



August 3, 2021 - **SUBMITTED**

Dear Sound Transit Board and leadership,

We are grateful for the additional Board meeting on August 5th, and the deeper discussion of realignment proposals and amendments on July 22nd. At that meeting we saw broad support emerge for a hybrid proposal combining specific timelines as a financial bottom line with a process commitment holding Sound Transit accountable to delivering voter-approved transit projects as soon as possible.

Our coalition of transportation, disability rights, and environmental advocates strongly supports this joint effort to align shared intentions and address multiple concerns. We see that this approach addresses financial responsibility, transparency, equity, and flexibility, all while moving forward as quickly as possible with a robust, regional, and equitable system.

The transportation sector is the region's single largest contributor to greenhouse gas and air pollutants, which directly cause climate catastrophes like the recent heat dome, rising sea levels, unprecedented droughts, and rampant wildfires. The effects of climate change are already here, and they pose an existential threat to us all. The solution to this problem is to give as many people as possible real alternatives to car-based travel - and the SoundTransit 3 program represents the foundation of those alternatives for the entire region.

Sound Transit is an agency that has shown time and again it is unafraid of challenges and willing to do what hasn't been done before. Now is the time to draw on this courage and keep pushing forward to deliver the best system we can, as quickly as possible.

We are supportive of the work of Councilmember Balducci and Chair Keel to bring forward ideas into a hybrid approach that helps meet the needs and priorities of board members and the communities they serve by holding the Agency and Board **accountable** for exploring every option on the table to deliver voter-approved projects as close as possible to the dates committed to in the ballot measure. We expect Sound Transit to rigorously pursue funding capacity, cost containment, and planning efficiencies, all while bolstering efforts to **transparently** engage and connect directly with impacted communities and stakeholders who share the common goal of agency success in its mission. Staying focused on delivering transit while being **flexible** to the ever-changing circumstances and finances of these tumultuous times will be essential for success.

Transportation and mobility sits at the intersection of the global climate emergency, the nation's racial reckoning and long-standing inequities, and our regional affordability crisis. Sound Transit's realignment decisions will absolutely impact if and how our region advances in solving these issues. We urge you to prioritize building transit infrastructure and multimodal transit access, commit to engaging and serving historically marginalized populations first and foremost (such as those at Graham Street), as well as continuing to aggressively plan for affordable TOD. We think it is wise to decouple parking from the baseline projects, which allows the agency to deliver core transit services and analyze how to best deliver flexible access as directed by the ST3 ballot measure language.<sup>1</sup> We support updating the System Access Plan with equitable engagement, and using it in concert as a transparent and policy-based approach for directing parking funds.

We hope that the Board can agree to move forward on this updated proposal together - building trust with the public and showing Board's critical collaboration capabilities. The people of this region and the planet we share are counting on you. The Board has overcome daunting challenges in the past, and must do so again. Thank you.

Sincerely,

Transportation Choices Coalition  
Cascade Bicycle Club  
Sierra Club  
Downtown: On the Go!  
Disability Mobility Initiative, Disability Rights WA  
Move Redmond

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<sup>1</sup> *Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses; opportunities for leased or shared parking; and/or parking built in conjunction with new TOD projects.*  
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