

10/22/2020 Board of Directors Meeting Public Comment Submissions

Submissions

<i>Alex Hudson, Executive Director of Transportation Choices</i>	2
<i>Jack Wisner</i>	2
<i>Marty Kooistra, Executive Director and Patience Malaba, Director of Government Relations and Policy, for the Housing Development Consortium of Seattle-King County</i>	4
<i>Paul Gunderson</i>	6
<i>Dennis Noland, on behalf of the Youngstown and Avalon and East Alaska Junction Neighborhoods' Coalition</i>	6

Alex Hudson, Executive Director of Transportation Choices

Dear Sound Transit Board,

I am writing to thank recently departed Chief Civil Rights, Equity and Inclusion Officer, Jackie Martinez-Vasquez, for her service to Sound Transit and the broader community.

Over the last three years Jackie has done the important work of institutional change for racial equity at Sound Transit. She has been a leader for the agency and a champion for uplifting community voices, establishing equity policies and programs that have created a strong foundation for future work. We know she leaves Sound Transit a better, more accountable agency.

Jackie will be missed, but her work must continue. We urge Sound Transit to immediately begin a national search for a racial equity expert who can lead the agency forward. The effort to push forward for equity at our public agencies cannot wait; lives depend on it.

Sound Transit is one of the most important forces for transformation in the Puget Sound. Your courageous leadership can meaningfully move the dial to make sure the transportation sector is a force for achieving society's most important promises and highest ideals of racial equity and inclusive prosperity.

Sincerely,

Alex Hudson

Alex Hudson (she/her)

Executive Director

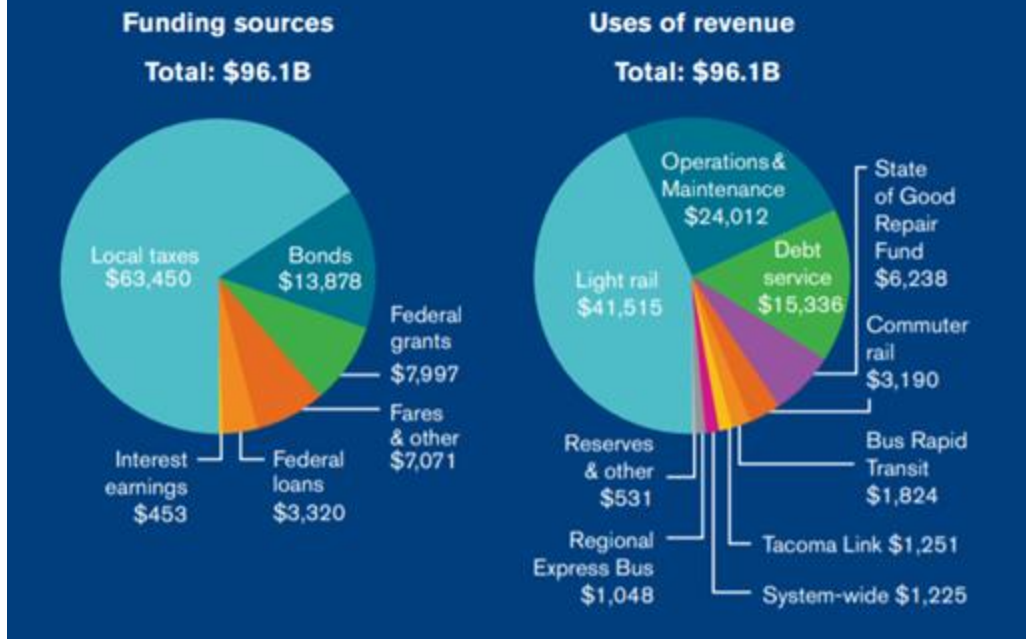
Jack Wisner

Dear ST Boardmembers,

The draft ST SIP was out for public comment and I participated in the survey. You will make SIP decisions in a few months. Simultaneously, you are considering a reset to the capital program due to the recession. It is expected that the ST3 capital program will be delayed. This note is only about the service aspect. Short waits are the key to transit mobility.

Consider a general characterization. Your partner agencies are operations focused (e.g., ET, CT, Metro, and PT). ST has a capital focus. The capital budget is billions; the operating budget is millions. See pie charts from 2019, before Covid. Spending significantly more in service today would probably not impact ST3 capital much in time (billions v. millions). In cost-benefit terms, rides attracted today are worth more than rides attracted tomorrow. Why force today's riders to wait so much?

Sources and uses of revenue 2017-2041 (in millions)



Second, consider Covid. The virus has its own calendar. No one can know when physical distancing will be diminished, a vaccine provided, mask wearing improved, and the old normality will be approached. I expect traffic congestion to return soon. ST should be prepared to provide short headway in fall 2021. The essential workers of fall 2021, would be helped by short waits. Many use bus routes and Link.

The draft SIP 2021 proposes too little service on both Link and bus. In late 2021, we need good service. We have invested billions in Link and many millions in the regional express network. We should make them sing. The service network of ST and its partner agencies needs short waits for good integration. Before Covid, the ST plan was to provide four-car trains and six-minute peak headway for Northgate Link. Please provide that peak headway. Please provide shorter headway at off-peak times as well. How about seven minutes? Short Link headways would help riders in many ways: it would attract ridership, mitigate transfers, and help the integration by CT, ST, and Metro routes at Link stations.

Short Link headway could help with the West Seattle Bridge crisis. Integration could be accomplished at the SODO station.

Please spend more funds on regional bus routes. Even before Covid, ST had many buses stored in the bases at off-peak times. ST could help current riders much more. Metro provides a policy 15-minute evening and weekend headway on its RapidRide lines. ST should provide a 15-minute off-peak headway on its major trunk lines; they are the Link of tomorrow (e.g., routes 512, 522, 545, 550, and 594). ST Route 550 had a six-minute peak period peak direction headway; it would take no more buses and only a modest number of hours to provide a six-minute headway in both directions.

In 2021, Route 522 should have 10-minute two-way headway daily in all periods. Northshore riders will be transferring to and from Link. They need short waits. This will set the market for Stride.

In 2014, Executive and Boardmember Constantine suggested that the networks integrate. This was brilliant. But on SR-520, the implementation has been slow. ST Route 545 could meet Link at the UW Stadium Station. The I-5 general purpose lanes were and will be slow. Link is and will be fast and reliable. Revised Route 545 could have very short waits. ST has not begun the public process for a change to Route 545. Let's do it now. With Northgate Link, there should be no capacity constraint. Let's integrate and help the riders in 2021.

Thanks for considering this note.

Jack Whisner

8325 11th Avenue NW, 98117

PCO 36-2168

*Marty Kooistra, Executive Director and Patience Malaba,
Director of Government Relations and Policy, for the Housing
Development Consortium of Seattle-King County*

Dear Sound Transit Board,

On behalf of the Housing Development Consortium (HDC), and members of its Homeownership Affinity Group, thank you for this opportunity to comment on your plan to move forward 10 vacant Sound Transit sites in the Rainier Valley area to be available at no cost to the Seattle Office of Housing (OH) for the development of permanently affordable homeownership. HDC offers our enthusiastic support for the Sound Transit board to take action approving a formal declaration of the sites as surplus; declaring the sites suitable for housing development; and authorizing staff to negotiate a no-cost transfer to the Office of Housing as approved by the Executive Committee on **October 1st** for the full Board Action.

We are grateful for your leadership and partnership with the Office of Housing to create equitable Transit-Oriented Development (TOD) opportunities and to advance effective strategies. Affordable homeownership is both an affordable housing and anti-displacement strategy, for which the Rainier Valley residents have advocated. It will give those who make 50 to 80 percent Area Median Income the opportunity for an affordable housing payment that also helps them build wealth. As housing costs have accelerated, homeownership has become further and further out of reach of everyday people in King County. Utilization of these properties for homeownership not only creates affordable, transit-accessible housing for ownership but centers the voice of historically underrepresented communities.

Through such strategic collaboration we can further build upon the work that has been accomplished both locally and throughout the region and make progress on our mutual goals of achieving equitable communities of opportunity and increased transit ridership. Attached is our comment letter.

Thank you for your consideration!

Sincerely,

Patience Malaba

Director of Government Relations and Policy (Pronouns, She/Her)

Housing Development Consortium of Seattle-King County

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**** Attachment included in public comment message is below for review**

Paul Gunderson

i have been paying into sound transit being a home owner in Lynnwood Wa, but have not had opportunity to ride the rail due to its only in Seattle. with the Constuction of the Lynnwood rail going at peak rate i have been watching the only web cam that is available for Lynnwood transit station. Question. is there a plan to put a camera in a location that will document the parking garage build as the only camera in Lynnwood transit station does not show the parking garage constuction area? i and those that are putting money into this great transportation resource that another web cam for the Lynnwood as well as other ST2 transit parking areas or main constuction sights are available to see the progress as the Lynnwood and federal way extension start to take root. thanks,and hope the transit board is able to add some more construction cameras in link light rail ST2 progress occurs and same when ST3 rail projects start to be constructed

Thanks for the consideration of my request

Dennis Noland, on behalf of the Youngstown and Avalon and East Alaska Junction Neighborhoods' Coalition

RE: Realignments of the West Seattle-Ballard Link Expansion and the DEIS findings

We are calling on the Sound Transit Board to stop Sound Transit from making a grave tactical error. We ask the Board to direct Sound Transit to pause the DEIS process, defer announcement of the results of the DEIS, and defer notification of property owners until the Board completes their realignment of revenue/funding and construction schedules.

We will explain why we are making this request.

This past Tuesday evening, the Youngstown Neighborhood Coalition (representing the North Delridge area of West Seattle) met with Sound Transit staff and received an update.

A significant new piece of information came to light. Due to the realignment taking place, there are consequential problems we foresee of which the Board needs to be aware.

In the meeting/update, we were informed that, upon completion of the DEIS in the spring of 2021, notices will go out to all owners of properties that could be impacted by all the various guideway alternatives being considered/studied. This notification will inform owners their properties could be seized by Sound Transit for light rail construction. Our guestimate: 200+ property owners in the Youngstown and Avalon neighborhoods of West Seattle would receive these notifications. Similar scenarios will play out throughout the city. Notifications will prematurely and unnecessarily go out to many more property owners than for properties that will be taken for construction.

Currently, the Sound Transit Board is going through the "realignment" of revenue and construction start dates. The Board is slated to make a determination of realignment sometime in 2021.

Before Sound Transit's current funding crisis, construction for the West Seattle Link Extension was slated to begin 2025. According to ST's budget staff, funding shortfalls will likely delay link expansion construction starts for West Seattle, potentially to the 2030 to 2032 timeframe.

We understand the desire for "shovel-ready" projects. But, if this realignment scenario becomes reality, construction will begin 9 to 11 years after the DEIS findings are released and 9 to 11 years after property owners are notified their properties could be acquired.

Here are the serious problems the Sound Transit Board needs to address:

1. Things are guaranteed to change in the 9 to 11 years between the DEIS findings and the start of construction. This could invalidate the findings of both the DEIS and the EIS.
2. Once notification is given to property owners, this will create a pall over their properties for 9 to 11 years. This adversely affects the mindset of the owners and negatively impacts the marketability and value of the properties.

Again, we respectfully ask the Sound Transit Board, for a period, suspend the DEIS process, defer announcement of DEIS results, and delay acquisition notifications to property owners until after the Board completes their realignment of revenue, funding, and construction schedules.

The Youngstown and Avalon and East Alaska Junction Neighborhoods' Coalition

Dennis Noland

Jane A. Taylor

Greg Thompson

Jake and Kate Silsby

Scott Caldwell

Connor Coleman

Ivan Stroh

Melinda Jankord-Steedman

John Steedman

Amit Kumar

John and Barbara Arenz

Sachit Muckaden

Christopher Coulter

Jen Gardner

M and Judson Miller

Brynne and Chuck Burkhalter

Kenrick and Amanda Williams

Danny and Jennifer Sizemore

Joe and Beth Bomgard-Zagrodnik

Rita Novotney & Quinn McLaughlin

Mark Forrer and Heidi Shininger-Forrer

John and Katie Kelly

Judah and Sarah Stevenson

Callie Byrd & Ray Beck

Mary and Chuck Heinze

Andy and Erin McGhie

Megan and Sergio Zamora

Kelly Bowers and David Lawson

Diane Hamilton

Alicia Gaynor and Sam Sherwood

Boyd Sugiki & Lisa Zerkowitz

Sally Phillips

Gary Reifel

Linda Braddock

Emily & Kevin Hansen

Bryan & Baylee Frost

Rene Commons

Suzanne Youles

Brandon Herman and Libby Rasmussen

Heather Bradley & Nathan Campbell

Aimee and Tim Riordan

Marc Bridner



**HOUSING
DEVELOPMENT**
consortium

October 21st, 2020

Councilmember Kent Keel, City of University Place
Sound Transit Board Chair
401 S. Jackson St.
Seattle, WA 98104

Dear Sound Transit Board,

On behalf of the Housing Development Consortium (HDC), and members of its Homeownership Affinity Group, thank you for this opportunity to comment on your plan to move forward 10 vacant Sound Transit sites in the Rainier Valley area to be available at no cost to the Seattle Office of Housing (OH) for the development of permanently affordable homeownership. HDC offers our enthusiastic support for the Sound Transit board to take action approving a formal declaration of the sites as surplus; declaring the sites suitable for housing development; and authorizing staff to negotiate a no-cost transfer to the Office of Housing as approved by the Executive Committee on **October 1st** for the full Board Action.

The Puget Sound area is in a housing crisis—as more people move to the region, low-and-moderate income earners are priced out of the many opportunities our region provides. This crisis has led to a call to scale up a range of housing strategies including permanently affordable homeownership. We are grateful for your leadership and partnership with the Office of Housing to create equitable Transit-Oriented Development (TOD) opportunities and to advance effective strategies. Affordable homeownership is at the same time an affordable housing and anti-displacement strategy, for which the Rainier Valley residents

**Housing Development Consortium
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have advocated. It will give those who make 50 to 80 percent Area Median Income the opportunity for an affordable housing payment that also helps them build wealth. As housing costs have accelerated, homeownership has become further and further out of reach of everyday people in King County. Utilization of these properties for homeownership not only creates affordable, transit-accessible housing for ownership but centers the voice of historically underrepresented communities.

Through such strategic collaboration we can further build upon the work that has been accomplished both locally and throughout the region and make progress on our mutual goals of achieving equitable communities of opportunity and increased transit ridership.

Thank you for your consideration.

Sincerely,

Marty Kooistra
Executive Director

Patience Malaba
Director of Government Relations and Policy

CC: In support HDC Members

Brett D'Antonio, Chief Executive Officer, **Habitat for Humanity Seattle-King County**

Kathleen Hosfeld, Executive Director, **Homestead Community Land Trust**

Darryl Smith, Executive Director, **HomeSight**

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