew its converted Prius to Washington, where it was seen by 10 Senators and several dozen Representatives. Partnering with UC Davis Professor Andy Frank—inventor of the modern PHEV—CalCars is developing innovative ways to meet demand from utility, government and corporate fleets, and early adopters for 10,000 to 100,000 vehicles before a car company delivers production PHEVs. To take advantage of that long window of opportunity, it hopes to create a new company to partner as a Qualified Vehicle Modifier (QVM) with an auto maker to design, assemble and sell PHEVs. CalCars' goal remains to motivate automakers to build PHEVs, then optimized vehicles, for a market that is expected to expand as oil prices rise and as local, state, federal and international greenhouse gas initiatives are phased in.

## Gary Lawrence

Gary Lawrence is Arup's Urban Strategy Leader, whose responsibility is helping the firm become even more effective in supporting its clients' initiatives to create more sustainable, cost-effective urban development. He leads the consulting practice in the firm's Seattle, USA office. Arup is a firm of engineers, designers, planners, economists and scientists dedicated over its nearly 60 years to shaping a better world. Through our 83 offices in 32 countries we assist public, private and non-profit organizations succeed through integrated approaches to buildings, infrastructure, master planning, risk management, strategic planning and policy development.

Examples of Gary's current work include:

- Strategy, sustainable development and master planning advice to Shanghai Industrial Investment Corporation, Ltd. for Dongtan Eco City—a new town for 500,000 residents near Shanghai
- Urban development strategy advice to the government of Chile
- Consultation to the United Kingdom's Office of Deputy Prime Minister on the integration of urban and economic strategies for the UK
- Development of urban development strategies to reduce the carbon and heat signatures of urban areas
- Leadership in Arup's initiative to address UN Millennium Development Goals for water availability and quality in Africa.

Before joining Arup in 2002, he was president of Sustainable Strategies and Solutions, Inc., a firm that assisted international organizations and national government agencies with institutional and political change; director of the Center for Sustainable Communities in the University of Washington; senior policy advisor at USAID's Global Urban Environment Center, and planning director of the City of Seattle, USA. He also served as member of the United States Delegation to Habitat II.

Gary is an active member of the US Smart Growth Leadership Council, Advisory Committee for the UN Best Practices Centre, Dean's Advisory Committee for the Faculty of Agricultural Sciences at the University of British Columbia, and Advisory Committee for the Center for Small Business and the Environment in addition to other voluntary roles. He was a Scientist-in-Residence at the University of Essen, Germany and is an Adjunct Professor in the Huxley College of Environmental Studies at Western Washington University.

He resides in Seattle with his wife, Dr. Patricia Ann Totten.

## Hon. Douglas B. MacDonald

Doug MacDonald has been Washington state's Secretary of Transportation since April 2001. Mr. MacDonald joins WSDOT following a nine-year tenure as Executive Director of the Massachusetts Water Resource Authority (MWRA) where he provided leadership for the large capital investment program and for operating improvements to achieve higher quality of drinking water, for wastewater treatment and for public sector business efficiencies.

He received a law degree from Harvard Law School in 1973 and a bachelor's degree from Harvard College in 1967, both magna cum laude. Prior employment experience includes serving as Chief Legal Counsel to the Massachusetts Port Authority from 1976 to 1981. He practiced in private law firms in Chicago and Boston from 1974 to 1976 and 1981 to 1992. Prior to attending law school, MacDonald served two years in the Peace Corps in Africa. He grew up on Mercer Island, Washington, graduating from Mercer Island High School in 1963.

**Steve Marshall**

Steve Marshall is currently Chair of the Municipal League of King County. An honors graduate of both the University of Washington and Harvard Law School, he has been actively involved in energy and infrastructure issues for over 25 years, working with both public power and investor-owned electric utilities. He has been vice chair and chair-elect of the Edison Electric Institute's legal committee and was most recently head of Power and Transmission Services at Snohomish County PUD. He is past chair of the Washington State Bar Association's Administrative Law Section and is a frequent speaker on energy issues.

**Brian Mills**

Brian's career in transportation spans 20 years beginning with BC Transit in 1986 during Expo 86. Since then, he has been focused primarily on public transit planning including regional network design and bus rail integration, as well as the development, planning, launch and expansion of innovative new services designed to make transit a more viable mode of choice in Greater Vancouver. Some specific initiatives he has led include the region's popular and successful Bus Rapid Transit system (B-Line) and neighborhood-oriented Community Shuttle as well as several expansions of the region's rapid transit system, ensuring integration among modes.

Brian is currently Director, System Planning and Olympic Readiness, with the Greater Vancouver Transportation Authority known locally as TransLink. In this role Brian is leading TransLink's preparations for the 2010 Olympic and Paralympic Winter Games in Vancouver including preparing for TransLink's transportation commitments during the Games and transport legacies from the Games period.

**James M. Mullen**

Jim Mullen became the Director of the Emergency Management Division effective July 21, 2004. He is an outspoken advocate for local and county emergency managers, commenting frequently that their day-to-day efforts to prepare their communities to deal with any and all hazards make the people of their jurisdictions, and the state, safer.

Prior to his appointment as Director of the Washington Emergency Management Division, Mr. Mullen served as Director of Emergency Management for the City of Seattle for 12 years. Seattle Emergency Management received a number of national awards and other recognition during his tenure for community mitigation, community preparedness and disaster response planning.

In the men and women of the Washington State Emergency Management Division he has inherited another outstanding group of professionals who have been recognized nationally and internationally for their contributions. Among his initial actions was the reorganization of the Emergency Management Division along the lines of the traditional elements: mitigation, preparedness, response and recovery. Key components of the new structure include the centralization of Homeland Security program management, and an attempt to provide definition and coordination of exercises and training. Most recently, his division continues to lead the planning effort for the reception of Hurricane Katrina evacuees to the State.

Throughout his career in emergency management, Jim has demonstrated candor and an occasionally controversial approach to problems and issues confronting the emergency management community. He has continued to contribute his outspoken but constructive commentary on the impact of the Homeland Security Department upon FEMA, and the collateral impact upon the safety of the nation from all hazards.

Mr. Mullen holds a Master's Degree in Education from Western Washington University. He and his wife have four adult children.

**Matt Mullett**

Matt Mullett the CEO /Managing Partner of All American Marine, a Bellingham, Washington boat builder specializing in state-of-the-art high and medium speed catamarans. Matt has been involved with All American Marine for the past seven years, overseeing the evolution from a commercial fishing boat builder to a nationally recognized builder of passenger ferries, eco-tour and research vessels.

Matt has twenty-five years of experience in business development. During his career, he has played a key role in leading a number of companies through the transition of professionalizing their businesses to seize their market potential.

Matt enjoys working in a team environment as he approaches projects systematically. He relates well to customers and staff, and strives to provide excellent customer service.

**John Niles**

John S. Niles is a senior fellow at Discovery Institute and owner and president of Global Telematics, a policy research and management-consulting firm based in Seattle. He works with innovators from business and government on regional telecommunications strategy, public transportation revitalization, and economic development planning.

His work in transportation focuses on developing, explaining, and implementing readily available analytical techniques that seek the highest productivity investments, including those that exploit foreseeable technology-based service innovation such as Bus Rapid Transit. He has conducted research and development on instant carpooling, the effect of new urban light rail stations on transit market share, travel value pricing, and measurement of local-delivery trucking impacts on congestion. Since the late 1980s he has informally staffed Seattle-area political leaders who seek cost-effective mass transit investments.

As a management consultant, Mr. Niles has been on the development and start-up teams of eight successful business or community service enterprises. He has provided advice and counsel to business and government leaders in North America, Asia, Australia, and Europe. He is a leading interpreter of how advanced telecommunications changes the way people live, work and move around. Mr. Niles has written 25 published articles and several books, including co-authorship of *The New Management: Line Executive and Staff Professional in Future Firm* (McGraw Hill, 1976). His views have been quoted in many publications, including *The New York Times*, *The Christian Science Monitor*,



*Los Angeles Times*, and *The Washington Post*. He has also appeared on the PBS show *Nightly Business Report* and on National Public Radio's *Morning Edition*, and spoken at forums such as the Annual Pacific Telecommunications Conference and the National League of Cities Annual Congress.

Mr. Niles is a member of the Telecommunications and Travel Behavior Committee of the Transportation Research Board and Research Associate at the Norman Y. Mineta International Institute for Surface Transportation Policy Studies. He is also co-editor of the Web-based Public Interest Transportation Forum.

He began his independent consulting career as a member of the start-up team of Control Data Corporation's Local Government Information Network (LOGIN), 1979-1984, based originally on the CYBERNET and TECHNOTE mainframe computer technology of CDC, and lately migrated to the World Wide Web. Earlier in Mr. Niles' career, he served as a project manager in the first District of Columbia home rule government of Mayor Walter Washington (1974-78), and before that as a U.S. Naval Officer in Patrol Squadron 26 (VP-26), 1971-74.

Mr. Niles earned his bachelors degree in mathematics at Massachusetts Institute of Technology (1968), and a master of science in industrial administration at Carnegie Mellon University (1970). He grew up in Detroit, Michigan and attended Cass Technical High School, graduating in 1964.

#### Tom O'Neil

Mr. O'Neil is responsible for industry development for transportation organizations for Microsoft's United States Public Sector practice. These organizations include Departments of Transportation, Motor Vehicles and Public Works; Public Transportation/Transit agencies; Airports and Seaports; and Tollways. Mr. O'Neil leads Microsoft and partners development efforts for leading edge solutions in Asset/Fleet Management, Driver Licensing and Vehicle Services, Commercial Vehicle Systems, Tollway Operations, Port and Cargo Security, Intelligent Transportation, and Transportation Security. Mr. O'Neil is active in transportation industry organizations including AAAE, ITSA, AASHTO, and AAMVA.

Prior to joining Microsoft, Mr. O'Neil spent 17 years in the business & IT consulting industry working for public sector clients at all levels. Mr. O'Neil specialized in Financial and Supply Chain Strategy, IT Strategy, and large scale system development and implementation. A native of Arizona, Mr. O'Neil currently resides and is active in the community in Sacramento, California.

#### John A.A. "Jack" Opiola

Jack Opiola is a Principal with Booz-Allen-Hamilton in London, UK. Booz-Allen-Hamilton is not only one of the oldest Management Consulting Firms, but also one of the largest with over 18,000 professionals worldwide. Jack is responsible for work in the Tolling, Road User Charging (RUC) and Public-Private-Partnership (PPP) global transport markets. Under a "One-Firm" concept, Jack also investigates both the commercial and technical strategic impacts on these areas from the Energy, Automotive, Environmental, Technology and Policy perspective in order to provide clients the most value and best strategic insights into provided services.

Jack has been a pioneer in advancing the policy, strategy and technical state-of-the-art in tolling, computerized parking control, congestion charging, electronic road pricing, road user charging and intelligent transport systems. He has designed toll system equipment, integrated and installed toll systems, managed and operated toll roads. He has applied ETC schemes for single toll lanes to multi-lane, free-flow tolling systems around the world. He has also assisted his clients with the impact and changes these systems create in the management and business processes of their organisational frameworks. Currently he is using his experience to assist in the development of a national, free-flow tolling system and centralised back-office and enforcement centre for New Zealand.

Jack has also pioneered Electronic Road Pricing (ERP) since 1997 when he was Project Manager for the Hong Kong Electronic Road Pricing Feasibility Study. This ground-breaking work proved that GPS tolling could be as or more accurate as microwave dedicated short range communication (DSRC) technologies. Since that time he has advised or participated in ERP studies or schemes in Australia, New Zealand, China, Germany and the UK. Jack is also currently working or contributing to several Traveller Demand Management schemes around the world.

Jack has authored over 100 papers and presentations for various ITS, Road Pricing and professional transport conferences and workshops around the world. His work has appeared in trade journals and magazines such as *The Economist*, *ITS News International* and *Tollways*. He is known for his insights, knowledge and vision of the toll market that he freely shares with peers and professional colleagues alike.

#### Hon. Dave Reichert

Congressman Dave Reichert brings over 30 years of public service experience to Washington. Sworn in on November 2nd, 2004, Reichert serves as representative to the Eighth Congressional District of Washington. His three committee assignments, Homeland Security, Transportation and Science, give Reichert a strong base of influence in the House, benefiting his constituents.

Recognizing Reichert's valuable experience and unique perspective as a veteran law enforcement officer, Rep. Peter King, Chairman of the House Homeland Security Committee, appointed Reichert to Chairman of the Subcommittee on Emergency Preparedness, Science and Technology. Reichert is only the sixth freshman in the history of the House of Representatives to be given a committee chairmanship.

The Subcommittee on Emergency Preparedness, Science and Technology has jurisdiction over all aspects of emergency preparedness, including national exercises and training for terrorist attacks, coordination between federal, state and local governments and the private sector in terrorism preparedness, and research and development of new technologies for combating terrorism. Reichert is also Vice-Chairman of the Coast Guard and Maritime Transportation Subcommittee of the House Committee on Transportation and Infrastructure. The Chairmanships empower Reichert to utilize the vast library of knowledge he has acquired in over thirty years in law enforcement.

Reichert has a remarkable record of service. Decisive leadership, integrity and tireless dedication are his

hallmarks. From 1971 through 1976, Reichert was a member of the U.S. Air Force Reserve and in 1976 he was active duty in the Air Force. In 1972 Reichert joined the Sheriff's Office and in 1997 he became King County's first elected sheriff in over 30 years. Under his leadership, the county saw a significant drop in violent crime. Reichert brought national recognition to the Sheriff's Office as head of the task force solving the largest serial murder case in U.S. history. As sheriff, Reichert also brought an unprecedented \$28 million in federal funding to King County law enforcement efforts.

Sheriff Reichert is established as a leading voice against domestic violence and an advocate of strong family values. In 2004 Reichert received the prestigious National Sheriffs' Association's "Sheriff of the Year" award. He is a two-time Medal of Valor Award recipient from the King County Sheriff's Office and was honored with Washington Policy Center's Champion of Freedom Award. Reichert received the Families Northwest Public Policy Award and took top honors in a KING5 leadership poll.

Reichert was president of the Washington State Sheriffs' Association and an executive board member of the Washington Association of Sheriffs and Police Chiefs. He has served on numerous advisory boards including the King County Criminal Justice Council and the King County Domestic Violence Council. Reichert co-chaired the Washington State Partners in Crisis, a statewide coalition targeting issues related to mental health.

David G. Reichert, 55, was born in Detroit Lakes, Minnesota, the oldest of seven children and grandson of the town marshal. His family moved to Washington state in 1951, living first in Renton and later in Kent, where Reichert attended Kent Meridian High School. He graduated from Concordia Lutheran College in Portland, Oregon, where he played football and met his wife of 35 years, Julie. The Reicherts currently live in Auburn and have three grown children, Angela, Tabitha and Daniel, and six grandchildren.

### Thomas Richey

Thomas Richey guides the Microsoft Homeland Security Leadership Team in developing, articulating and executing information technology strategies to assist federal, state and local governments in preparing, detecting, preventing, responding to, recovering from, and managing efforts against terrorism. Richey directs Microsoft's partnership role in the U.S. Government's Homeland Security effort, and guides customers and partners using Microsoft's products, technologies, solutions and expertise in homeland security efforts. Richey also is responsible for creating and maintaining Microsoft's Homeland Security strategy.

Prior to Microsoft, Richey served as Senior Policy Advisor to Sen. John F. Kerry, advising the Senator on all major policy issues concerning the economy, healthcare, education, environment, energy, foreign affairs, trade, and national defense, as well as emerging Homeland Security issues such as congressional oversight, funding needs, agency overlap and port and transportation security. In this role, Richey worked closely with senior staff of the Senate Commerce, Science and Transportation Committee, the Foreign Relations Committee, and the Select Intelligence Committee. Prior to his role with Kerry, Richey served for 21 years as a commissioned officer in the U.S. Coast Guard, with staff assignments focusing on congressional and governmental affairs, strategic planning, program and budgeting and acquisitions management. Richey also was operations officer for the largest operational group in the Coast Guard, with primary control over all counter-drug activity in the Eastern Caribbean. As program manager of multi-million dollar vessel acquisitions, Richey was an early member of the DEEPWATER acquisition team, and served on the Commandant's strategic planning staff. A Coast Guard Fellow, Richey served as Legislative Assistant to Sen. Kerry, and was involved in the creation of international agreements and treaties and major counter-narcotics legislation, including the Western Hemispheres Drug Elimination Act. Richey concluded his Coast Guard career as Coast Guard Congressional Liaison in the U.S. Senate.

### Hon. Adam Smith

A lifelong resident of the Ninth District, Adam Smith grew up in SeaTac and graduated from Tyee High School in 1983. He worked his way through college loading trucks for United Parcel Service and graduated from Fordham University in 1987. He attended the University of Washington Law School and earned his law degree in 1990.

Wanting to give something back to the community and represent the people he grew up with, Adam ran for the State Senate in 1990. At only 25 years of age, he became the youngest State Senator in the country when he took office in 1991. In 1996, he was elected to Congress where he has continued to provide thoughtful, commonsense leadership and is a member of the House Armed Services and International Relations Committees.

Adam and his wife have two children and live in Northeast Tacoma.

### Martin Tobias

Martin Tobias is the CEO and Chairman of Imperium Renewables (formerly Seattle Biodiesel) and a Venture Partner at Ignition Partners. Martin joined Imperium Renewables to drive strategic direction in May 2005, after personally investing in the company in late 2004 following a multi-year search for the right alternative energy investment. Martin has been with Ignition Partners since 2002 working with the infrastructure software and networking team. He has invested in over two dozen start-ups and currently serves on the boards of Cloudmark. Prior to Ignition, Martin spent 15 years in operating roles in technology companies.

Martin was the Founder, Chief Executive Officer, and Chairman of LoudEye Technologies, Inc. (NASDAQ: LOUD), a pioneer in digital media production, distribution, and applications. Under his leadership, the company raised over \$175M (including an IPO) and grew to be one of the largest providers of digital media enabling solutions for the Internet. Prior to LoudEye, Martin spent six years with Microsoft in operational management roles and four years with Andersen Consulting (Accenture). Martin received his bachelor's degree in marketing and computer science from Oregon State University. He holds two technology patents. Martin and his wife, Alex, were profiled in the 1997 Harley movie "Biker Dreams" and are involved in a number of charities through the Martin and Alex Tobias Foundation.



## Dr. Ned Wogman

Dr. Ned Wogman – Director, Homeland Security and Science & Technology Program Office, National Security Directorate. Dr. Wogman has more than 40 years of experience in the national security arena. He is recognized internationally for expertise in the development and use of radionuclide sensors for the detection of nuclear proliferation. In addition to serving a two-year assignment on the International Atomic Energy Agency's Iraq Action Team to support its Wide Area Environmental Monitoring effort from 1998 to 2000, he chairs an environmental monitoring evaluation group for the IAEA. Dr. Wogman, who has served as a science advisor to various Department of Energy and Department of Defense organizations and has published more than 200 peer-reviewed papers, received his doctorate in physical chemistry from Purdue University.

As the Homeland Security Director for the National Security Directorate, he is responsible for the inclusive broad development of, management of, and single point contact for, the Department of Homeland Security (DHS) for PNNL, which includes all organization and strategic planning, relationship management and program development with DHS and the correlated Science and Technology (S&T) developments across the PNNL client base; as well as serving as the Director of Science and Technology Programs for the National Security Directorate.

## Hon. R. James Woolsey

R. James Woolsey is Vice President at Booz Allen & Hamilton for Global Strategic Security and former director of the U.S. Central Intelligence Agency. Previously, Mr. Woolsey was partner at the law firm of Shea & Gardner.

He recently served as counsel for major corporations in both commercial arbitrations and the negotiation of joint ventures and other agreements.

Besides serving as Director of Central Intelligence, Mr. Woolsey has served in the U.S. government as Ambassador to the Negotiation on Conventional Armed Forces in Europe (CFE), Vienna, 1989-1991, Under Secretary of the Navy, 1977-1979 and General Counsel to the U.S. Senate Committee on Armed Services, 1970-73.

He was also appointed by the President as Delegate at Large to the U.S.-Soviet Strategic Arms Reduction Talks (START) and Nuclear and Space Arms Talks (NST) in Geneva between 1983 and 1986.

During his military service in the U.S. Army, he served as an adviser on the U.S. Delegation to the Strategic Arms Limitation Talks (SALT I), Helsinki and Vienna, from 1969 to 1970.

# News from Congressman Adam Smith

*Representing Washington's Ninth District*

*Member: Armed Services Committee, International Relations Committee, co-chair of the New Democrat Coalition*

For Immediate Release

May 4, 2006

Contact: Lars Anderson (202) 226-8454 or (202) 225-6902 cell

## U.S. Representative Adam Smith Statement on His Support for the SAFE Port Act

Washington, D.C. - Today, Congressman Adam Smith (D-Tacoma) submitted a statement for the Congressional Record with his support for H.R. 4954, the SAFE Port Act. The bill is a comprehensive, bi-partisan bill that will address one of the most significant challenges identified by the 9/11 Commission: an attack at our ports. As Smith said in his statement for the Floor, the legislation will "enhance our security, improve the efficiency of trade and provide necessary funding for the critical missions of our Coast Guard, Customs and Border Agents, and others involved in the maritime industry."

In his statement, Smith acknowledges the importance of the ports in Washington State, particularly the Port of Tacoma. He notes that "it is the nation's sixth largest port by cargo container volume, it handled over 2.1 million containers last year and continues to be a major economic engine in the South Sound region."

Smith goes on to state that "the SAFE Port Act takes many critically important steps to prevent another terrorist attack on U.S. soil. This bill strengthens our domestic and international security efforts by making improvements to high-risk cargo targeting and tracking systems. The bill requires the Department of Homeland Security to deploy nuclear and radiological detection systems to our major ports by the end of next year. Ports will also have the much needed resources they need through the Port Security Grant Program to improve facility security."

He also notes that "screening containers prior to its arrival at our U.S. ports is critical and I am pleased to see that the Department of Homeland Security is working to evaluate new radiological and other detection devices for use at foreign seaports. I believe these new technologies will arm our security officers with improved information and allow us to better protect our critical infrastructure. The bill also includes improvements to our international screening programs: the Container Security Initiative (CSI) and the Customs-Trade Partnership Against Terrorism (C-TPAT)."

The complete text of his statement is available on his Web site at [http://www.house.gov/apps/list/hearing/wa09\\_smith/morenews/20060504fs.html](http://www.house.gov/apps/list/hearing/wa09_smith/morenews/20060504fs.html).

The bill passed the House of Representatives by a vote of 421 - 2.

May 4, 2006

# Reichert Praises Port Protection Provided by SAFE Port Act

*Reichert attaches two amendments after collaborating with local Longshoremen on their concerns*

**Washington, D.C.**—Rep. Dave Reichert (WA-08), co-sponsor of the bi-partisan SAFE Port Act (Security and Accountability for Every Port Act), H.R. 4954, praised its passage by the U.S. House of Representatives today, 421-2. Two amendments Reichert offered were attached to the bill. Rep. Reichert has been meeting regularly with Longshoremen in Washington State, discussing their concerns about port security and training. Reichert’s amendments were drafted as a result of these collaborative efforts.

“I’ve been regularly meeting with management and labor at our nation’s ports to identify these gaps. Mr. Pascrell, the Ranking Member on my Committee, and I crafted these bi-partisan amendments, the importance of which were impressed upon us by those workers who are working daily at the country’s ports. It was with their cooperation and support we were able to address their concerns with these two amendments,” Rep. Reichert said.

Reichert continued, “The first amendment requires DHS to establish a Port Security Training Program to help the Nation’s commercial seaports to prevent, prepare for, respond to, mitigate against and recover from threatened or real acts of terrorism and emergencies. The second amendment requires DHS to establish a Port Security Exercise Program for the purpose of testing and evaluating the capabilities of Federal, State, territorial, local and international governments, commercial seaport personnel (longshoremen) and management, emergency response providers and the private sector.”

James Spinoso, International President of the International Longshore & Warehouse Union, commented, “We are particularly pleased that Rep. Dave Reichert (R-WA) and Rep. William Pascrell (D-NJ) are expected to offer amendments creating a Port Security Training Program and Port Security Exercise Program for longshore workers. The Port Security Training Program amendment will be instrumental in coordinating and preparing for a major incident. The Port Security Exercise Program will prepare longshore workers and marine clerks to respond to an incident.”



# Slipping through the net —and into our ports

BY ALWYN SCOTT

Seattle Times business reporter

Since the Sept. 11 attacks, the U.S. has developed a sophisticated system of nets to catch dangerous foreign cargo before it gets into the U.S.

The problem, critics say, is that the nets are full of holes.

Those holes allowed a cargo container holding 22 Chinese stowaways to land April 4 at the Port of Seattle, unloaded from the M/V Rotterdam.

The container likely would have sat for several days before anyone inspected it, said Mike Milne, a Seattle spokesman for U.S. Customs and Border Protection (CBP), the agency in charge of such inspections.

Of course, long before that, in the early-morning darkness, the stowaways crept out into the orange floodlights of the Terminal 18 dock, where they were seen by a private security guard and apprehended.

Security officials call the capture a success because CBP had singled out the container for further scrutiny before it would be moved from the Port.

"This one was initially set up for an [X-ray type scanning] exam sometime during the next two or three days following its arrival, which is a standard time frame for containers," Milne said.

"We didn't let that container through," Milne said. "If it hadn't been set aside by CBP, the container would have been down the road."

Critics, however, say leaving a container with unknown cargo at a U.S. terminal for several days shows the system isn't secure.

"Imagine this being a dirty bomb," said Shay Hancock, an aide to Sen. Patty Murray, D-Wash. "It's a little too late to find out about that when it comes into the Port of Seattle."

Murray and Sen. Susan Collins, R-Maine, have sponsored a bill that would toughen port security, including putting more scanners overseas.

Five years after Sept. 11, "I still do not sleep well knowing all the vulnerabilities in our port-security system," Mic Dinsmore, Port of Seattle chief executive, told Congress

in testimony a day before the stowaways were discovered. "The rate at which containers are screened is abysmal and the controls we have for allowing persons to get onto our marine terminals are almost embarrassing."

Looking closely at how such a container arrives on the dock in Seattle suggests the holes in U.S. port security.

## Pushing out the borders

The first line of defense is at major ports overseas. According to CBP, 24 hours before any container is put on a ship bound for the U.S., information about what's in it — known as a manifest — is sent electronically to the National Targeting Center in Reston, Va. Analysts use a database known as the Automated Targeting System to crunch details about each shipment and assign a risk score.

High-risk cargo is supposed to be stopped and inspected before it is put on the ship.

But some cargo dodges this first net.

Inspections are carried out at only 44 foreign ports that participate in the inspection program, known as the "Container Security Initiative." Those ports handle 77 percent of the boxes that enter the U.S. by sea, CBP said.

A very small percentage of cargo passing through the CSI ports is actually inspected there — CBP was unable to provide a figure. Milne estimated it at less than 6 percent, and Dennis Murphy, a former assistant commissioner at the U.S. Customs Service, said it was probably less than 5 percent.

Moreover, even the majority of cargo CBP identifies as high risk at CSI ports is not inspected before it gets on a boat. According to the findings in Murray's bill, only 17.5 percent of cargo assessed as high-risk is inspected overseas, and the inspections are carried out by foreign officials using equipment that is "untested and of unknown quality."

"That means 82.5 percent of the high-risk cargo is getting to the U.S. without being inspected," said Hancock, Murray's aide.

The stowaways' container is a case in point. An inspection could have spotted them in Shanghai, before their container was put

on the ship, because Shanghai is a CSI port.

Although the CBP now says something about the container's documentation caught authorities' attention — it won't say what — the cargo was not considered dangerous, said Milne, the CBP spokesman in Seattle.

"It didn't meet the elements that they particularly were looking for," Milne said. "CBP officers overseas are there to prevent weapons of mass destruction from coming into the U.S.," Milne said.

So the container was put onboard.

During the 15 days it took to reach Seattle, CBP officials looked again at information about the container and decided it needed to be inspected before being allowed out of the Port, Milne said.

CBP says it inspects about 6 percent of the sea containers that make it to U.S. shores, including all those it targets as high-risk that weren't inspected overseas.

But Hancock has his doubts. "I believe there's still a reasonable percentage that's sliding through unchecked on either end," he said.

## System for big shippers has its own flaws

A separate net is supposed to gather familiar cargo from well-known, major importers and keep it moving smoothly by avoiding inspections. And that system has its own holes.

The program, known as C-TPAT, makes private companies partners in policing their cargos. They agree to have their supply chains checked so CBP officials are familiar with everyone involved in getting goods from the factory floor to the store floor, said Kelby Woodard, a principal at TradeInnovations, a consultancy based in Minneapolis, Minn.

About 10,000 importers — accounting for about 70 percent of seaborne cargo — have signed up, including Starbucks, Boeing, Wal-Mart, Target and Home Depot, Woodard said.

But while they handle the most cargo, they are only a fraction of the 400,000 importers bringing containers into the country that

*continued on next page*

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could ship a rogue box, Woodard said.

What's more, only 1,300 of the C-TPAT applicants have actually had their supply chains checked, CBP said. Yet their cargo isn't generally inspected because it is considered low-risk, Woodard said.

"Today, a good proportion of product flows through the system with only its information being validated" rather than an actual inspection, said Woodard, who helped design C-TPAT.

The Murray-Collins bill would shift all of this C-TPAT cargo into the inspection lane.

In effect, it would place an airportlike baggage-screening system overseas to check supposedly low-risk cargo from C-TPAT shippers. The capacity also would allow for more high-risk cargo from outside C-TPAT to be scanned.

Murray doesn't think it will slow container handling overseas, provided there is enough equipment. And it would allow this cargo to clear U.S. ports faster.

"Once they get to the U.S., they get a free pass right out of the gate," Hancock said.

### The inner perimeter

That would ease pressure on the second line of defense: the home ports.

A network of agencies — Customs and Border Patrol, U.S. Coast Guard, State Patrol, Immigration and Customs Enforcement — is involved in security at domestic ports, which handled 10.8 million seaborne containers in the fiscal year ending in September 2005.

The agencies occasionally work together to conduct sweeps — periods when all containers moving through a port are stopped and inspected, said U.S. Coast Guard Cmdr. Mark Dix in Seattle.

The highest priority is to screen all containers for radioactive material that could be used as a nuclear weapon or in a "dirty bomb" that spreads radiation.

Scanners, known as radiation portal monitors or RPMs, are still being installed at many ports. Seattle and Tacoma have the machines at some terminals, but not all, Milne said.

Nationwide, Milne said, RPMs screen 51 percent of the seaborne containers entering the U.S., a figure that's expected to rise to 65 percent by September, Milne said. As recently as February, only one-third of containers were screened for radiation.

Although CBP agents wear radiation "pagers" on their belts to alert them to radioactive material, full RPM scans are done only when containers leave the port, not when they enter. Containers set aside for inspection can sit for days without receiving such an RPM scan. That was the case with the stowaways.

And even where monitors find radiation, Customs agents are sometimes lax. A Government Accountability Office report released last month said that in two tests of borders with Canada and Mexico, scanners detected radiation, but fake paperwork allowed the cargo into the U.S.

"Our investigators were able to enter the United States with enough radioactive sources to make two dirty bombs using counterfeit documents," the report said.

The next priority is to screen for drugs, illegal immigrants and other contraband. About 6 percent of incoming containers are set aside for these types of inspections, Milne said.

Some are taken to warehouses and unloaded. Others are scanned with imaging machines, such as the Vehicle and Cargo Inspection System (VACIS), which uses gamma rays to look inside the box. The scan takes just two or three minutes.

VACIS-type images last month found two Guyanese nationals hiding inside a truck entering the U.S. from Canada at Buffalo, N.Y. An image on the CBP Web site shows an X-ray-like image with two people visible inside the container.

But the stowaways in Seattle emerged

from their hiding place long before such a scan would have been performed.

### Did defenses fail?

It's still unknown what tipped agents off to the stowaway container. Milne declined to disclose the manifest's contents, or who had paid to import the container to the U.S. All of that is proprietary business information, he said.

Terminal operators also don't know what's in the boxes they handle. Bob Watters, vice president of SSA Marine, the company that operates Terminal 18 and set aside the stowaway container, said his crews are told which boxes CBP wants to inspect but are not given manifest information.

He also said earlier reports that the container was too light were wrong. Containers are not weighed as they are unloaded from ships.

"The reason it was set aside was because CBP noticed issues with the manifest. They made the designation to set it aside," Watters said.

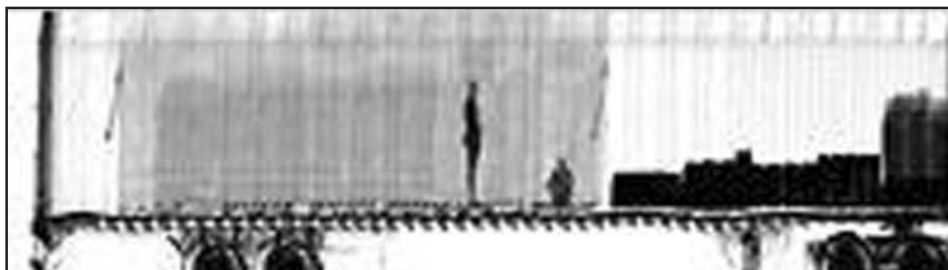
Critics said the system of defenses failed because it didn't stop the container or identify the contents — either abroad or in the U.S.

"It was set aside and nothing was done with it," said Hancock, the Murray aide. "It wasn't until the next morning that our last line of defense — the terminal security guard — spotted people moving around."

But Milne said the system worked the way it was supposed to. The CBP people in Shanghai passed the container on because it wasn't a bomb threat, and the cargo was stopped in Seattle.

"That's why there are 8-foot fences with barb wire on them," he said. "That's why there are security personnel hired by terminal operators."

*Alwyn Scott 206-464-3329 or  
ascott@seattletimes.com*



*An imaging scan detected two Guyanese nationals inside a truck entering the U.S. from Canada at Buffalo, N.Y., last month. Similar scans are done on containers entering U.S. ports by sea.*



# Seattle Post-Intelligencer

April 30, 2006

## Port Security: Not a stepchild

Marine port security has been what New York Democratic Sen. Charles Schumer correctly calls homeland security's "neglected stepchild." That reckless neglect of the nation's most vulnerable terrorist targets may be finally coming to an end.

Congress and the Bush administration have suddenly turned welcome attention toward port security. Port of Seattle Executive Director Mic Dinsmore was in Washington, D.C., Wednesday to testify on port security, his second visit to the capital in three weeks.

Homeland Security Secretary Michael Chertoff said on Tuesday that the agency would conduct background checks on 400,000 port workers, matching names against terror watch lists and immigration databases. Homeland Security will also issue tamper-resistant identification cards to some 750,000 workers, including truckers and rail employees who have unrestricted access to ports.

The port workers' cards were supposed to be available by August 2004.

The House's Homeland Security Committee Wednesday approved legislation to require 98 percent of all cargo be scanned in U.S. ports for nuclear and radioactive material by Sept. 30, 2007. A March 28 congressional audit indicated that at its

current pace the DHS will not meet its goals for installing monitors to screen cargo in all U.S. ports.

Democrat-led grandstanding to demand 100 percent container scanning in five years was defeated in a largely party-line 18-16 vote.

The ultimate answer lies in a global system for inspecting and sealing containers at the port of origin and then monitoring and tracking them until they reach the port of destination.

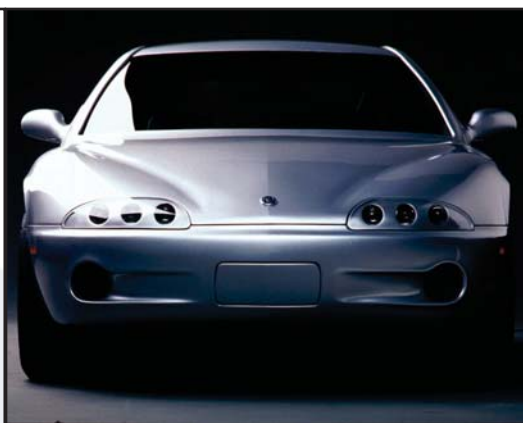
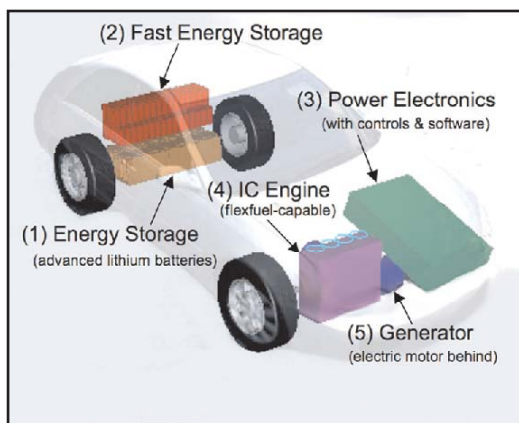
An important step is the GreenLane Maritime Cargo Security Act, co-sponsored by Sen. Patty Murray, D-Wash., and Sen. Susan Collins, R-Maine. It would provide incentives to shippers who voluntarily meet the highest levels of security and container screening. Their cargo would get preferential treatment and move faster through the system. And time is money.

The bill is scheduled to be reported out of the Senate Homeland Security and Government Affairs Committee on Tuesday. Similar legislation is also moving in the House.

A war of choice in Iraq has diverted hundreds of billions of dollars that could have done far more for national security by making our domestic ports less vulnerable to terrorist attack.



# A Sampling of Featured Cars



AFS Trinity Power concept car, illustrating the 250 MPG Extreme Hybrid™ drive-train technology

European Smart Car, courtesy of The Green Car Company in Kirkland, Washington



The CalCars 100 MPG modified Prius

The HumanCar®, a patented four-passenger, street-legal Low Mass Vehicle



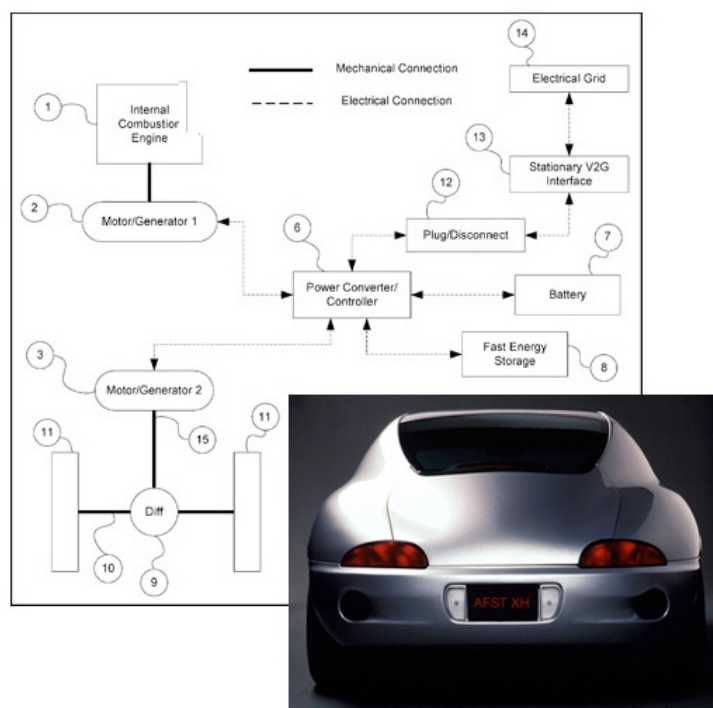
## AFS Trinity Power Concept Car Photos and Extreme Hybrid™ Drive Train Technology Schematics, Performance Specifications and Comparison Tables

The AFS Trinity Power Concept car (shown in the photo below) is featured at the June 1st Discovery Institute conference on *Future Trends in Energy, Technology and Transportation* at the Microsoft Conference Center in Redmond Washington.

Although it is a one-of-a-kind *tour de force* of modern automotive design, this concept car—like most of the concept cars that major automakers show each year at the world's auto shows—*does not run*. It was created by AFS Trinity purely to demonstrate that the body of a hybrid, an electric or a plug-in hybrid electric vehicle can be just as attractive—as “sexy”—as a conventional car.

In addition, on the following pages data are presented in table and chart form about the Extreme Hybrid™ plug-in drive train technology that AFS Trinity is developing with its technology development partner, UK-based Ricardo. This drive train can be employed in a vehicle that will look like the AFS Trinity concept car, as well as in other sedans made by the world's automakers who license the XH™ technology, and in SUVs and light trucks.

As you will see, AFS Trinity and Ricardo expect that cars equipped with the XH™ drive train—unlike other plug-in hybrid cars of which they are aware—will be capable, even when operated in pure electric mode, of operating at full highway speeds, and will have the same rapid acceleration, top speed, gradeability, towing capacity, and other performance characteristics that are associated with high performance conventional cars and hybrid vehicles, with a range in all-electric mode of 40 miles and a range of more than 500 miles in hybrid mode.



Above Left - Figure #4 of 9 of Patent Filing, "Plug-in Hybrid with Fast Energy Storage™", May 4, 2006.  
Above Right - AFS Trinity Power Concept Car (rear view)

# 120V +E85 Plug-In Hybrids Plus Ethanol: We Can Tackle Global Warming

Let plug-in hybrids power your commute.

We can have the cars of the future—today—with no new technology or infrastructure.

**In California, transportation emits over 40% of greenhouse gases. Nationally, it's about 33%. Globally, it's 20%—and rising fast.**

- Compared to current hybrid cars, PHEVs use **40-80% less gasoline** and produce far lower greenhouse gas levels, even on the national power grid.
- In a few years, PHEVs could achieve **twice the ambitious benefits** of California's emissions law that requires 30% lower greenhouse gas levels from new cars.
- With "flex-fuel" PHEVs, the range-extension fuel for long-distance travel becomes E85 (85% ethanol). Once that ethanol is cellulosic, we get closer to oil-free, **"zero-carbon" cars**.

"Vehicle emissions are the greatest challenge that we must overcome to stabilize climate. The plug-in hybrid approach, as being pursued by CalCars, seems to be our best bet for controlling vehicle CO<sub>2</sub> emissions in the near-term."

— *James Hansen, Director of the NASA Goddard Institute for Space Studies*

"Moving to these highly efficient plug-in gas-electric hybrids could cut U.S. gasoline use by 85%. Even more important, it could cut automobile carbon emissions by some 85%, making the United States a model for other countries."

— *Lester Brown, President, Earth Policy Institute, author, "Plan B 2.0"*

"We should have a national program to promote plug-in hybrid cars running on electricity and biofuels. I'm happy that initiatives are coming from entrepreneurial groups like CalCars.org and from state and local campaigns."

— *Robert F. Kennedy, Jr., Senior Attorney, Natural Resources Defense Council*

"When entrepreneurs and venture capitalists focus on environmental challenges, we can create whole industries and change behaviors. Innovative campaigns like CalCars' for plug-in hybrids hold up a guiding light to steer our efforts."

— *Sunil Paul, co-founder, BrightMail, Power Lunch for Bay Area Energy Entrepreneurs*

"As California leads on climate change policy, the transportation sector holds the key. PHEVs are ready to be rolled out, starting with corporate and local government fleets."

— *Gail Slocum, Former Mayor, Menlo Park, Climate Change Regulatory Attorney*

"[Plug-in hybrids equal] more energy security and less global warming."

— *Nicholas Kristof, New York Times, February 5, 2006, "100 M.P.G. Cars: It's a Start"*

"[Plug-in hybrids] potential in terms of national policy, and in terms of global warming, ought to be focused on by anyone paying over \$2 a gallon. And yes, there is an infrastructure investment. Each family would need an extension cord."

— *James Woolsey, Former Director, Central Intelligence Agency*

Organizational affiliations listed for identification only

Electric vehicles generate a third as much greenhouse gas as gasoline cars, even on the national grid (half coal).

As the grid gets more renewable, like California today, these numbers will further improve.

— *Argonne National Laboratory/  
Electric Power Research Institute/  
California Air Resources Board studies*



February 28, 2006

## 100+ MPG Hybrids

PO Box 61045 • Palo Alto, CA 94306 • [info@calcars.org](mailto:info@calcars.org) • [www.calcars.org](http://www.calcars.org)



May 13, 2006

## 10 TALKING POINTS FOR PLUG-IN HYBRIDS

**1. Why plug-in hybrids?** Today's hybrids are efficient because they don't idle, they recapture braking energy into a battery, and they use smaller engines. They're a great step forward—but they're still 100% gas-fueled. **Use a larger, rechargeable battery and you add a second cleaner, cheaper, domestic energy source: electricity.**

**2. Spend less time—and money—at the pump.** A plug-in hybrid (PHEV) is like having a second fuel tank you always use first. Fill up at home from an ordinary socket, at a cost equivalent to less than \$1/gallon. [See box]

**3. Use no gas for short trips, still have unlimited range.** If your batteries have a longer range than your commute, you'll almost never need gas. But if you forget to plug in, or take a longer trip, you have the same range as always from a gas engine—but in a clean, efficient hybrid.

**4. Neo-cons and greens agree.** PHEVs have been endorsed by an alliance of environmentalists and conservatives who see it as **the best way to cut our foreign "oil addiction."** Republicans and Democrats, Senators Hatch, Lieberman and Obama, former cabinet members Shultz and Woolsey, and President Bush in his Advanced Energy Initiative have endorsed PHEVs. Use E85 and 100+MPG PHEVs become "flex-fuel" PHEVs getting **500 MPG** of gasoline (+ electricity + ethanol).

**5. Keep the earth cool.** Even though coal powers half the nation's electricity, driving electrically produces **45% lower greenhouse gases** than a gas-only car. This will only improve as utilities use cleaner, renewable energy.

**6. Lead car-makers out of the wilderness.** US car-makers missed the boat on hybrids; now they're playing catch-up.

**PHEVs offer one company the chance to leapfrog its competitors.** Today's batteries are good enough; they will improve and get cheaper as production increases.

**7. Save money in the long run.** In high volumes, car-makers could sell PHEVs for under \$2,000-\$5,000 more than current hybrids. Just as car buyers pay for large engines or leather seats without expecting a return on investment, early adopters will pay extra for the PHEV "green feature." The bonus? Projections based on experience from electric car fleets show **PHEVs have a lower lifetime cost of ownership than any other vehicle.**

**8. Power your house with your car.** Hybrids and PHEVs can be used as mobile generators after disasters and outages, **providing low-emission 120-volt back-up power for days** to emergency centers and individual homes.

**9. PHEVs are already here.** For 10 years, Dr. Andy Frank at UC Davis has converted Ford/GM cars and SUVs. DaimlerChrysler is now testing PHEV versions of the Mercedes Sprinter 15-passenger commercial van. In 2004, non-profit CalCars.org built the first Prius PHEV. This year EDrive Systems, LLC will sell Prius conversions.

**10. Deploy the fleet.** Fleet buyers are leading the way on many fronts. **Plug-In Partners** is a national campaign for a large fleet buy. To slash battlefield costs and get the no-heat "footprint" of electric vehicles, the military may be a big buyer. New tax credits and company benefits can help buy down extra costs. Other incentives are on their way from all levels of government. And **CalCars has proposed partnering with Ford (or another car company),** converting an existing hybrid to meet a fleet market demand we estimate at 10,000-100,000 vehicles.

### Assumptions for Point #2:

Here's another way to think about it: At \$3/gallon of gas, driving a non-hybrid car costs 8-20 cents/mile (depending on your miles/gallon). With a PHEV, local travel and commuting can drop to 2-4 cents/mile.

**Toyota Prius:** 260 Watt-hours/electric mile at "off-peak" (overnight) electricity rate (8.8 cents/kilowatt hour) equals a cost of 2.3 cents/mile. Multiply this by the 45 MPG of a typical Prius to get the equivalent of \$1.03/gallon.

**Typical Non-Hybrid SUV:** 400 Watt-hours/electric-mile at the off-peak rate equals a cost of 3.5 cents/mile. Multiply this by the less efficient SUV's average of 18 miles/gallon to get an even better \$0.63/gallon. (SUVs get low mileage, so they improve even more!)

**The California Cars Initiative is a non-profit startup of entrepreneurs, engineers, environmentalists and consumers that combines technology development and advocacy. Our goal? To get car companies to build PHEVs. [More at www.calcars.org](http://www.calcars.org).**





## Our Mission Statement

“At The Green Car Company our goal is to bring awareness and educate the mainstream American population about how their transportation choices affect the environment. Our main focus is on CO2 reduction to combat global warming through the use of biofuels such as Biodiesel and Ethanol. We are also concerned about sustainability and resource depletion so we want to promote vehicles that are highly fuel efficient like the smart car. We will use our automotive expertise and knowledge to stay on the cutting edge of new green transportation and our resources to promote the cause of Biofuels, sustainability and environmental education.”

We are a CO2 neutral company.  
Our Service Department is a state-of-the-art environmentally friendly repair facility.

The Green Car Company  
11630 Slater Ave NE, #3  
Kirkland, WA 98034



## Imperium Renewables

At Imperium Renewables, we are bringing renewable fuels to everyone through technology innovation. With less than 3% of the world's reserves, our nation consumes over 25% of the world's petroleum production and our dependence is growing. World wide growth in demand for petroleum exceeds growth in supply. The economic, environmental, and security implications of our consumption are mounting, threatening every aspect of life in America and around the world. We believe there is a better way- renewable fuels, especially Biodiesel.

Biodiesel is a renewable fuel made from vegetable oils, waste oils or fats that is 100% compatible with existing fueling infrastructure and diesel vehicles. At Imperium Renewables through significant investments in technology innovation we are fundamentally changing the economics of making this fuel. We are making Biodiesel an alternative for today and for the future. Every gallon of Biodiesel consumed reduces our dependence on foreign oil, reduces emissions and supports local economies.

With a growing and industrializing world economy, conservation will not be enough. We need new sources of fuels which are renewable and better for the environment. One of these renewable fuels is Biodiesel. Petroleum independence is possible, Imperium Renewables is helping make it happen today and into the future.





## Plug-in energy independence

BY STEVE MARSHALL  
AND BRUCE AGNEW

*Special to The Times*

Imagine a car that gets more than 100 miles a gallon, reduces greenhouse gases and helps free America from its reliance on foreign oil. There is growing bipartisan support and interest for just that kind of car — a plug-in, flexible-fuel hybrid vehicle. And on June 1 at the Microsoft Conference Center, policymakers and the public will be able to see actual plug-in hybrid cars that can get 100 mpg, and hear experts discuss steps to help “end our addiction to foreign oil.”

Like hybrids on the road today, such as the Toyota Prius, plug-in hybrid cars run on electric power with a gasoline (or biofuel) engine backup. The difference is that a plug-in hybrid can top off its batteries by plugging into the electric power system instead of using the gasoline engine for recharging. For shorter trips, such as commuting to work, the plug-in hybrid can get 100 miles to the gallon or more because it hardly needs to use the gas engine. The gas engine itself can become a “flexible fuel” engine running on ethanol blends or biodiesel blends, further reducing oil dependence.

A relatively small shift to plug-in hybrids could save Puget Sound drivers millions of gallons of gas a year and reduce carbon-dioxide emissions by more than a million tons a year. Topping off hybrid batteries from the electric power grid is far more efficient than recharging from gasoline engine power — which is why carbon-dioxide emissions drop so much with plug-in hybrids.

But, it is the immediate threat to national security from foreign oil dependence that is finally driving strong bipartisan support for plug-in hybrid cars and similar measures. At next week’s conference, former CIA Director James Woolsey and Sen. Sam Brownback, R-Kan., will be among those describing the national-security risk from reliance on unstable oil-producing nations; Brownback and others have sponsored legislation, backed by a coalition of labor and environmental groups, to accelerate production of plug-in hybrid vehicles. Sen. Maria Cantwell, D-Wash., will also speak on the coalition’s



JOHN W. FLEMING / KRT

efforts.

In his State of the Union address, President Bush also called for an end to our foreign oil addiction, and has rolled out initiatives including support for plug-in hybrid vehicles.

We can work to pull together an integrated Puget Sound transportation solution that would dramatically reduce gasoline use, increase transportation efficiency and cut greenhouse gases — and reduce our dependence on foreign oil. There are three steps we need to take now to get ahead of the curve.

First, we need to convene state and regional leaders in transportation, electric utilities and government to work together on a set of overall recommendations. For example, a cellphone-type chip could be required that allows recharging only during

off-peak hours, in order to use our electric power system more efficiently. Hybrid bus transportation, including school buses, could be encouraged. (A few Washington state school districts have joined a national school bus plug-in hybrid campaign.) Corporate and government vehicle fleet purchases could be linked to the national “plug-in partners” campaign. Parking garages and park-and-ride lots could incorporate recharging stations.

Second, we need to encourage a Washington state-based transportation-technology industry to advance solutions such as using strong, lightweight composite materials for trucks and buses and shifting to complete electric-drive vehicles to save weight. Boeing is a world leader in composites and we have high-tech research centers such as Battelle and Energy Northwest to help develop technology solutions. Paccar last month announced an initiative to incorporate lightweight material and hybrid technologies in its trucks.

Biofuels, using renewable Washington state farm and forest products, can be further encouraged. Like biotech, transportation tech can become a hallmark of the Northwest economy.

Finally, we need to move fast. Plug-in hybrids can be ready to roll well within the planning horizon for regional transportation and power organizations. We need a thoughtful, integrated transportation approach now before we lose a once-in-a-generation chance at an integrated transportation solution.

Such a solution will also require thoughtful leadership to make sure we have the domestic electric power to move away from our dependency on oil while solving our commuting problems, especially in the Puget Sound basin.



*Steve Marshall is chairman of the Municipal League of King County. Bruce Agnew is director of the Discovery Institute’s Cascadia Center, which is working on regional transportation solutions. The Cascadia Center and Microsoft are co-sponsoring the June 1 conference in Redmond with government, transportation and energy leaders.*

# Houston Chronicle

April 28, 2006

## Face it, we're addicted

**Key to long-term success is to  
shift to plentiful alternative fuels now**

**By R. JAMES WOOLSEY  
and AND GAL LUFT**

**P**resident Bush's call for America to end its "oil addiction" sparked a debate about whether the goal is attainable — or even desirable.

Some say that policies to promote energy independence would hinder prosperity. They claim that attempts to meet this goal after the 1970s' oil shocks were expensive failures. These assertions are wrong.

Between 1979 and 1985, when oil demand reduction was a high priority, the typical U.S. car's fuel efficiency nearly doubled. Electricity generated from oil dropped from 17 percent of the nation's power output to 2 percent. The share of homes using heating oil went from 31 percent to 10 percent. Total oil consumption in the United States decreased by 15 percent. Oil imports fell by 42 percent.

The impact on the nation's economy was positive. Energy expenditures' share of the gross domestic product fell by 50 percent while real per-capita share of the GDP grew by 10 percent.

Today a majority of the world's capacity to export oil is in the hands of autocracies and dictatorships that can use that wealth to destabilize the international system. Thus, the future of our economic and national security is more than ever coupled to our energy policy. The democracies' ability to prevail in the long war in which we are engaged will be compromised so long as such states control this part of the world's economy.

To ensure stability we must commit ourselves to diversifying our fuel supply and shifting the transportation sector's from the conventional petroleum, which comprises 97 percent of our transportation energy, to a robust system based on next-generation fuels and vehicles.

The United States is no longer rich in readily recoverable oil, but it has a wealth of other energy sources from which transportation fuel can be safely, affordably and cleanly generated.

Among them: vast rich farmland, hundreds of years' worth of coal reserves, and billions of tons a year of agricultural, industrial and municipal waste.

Each of these can generate alcohol fuels

— such as bio-diesel, ethanol and methanol — at a price cheaper than current gasoline.

Large-scale deployment of flexible fuel vehicles running on alcohol, gasoline or any mixture of the two will allow Americans to choose secure domestic fuel over problematic foreign oil. Since the additional per-vehicle cost associated with flexible fuel vehicles is currently under \$200, fuel flexibility should become a standard feature in every car — like seatbelts or airbags.

Plug-in hybrid vehicles, unlike standard hybrids, can draw charge not only from the engine and captured braking energy, but also from America's electrical grid. They can make efficient use of such clean electricity sources as solar, wind, geothermal, hydroelectric and nuclear power.

Plug-in hybrid electric vehicles can reach economy levels of 100 miles or more per gallon. If a plug-in is also a flex-fuel car using 85 percent alcohol and 15 percent gasoline, fuel economy could reach the equivalency of 500 miles per gallon for a gasoline-powered vehicle. If a diesel engine burns clean fuel derived from waste it would be using no conventional petroleum at all.

By 2025, if all cars on the road are either diesels burning fuel from renewables or flexible fuel hybrids, and half of the hybrids are plug-ins, U.S. oil imports would drop by more than 12 million barrels per day — or more than what we import today.

These technologies exist. There is no need to wait for technological breakthroughs, invest billions in research and development or embark on massive infrastructure changes.

What is needed is congressional action to build on the president's call by enacting the necessary incentives for producers to make, and consumers to buy, cars that offer fuel choices while encouraging the development of a mass market for alternative fuels, along with the modest necessary changes in the distribution system. Such policies would make the U.S. economy more resilient and put it on a trajectory toward oil security.

Woolsey, a former director of U.S. Central Intelligence Agency, is co-chairman of the Committee on the Present Danger ([www.figtingterror.org](http://www.figtingterror.org)), which advocates an aggressive stance in the war against terror. Luft, is a member of the Committee on the Present Danger.

## We can handle the truth about higher gas prices

BY K.C. GOLDEN  
*Special to The Times*

The signs of a new, brighter energy future are busting out all over. They're popping up in the form of Sound Transit's new light-rail towers and King County's proposal to expand bus service. They're at the auto dealer, where more hybrid and flex-fuel vehicles are available. They're in communities across Washington where the biofuel and wind-power industries are making huge new investments in homegrown alternatives to fossil fuel. Farmers, entrepreneurs, investors — they're all planting seeds for a cleaner, more secure energy future.

But they're going too slowly. While promising solutions are emerging, our addiction is still getting worse, and it's killing us. War, climate disruption and economic insecurity are among its symptoms.

Now that we can see real pictures of the post-fossil-fuel future — now that it seems so tantalizingly possible — what can we do to accelerate it?

We can start by accepting a simple truth: Fossil fuels are very costly. We pay some of the cost at the pump. But we pay much more in the form of growing national insecurity due to dependence on oil. We pay in the form of climate disruption — more intense storms, water shortages, ocean sterilization. We pay not just through the nose but through our lungs, our economies, our declining standing in the world.

It's Econ 101: The more fossil fuels we use, the more costly they get. That's what the price of gas is beginning to tell us: the truth of limited supply.

This truth can set us free. High, truthful fossil-fuel prices send a powerful signal to consumers, investors and entrepreneurs: Stop pouring more money into the fossil-fuel hole. Put it into things that won't run out — like the sun and the wind and plantfuels and more-efficient vehicles and buildings. Put it into transportation choices. Put it into our endless capacity to innovate.



But the truth won't set us free if we won't hear it. And so far, our leaders are running from this truth like the plague. They seem to think, as the Jack Nicholson character said in "A Few Good Men," "You can't handle the truth."

The president says we're addicted to oil. So does it really make sense to treat our addiction by trying to lower the price of gasoline?

The president's strategy to control prices is to repeal environmental protections, drill in a wildlife refuge and expand refineries in our poorest communities. Democrats have suggested price controls and suspending fuel taxes. Political consultants on both sides feed our leaders the same advice: People don't want to hear

the truth of costly fossil fuels. Tell them anything, but not the truth.

One enterprising e-mail campaign proposes that consumers boycott Exxon Mobil. The theory is that if we don't buy from Exxon, it'll have to lower prices, touching off a price war.

An economist quoted on public radio says it won't work. The announcer asked, "Well then, what can consumers do about gas prices?" The economist had a two-word answer: "Drive less."

Won't the truth of high fossil-fuel prices fall especially hard on those who can least afford it? Yes. And that's why we should invest in alternatives that are practical and affordable for everyone. We can't avoid the truth by making the lie more affordable.

Another truth follows from the truth of high fossil-fuel prices: We've got to use less. Fortunately, when it comes to fossil fuel consumption, less is better.

Less fossil fuel is more clean air. It's more money in our communities for more important things. It's more time with our families and less in traffic. It's healthier lifestyles, more livable communities, a more-stable climate. It's more jobs in the clean-energy industries of the future. It's a better relationship with the rest of the world, which is not amused by the fact that with less than 5 percent of the people, we consume over 40 percent of the gasoline.

Consumers can do something about high gas prices. We can buy less. We can drive efficient cars and cars that burn biofuels — no free lunch, but an increasingly attractive alternative to petroleum. We can build thriving communities for people instead of cars and invest in practical transportation choices.

We can keep telling ourselves the lies that sustain our addiction. Or we can hear the truth in high gas prices — and build our future on it.

*K.C. Golden is policy director for Climate Solutions, [www.climatesolutions.org](http://www.climatesolutions.org), a regional group working on practical solutions to global warming.*



## Cantwell Unveils Energy Independence Platform to Make America Secure and Economically Stronger

*Senator also announces comprehensive legislation to level playing field for clean energy technologies and diversify America's energy sources*

Wednesday, May 17, 2006

WASHINGTON, DC – Wednesday, U.S. Senator Maria Cantwell (D-WA), a member of the Senate Energy Committee, unveiled the Democrats' energy plan to help transform America's energy system and lead the way to greater national and economic security, and a cleaner, more independent energy future. The Democrats' plan, authored by Cantwell, will boost our country's alternative fuels infrastructure, replace big oil giveaways with incentives for clean energy, reduce harmful emissions, and develop new technologies to reduce oil consumption. The plan contains an aggressive package of incentives and cutting-edge initiatives to help reduce foreign oil consumption 40 percent by 2020—a savings of 6 million barrels per day. Cantwell also announced her Clean Energy Development for a Growing Economy (Clean EDGE) Act, which is structured to reflect these core principles.

"We need to lead the way toward a better, cleaner energy future less dependent on fossil fuels," said Cantwell, Senate Democrats' point person on energy issues. "We have 43 senators already united behind the five principles of our plan, and with a bipartisan effort, we can put our nation firmly on the right track. America must rise to the challenge. It's time to stop simply talking about energy independence and start running toward a future that will make America more competitive, more innovative, and more secure."

"America today is nearly sixty percent dependent on foreign oil," continued Cantwell. "For the sake of our security and our economy, Americans cannot afford that dependency—and we won't accept it. I'd rather invest in American ingenuity to guide us off this dependency than send more American dollars overseas to unstable oil-rich countries. We are united today behind this plan to reduce our dependence on foreign oil by 40 percent in 2020. We are going to make America more secure and more competitive, and we are getting started today."

Wednesday, Cantwell and 42 other senators sent a letter sent to President Bush laying out five clear principles for achieving energy independence. In their letter, the senators underscored the need for a new energy policy, and emphasized their willingness to work with the administration to deliver the solutions Americans demand.

"It is crucial that the United States sets a national goal and embarks on a serious strategy to reduce our dependence on petroleum, equivalent to 40 percent of our projected imports by 2020," the senators wrote. "We are united around a set of core principles that can help America achieve this goal, and believe we must act expeditiously to put this nation on the right track. We stand ready to work with your Administration and Congressional Republicans to pass legislation reflecting these principles before the summer recess."

Democrats laid out the following five principles as part of their comprehensive energy plan:

- + The United States must launch an aggressive effort designed to ensure that an increasing number of new vehicles sold in America can run on alternative fuels—starting with 25 percent in 2010—and must launch a bold initiative to invest in the infrastructure needed to promote real competition at the gas pump.
- + The United States must ensure that consumers are protected from gasoline price-gouging and energy market manipulation. + The United States must lessen its reliance on fossil fuels and take steps to curb greenhouse gas emissions by diversifying electricity sources to include more renewable resources. + The United States government—our nation's single largest energy consumer—must help lead this transition by adopting the best available fuel efficiency and alternative vehicle technologies to reduce its petroleum consumption by 20 percent over the next five years, and by 40 percent by 2020.
- + The United States must level the playing field for new renewable and energy efficiency technologies by providing incentives for consumers and manufacturers to develop and deploy the next generation of fuel efficient vehicles, and by ensuring that major oil companies pay their fair share in taxes and royalties owed to the American public.

Cantwell has been a consistent advocate of measures to reduce oil imports, promote greater use of domestically produced biofuels, increase the availability of flex-fuel vehicles, and dramatically improve national vehicle fuel economy standards. As the chair of the Senate Democrats' Energy Independence 2020 national campaign, Cantwell is working to break America's overdependence on foreign oil, protect working families from skyrocketing energy costs, and stop unfair market manipulation by energy companies. Last October, Cantwell convened the Biofuels Business Collaborative—a group of Washington businesses, farmers, investors, and fuel consumers—to help create a

strong Washington biofuels industry. Earlier this month, she joined with officials from the Port of Grays Harbor and representatives from Seattle BioDiesel to announce plans for one of the nation's largest biodiesel plants at the Port of Grays Harbor. Today's plan, and Cantwell's Clean Edge Act, represent the next big step toward a better energy future for all Americans.

A summary of Cantwell's Clean EDGE Act is below:

#### DIVERSIFYING AMERICAN ENERGY SOURCES, INVESTING IN THE FUTURE

- **Renewable Electricity.** To help reduce America's reliance on fossil fuels and reduce greenhouse gas emissions, the Clean EDGE Act sets a national renewable portfolio standard requiring that 10 percent of all electricity produced in the country come from renewable sources by 2020.
- **ARPA-E.** The Clean EDGE Act will create an Advanced Research Projects Agency for Energy (ARPA-E) to develop cutting-edge technologies that will reduce oil consumption, improve electricity efficiency and reliability, and reduce greenhouse gas emissions.
- **Investing in American Jobs and Industry.** The Clean EDGE Act will create a clean energy investment administration to help deploy new, on-the-ground solutions. It will also invest in education programs to develop a skilled domestic workforce in advanced energy technologies.

#### TRANSFORMING AMERICA'S VEHICLES & INFRASTRUCTURE

- **Flex-Fuel Vehicles:** The Clean EDGE Act accelerates the conversion of American vehicles to flexible fuel technology. The legislation mandates that 25 percent of new vehicles sold in the U.S. by 2010 be flex-fuel capable, rising to 50 percent by 2020. Flexible fuel vehicles can run on higher blends of biofuels, which helps displace petroleum and provides competition at the gas pump.
- **Accelerating Infrastructure Conversion:** A major barrier to using flex fuel vehicles to reduce petroleum consumption is the lack of refueling stations that provide biofuels. The Clean EDGE Act sets a national goal of installing alternative fuels at 10 percent of American gas stations by 2015. To help achieve it, the legislation will provide additional tools to individual retailers, along with support to local governments that partner with private industry to establish alternative refueling corridors in different parts of the country. In order to break the oil industry's lock on the gas pump, it also requires major integrated oil companies that own refueling stations to install alternative fuel pumps.
- **Hybrids and Advanced Vehicle Technology:** The Clean EDGE Act will accelerate and extend incentives to purchase and manufacture vehicles that rely on advanced fuel efficiency technologies.

#### PROTECTING AMERICAN CONSUMERS & BUSINESSES

- **Preventing Gas Price Gouging and Increasing Transparency in the Oil and Gas Industry.** The Clean EDGE Act makes gas price-gouging a Federal crime, enhances Federal authority to prevent and prosecute manipulation of fuel supplies and anti-competitive behavior, and increases the transparency of petroleum markets.
- **Energy Price Relief for Low-Income Americans:** The Clean EDGE Act will provide additional assistance to Americans struggling under the weight of rising energy costs, by providing flexibility in Food Stamp and Section 8 Public Housing requirements, and a refundable tax credit to LIHEAP-eligible households to help cover residential energy costs.
- **Energy Emergency Loans for Farmers and Small Businesses:** Volatile prices place an extra burden on businesses that operate close to the margin. The Clean EDGE Act creates disaster loan assistance through the Small Business Administration and USDA, for small businesses and farmers trying to cope with rising energy costs.

#### LEVELING THE PLAYING FIELD FOR CLEAN ENERGY TECHNOLOGIES

- **Ending Giveaways to Big Oil.** The Clean EDGE Act will revoke subsidies for profit-rich, major oil companies, and make sure they pay their fair share in royalties owed to American taxpayers for drilling on public lands and in federal waters.
- **Providing Certainty to Emerging Technologies:** Rather than subsidizing the mature petroleum industry, the Clean EDGE Act will use these savings to provide greater certainty for clean energy development, by extending incentives for renewable energy and efficiency technologies.

#### REAL GOVERNMENT LEADERSHIP FOR CLEAN AND SECURE ENERGY

- **A Serious Federal Commitment:** The federal government is the single largest energy consumer in America. The Clean EDGE Act requires the Federal government reduce its petroleum consumption by 20 percent in five years and 40 percent by 2020, increase its renewable electricity use to 10 percent of total consumption by 2013, and employ advanced, efficient, and renewable technology to help drive innovation and jumpstart markets.
- **Innovative New Tools for States:** The Clean EDGE Act provides enhanced bond issuing authority to states and local governments, for projects to reduce oil consumption and greenhouse gas emissions, to develop non-petroleum fuels, invest in efficient vehicles, alternative infrastructure and transit.

Be sure to pick up Cascadia's twenty-minute DVD presentation today!

SUNDAY, APRIL 23, 2006

# The Seattle Times OPINION

*The newspaper's view*

TRANSPORTATION: Getting the region moving

## MAKING THE CASE FOR FUTURE ROAD TOLLS

Tolls are the coming thing. Politicians like the idea of them, as does the transportation fraternity. The public does not. It will be persuaded to accept tolls only when they provide an immediate benefit — which they can, if done right.

The case for tolls was made at a recent Discovery Institute conference in Seattle. It boils down to two things. Tolls can pay for more bridges and roads, and tolls can help get the most out of the bridges and roads we have.

The two ideas tend to appeal to two different groups. At the conference, Jessyn Schor, director of the pro-transit Transportation Choices Coalition, supported tolls for their ability to manage the flow of traffic and encourage people to use transit. Bellevue developer Kemper Freeman objected to tolls because he considered them “social engineering,” but said they were all right to pay for specific improvements.

There is a difference in philosophy here, though with a bit of imagination a smart plan might be marketed to both sides.

The state is taking steps in that direction. In late 2008, the 9-mile carpool lane on Highway 167 south of Renton will be opened to participating single-occupancy drivers — for a fee. By “selling excess capacity,” said David Forte of the Department of Transportation, the state expects to

move 13 percent more people on that lane than it does now.

At Discovery's forum, Kirby Wilbur — the radio host who led last year's campaign to repeal the 9.5-cent gas tax — said he supported that. A member of the audience challenged him: Wilbur had said he would accept a toll for new things only. The lane on 167 is not a new thing. It is there now. Wilbur's answer was that for people driving alone, it would be a new thing to drive in that lane.

So it would.

In the not-too-distant future, we might envision rush-hour tolls on Interstate 5, with the money going to maintenance and improvement of the region's major north-south freeway. The tolls could be set at a level so that traffic speed could be increased to 50 mph, the speed a freeway will move the most cars per hour.

If that were done, one could imagine one commentator saying that the chance to drive on a free-flowing I-5 at 4:30 in the afternoon was a new thing, and worth paying for, and another commentator saying that it was really quite wonderful that more people were riding the bus.