

We are People for Climate Action Seattle, and we are writing to provide feedback and express concerns over the proposed Transportation Levy. The City has a goal to reduce overall greenhouse gas emissions by 58% by 2030, and to reduce emissions from cars by 82%. This is a tall order, but it is also critically important for us to meet this goal in order to be in accordance with the Paris Agreement to keep climate warming to a level compatible with the continuation of our civilization. The City has made a lot of improvements in the last 10 years which have helped, but we are concerned that this Levy marks a pause on that movement. Last year, you asked residents if we favored business as usual, incremental change, or rapid change. Overwhelmingly, the response was rapid change, but the Levy is only reflecting incremental change.

The levy should focus on implementing the City's climate, safety and equity goals by creating a sustainable transportation system that connects communities. Specifically, we believe that the **spending should allot at least as much for transit, walking, and biking as it does for automobile traffic**. This is important because as SDOT's own Climate Change Framework points out, we need to almost double the number of trips made by walking, biking, and transit by 2030. In order to do that, these alternatives to driving must be safe and convenient, which requires additional investment in bus signals, bus lanes, bike lanes, and sidewalks. It should address the City's 5 most dangerous streets - Aurora, MLK Way, 4th Ave S, Rainier Ave S and Lake City Way. It should reverse cuts to transit and continue to build out the bikeway system. But what we see in the Levy is a decreased investment in transit and sidewalks, adjusted for inflation, at a time when we should be increasing them. Reducing emissions will also improve air quality, reduce traffic fatalities and major injuries, as well as making the city a less stressful and more livable environment.

Secondly, we believe that the City should provide an estimate of how much GHG reduction we can get with the investments we are making with the Levy, and how much more is needed to reach our 2030 goals. It is difficult to close a gap when you don't know how big it is.

Recently the State declared a drought in Washington, which forecasts a summer of wildfire smoke, with all of the harmful health impacts that go along with that. We know that this is a result of climate change, and the costs of climate change don't end there, but will also affect food production, electrical production, and tourism, to name just a few. It is worth investing now to make our future livable, and we urge the Mayor to reconsider the Levy, and include more climate investments.