

*07/08/2021 System Expansion Committee
Meeting Public Comment Submissions*

Submissions

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Jack Whisner

ST Boardmembers,

I write about the ST3 realignment process.

Please allow consideration of the work of Boardmember Balducci. I do not know its nature, but she has been great. Please be sure realignment is necessary now; it may be better later.

As I have followed your process, the scenarios have seemed to lack one appropriate measure: cost-effectiveness. It would be great if the various projects were not ranked by cost or ridership alone, but by ridership in terms of cost. An old FTA consideration was new riders.

Please consider slide 12, the Chair's proposal. Adding two more columns might be warranted. A column zero with no delay could be added to the left. A column five of deleted or reconfigured could be added to the right.

Candidate projects for column zero:

Current and ST2 service. As I have written before, please provide short headway and short waits on Link and the major bus routes. In particular, please reduce peak period Link headway to six minutes from eight. Please reduce off-peak Link headway as well.

Add more service to important bus lines; increase their evening spans; reduce off-peak headways and waits. ST has buses sitting in the bases. If the south Link line is to be delayed, please provide shorter headway and shorter waits on routes 574 and 594 in the meantime.

Restructure SR-520 Route 545 to meet Link at the UW Link station. Headway and waits could be shorter. More service could be provided to the UWMC.

Consider providing Route 522 its planned 10-minute peak headway at all time periods.

The major ST bus routes could be shifted to proof of payment fare collection for better speed. We need fast fare collection and humane fare enforcement; ST can do both.

Shift the capital funds for RR lines C and D to the new zero column. These lines have riders today and more when the Covid period ends. We know that the WSBLE will be delayed. There will be more years without Link. This makes the minutes saved on these lines more important. Those savings should begin as soon as possible. The Chair's placement almost delays them until Link.

The NE 130th Street station should have no delay. It would be best to implement it with the Lynnwood Link line. ST staff has now said that is not possible.

Candidate projects for column five include:

The commuter parking for the ST3 Link and Stride lines could all be zeroed out. The land next to frequent transit would be better used for multifamily housing.

The Link line between South Kirkland and Issaquah could be reconfigured. It is very costly, yet several important aspects were not included. Please consider breaking the line into two electric bus lines, one between Issaquah and Mercer Island via Eastgate; the second between downtown Kirkland and East Link via the CKC. Serving a parking lot is clearly not the objective; transit should serve pedestrian centers such as downtown Kirkland. This could take significant time, but you have that.

Does Everett Link really need the Boeing deviation? I am not a fan of the spine, but for those who are, should it have scoliosis?

Candidate projects to shift to the right to more delayed columns include:

West Seattle Link could be delayed; the ST3 plan had it operate as a stub for a while. Seattle controls the to-be-repaired high level bridge; Seattle has provided the South Lander Street overcrossing; Seattle could provide great transit priority on the reopened bridge.

SR-522 Stride. Route 522 will meet Link at the Roosevelt Link station in fall 2021. This will work fine. It is actually better from a network perspective, as it serves Lake City a denser hub with other transit connections.

The realignments of Sound Move and ST2 both included significant change.

Thank you for considering this note.

Jack Whisner
8325 11th Avenue NW, 98117
PCO 36-2168

Matt Hayes, President and CEO, The Museum of Flight

Good afternoon,

Please let me start by thanking you for the work you are doing to address the core needs of this region regarding transportation, access, the economy, and the overall quality of life in our communities. I can only imagine the challenges and decisions you face each day.

In 2015 business and community leaders in north Tukwila, south Seattle, and Skyway came together to collectively advocate for the inclusion of the Boeing Access Road (BAR) Light Rail Infill station in the Sound Transit 3 funding package. We urge the Board to retain this project as a high priority in the Sound Transit construction plan and as part of the current Sound Transit realignment efforts. At The Museum of Flight on Boeing Field, we constantly see the diversity of our community, the depth of the area's economic force, and deep potential for more employment and tourist opportunities. We also see daily the challenges of getting to and from such a unique, special, and often forgotten area of our county.

When constructed, the BAR Light Rail Station would serve the Tukwila Manufacturing Industrial Center and the Duwamish (Seattle) Manufacturing Industrial Center with convenient light rail. These two combined MICs have an area of nearly 6,000 acres, with 72,000 jobs, and just under 2,000 places of employment, including businesses such as Boeing, Amazon, Boeing Field, MacDonald Miller, Raisbeck Aviation High School, Darigold, the Georgetown campus of South Seattle Community College, and us here at The Museum of Flight. According to PSRC's latest report on Regional Centers, less than 10% of the people who work in the two MICs live in one of the MICs. Most people who work at our businesses live outside the area and need to commute in passenger vehicles to get to work. Providing a light rail station would expand the transit options for employees and the people that live in the area.

The residential neighborhoods in Tukwila, south Seattle, Skyway and Renton are some of King County County's most diverse areas, with residents being 32% Asian, 16% Black, and 10% Hispanic. In addition, 50% of the residents have a first language other than English, 62% are persons of color, and 36% are foreign born. Residents of the area also struggle financially with 17.2% of the City's residents living below the Federal poverty line. Despite the economic challenges in this area and having a light rail run through our neighborhoods, this is a transit desert, with no ability to access light rail and very little bus

service. A light rail station would be a step forward in addressing the transit disparity that exists in the Boeing Access Road area.

I hope that the commitments that have been made to our communities for over 20 years. Please ensure that the Boeing Access Road Light Rail Station remains in the capital plan as part of realignment. It will have a powerful impact. Again, thank you for your efforts and your attention to this matter.

Matt Hayes - President and CEO, The Museum of Flight (and area resident)



Matt Hayes | President and CEO

The Museum of Flight
9404 East Marginal Way S
Seattle, WA 98108
Work: +1 (206) 764-5702
www.museumofflight.org

City of Federal Way

****This comment was submitted as a letter attachment. The letter is included at the end of this document.**

Good afternoon Sound Transit Board of Directors,

Attached please find a letter which was approved to send to you at last night's City Council Meeting.

Thank you,

Pam Jones

Executive Assistant to the Mayor
City of Federal Way
33325 8th Avenue South
Federal Way, WA 98003
Phone: (253) 835-2402
Fax: (253) 835-2409
www.cityoffederalway.com

Joyce Hengesbach

****This comment was submitted as a letter attachment. The letter is included at the end of this document.**

Please see attached document.

Joyce Hengesbach
West Seattle SkyLink
www.westseattleskylink.org



OFFICE OF THE MAYOR
33325 8th Avenue South
Federal Way, WA 98003
253-835-2402
www.cityoffederalway.com
Jim Ferrell, Mayor

July 7, 2021

VIA EMAIL TRANSMISSION

Sound Transit Board of Directors
401 S Jackson Street
Seattle, WA 98104

Re: *Concerns Regarding Sound Transit's Realignment Framework*

Dear Sound Transit Board Members:

The city of Federal Way's Mayor and Councilmembers understand that Sound Transit is considering a framework to realign capital projects in light of identified funding shortfalls as a result of the pandemic and construction costs increasing faster than expected. We are writing to oppose separating parking from new light rail stations as part of the project realignment framework.

The Chair's proposed realignment scenario presented on June 24th impacts the planned Tacoma Dome Link Extension, a project that will include construction of a second light rail station in Federal Way. Part of this realignment scenario that you are considering is to separate the construction of the TDLE light rail stations from the construction of the associated parking garages. Separating construction of this light rail station in Federal Way from the associated parking by over 10 years is not acceptable.

As with all new development, Link light rail extensions need to mitigate for their impacts and be built in their entirety. Both alternatives for the TDLE propose to construct a light rail station in Federal Way that is neither located near existing residences nor in a zone that currently permits residential uses. Transit and nonmotorized transportation options are more limited in this area than in cities with greater densities such as Seattle. A significant number of people using this future light rail station will need to drive to it to meet ridership expectations.

Proposing to build garages so long after the light rail stations that will generate the parking demand introduces unnecessary schedule and budget risk to implementing Sound Transit 3 projects. Alternative mitigation to providing access to future riders will require other nonmotorized transportation or transit improvements that may well exceed the cost of building the parking garage as planned. Furthermore, no public outreach has been done in the context of not providing parking at this station. As the DEIS for the Tacoma Dome Link Extension is expected to be released in the near future, this would render a significant amount of previous public outreach contradictory to a new direction for the project.

In deciding on your project realignment framework, we ask that you avoid creating new problems as you try to solve the existing funding problems.

Sincerely,

FEDERAL WAY MAYOR AND CITY COUNCIL



Jim Ferrell, Mayor



Susan Honda, Council President



Lydia Assefa-Dawson, Councilmember



Gregory Baruso, Councilmember



Hoang V. Tran, Councilmember



Leandra Craft, Councilmember



Martin A. Moore, Councilmember



Linda Kochmar, Councilmember

- cc: Peter Rogoff, CEO, Sound Transit
EJ Walsh, P.E., Public Works Director
Brian Davis, Community Development Director
Ryan Medlen, Sound Transit Liaison

To: Sound Transit Board members

From: West Seattle Sky Link Team

We appreciate Sound Transit's focus on the needs of riders and its financial and environmental stewardship in addressing cost overruns and schedule commitments in the realignment process.

We support board member Balducci's efforts to devote energy now to keeping ST3 on budget and schedule. While Motion 43 is aimed at identifying value engineering possibilities, we think there are some additional creative approaches which merit consideration. We would like to direct the committee's attention to a [post on the Seattle Transit Blog](#) which suggests several cost and time saving ideas, notably:

1. Simplifying the construction of a second downtown tunnel. Tom suggested: "DSTT2 can be placed underneath DSTT1, thereby getting free Mezzanines and street entrances."
2. Using gondola technology for extensions and feeders. AJ stated: "San Diego MTS treats gondolas ('skyways') as a serious alternative to short light rail extensions, which perhaps would be useful in the WS Stub debates."

We ask the committee not only to approve Motion 43 but to appropriate funding (approximately \$200,000) for a feasibility study of a West Seattle gondola connection to Link. Such a study would allow Sound Transit to examine the SkyLink gondola proposal as a value engineering option and compare it to light rail alternatives being considered in the DEIS.