

11/19/2020 Board of Directors Meeting
Public Comment Submissions

Submissions

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Larry Fogdall

from) Larry Fogdall, resident in Seattle's Montlake neighborhood)

I believe that it is NOT generally realized that Metro Transit CUT SERVICE SIGNIFICANTLY BETWEEN THE MONTLAKE NEIGHBORHOOD AND DOWNTOWN SEATTLE when you opened service to "the Husky-land zone" in April 2017. I appeal to YOU to help undo that, their grave dis-service, which has been going-on for nearly 4-years now.

They abandoned their Route 25 lock-stock-and-barrel; yes 100 % thus ending a significant means of bus transportation to "always"-busy University Village from the south and SW directions, including Montlake. Needless to say, Montlake thus lost decent service to much of NE Seattle by their poor decision -- lost connections to groceries ... and many additional kinds of supplies. One resident then corresponded indicating that, with (now) the loss of "our" grocery store -- totally -- Wash. Highway Dept. turned that into a SR-520 materials-yard, and her food went away!

And (back to 2017), they (Metro) abandoned about 93% of the "VERY-popular" Route 43 runs between Montlake and downtown Seattle.

They did ADD a few post-midnight runs that have potential for folks with "unusual" time-schedules; but (in the larger "scale" of things) Metro Transit "succeeded" in essentially ruining our local and well-patronized bus-service to and from downtown (say, from about 9:30 a.m. to perhaps 4 or 5 p.m.) That abandonment has NOT served either the public NOR downtown businesses well AT ALL! (Think everything from large "department" stores all the way to small individual businesses.)

Your station by Husky Stadium now does "precious-little" to serve the general Montlake residential community by itself, though we can HOPE; but it needs better "support" and interaction. Please contribute to improving "things" by coordinating with the folks at "Metro" regarding restoration of better and needed bus service that can and will increase use and connections to your expanding service(s).

Please feel free to share this "complaint" with Metro Transit. They have abandoned much of their previously good, long-standing Community Relations and outreach (most of that loss being 20 to 27 years ago!).

Thank you...

(signed) Larry Fogdall (206-325-4828), a Montlake resident and "try-to-transit" user; previously a member, then chairman of CTAC (Citizens Transit Advisory Committee).

Joe A. Kunzler

17 November 2020

RE: Motion M2020-63 for Sound Transit Board; Request for Open Public Meetings Act (OPMA) Advocacy

Dear Sound Transit Board;

As per my earlier e-mail to the Sound Transit Board Executive Committee; I am very disappointed and frankly a bit angry there was no discussion of my request to please advocate for a stronger Open Public Meetings Act (OPMA). Right now, your public comment is e-mail with online calling in for hearings. There is no Alex Tsimerman hurling hate speech; and therefore I am asking again you please stand up, be responsible, and retain the status quo please of more inclusive public input free of hate speech. That's what I want when we come out of lockdown please; because it was hell to sit in the chambers and listen to someone abuse public comment so rabidly.

At the very least, please demand an online public comment option and model rules on public comment. As Tony Blair said about moments like these, "This is a moment to seize. The Kaleidoscope has been shaken. The pieces are in flux. Soon they will settle again. Before they do, let us re-order this world around us." We know we can stop Alex Tsimerman once and for all, not just due to a pandemic. Oral public comment is not required. *Please* choose impartial justice now and going forward please. I move we work together to stop him and his fellow travelers permanently.

As to your other legislative priorities, I generally support them. Go Sound Transit!

Very thoughtfully;

Joe A. Kunzler
growlernoise@gmail.com

Beverly Triplett

Members of the Sound Transit Board,

I wish to register my objection as a citizen to including the S 344th St site in Federal Way as a consideration for your OMF South facility. Selecting this site would eliminate over 250 jobs from the community, evict several small churches, level a neighborhood of affordable homes, and erase the last industrial blue-collar jobs in Federal Way. Our community cannot afford to lose this neighborhood.

Please consider the other sites instead of this one. I looking forward to light rail service in Federal Way and trust you to make the right decision for our community.

Thank you.

Transportation Choices Coalition

Dear Sound Transit Board and Leadership,

Please find attached comments from Transportation Choices Coalition regarding Sound Transit's 2021 budget deliberations.

Thank you for the opportunity to comment, and for your hard work leading the agency during this unprecedented time.

Best,

Kelsey

****** You can find the letter attached to this comment below.***

Date: Nov 19, 2020
To: Sound Transit Board and Leadership
From: Transportation Choices Coalition
Re: 2021 Budget

Dear Sound Transit Board and Leadership,

Thank you for the opportunity to comment on the 2021 budget. As the Board looks to equitably deliver the voter-approved system in the wake of the COVID-19 pandemic, Transportation Choices Coalition supports centering racial equity in service planning and programming; prioritizing transit as a component of overall economic recovery; and pursuing and supporting potential long-term funding solutions.

With that framework in mind, we believe the Sound Transit budget, and any program realignment decisions, should be based on the adopted Board Equity Policy and other board priorities that emphasize a multimodal system, equitable access, and sustainability, and offer the following comments on future budget discussions:

- **Use a policy- and principles-driven realignment process.** As Sound Transit faces the unprecedented financial challenges brought about by the COVID-19 crisis to deliver on ST3 commitments, we urge the agency to let adopted priorities and policies guide realignment and related budget decisions. These include priorities such as “socio-economic equity,” “multi-modal access,” “transit-supportive land use and TOD,” and “transit integration”; the internal [Equity & Inclusion policy](#); and the [equitable transit-oriented development \(TOD\) policy](#). We also urge the use of the agency’s new equitable engagement tools and racial equity toolkits, and the application of additional criteria and questions we outlined in a [May 2020 letter to the board](#).
- **Continue support for equity programs and staff.** We strongly support Sound Transit’s commitment to operationalizing equity within the agency, and hope that the budget fully funds this department and the staff they need, as well as training resources and affinity groups. This work, especially through partnerships with community liaisons and community-based organizations, produces better outcomes for underserved populations and builds long-term trust between government and community. Service and programming without this structural work will perpetuate historic disparities.
- **Support Fare Ambassador program and evolution of transit security.** We are grateful for the leadership of the Board in examining how the fare enforcement program can reduce harm and inequities, and the budget must support these efforts. We strongly support any additional funding necessary for efforts to lower citation levels and remove this system from the courts.

As part of your commitment to continuing the evolution of fare enforcement, we strongly advocate that you discuss the budget for funds related to security, policing and transit,

so that you can re-examine with community how these funds are spent in an effort to keep riders safe from security incidents while responding to the pleas from communities of color to acknowledge the harm of policing on Black and Brown riders.

- **Maintain service and projects in areas with greatest need.** COVID-19 has highlighted areas of the system where needs are greatest; we are supportive of service reallocations and prioritizing projects that serve transit-dependent people and essential workers at this time.

- **Regarding fares & fare media:**
 - **We fully support funding and implementing the** fully subsidized low-income ORCA card pilot program.

 - **Provide additional visibility and public engagement for Next Generation ORCA.** With plans to launch in 2022, Next Generation ORCA is nearing implementation. We advocate for increased engagement with riders, and increased transparency and visibility regarding policy decisions made during the development of this important user-facing product.

We look forward to continued budget discussions. Thank you for your commitment to public transit.