

02/04/2021 Executive Committee Meeting
Public Comment Submissions

Submissions

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Joe Kunzler

4 Feb. 2021

Dear Sound Transit;

I'm going to be acute. Asking you guys please SUPPORT HB 1329.

I'm just going to say this: I'm barely holding it together today, and the accumulated PTSD from dealing with Alex Tsimerman and some past controversies with some of your staff resurfacing is like my warship being bounced around a Category 3 hurricane or a starship running into a 3-pack of Jem'Hadar. There is still a lot of love for Sound Transit; but not a lot of trust in Sound Transit management/leadership due to the accumulation of this.

THEREFORE, I want to keep these comments to the point and not drag in the relatively innocent for now, but I want you to realize HB 1329's remote meeting option is intended to be permanent in your case. This is a - hopefully ethical *this time* - helping hand from a 12 for Transit who recruited a state legislator to polish my first draft into something that can pass; and an important step in not just rebuilding trust but *retaining* focus as has been grasped since late March.

Asking you help yourselves and endorse HB 1329. Not to mention keep a new, safer and more sane normal. We are nearing one year since a certain Alex's last appearance; HB 1329 can make it *permanent*. Let's make this trauma from Covid19 and frankly the past few years all worthwhile in the end and build back better. As I told a bunch of lobbyists whining about HB 1329, I strongly urge you to consider that allowing virtual testimony is not just for disabled folks but for working families who cannot spare hours to get to a public meeting for only two or three minutes of public input. Unless we as a state want to either a) Dramatically expand the costs of providing childcare/child-minding by local governments or b) Continue to exclude working families + disabled from public input opportunities; we need virtual testimony. HB 1329 provides that and so much more to be optimistic about - please endorse.

Let's build back better!

Many thanks;

Joe A. Kunzler

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Joyce Hengesbach

Dear Board Members,

The West Seattle SkyLink team is thankful to Mr. Rogoff for facilitating a meeting, this past Monday, between the SkyLink Team and Executive Director Don Billen, Cathal Ridge, Jason Hampton, and Leda Chahim. We appreciate Sound Transit's time and interest in learning about the merits of aerial technology and why a gondola is particularly well suited for West Seattle's hilly terrain, water crossings, and densely built infrastructure.

In our discussion Mr. Billen indicated that the voters' approval of the ST3 package precludes a change from light rail technology. We think the board may wish to clarify whether such a mode change is possible under the current extenuating circumstances. (Sound Transit identified gondola as high-capacity transit in their 2014 Issue paper.)

Replacing light rail with gondola on the WS Link Extension could save as much as **\$2 billion**. A gondola system can more than handle the projected ridership and run completely on clean energy. Very importantly, a gondola system could be operational well before light rail, meeting the **urgent** need West Seattle has for reliable public transit that is not dependent on congested roadways and aging bridges.

According to the experts we've consulted, a feasibility study to determine the technical, environmental, and cost specifications for a West Seattle gondola could be completed in 2-3 months at a cost of around \$250,000.

These are challenging times that require exceptional, visionary, leading-edge solutions. We wish you well in your realignment efforts.

Joyce Hengesbach on behalf of
West Seattle SkyLink
www.westseattleskylink.org

Ab Juaner

The following submission was received after the 1 hour cutoff and not included in the comments submitted to the Board prior to the meeting.

Sound Transit Executive Committee:

My name is Ab Juaner, I am with Puget Sound Sage and the South Communities Organizing for Racial and Regional Equity or South CORE. We support the transfer of the Sound Transit surplus properties in the rainier valley to the Seattle Office of Housing at no cost. We want to realize our community vision for BIPOC-owed and stewarded affordable homes.

Together with South CORE, we have envisioned community controlled and inspired development for the Rainier Valley in our [Land for Justice campaign](#) that resulted in the 80-80-80 policy. In 2019, we engaged our South CORE partners to define what an equitable community engagement could look like for the development and stewardship of these properties. We know that BIPOC and low-income communities are transit-dependent while at the same time are constantly at risk of displacement and they often do not get to reap the benefits of new public infrastructure investments. So, government agencies must ensure that these communities lead the visioning and development of these properties.

As our region grows and becomes more connected with investments in transit, we must make sure that we are prioritizing equitable transit-oriented development. We want Sound Transit to commit to

equitable policies and processes that center the needs of those who are most impacted by displacement.

We want to see an increase in Community Stewardship of Land in Seattle and King County through equitable policies to support community control of land and equitable development. We urge you to approve the no-cost transfer of the Sound Transit surplus properties to the Seattle Office of Housing for affordable homeownership in the Rainier Valley.

Thank you.