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## Interior chief backs grizzly plan, surprising wildlife advocates

**RYAN ZINKE A 'GREAT BEAR' FAN**

**Favors effort to return grizzlies to the North Cascades; stance strongly opposed by ranchers**

By **LYNDA V. MAPES**  
*Seattle Times environment reporter*

SEDRO-WOOLLEY, Skagit County — The Interior secretary environmentalists have loved to hate stunned wildlife advocates and conservationists at a morning news conference here Friday, in which Ryan Zinke threw his support behind grizzly bear recovery in the North Cascades ecosystem.

"The grizzly bear is part of the environment, as it once was here. It's part of a healthy environment," he said, effectively

reigniting an Obama-era grizzly recovery study that was halted by the Trump administration.

Cattlemen were incensed, stating they have already faced too much carnage from the return of the wolf to Washington.

But Zinke — reviled among public-lands advocates and conservationists in Washington for everything from backing oil drilling off the coast to hiking national park fees — said he is convinced that park and wildlife professionals can "get it right," and deliver an environmental-impact statement and record of decision by the end of the year under which the federal government will return the grizzly bear to its primordial home in the North Cascades.

See > **GRIZZLY, A8**



GREG GILBERT / THE SEATTLE TIMES

With a stuffed grizzly bear beside him, Secretary of the Interior Ryan Zinke speaks at North Cascades National Park headquarters in Sedro-Woolley.

## Derailing troubled streetcar unlikely

**MAYOR ORDERED REVIEW**

**Even if findings are negative, city may be in too deep to back out**

By **DAVID GUTMAN**  
*Seattle Times staff reporter*

As Seattle conducts a review of its plan to expand the downtown streetcar system, one obvious question presents itself: If the review shows troubling results — costs much higher or revenues much lower than estimated — is it too late to cancel the project?

The answer isn't clear, but the city has already devoted significant resources to the project over the last six years, and scrapping it would carry significant costs.

Millions of dollars have already been spent and Seattle has accepted \$50 million in federal funding, money that would almost certainly have to be returned, potentially damaging the city's credibility when it seeks federal money in the future.

Seattle has already signed contracts for the project worth at least \$90 million, including more than \$52 million to buy 10

See > **STREETCAR, A6**



**TRAFFIC LAB**

## So, welcome to early spring



STEVE RINGMAN / THE SEATTLE TIMES

Pedestrians endure a snow flurry on East Roy Street on Capitol Hill late Friday morning. Chilly, unstable weather brought snow and hail to some areas. Rain and snow showers were expected again Saturday morning, then mostly cloudy conditions with a chance of rain. **Weather, B8**

## Uber's self-driving cars had signs of trouble long before woman was fatally hit in Arizona

By **DAISUKE WAKABAYASHI**  
*The New York Times*

SAN FRANCISCO — Uber's robotic vehicle project was not living up to expectations months before a self-driving car operated by the company struck and killed a woman in Tempe, Arizona.

The cars were having trouble driving through construction zones and next to tall vehicles like big

rigs. Uber's human drivers had to intervene far more frequently than the drivers of competing autonomous-car projects.

Waymo, formerly the self-driving car project of Google, said that in tests on roads in California last year, its cars went an average of nearly 5,600 miles before the driver had to take control from the computer to steer out of trouble. As

of March, Uber was struggling to meet its target of 13 miles per "intervention" in Arizona, according to 100 pages of company documents obtained by The New York Times and two people familiar with the company's operations in the Phoenix area but not permitted to speak publicly about it.

Uber's test drivers were being asked to do more — going on solo

runs when they had worked in pairs within the same car. There also was pressure to live up to a goal to offer a driverless-car service by the end of the year and to impress top executives.

Uber's chief executive, Dara Khosrowshahi, who was previously Expedia's CEO, was expected to visit Arizona in April, and leaders of the company's development group in the Phoenix area wanted to give him a glitch-free ride in an autonomous car. Khosrowshahi's trip was called "Milestone 1: Confidence" in

See > **UBER, A8**

## Why China's response to Trump tariffs is so muted

**IMPACT SMALL — SO FAR**

**Beijing plans challenge, is keeping bigger targets, like Boeing, in reserve**

By **SUI-LEE WEE**  
AND **KEITH BRADSHAW**  
*The New York Times*

BEIJING — In a tit-for-tat trade battle with the United States, China's response has so far been restrained. That is with good reason: As it waits to see how far President Donald Trump plans to go in imposing tariffs on China, Beijing knows that it has more effective weapons in its arsenal.

China's Ministry of Commerce said Friday that it would impose tariffs on \$3 billion worth of U.S.-produced fruit, pork, wine, seamless steel pipes and more than 100 other products. The move was in response to the Trump administration's an-

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